

URBIS

BALMORAL QUAY STAGE 5 - SECTION 96A APPLICATION

Town Planning Report

Prepared for
BALMORAL QUAY PTY LTD

12 May 2021

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We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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EXECUTIVE SUMMARY

This planning report has been prepared by Urbis on behalf of Balmoral Quay Pty Ltd in support of an application pursuant to Section 96A of the *Planning and Environment Act 1987* for a combined planning scheme amendment and buildings and works application associated with the land at 1 Harbourside Drive, Rippleside (“the subject site”).

Specifically, the proposal seeks to:

- Amend Schedule 2 to the Comprehensive Development Zone to update the references to the *Rippleside Comprehensive Development Plan February 2000* and *Rippleside Urban Design Guidelines June 2000*.
- Amend Clause 72.04 to update the references to the *Rippleside Comprehensive Development Plan February 2000* and the *Rippleside Urban Design Guidelines June 2000*.
- Amend the *Rippleside Comprehensive Development Plan February 2000* to refer to the increased height proposed which is an incorporated document within Schedule 2 of the Comprehensive Development Zone and the schedule to Clause 72.04.
- Amend the *Rippleside Urban Design Guidelines June 2000* to refer to the increased height proposed which is an incorporated document within Schedule 2 of the Comprehensive Development Zone and the schedule to Clause 72.04.
- Buildings and works associated with the construction of 84 apartments. The proposed building has an overall height of 27.0 metres (28.2 metres to the top of services) or seven storeys above ground level and incorporates the following:
 - Lower Ground Floor (Harbourside Drive Entry) containing the car park, bicycle parking and storage (with entry from Harbourside Drive), marina office and tenancy.
 - Ground Floor (Liverpool Street Lobby Entry): containing further resident car parking and storage, 12 apartments and 234 square metres of terrace/courtyard area.
 - Level 1 (Balmoral Crescent Entry) containing the further carparking areas (with access from Balmoral Crescent) Residential Amenity area and 13 apartments.
 - Level 2: containing 21 apartments
 - Level 3: containing 17 apartments and a terrace/courtyard area.
 - Level 4: containing 11 apartments.
 - Level 5: containing 10 apartments.
- Vehicle access is proposed to be provided via Balmoral Crescent and Harbourside Drive with the provision of a total of 136 car parking spaces broken down as:
 - 102 residential spaces
 - 32 shared marina/residential visitor spaces, including one Electric Vehicle charging space and one Car Share space, and
 - 2 spaces allocated to the commercial tenancies.
- In there are 5 motorcycle/moped spaces and provision for 115 onsite bicycle parking spaces, 31 of which are provided for visitors.
- Landscaped outcomes form a key part of this proposal, integrated throughout the design and built form outcome, the communal spaces as designed and created will provides landscaped rooftop terraces, street frontages and integration into the site’s waterfront context.

The proposed development application triggers planning approval under the following provisions of the Greater Geelong Planning Scheme:

- Clause 4.0 of Schedule 2 to the Comprehensive Development Zone to construct a building or to construct or carry out works.
- Clause 52.06-3 to reduce the number of car parking spaces required under Clause 52.06-5

This report provides an overview of the site's context and the relevant planning controls and policies of the Greater Geelong Planning Scheme and provides an assessment of the proposal against these considerations.

1. SITE AND SURROUNDING CONTEXT

1.1. THE SITE

Balmoral Quay is a 2.7-hectare parcel of land situated on prime water's edge land, located approximately 2 kilometres north-west of the Geelong CBD. The overall site is located approximately 420 metres east of Melbourne Road, which provides the main vehicular access from Melbourne through to the Geelong CBD. The site is also situated in close proximity to North Geelong Railway Station which is situated approximately 600 metres to the north-west.

The overall site is located east of an existing residential neighbourhood, with existing residential development to the north and west located along Balmoral Crescent. Port Phillip Bay is located to the east and Ripplside Park to the south.

The site within Balmoral Quay that forms part of this proposal is located in the south-west corner and abuts Balmoral Crescent to the west and the service road extension of Liverpool Street. Two existing dwellings adjoin the site to the north, with an additional dwelling under construction and Harbourside Drive (an internal road to Balmoral Quay) adjoins the site to the east.

The site is formally described as Lot S5 on Plan of Subdivision 814484L.

A copy of the Certificate of Title is provided at **Appendix B**.

Figure 1 - Site Context Map



1.2. HISTORY

The application site forms part of the broader Balmoral Quay development that is regenerating a piece of land that was previously used for ship building and maintenance related activities. Over the history of the use of the land a variety of commercial/industrial style buildings have existing on the land to facilitate the previous use of this land.



Picture 1 Rippleside Aerial Image – 12 October 1947

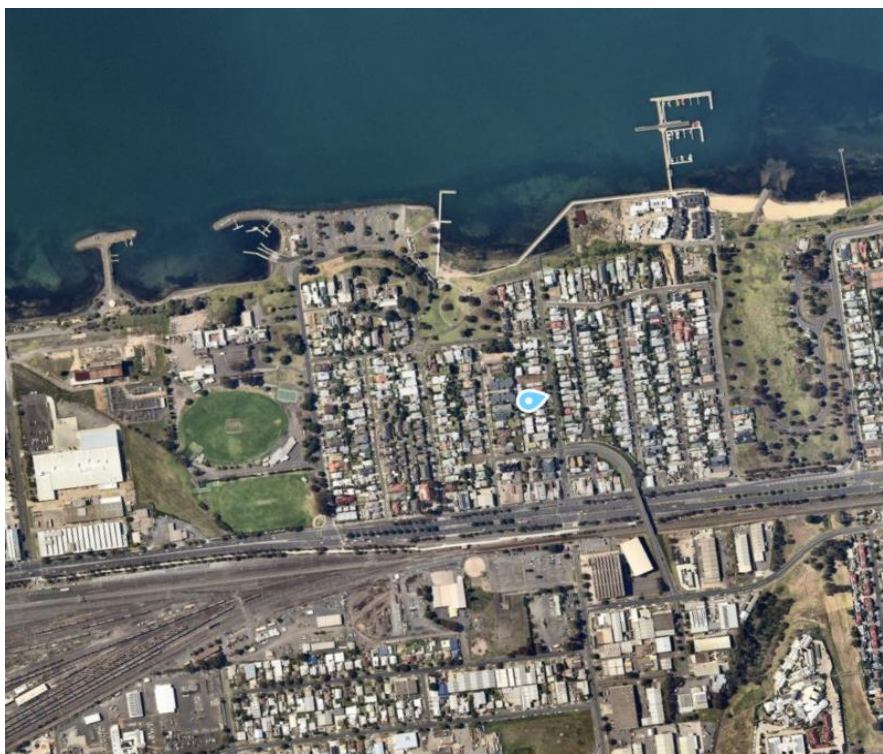
Source: [Landata]



Picture 2 Rippleside Area Image – April 1966

Source: [Landata]

Prior to the above use of the land, we note that much of the site is formed by reclaimed land to establish the former shipyards. We refer to the below historical aerial imagery of the area around the site that confirms that the majority of this land has been established on reclaimed land.



Picture 3 - Rippleside 28 March 2020

Source: [Nearmap]

Following the cessation of the maritime related uses of the land the site has undergone a rezoning and remediation process to make the land suitable for residential development.

In accordance with Planning Permit PP-647-2004/C issued on 21 March 2005, and the Comprehensive Development Plan and Rippleside Urban Design Guidelines, the development of this land has commenced and the delivery of new dwellings on the land is substantially underway, with dwellings delivered within Stage 1 and Stage 2, as well as the delivery of the remediated Rippleside Beach, water front path and the stage 1 (30 berths) of the Rippleside Marina.

The current planning approval on the land, PP-647/2004, issued on 21 March 2005, remains valid as a result of a number of extensions of time to the permit. The issued permit allows for the following:

(Rippleside quay): Use of the land for a convenience shop, restricted recreation facility, marina and more than 98 dwellings, construction of buildings and works, including buildings that exceed the heights shown on the comprehensive development plan), and variation of loading bay requirements generally in accordance with the endorsed plans.

The area of the site that is subject to the amendments to the permit, known as Stage 5, through the history of the project has been approved to contain a multi-level building containing carparking, for both the proposed dwellings and retail, as well as providing the required number of onsite carparking spaces that are required to be provided in relation to the use of the expanded Rippleside Marina.

The approved built form on the site, known as Building H in the current approved plans for this site, contains a four-storey built form that occupies this area of the development site, interfacing with both Liverpool Street to the south and Balmoral Crescent to the west.

The land currently sits undeveloped, with a Barwon Water asset provided in the north-eastern corner that is to be accommodated within the design of any development delivered on this part of the site.

1.3. RECENT HISTORY

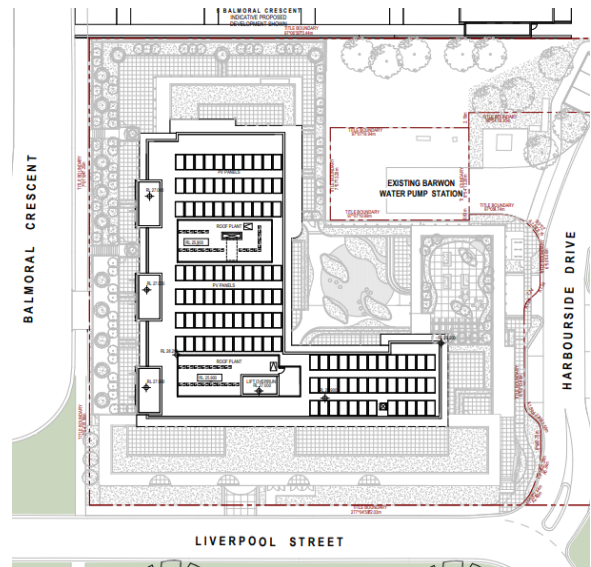
As noted above, the incorporation of the Barwon Water Asset onto part of the site results in a significant impact on the developable area of the site when compared to the area set aside in the previously approved scheme on the land and within the Comprehensive Development Plan and Rippleside Urban Design Guidelines.

As is demonstrated below, the Barwon Water asset occupies a considerable proportion of the land that was contained within Stage 5 of the previously assessed Rippleside Comprehensive Development Plan.

Figure 2 Comparison between previous footprint and proposed.



Previous Stage 5 Footprint
Source: Hassell



Proposed Stage 5 Footprint with Barwon Water Pump Station
Source: SJB

1.4. PUBLIC BENEFIT

The development of Balmoral Quay is an ongoing demonstration of commitment to the aspirational growth and economic prosperity of the Geelong region. Balmoral Quay is a pioneering project for the city that has employed local people throughout the first four stages of its development and provided an overall public realm contribution of \$8,000,000 to date.

Significant public realm improvements that are attributable to the development of Balmoral Quay to date include:

- Reclamation and decontamination of 3,500sqm of previously unusable land into publicly accessible parkland, beaches, bike paths and promenades.
- Enhanced public connectivity and pedestrian/cycling connectivity through the provision of the waterfront path connecting Rippleside Beach through to St Helens Beach and Park to the north.
- Refurbishment and expansion of partially public marina and pier providing 32 marina berths, 32 public cars and 31 public bike parks;
- Construction of drainage infrastructure for surrounding areas.

Figure 3 - Locational Map of No 1. Harbourside Drive, Rippleside



URBIS **1 HARBOURSIDE DRIVE, RIPPLESIDE**
SITE LOCATION

1.5. SURROUNDING CONTEXT

1.5.1. North

The land directly to the north of the site is situated within the General Residential Zone and is occupied by two dwellings with an additional dwelling under construction. The driveway to the two completed dwellings runs along the abutting boundary. Existing dwellings are located further north with a combination of single and double storey dwellings visible in the surrounding area.

1.5.2. East

The land directly to the east of the site is also situated within the Comprehensive Development Zone (Schedule 2) and forms part of the Balmoral Quay development. The land to the east has been developed and contains double and triple story townhouses. Harbourside Drive which provides access to the townhouses abuts the land directly to the east.

1.5.3. South

The land directly to the south of the site is situated within the Public Park and Recreation Zone. The slip lane to Liverpool Street runs along the boundary of the site, with Rippleside Park located further south. Rippleside Park extends from Melbourne Road through to the beach. A car park is located to the south-east of the site which is utilised by both the park occupants and Balmoral Quay. There is also an existing shared path which runs north-south from the car park through to the Geelong CBD.

1.5.4. West

The land to the west of the site is situated within the Comprehensive Development Zone and General Residential Zone. The Comprehensive Development Zone extends to the middle of Balmoral Crescent, with the land further west situated within the General Residential Zone. The existing dwellings to the west of Balmoral Crescent are both double storey and side onto Balmoral Crescent.

Figure 4 - Aerial Image of No 1. Harbourside Drive, Ripplside



1 HARBOURSIDE DRIVE, RIPPLESIDE

SITE LOCATION

2. PLANNING POLICY CONTEXT

The planning policy context for assessment of this proposal is summarised below.

2.1. PLANNING POLICY FRAMEWORK

The following clauses of the Planning Policy Framework are considered relevant to the proposal.

- **Clause 02.02 (Vision)** highlights key land use and development aspirations for Geelong including:
 - Sustainable development that supports population growth and protects the natural environment.
 - An inclusive, diverse, healthy and socially connected community.
- **Clause 02.03 (Strategic Directions)** includes key strategy with respect to settlement that outlines the predicted growth of Geelong that will create a demand for in excess of 73,000 new dwellings that are to be delivered via a combination of greenfield and infill development, with the share of infill development to increase over time.
- **Clause 02.03-5 (Building Environment and sustainability)** outlines directions that seek to ensure that development enhances Geelong's sense of place and identity, support the design and provision of health, walkable neighbourhoods, encourages environmentally sustainable design in all development and provide high quality urban design and landscaping.
- **Clause 02.03-6 (Housing)** outline areas for increased housing diversity and also directs the facilitation of infill development to increase its housing supply contribution and increase housing diversity in established communities.
- **Clause 11.01-1S (Settlement)** looks to develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities. It also seeks to plan for development and investment opportunities along existing and planned transport infrastructure and limit urban sprawl by directing growth into existing settlements.
- **Clause 11.011R (Settlement – Geelong G21)** supports the role of Central Geelong as a major regional city and revitalise and strengthen its role as Victoria's second city.
- **Clause 11.01-1L (Settlement – Greater Geelong)** directs the majority of future housing to urban Geelong and that the share of housing on the Bellarine Peninsula is reduced.
- **Clause 11.02-1S (Supply of Urban Land)** plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis. Planning for urban growth should consider opportunities for the consolidation, redevelopment and intensification of existing urban areas.
- **Clause 15.01-1S (Urban Design)** looks to ensure development supports public realm amenity and safe access to walking and cycling environments and public transport. Additionally it seeks to promote good urban design along and abutting transport corridors.
- **Clause 15.01-2S (Building Design)** seeks to ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale and massing of new development. It looks at ensuring development responds and contributes to the strategic and cultural context of its location.
- **Clause 15.01-2L (Environmentally Sustainable Development)** seeks to achieve best practice in ESD from the design stage through to construction and operation.
- **Clause 15.02-1S (Energy and Resource Efficiency)** promotes consolidation of urban development and integration of land use and transport.
- **Clause 15.03-2S (Aboriginal Cultural Heritage)** reiterates the requirements around the protection and conservation of places of Aboriginal cultural heritage significance and ensure that approvals align with the recommendations of any relevant Cultural Heritage Management Plan.
- **Clause 16.01-1S (Housing Supply)** seeks to ensure that appropriate housing quantity, quality and typology is provided to cater for a wide range of the community through increasing the proportion of

housing in established urban areas (including under-utilised urban land). Policy seeks diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types

- **Clause 16.01-1R (Infill housing – Geelong G21)** facilitates infill development in Central Geelong and around activity areas within urban Geelong.
- **Clause 16.01-2S (Housing Affordability)** seeks to provide housing affordability by increase choice in housing type, tenure and cost to meet the needs of housing as they move through the life cycle to support diverse communities.
- **Clause 17.01-1R (Diversified Economy – Geelong G21)** seeks to build on the region’s competitive strengths, including tourism and agricultural land resources and economic, social and natural assets and support new businesses that provide employment and innovation opportunities in identified employment nodes across the region.
- **Clause 18.02-1S (Sustainable Personal Transport)** looks to ensure development and the planning for new suburbs, urban renewal precincts, greyfield redevelopment areas and transit-oriented development areas (such as railway stations) provide opportunities to promote more walking and cycling.
- **Clause 18.02-2S (Public Transport)** facilitates greater use of public transport and promote increased development close to high quality public transport routes.

3. PLANNING CONTROLS

3.1. ZONING

3.1.1. Clause 37.02 – Comprehensive Development Zone (Schedule 2)

The site is wholly situated within the Comprehensive Development Zone (Schedule 2). Schedule 2 relates to the Rippleside Comprehensive Development Plan which applies to land generally bounded by Liverpool Street, Balmoral Crescent, Victoria Street and Corio Bay, Rippleside as defined by the Rippleside Comprehensive Development Plan.

The purpose of the schedule includes:

- *To facilitate the use, development and design of an urban environment that complements and enhances the area and provides linkages with the surrounding residential, community and open space networks.*
- *To provide for residential, recreational and boating facilities and activities in conjunction with small-scale commercial and tourism development.*
- *To provide for the integrated subdivision and redevelopment of the Rippleside Shipyards generally in accordance with the Rippleside Comprehensive Development Plan.*
- *To provide for development that is sympathetic to the surrounding residential and recreational environment, utilising the waterfront location and harbour infrastructure.*

The schedule also specifies that the height controls must not exceed the height above the Australian Height Datum for any particular site as shown on the Rippleside Comprehensive Development Plan incorporated into this Planning Scheme.

Clause 1.0 of Schedule 2 to the CDZ specifies that following uses as Section 1 (permit not required) provided the condition is met:

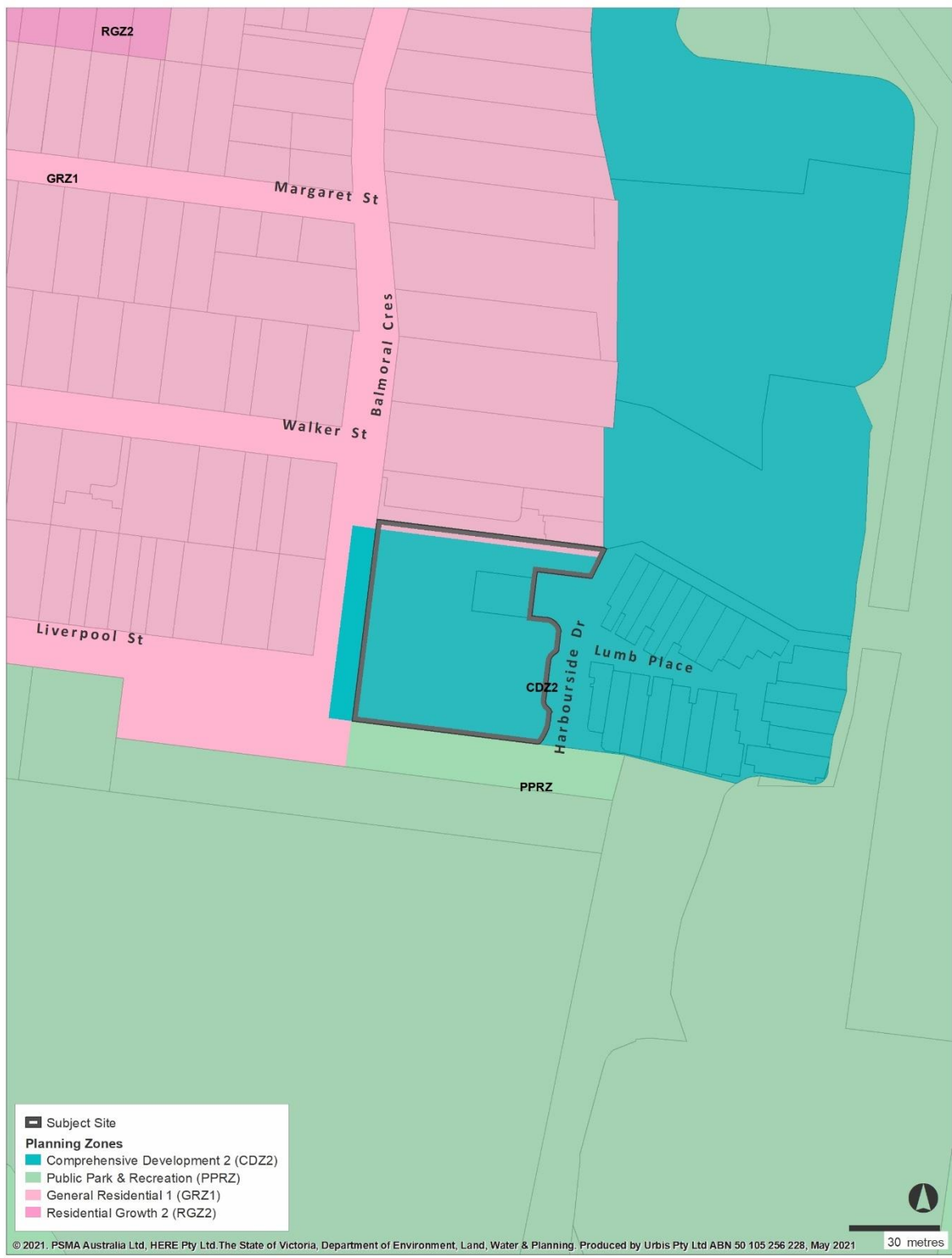
- Dwelling: Must be generally in accordance with the Rippleside Comprehensive Development Plan and the total number of dwellings cannot exceed 98.
- Food and drink premises: Must not exceed two in number. The combined floor area available to patrons is not to exceed 200 sqm. Must be within the Commercial area as shown on the Rippleside Comprehensive Development Plan.
- Office: Total area must not exceed 1000sqm and must be generally in accordance with the Rippleside Comprehensive Development Plan.

Clause 4.0 of Schedule 2 to the Comprehensive Development Zone outlines that a permit is required to construct a building or to construct or carry out works. Schedule 2 to the CDZ requires any subdivision and buildings and works to be generally in accordance with the Rippleside Comprehensive Development Plan and Rippleside Urban Design Guidelines

The above confirms the following with respect to the proposal:

- A planning permit is required with respect to the proposed buildings and works.
- A planning permit is not required to use the land for the purpose of dwelling, given that the total number of dwellings within the permit is less than 98 dwellings.
- In addition, a permit is not required to use the land for a food and drink premises, or office based on the size of the tenancies proposed.

Figure 5 - Zoning Mapping of No 1. Harbourside Drive, Rippleside



1 HARBOURSIDE DRIVE, RIPPLESIDE

PLANNING ZONES

3.2. OVERLAYS

3.2.1. Clause 45.03 – Environmental Audit Overlay

An Environmental Audit Overlay covers the whole site. The Environmental Audit Overlay specifies that *before a sensitive use (residential use, child care centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:*

- *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or*
- *An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.*

We refer to **Appendix F** which includes a Statement of Environmental Audit Report that was issued on 5 September 2008 and advised that residential development could occur if the conditions in the report were satisfied.

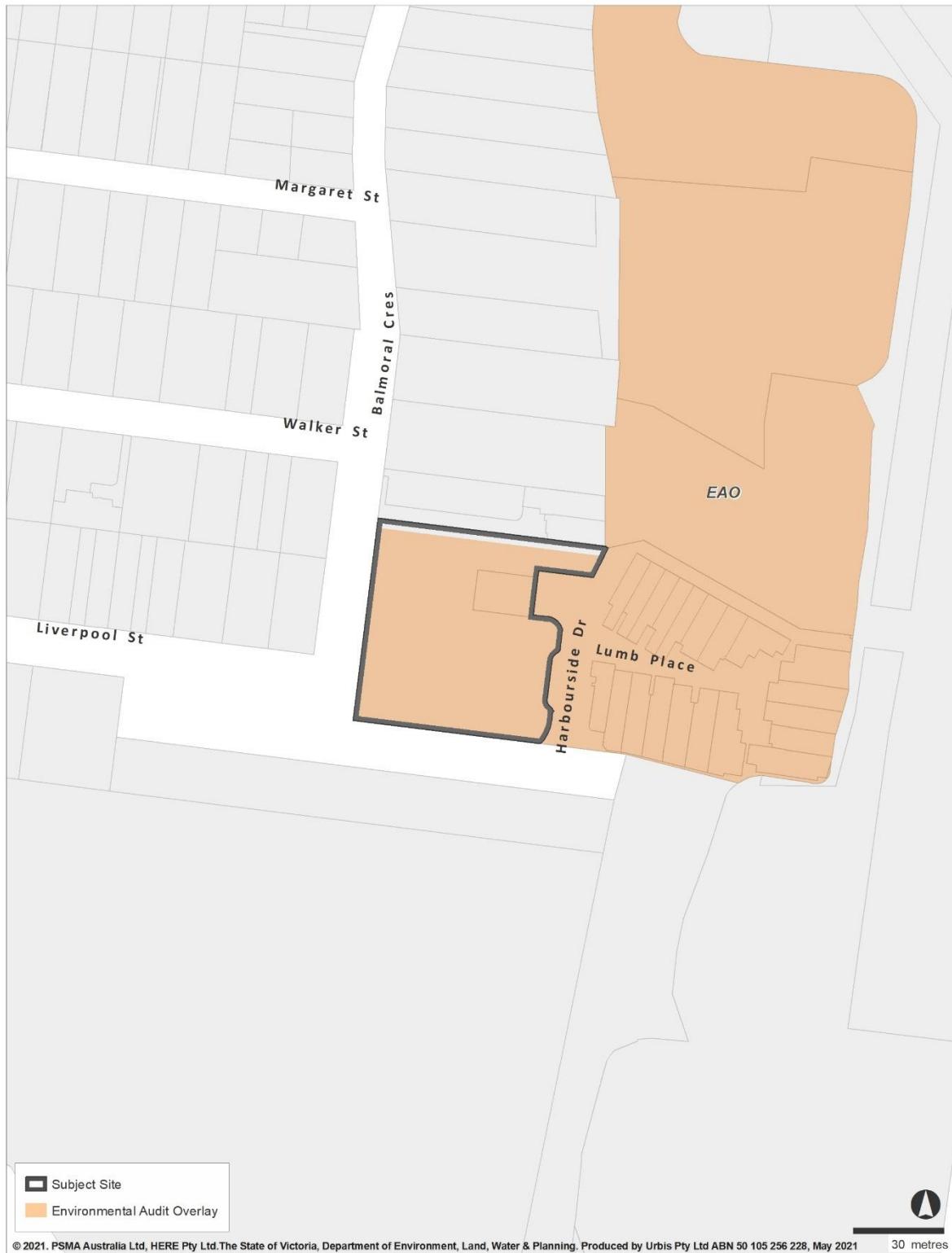
The City of Greater Geelong confirmed on 24 September 2009 that Condition 8 of the planning permit, relating to matters to the Environmental Audit, applying to the land, 647/2007/C had been met.

With respect the requirements of the conditions of the Statement of Environmental Audit we note the following:

- Condition 1 – *Movement and covering of contaminated soil* – Complied as a result of works already completed on the site.
- Condition 2 – *Implement the HS & E Plan* – all current and future development works on the audit site must comply.
- Condition 3 – *Decommissioning of bores* – there are no longer any visible bores located on the site.
- Condition 4 – *Do no extract contaminated groundwater* – As there is no plan to extract groundwater as part of any of the works, this condition is complied with.

As a result of the above, it will be necessary for works on the remaining stages to comply with the conditions, to the degree practicable, and in particular the application of the Environmental Health and Safety Management Plan issued with the Statement of Environmental Audit (or an auditor-approved alternative plan).

Figure 6 - Overlay Mapping of No. 1 Harbourside Drive, Rippleside



1 HARBOURSIDE DRIVE, RIPPLESIDE ENVIRONMENTAL AUDIT OVERLAY (EAO)

3.3. PARTICULAR PROVISIONS

3.3.1. Clause 52.06 – Car Parking

Clause 52.06 applies to a new use and seeks to ensure the provision of an appropriate number of car parking spaces.

We provide the following summary with respect to the provision of onsite carparking against the statutory requirements of the Greater Geelong Planning Scheme:

Use	Clause 52.06 Parking Rate	Clause 52.06 requirement	Proposed
Dwellings	1 space to each one or two bedroom dwelling plus 2 to each three of more bedroom dwelling.	102 Resident spaces required	102 spaces
	1 for visitors to every 5 dwelling for developments of 5 or more dwellings.	16 visitor spaces required	16 space shared with marina allocated spaces.
Marina Spaces		n/a	32 spaces shared with residential visitor
Office	3.5 space to each 100sqm of net floor area	1 space required	1 space
Retail tenancy	4 to each 100sqm of leasable floor area	3 spaces required	1 space

A permit may be granted to reduce or waive these car parking requirements.

As a result of the proposed carparking provision within the development a planning permit is required for a reduction in the carparking requirements of Clause 52.06 of the Greater Geelong Planning Scheme.

3.3.2. Clause 52.17 – Native Vegetation

Pursuant to Clause 52.17-1 a permit is required to remove, destroy or lop native vegetation, including dead native vegetation.

The application does propose the removal of some existing vegetation within the subject site.

The subject site has been reviewed by Ecological Australia who have assessed the existing vegetation on the site with respect to the relevant considerations of Clause 52.17.

Ecological Australia confirmed that the existing vegetation on the site is planted, and that planning permission is not required for its removal pursuant to Clause 52.17 of the Greater Geelong Planning Scheme.

3.3.3. Clause 52.34 – Bicycle Facilities

Clause 52.34 Bicycle parking seeks to encourage cycling as a mode of transport and to provide secure and accessible bicycle parking spaces and facilities. Pursuant to Clause 52.34-3, the statutory bicycle space requirement is:

- Dwelling – in developments of four or more storeys, 1 to each 5 dwellings for residents and in developments of four or more storeys, 1 to each 10 dwellings for visitors

- Office – 1 to each 300sqm of net floor area if the net floor area exceeds 1000sqm for employees and 1 to each 1000sqm of net floor area if the net floor area exceeds 1000sqm for visitors.
- Shop – 1 to each 600sqm of leasable floor area if the leasable floor area exceeds 1000sqm for employees and 1 to each 500sqm of leasable floor area if the leasable floor area exceeds 1000sqm for visitors.

In addition to the above, Table 2 and Table 3 of Clause 52.34-5 specifies the following:

- If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter
- 1 change room or direct access to communal change room to each shower. The change room may be a combined shower and change room.
- A permit may be granted to vary, reduce or waiver any requirement of Clause 52.34-5 and Clause 52.34-6.

We provide the following summary with respect to the provision of onsite bicycle parking against the statutory requirements of the Greater Geelong Planning Scheme:

Use	Clause 52.34 requirement	Proposed
Dwellings	16 resident spaces	84 spaces
	8 visitor spaces provided	31 spaces
Marina Spaces	n/a	
Office	0 spaces required	
Retail tenancy	0 spaces required	

We confirm that the proposed development complies with the requirements of Clause 52.34 of the Greater Geelong Planning Scheme and as a result a planning permit is not required.

3.3.4. Clause 58 – Apartment Developments

Clause 58 applies to an apartment development within the Comprehensive Development Zone and seeks to encourage apartment development that provides reasonable standards of amenity for existing and new residents and to encourage apartment development that is responsive to the site and the surrounding area.

The development **must** meet all of the objectives of this clause and **should** meet all of the standards of this clause.

Refer to **Appendix E** for full assessment of the proposal against Clause 58.

3.4. OTHER CONSIDERATIONS

3.4.1. Aboriginal Cultural Heritage

The site is located within a nominated area of Aboriginal Cultural Heritage Sensitivity. These areas are defined under the Aboriginal Heritage Regulations 2018 and include registered Aboriginal cultural heritage places and land form types that are generally regarded as more likely to contain Aboriginal cultural heritage.

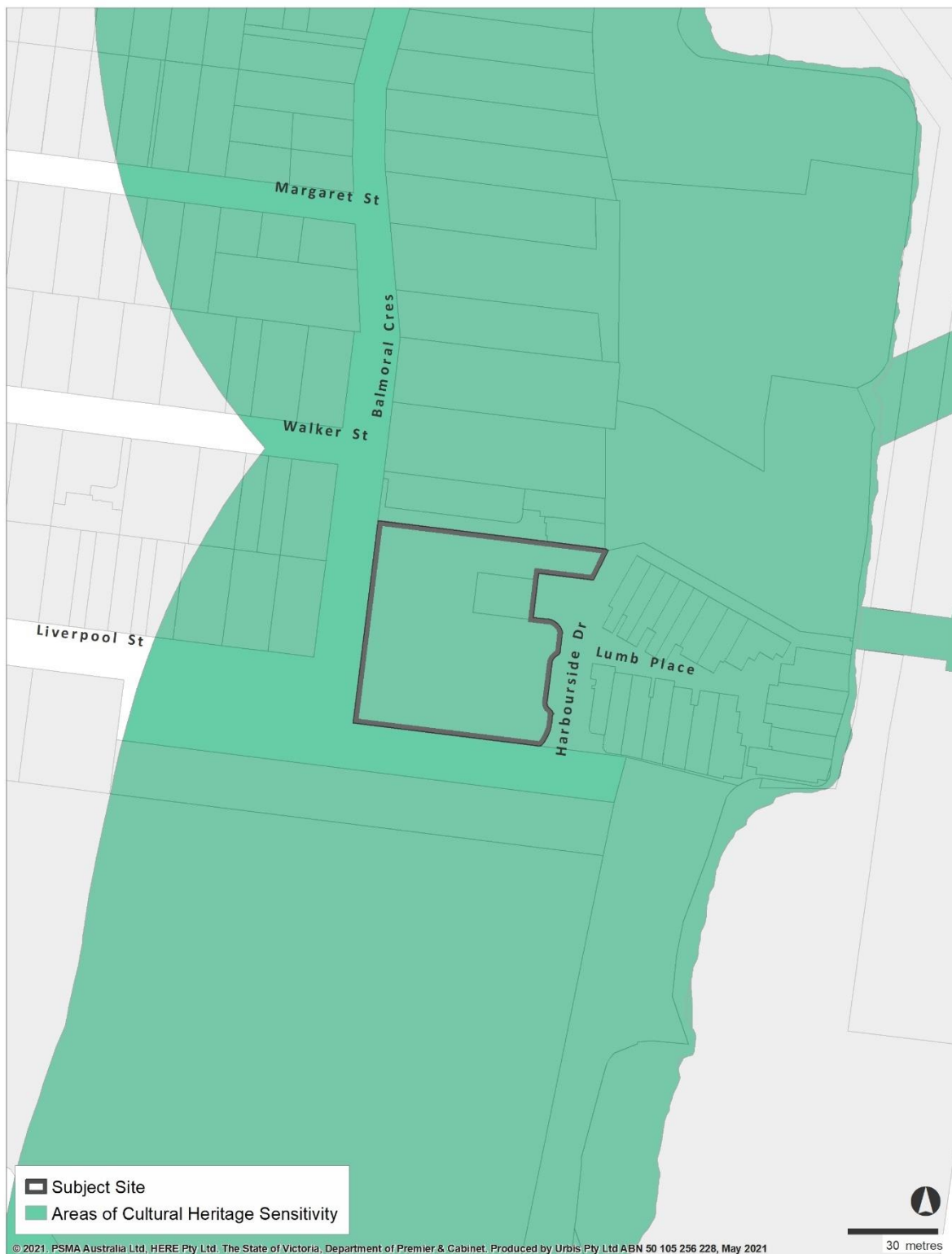
As detailed previously in this report, the application site forms part of the broader Balmoral Quay development – a regenerated piece of land that was previously used for ship building and maintenance related activities. Over the history of the use of the land, a variety of commercial/industrial style buildings have existed to facilitate these uses.

Ecological Australia have undertaken relevant works to ensure that matter relating to the potential Cultural Heritage Sensitivity of the land have been reviewed and the appropriate processes followed.

We confirm that on 2 May 2022, the Wadawurrung Traditional Owners Aboriginal Corporation issued a Notice of Approval with respect to Cultural Heritage Management Plan No: 18376.

Please refer to **Appendix J** for a copy of the approved Cultural Heritage Management Plan.

Figure 7 - Aboriginal Cultural Heritage Mapping of No. 1 Harbourside Drive, Rippleside



1 HARBOURSIDE DRIVE, RIPPLESIDE

AREA OF CULTURAL HERITAGE SENSITIVITY

3.5. INCORPORATED DOCUMENTS

3.5.1. Rippleside Urban Design Guidelines

The Rippleside Urban Design Guidelines (RDG) were prepared in June 2000. They are to be used by the Responsible Authority to assist in determining planning applications affecting land shown on the Rippleside Comprehensive Development Plan.

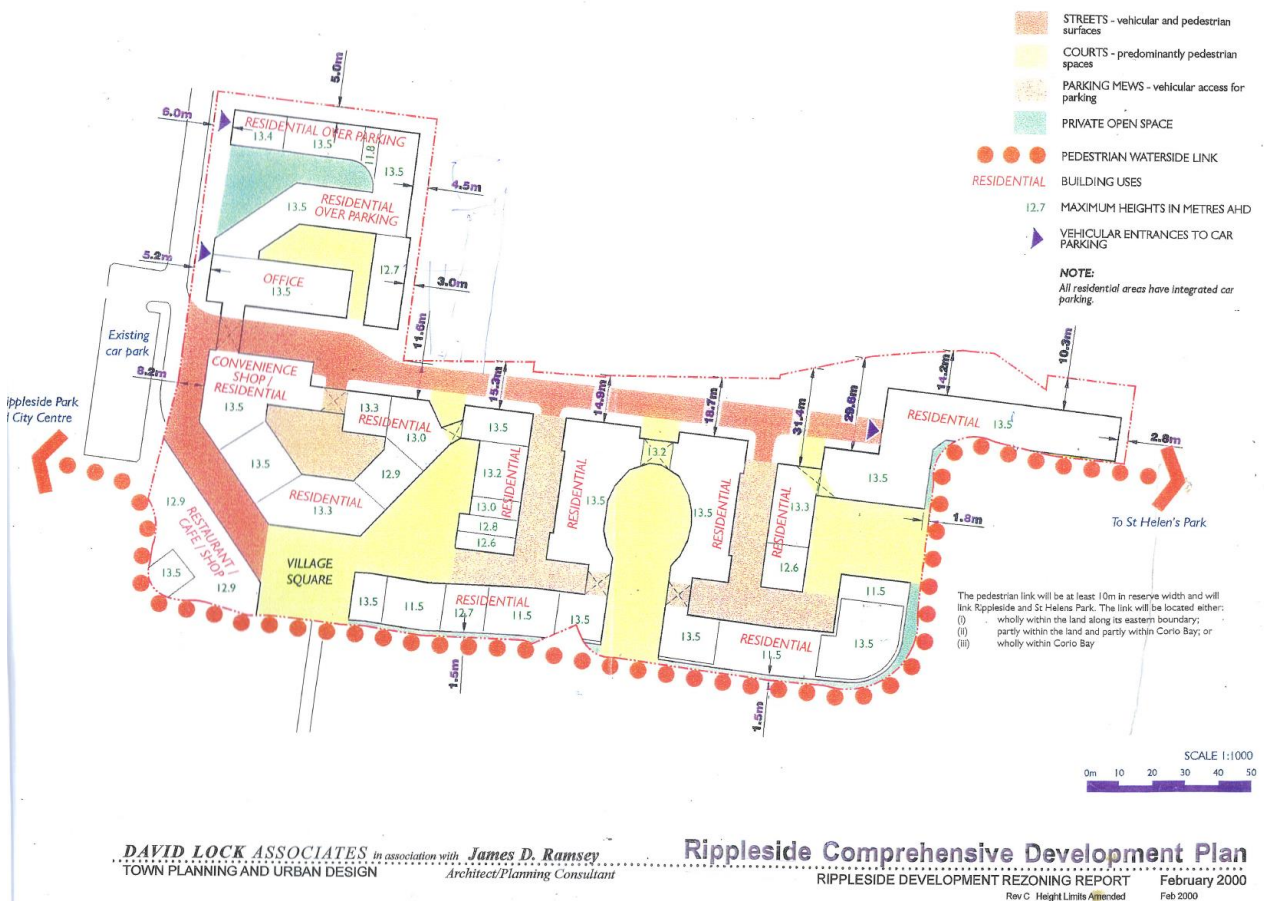
The RDG incorporates an Urban Design Framework which applies the Urban Design Principles to the site to establish an urban structure and desired urban character for its future development. Any development must be in accordance with this framework.

3.5.2. Rippleside Comprehensive Development Plan

The Rippleside Comprehensive Development Plan (RCDP) is an incorporated document within Schedule 2 of the Comprehensive Development Plan and the schedule to Clause 72.04.

The RCDP provides a high level plan for the site and includes indicative locations and guidelines for particular land uses, height, setbacks, pedestrian and vehicle links and open space. An excerpt of the RCDP is included at Figure 6.

Figure 8 - Rippleside Comprehensive Development Plan February 2000



4. PROPOSAL

4.1. PLANNING SCHEME AMENDMENT

The proposed planning scheme amendment involves the following changes to the Greater Geelong Planning Scheme:

- Amend Schedule 2 to the Comprehensive Development Zone to update the references to the *Rippleside Comprehensive Development Plan February 2000* and *Rippleside Urban Design Guidelines June 2000*.
- Amend Clause 72.04 to update the references to the *Rippleside Comprehensive Development Plan February 2000* and the *Rippleside Urban Design Guidelines June 2000*.
- Amend the *Rippleside Comprehensive Development Plan February 2000* to refer to the increased height proposed which is an incorporated document within Schedule 2 of the Comprehensive Development Zone and the schedule to Clause 72.04.
- Amend the *Rippleside Urban Design Guidelines June 2000* to refer to the increased height proposed which is an incorporated document within Schedule 2 of the Comprehensive Development Zone and the schedule to Clause 72.04.

The amendments to the Planning Scheme Ordinance have been provided at **Appendix G**.

The *Rippleside Comprehensive Development Plan February 2000* and *Rippleside Urban Design Guidelines June 2000* documents have not yet formally been updated, as the permit applicant seeks to work collaboratively with Council to update these documents to achieve consistency with the renewed direction of the Greater Geelong Planning Scheme. Forming part of this submission are the proposed outline of amendments for each of the relevant amended documents representing the direction that this request is seeking to advance the planning controls that apply to this land.

4.2. BUILDINGS AND WORKS

The proposal presents a careful curated architectural form that has been designed to respond to the sites context, both within the immediate area and within the wider context of the site within Geelong.

The revised building form, as a result of the constraints placed on the land area by the land acquired by Barwon Water, has carefully considered the location of the site within the Comprehensive Development Zone, at the interface with an established residential area and a regional scale area of public open space.

This proposal seeks to deliver an increased density of development from that which was originally conceived over 20 years ago responding to the evolution of thinking with respect to planning policy, urban thinking, and sustainability.

The building form has been designed to address the complex topography and interfaces of this site and deliver a building form that balances the various interests of each of the sites interfaces. The resultant outcome of a well-balanced building form will sit well within each of these varying environments, specifically addressing the complexities that come with addressing existing residential areas and areas of public open space through the setting back of upper levels and careful building composition.

The proposed built form is seeking to increase the overall height of the development on the land from the previously approved heights of 13.5AHD to the proposed height of 28.2AHD. The composition of the proposal and the location of the higher elements of the built form ensure a development outcome that appropriately responds to its context and ensures that a higher intensity of built form is delivered without impacting on the amenity of surrounding dwellings.

The selected material palette does not seek to replicate the character of surrounding development, but provides a selection of materials that provide texture to the building and allow it to integrate with the varied building forms in this area.

Landscaping areas have been integrated into the overall design of the building, with the provision of landscaping opportunities at key site interfaces (including Balmoral Crescent and Liverpool Street) as well as providing landscaped terrace areas for the future residents to enjoy within the development.

Vehicle access is proposed to be provided via Balmoral Crescent and Harbourside Drive. The lower ground floor will contain the car park which will consist of the following car parking allocation.

Use	Proposed
Dwellings	102 spaces
	16 spaces shared with marina allocated spaces.
Marina Spaces	32 spaces shared with residential visitor
Office	1 space
Retail tenancy	1 space

The development has been designed to promote enhanced internal and external amenity for future residents and visitors to the precinct, including:

- Compliance with the Better Apartment Design Guidelines/Clause 58
- Promotion of wellness and well-being through the provision of the encouragement of incidental exercise and provision of resident facilities, such as proposed gym and encouragement of active transport to and from the development.
- An abundance of natural light through the development.
- Generous balconies and terraces
- External outdoor communal spaces
- Landscape outcomes forming a key part of this proposal, integrated throughout the design and built form outcome, landscaped terraces, street frontages and integration into the site’s waterfront context.
- Delivery of a mixed use development that achieves “excellence” with respect the environmental sustainability of the proposed development.

5. PLANNING SCHEME AMENDMENT CONSIDERATIONS

The Planning Scheme Amendment relates to the land at No. 1 Harbourside Drive, Rippleside known formally as Lot S5 on Plan of Subdivision 814484L.

The proposed planning scheme amendment has been considered having regard to the Strategic Assessment Guidelines (as set out in Ministerial Direction No. 11) in order to establish whether the proposal represents an appropriate amendment to the Greater Geelong Planning Scheme.

An assessment against the Strategic Assessment Guidelines has been undertaken below.

5.1. ASSESSMENT AGAINST STRATEGIC ASSESSMENT GUIDELINES

5.1.1. Why is the amendment required?

The Amendment is required to facilitate the development of the site for a building that would not be considered generally in accordance with the *Rippleside Comprehensive Development Plan* and *Rippleside Urban Design Guidelines* and as a result we seek to amend the relevant document as part of this request.

Currently the Comprehensive Development Plan has a permitted height of 13.5 metres (AHD) for No. 1 Harbourside Drive. The proposed building will have an overall building height of 27.0 metres AHD (28.2 metres AHD to the top of services) and therefore it is proposed to amend the Incorporated documents contained in Schedule 2 to the Comprehensive Development Zone.

Specifically, these documents include:

- The Rippleside Comprehensive Development Plan February 2000 and
- The Rippleside Urban Design Guidelines June 2000.
- Schedule 2 to the Comprehensive Development Zone of the Greater Geelong Planning Scheme.

The Amendment will also update the incorporated documents contained within the schedule to Clause 72.04.

5.1.2. How does the Amendment implement the objectives of planning in Victoria and address any environmental, social and economic effects?

The proposal responds to the objectives of planning in Victoria by providing for the orderly development of the underutilised land parcel. This is achieved by allowing for additional height on a site that is already earmarked for residential development.

The amendment will facilitate development for Victoria's growing community and provide for the fair, orderly and sustainable development of the site, which cannot be achieved under the existing controls. The changes sought as part of this Amendment will enable the development of the site in accordance with Section 4 (1) of the Planning & Environment Act 1987. Specifically, the amendment gives effect to the following objectives:

- *To provide for the fair, orderly, economic and sustainable use, and development of land;*
- *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;*
- *To facilitate development in accordance with the objectives set out in the points above; and*
- *To balance the present and future interests of all Victorians.*

Environmental Effects

The amendment will facilitate the development of the site, which includes site soil remediation tasks and various landscaping treatments. The Certificate of Environmental Audit Report prepared by Lane Piper concluded that the site is suitable for sensitive uses including high density residential, commercial and recreation/open space subject to conditions requiring additional works to be completed. As detailed previously, the conditions of the Certificate of Environmental Audit Report have been mainly satisfied.

Of the trees proposed for removal, none were assessed as having high protection value. The Arboricultural Assessment prepared by Lets Talk About Trees (included with this submission) further noted that these trees have removal permission already in past planning approvals, however given the existing approval has not been acted on this application is proposing the removal.

The total Arboricultural value of the site will be dramatically improved by the strong planting schemes proposed as part of development. The landscape plan shows significant planting including replacement trees across the site in both private and communal areas, as well as street tree planting.

The assessment of the existing vegetation on the land by Ecological Australia confirms that the existing vegetation on the land is planted and not naturally occurring on the subject site.

Social Effects

The development proposed on the site will contribute to achieving urban consolidation within the area and the environmental and social benefits of providing housing within proximity of existing residential and community infrastructure. The proposal will contribute a net community benefit to the broader Greater Geelong area with regard to investment in the region, employment during construction, and housing choice when complete.

Economic Effects

The amendment will allow for the development of the land for housing, providing for an increase in population in an area strategically located within proximity to the Geelong CBD. In turn, this will increase demand for shopping and services in the area, boosting the local economy.

Although the proposal is for the development of private land, it is not intended for the site to become a gated community. Instead, it is envisioned that it become part of the Rippleside community by providing commercial offerings and a variety in housing choice.

The development of the site will also generate construction employment in the short and medium term.

Overall, the amendment is not expected to have any negative environmental, social or economic impacts.

5.1.3. Overall, the amendment is not expected to have any negative environmental, social or economic impacts. Does the Amendment address relevant bushfire risk?

The Amendment is consistent with Clause 13.02-1S of the Greater Geelong Planning Scheme, which seeks to *strengthen the resilience of settlements and communities to bushfire and prioritising human life over all other policy considerations*.

The site is not located within a 'Bushfire Prone Area' as declared by the Minister for Planning under the *Building Regulations 2018*. The site is not subject to a Bushfire Management Overlay at Clause 44.06 of the Greater Geelong Planning Scheme. Overall, it has been determined that there is no bushfire factor that would warrant a planning scheme amendment not proceeding.

5.1.4. Does the Amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The proposal is consistent with the relevant Ministerial Directions being Directions 1, 9 and 11 as follows:

- Ministerial Direction 1 – Potentially Contaminated Land
 - As detailed previously, the Certificate of Environmental Audit Report prepared by Lane Piper has concluded that the site is suitable for sensitive uses including high density residential, commercial and recreation/open space subject to conditions requiring additional works to be completed.
- Ministerial Direction 9 – Metropolitan Planning Strategy
 - The proposal is consistent with the current Metropolitan Planning Strategy as it provides for 84 diverse dwellings to cater for forecasted population growth within an established residential area proximate to jobs, services and public transportation.

- Ministerial Direction 11 – Strategic Assessment of Amendments
 - This assessment has been prepared in accordance with these assessment requirements
- Ministerial Direction 19 – EPA advice
 - The proposal has been referred to the EPA and they have advised that, the proposed amendment is unlikely to represent a risk to the environment, amenity or human health as a result of pollution or waste and therefore EPA will not be providing a formal response.

5.1.5. How does the Amendment support or implement the Planning Policy Framework?

The Amendment implements and is supported by the Planning Policy Framework through the following provisions:

- **Clause 02.03 (Strategic Directions), 02.03-6 (Housing) and Clause 11.01-1L (Settlement – Greater Geelong)** - identifies the demand for smaller dwelling types is expected to escalate. This trend will be driven by significant growth in smaller households, as well as emerging preferences for lower maintenance dwellings that are close to urban services. In order to meet these demands, there is a need to provide for a range of housing typologies including unit, townhouse, attached, multilevel and apartment dwellings.

This policy direction seeks to reduce urban sprawl and improve accessibility to urban services, principally urban development around places of activity and public transport infrastructure. New infill development should also be directed to well serviced areas and should be of a high design quality and respond to the locality. We consider that the proposal to provide increased residential density in a location such as the subject site directly responds to the policy directions of the Greater Geelong Planning Scheme.

- **Clause 11.01-1 (Settlement)** – seeks to develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities and to limit urban sprawl by directing growth into existing settlements. It also seeks to promote and capitalise on opportunities for urban renewal and infill development
- **Clause 11.01R (Geelong G21)** – support the role of Central Geelong as a major regional city and revitalise and strengthen its role as Victoria’s second city
- **Clause 11.02-1S (Supply of urban land)** – seeks to create opportunities for the consolidation, redevelopment and intensification of existing urban areas
- **Clause 16.01-1S (Housing Supply)** – look at increasing the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas. Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.
- **Clause 15.01-1S (Urban Design)** – seeks to promote good urban design along and abutting transport corridors
- **Clause 15.02-1S (Energy and resource efficiency)** – promote consolidation of urban development and integration of land use and transport
- **Clause 18.02-1S (Sustainable and personal transport)** - Ensure development and the planning for new suburbs, urban renewal precincts, greyfield redevelopment areas and transit-oriented development areas (such as railway stations) provide opportunities to promote more walking and cycling.

5.1.6. Does the Amendment make proper use of the Victorian Planning Provisions?

This Amendment seeks to amend the incorporated documents in Schedule 2 to the Comprehensive Development Zone. Specifically these documents include the *Rippleside Comprehensive Development Plan February 2000* and the *Rippleside Urban Design Guidelines June 2000*.

As such it is considered that the Amendment utilises the most effective controls available from the Victoria Planning Provisions in the form of the gazetted Greater Geelong Planning Scheme.

5.1.7. How does the Amendment address the views of any relevant agency?

The amendment will be formally referred to all relevant agencies as part of the public exhibition process.

Extensive consultation with the City of Greater Geelong officers has been undertaken and their feedback has been considered when preparing this Amendment.

5.1.8. Does the Amendment address relevant requirements of the Transport Integration Act 2010?

The Amendment will not impact upon the transport system objectives and decision-making principles as set out in the *Transport Integration Act 2010*.

5.1.9. What impact will the new planning provisions have on the administrative cost of the Responsible Authority?

The amendment is not expected to result in any unreasonable resource or administrative costs for the responsible authority.

6. PLANNING PERMIT APPLICATION

6.1. BUILDINGS AND WORKS

In assessing the suitability of the proposed apartment development, we have provided the following assessment:

- Does the proposal comply with the applicable planning controls and policies?
- Is the built form character acceptable?
- Does the proposal provide a good level of internal amenity?
- Will the proposal result in any unreasonable amenity impacts?

Each of these questions have been addressed in turn below.

6.1.1. Does the proposal comply with the applicable planning controls and policies?

The proposed built form responds to the objectives, provisions and decision guidelines of the Comprehensive Development Zone, SPPF and the LPPF for the following reasons:

- The **Greater Geelong Settlement Strategy 2020** has recently been gazetted into the Greater Geelong Planning Scheme and emphasises the strategic imperative of the municipality to guide the future development and growth of the municipality.

The Settlement Strategy, and the associated Planning Policy Framework provisions, demonstrates a desire to balance growth in the City with 50% of residential growth to be achieved within established areas to take advantage of existing infrastructure and services whilst also easing pressure on the outward growth on the city.

- The subject site is contained within the Comprehensive Development Zone located within close proximity of Central Geelong, in addition to being located within 800 metres of North Geelong Railway Station, local reserves and recreation, provides the opportunity to apply the contemporary thinking of Greater Geelong and to commence the delivery of this vision. In consideration of this strategic intent, the currently approved development on the land under-utilised land, that is already zoned to contemplate more intense development, and presents an opportunity to reflect this commitment to increase residential growth in the established parts of the City.
- The proposal provides 84 apartment dwellings within Stage 5, with a diversity of apartment layout variations for to provide diversity and choice for residents, responding to the general policy direction for the provision of both increased housing diversity and density in well serviced locations in Central Geelong.
- The subject site, specifically Stage 5 is the final piece of the Balmoral Quay Precinct and an enhanced development opportunity for the City of Greater Geelong and waterfront living opportunities in previously undeveloped land.
- The proposal incorporates non-residential uses at the ground level of the development to enhance the overall Balmoral Quay development and marina by providing the opportunity for supporting appropriate uses that will be convenient to residents of the area and service the marina facility. The proposal includes the required Marina carparking that is to be delivered in accordance with the requirements of the initial approval on this land.
- We refer to the attached Economic Analysis Report prepared by Urbis (**Appendix I**) in relation to the expected viability of any commercial uses on the site.
- The proposed development directly responds to the overarching direction of the Greater Geelong Planning Scheme to concentrate increased residential development within the established areas of Geelong, highlighted by the proximity, and connectivity, of the proposal to Central Geelong.
- The seven-storey building will contribute positively to the subject site context, emerging character for the area and provide higher density housing outcomes for the neighbouring context.

- The proposal is consistent with the objectives of Clause 58 – Apartment Developments, Better Apartment Design Standards for increased internal and external amenity for future residents.
- The proposal currently achieves an overall BESS score of 77% which falls into the 'Excellence' clarification in BESS. The proposed development also achieved a pass in the four mandator categories of Water, indoor Environment Quality and Stormwater.
- The proposal provides enhanced landscaped and permeable landscaping treatments, increasing its position as a transitioning development from waterfront to providing substantial landscaping to contribute to the landscape character of the area.

6.1.2. Is the built form character acceptable?

An assessment against the requirements of Clause 58 (Apartment Developments) has been undertaken and provided at **Appendix E** of this report. This assessment demonstrates that the proposal achieved a high level of compliance with the objectives of this Clause.

Specifically:

- Due to the site topography, the overall height of the proposed development varies through the site, as the built form responds to the nature of the existing embankment along the Balmoral Crescent interface.
- The balanced design response ensures that the highest elements of the proposed built form have been located to ensure that the proposal will integrate appropriately with the surrounding area in the context of a site that is located in a Comprehensive Development Zone within the inner areas of the City of Greater Geelong.
- The proposal demonstrates a high quality architectural built form outcome, set subtly into its site context. The proposed design is recessive in parts allowing for landscaped terraces which do not result in any excessive visual bulk.
- The proposed apartment development comprises of one-, two- and three-bedroom apartment typologies which provides for dwelling diversity, not only within this proposal but through the broader Balmoral Quay development where the primary housing types are multi-level town houses.
- Careful attention to the interface of the development to each of its street frontages has been given, including to Liverpool Street and Rippleside Park, with the incorporation of appropriate building setbacks at both ground level and for the upper levels of the development.
- All apartment dwellings meet the Better Apartment Design Standards, demonstrating high levels of internal amenity. Refer to **Appendix E**.
- The proposed apartments provide substantial landscaped offering, to soften its visual impact and further contribute to the waterfront character of the area.
- The proposed development will continue to be sited with accessibility in the forefront, with pedestrian and vehicular access via three street fronts and easily accessible to the greater Balmoral Quay precinct and Stages 1 - 4.
- The proposal demonstrates a high quality architectural built form outcome, set subtly into its site context. The proposed design is recessive in parts allowing for landscaped terraces which do not result in any excessive visual bulk.
- The built form has been setback from the Liverpool Street frontage at street level to create a landscape interface at the pedestrian level, with the upper levels further recessed behind the podium form resulting in an appropriate sense of scale being demonstrated at this interface with Liverpool Street and Rippleside Park.
- The built form of the proposal has sought to address the evolving character of the eastern side of Balmoral Crescent through referencing the building rhythm emerging along the streetscape within the address to Balmoral Crescent.

Figure 9 Streetscape response to emerging character.



Source: SJB

- The eastern side of Balmoral Crescent demonstrates an evolution of the scale and style of the built form, with the proposal responding to this streetscape rhythm and providing a building form that reflects that rhythm and creates a transition to the higher elements of the building.
- The topography of the site allows for the development to respond to the different levels of the site interface, with a provision of lower ground floor vehicle access via Harbourside Drive and alternative level 2 vehicle access via Balmoral Crescent.
- The proposed separate car parking access ways will reduce congestion at entry points to the site and provide separation between user groups for the building.
- This recessive-built form into the land topography is a well-considered built form outcome, utilising the site to its highest and best use while delivering high levels of internal and external amenity for residents.
- The apartment development is proposed to incorporate a variety of high-quality materials and finished as described within the Urban Context Report. The proposed materials and finishes are proposed to provide visual interest, high quality architectural characteristics and ensure the development does not appear to overwhelm its site context and soften their visual impact from the waterfront.
- The proposal has been sensitively designed to ensure that it appropriately integrates with each of its interfaces, which includes established residential areas and areas of public open space. The design has carefully balanced the overarching policy directions around urban consolidation and densification with an architectural form that demonstrates appropriate sensitivity with each of the relevant interfaces.
- In the context of the site being contained within the Comprehensive Development Zone, it presents an excellent opportunity for the provision of an increased scale of development on the land that adds to the emerging character of the wider area. Given the overarching principles of the Greater Geelong Planning Scheme are directing a significant focus on the delivery of new housing within the established areas of the City, a parcel of this nature represents an opportunity to deliver increased housing density and diversity in a well serviced location.
- It is considered that the proposed scale of the built form has been skilfully designed to ensure that the development appropriately interfaces with its surrounding environment whilst demonstrating the policy evolution with respect to urban infill development in Greater Geelong since the consideration of the previous Comprehensive Development Plan on the site.

6.1.3. Does the proposal provide a good level of internal amenity?

As discussed above, an assessment against the requirements of Clause 58 (Apartment Developments) has been undertaken at **Appendix E** of this report.

In summary, the proposal provides for a high level of internal amenity for future residents as:

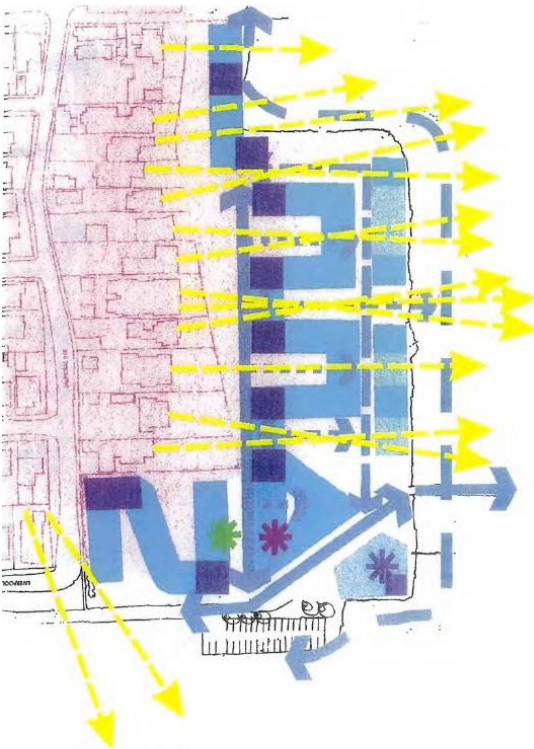
- The proposed 'L' shaped built form provides an excellent level of internal amenity afforded to each dwelling. The development has been designed to provide optimum daylight access and sight line views to the wider context. Each dwelling has been provided with adequate access to daylight with no dwellings are relying on borrowed light to habitable areas of the dwelling.

- Generous landscaping surrounding the development and communal courtyard and terraces are proposed as key aspects of this development.
- Each apartment is afforded a generous internal layout, inclusive of private courtyards/balconies, large open living spaces, study nook and optimum layout amenity offering.
- Each dwelling is provided with a single or double car parking spaces as well as an allocated a storage cage. Bicycle spaces are provided throughout the proposal, with 115 bicycle spaces (in surplus to the statutory requirement) afforded to the residents and visitors to the development.
- Communal areas provided offer access to outdoor terraces and court yards, communal garden space and building amenities to service the larger amenity offering for the development.
- The proposed architectural design of the apartment development anticipates minimal to nil overlooking potential to other apartments, prioritising privacy for each resident.

6.1.4. Will the proposal result in any unreasonable amenity impacts?

The proposed Stage 5 is the final development stage for the Balmoral Quay precinct. The development has 3 road abutments: to the south (Liverpool Street), east (Harbourside Drive) and west (Balmoral Crescent). The apartments have been designed to ensure that no unreasonable amenity impacts occur to any existing surrounding dwellings. Specifically:

- The topography of the land maintains sightlines and the reasonable sharing of views, away from the immediate residential neighbours along Balmoral Crescent.
- The revised design approach has undergone careful consideration with respect to the relevant view line assessment within the *Rippleside Urban Design Guidelines* and ensured that the revised building form on the land appropriate responds to the identified view corridors within the document. Whilst the proposed built form on the land has increased in scale, it has ensured that the design responds to the identified view lines to be preserved around the site.



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Picture 3 View lines diagrams – Urban Design Guidelines 2000

Source: *Rippleside Urban Design Guidelines 2000*

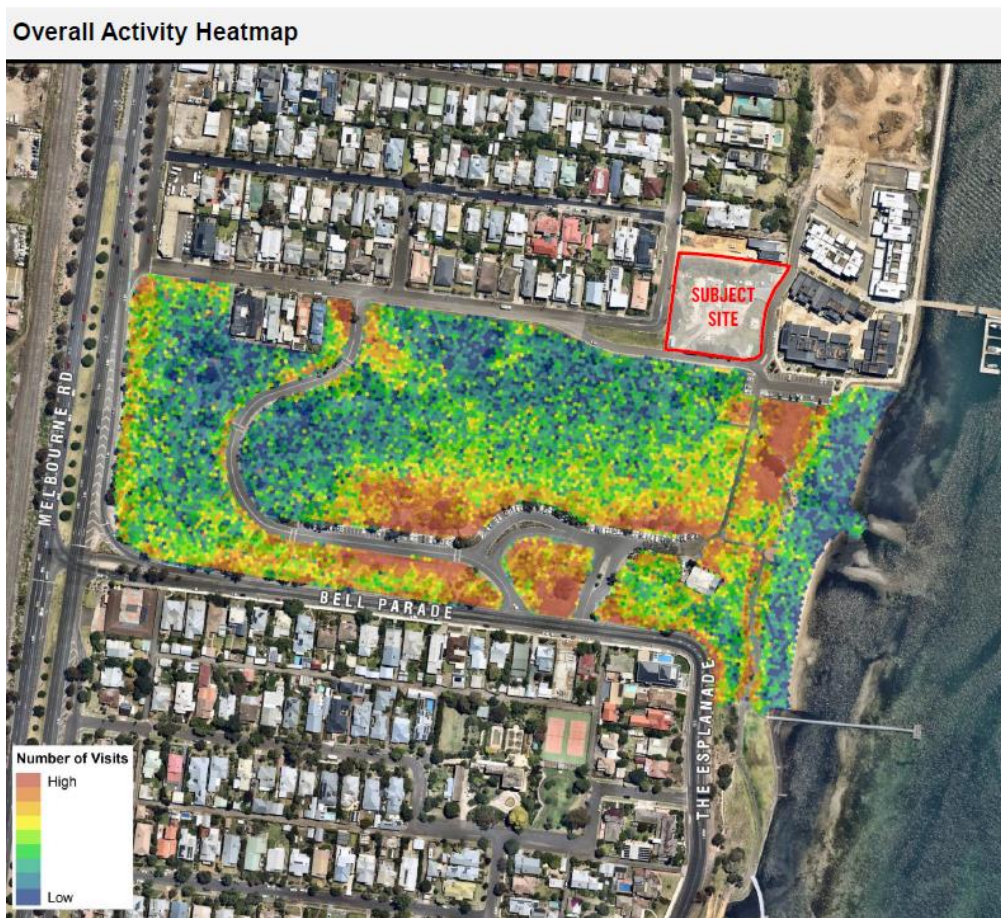


Picture 4 Application of View lines to proposed scheme.

Source: SJB

- The proposal will not result in any additional overshadowing impacts to existing neighbouring dwellings or any negative overshadowing impacts to the Rippleside Park site to the south. Within the submitted Town Planning package prepared by SJB, careful analysis of the potential overshadowing of Rippleside Park has been prepared demonstrating how the proposal appropriately interfaces with the public realm.
- Careful consideration, throughout the course of the year has been given with respect to the potential impacts of the proposed development on Rippleside Park, with the design response ensuring that the proposed development appropriate integrates with the adjoining public open space and makes a positive contribution via way of activation and integration with this area.
- We refer to the attached supporting documentation prepared by Urbis that highlights the key user areas of the adjoining Rippleside Park to the south of the site and demonstrates that the potential additional shadows cast by this proposal over a small section of Rippleside Park will not unreasonably impact on the amenity of usability of Rippleside Park. Extracts of the submitted information is provided below:

Figure 10 Human Movement Data Analysis of Rippleside Park.



- The proposal will not compromise the existing Stages 1-4 already completed and delivered to the community. Access to the site during construction will be provided to the remainder of the site, with no additional traffic impacts anticipated to affect the completed areas of Balmoral Quay, as a result of this proposal.

6.2. PARKING, TRAFFIC AND MOVEMENT

Cardno have prepared the Traffic and Transport Assessment Report in regards the proposed Balmoral Quay Residential Development Stage 5, this report can be found at **Appendix D**.

6.2.1. Car Parking

As outlined above pursuant Clause 52.06 Car Parking of the Greater Geelong Planning Scheme, the following car parking rates and parking provision apply:

Use	Clause 52.06 Parking Rate	Clause 52.06 requirement	Proposed
Dwellings	1 space to each one or two bedroom dwelling plus 2 to each three of more bedroom dwelling.	102 Resident spaces required	102 spaces
	1 for visitors to every 5 dwelling for developments of 5 or more dwellings.	16 visitor spaces required	16 space shared with marina allocated spaces.
Marina Spaces		n/a	32 spaces shared with residential visitor
Office	3.5 space to each 100sqm of net floor area	1 space required	1 space
Retail tenancy	4 to each 100sqm of leasable floor area	3 spaces required	1 space

Based on the above car parking space allocation, it is considered the anticipated car parking demand needs are met, however, as there is a shortfall of two (2) spaces a permit is required to reduce the car parking rate pursuant to Clause 52.06.

The Traffic Report has provided an alternative solution for the shortfall of 2 (two) car parking spaces to be provided for the shop tenancy land use under Stage 1 – 4. Given the surplus car parking spaces provided in close proximity to Stage 5 it is considered this alternative solution to be an acceptable car parking allocation outcome to be considered by Council.

In accordance with the relevant requirements that apply to this land, the provision of 32 car spaces associated with the marina are required to be provided within this stage of the development. To facilitate the efficient use of the land, and to reduce the overall provision of parking on the land the proposal seeks that these spaces be used as shared visitor parking/marina car parking spaces.

It is considered the use of these spaces by both visitors to the development and marina uses will result in the efficient use of the spaces given the likely desirable hours of the different users being quite different. The demand for the Marina spaces is likely to be in the earlier part of the day, with residential visitor spaces often in greatest demand in the evening. It is considered that this will result in the efficient use of these car spaces throughout the day.

Visitors to the site will also be provided with access to onsite visitor bicycle parking as outlined below.

6.2.2. Bicycle Parking

As outlined above pursuant to Clause 52.34 Bicycle Parking of the Greater Geelong Planning Scheme, the following bicycle parking rates and provision apply:

Use	Clause 52.34 requirement	Proposed
Dwellings	16 resident spaces	84 spaces
	8 visitor spaces provided	31 spaces

Use	Clause 52.34 requirement	Proposed
Marina Spaces	n/a	
Office	0 spaces required	
Retail tenancy	0 spaces required	

Based on a statutory requirement to provide 26 bicycle spaces, the proposal has provided a surplus bicycle parking allocation of 89 spaces for the development. The vast surplus in bicycle spaces seeks to enhance the waterfront offerings through the bicycle path network and seeks to promote the decline of car dependence in central locations.

Providing this level of surplus bicycle spaces is an integral part of this proposal and the future amenity provided to residents, visitors and the public when visiting this development.

6.2.3. Traffic

As outlined in Cardno's Traffic Impact Assessment at **Appendix D**, the additional traffic generated by Stage 5 of the development has been included within the base case traffic scenario which assess the impact of site generated traffic on the intersection of the Liverpool Street extension, car park and subject site access. As outlined within the report, the additional traffic generated by the proposed development of Stage 5 will have no discernible impacts on the forecast traffic conditions at the site once Stages 1 to 4 have been constructed.

Overall, the proposal will result in appropriate parking and traffic outcomes for the site and often exceeds the minimum requirements under Clause 52.06 and Clause 52.34 of the Greater Geelong Planning Scheme.

Please refer to the Traffic and Transport Assessment Report prepared by Cardno at **Appendix D** to this report for the comprehensive traffic assessment.

6.3. VEGETATION, LANDSCAPE AND OPEN SPACE

6.3.1. Landscape

An accompanying landscape report outlines the design rationale and planting schedule for the proposed landscaping areas. The design rationale has stemmed from the residential and landscaped character of the surrounding area, the waterfront and connecting landscaped network from the adjoining Stages 1-4 Balmoral Quay development. Key themes include (selected):

- Maximising permeable surfaces where possible.
- Provision of soft and hardscape landscaping treatments to respond to both the residential and visitor nature of the development.
- Retaining existing natural features where possible.
- The species selection and plantings to reflect the coastal siting of the development.
- Provision of additional bicycle parking and pedestrian pathway amenities.
- Avoiding overlapping of trees to ensure that there is adequate space for the roots of each tree to develop.

Please refer to the Landscape Plan prepared by Tract consultants **Appendix D** to this report.

6.3.2. Native Vegetation Assessment

A Native Vegetation Assessment was undertaken by Ecological Australia which confirmed that the existing onsite vegetation was planted as part of previous uses of the site. As a result, a planning permit was not required with respect to Clause 52.17 of the Greater Geelong Planning Scheme.

Please refer to the Native Vegetation Assessment prepared by Ecological Australia at **Appendix D** to this report.

6.3.3. Arboriculture Assessment

An arboriculture assessment has been prepared by Let's Talk About Trees for the purpose of managing vegetation and preparing for the supported development of the site. The site looks at trees in a recreation area with further assessment made against health, origin, relevance to the coastal location and the retention value of those trees.

The arboriculture assessment identifies the existing nature of the trees at the site are suitable however, alternative species would perhaps better suit the Balmoral site and offer an enhanced modern planting schedule for the site. The report supports the removal of poorly located tree species, providing the opportunity for a well-considered comprehensive landscaping plan to reflect the future development and the subject site's location adequately. Moreover, the report has concluded the impact of available light to trees within the reserve will not be unreasonably impacted by the shadowing effect of the proposed development.

Please refer to the Arboriculture Assessment Report prepared by Let's Talk About Trees at **Appendix D** to this report.

6.4. WASTE AND OTHER CONSIDERATIONS

6.4.1. Waste Management Plan

A Waste Management Plan has been prepared by Leigh Design in support of the proposal and demonstrates that waste storage and collection can be appropriately managed on site. Specifically:

- The operator will be responsible for managing the waste system, ensuring adequate safe operating procedures are developed and implemented.
- All Waste will be stored within the development, concealed from external street view.
- Residents, visitors and users of the development will deposit waste into chutes and / or shared collection bins.
- Waste will be collected onsite, within the Lower Ground Level carpark driveway. The collection contractor will transfer bins between the waste area and the collection truck.
- A private contractor will provide waste collection services.

Please refer to the Waste Management Plan prepared by Leigh Design at **Appendix D** to this report.

6.4.2. Acoustic Assessment

An Acoustic Assessment Report has been prepared by Renzo Tonin and Associates, reviewing the development proposal against the Victorian Planning Provision Clause 55.07, Australian Standard 2017 internal noise criteria and SEPP N-1 requirements. The assessment has concluded the proposed development, once developed would operate without any adverse impacts on the surrounding residential amenity and provide suitable acoustic amenity to the proposed apartments as part of the development.

Please refer to the Acoustic Report prepared by Renzo Tonin and Associates at **Appendix D** to this report.

6.4.3. Environmentally Sustainable Design

An Environmental Assessment Report has been prepared by Acor Consultants to establish the key sustainable design initiatives and predicted environmental performance of the proposed development.

A Built Environment Sustainability Scorecard (BESS) has been adopted to provide a benchmark assessment that is universally quantifiable. The proposal achieves 77% which places the proposal with the 'excellence' response category. The score of the derivative of the assessment against management, water, energy, stormwater, indoor environment quality, transport, waste, urban ecology, material and innovation.

Through the development of the design careful consideration has been given to achieving a level of excellence with respect to the environmental sustainability of the design that will offer broader benefits to the future residents of the site through the provision of a number of initiatives through the development.

To highlight the responsiveness of this proposal to the relevant ESD considerations we summarise the following achievements:

Criteria	Requirement	Proposal
BESS Assessment	50%	77% (Excellence)
STORM Rating	100%	100% (Best Practice)
NatHers Rating	6 star	7.5 Star Average

Key to the ongoing sustainability of the project, post completion, is how a project of this nature in the established urban area of Geelong contributes to encouraging residents to utilise both active and alternative means of transport. Whilst the project provides residents with appropriate onsite parking, due to its location and excellent access to infrastructure, it also provides considerable incentives for future residents' movement to occur via alternative means. We outline the following in support of this proposal:

- The project of Balmoral Quay has made a significant contribution through the life of development to the pedestrian and cycling connectivity north of the Geelong CBD. The provision of pathways that connect Rippleside through the St Helens has made a substantial contribution to the overall pedestrian/cycling connection of Geelong.
- The subject site is located in a waterfront location that is well connected via existing pedestrian/cycling infrastructure to central Geelong with the ability for residents to connect easily via non-motorised transport methods with key attractors in the immediate area.
- The subject site is within the walkable catchment of North Geelong Railway Station and relevant public transport services along the Melbourne Road corridor.
- Significant provision has been made onsite for both resident and the visitor bicycle parking. The onsite bicycle parking and the proximity of the site to existing cycling infrastructure would encourage cycling as a desirable form of transport in the local area.
- Defined shared Electric Vehicle (EV) charging bays have been provided within the development to service those residents who use an EV. In addition, provision of EV infrastructure that would support the future installation of individual charging facilities is provided throughout the car parking area of the development.
- An Electric Bike Charging point has been provided within the carparking area to support the use of electric mobility devices such as Electric Bicycles or Scooters.
- Resident Motorcycle and Scooter Parking is provided within the secure parking levels to accommodate a wider range of resident needs.
- The provision of 45,000L of onsite rainwater tanks and the provision of a raingarden within the Landscape setback to Liverpool Street resulting in a STORM Rating % of 100, meeting the relevant Best Practice Standards.

Please refer to the Sustainability Management Plan prepared by Acor Consultants at **Appendix D** to this report.

6.4.4. Geotechnical Investigation

A Geotechnical Investigation Report has been undertaken by Douglas Partners with the purpose of reviewing and assessing the geotechnical suitability of the development, review the groundwater levels and assessment of soils pertaining to the site. The investigation, carried out by Douglas Partners found the

subsurface conditions generally consistent with the surrounding area, with increased consideration to be given to positive site drainage requirements in order to minimise the potential for ponding.

Please refer to the Geotechnical Investigation Report prepared by Douglas Partners at **Appendix D** to this report.

6.4.5. Wind

A desktop wind assessment was undertaken with respect to the proposal taking into consideration the proposal and the likely wind impacts relating to the proposal and to the surrounding environment. The report outlines that the proposal incorporates a number of features and wind mitigating strategies that make the outdoor areas suitable for the intended use.

The Report provides some recommendations to be incorporated into the proposal, including the provision of appropriate landscaping and provision of appropriate screening to some elevated external areas of the development.

It summarises that the various trafficable outdoor areas in and around the development will be suitable for the intended use and the wind speeds will satisfy the applicable criteria for pedestrian comfort and safety.

7. CONCLUSION

The proposed Balmoral Quay – Stage 5 development located at Rippleside, Greater Geelong presents a unique opportunity to deliver such an environmentally efficient, architecturally design and innovative development along the waterfront.

The proposal for Stage 5, comprising of 84 apartments, 136 car spaces and 115 bicycle spaces, associated offices, retail and access to the marina berths appropriately responds to the overarching state and local planning policies which seeks to provide for increased housing densities on strategically sited land. The proposal takes advantage of the site's key waterfront position and access to local services and amenities.

The development is the final piece to the Balmoral Quay redevelopment which enhances the residential offerings, built form densities and amenity for future residents and visitors to the precinct. The high architectural quality of the proposal provides for the contemporary development of the site whilst also ensuring the high level of amenity of the surrounding residential area and waterfront are maintained.

Further, the proposal comprises of excellent ESD standards, surplus bicycle parking offerings and landscaping opportunities for the site. The proposal will contribute positively to the character of the area and the adjoining Stages 1-4 of the Balmoral Quay development.

Overall, the proposal has had appropriate regard to the characteristics of the site, the broader context and adjoining properties to minimise the potential for off-site amenity impacts. Moreover, the proposal provides a high level of internal amenity for future residents and should be supported by the City of Greater Geelong.

8. DISCLAIMER

This report is dated 12 May 2021 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Balmoral Quay Pty Ltd (**Instructing Party**) for the purpose of Town Planning Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

APPLICATION FORM

APPENDIX B

CERTIFICATE OF TITLE

APPENDIX C

ARCHITECTURAL PLANS

APPENDIX D

CONSULTANT REPORTS

APPENDIX E

CLAUSE 58 ASSESSMENT

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
<i>58.02-1 – Urban Context objectives</i>	Standard D1	Complies ✓ The proposed is appropriate to the existing and preferred urban context of the site. This has been demonstrated throughout the detail design development information provided within the submission.
<i>58.02-2 - Residential policy objectives</i>	Standard D2	Complies ✓ The proposed dwellings are consistent with State and Local Policy regarding housing and the provision of increased housing density and diversity within the established areas of the City of Greater Geelong. The proposal represents a direct response to the underlying policy direction of the Greater Geelong Settlement Strategy that seeks to balance the provision of new housing in the City between established/infill development and new greenfields development. The proposal represents an opportunity to better utilise a property that is well located within respect to Central Geelong in a context that it is submitted can carry an increased scale of built form.
<i>58.02-3 - Dwelling diversity objective</i>	Standard D3	Complies ✓ The development proposed a range of dwelling types and sizes, not only with variation in bedroom numbers, but also through the diversity in the apartment layouts to cater for a wider variety of occupants.
<i>58.02-4 - Infrastructure objectives</i>	Standard D4	Complies ✓ All dwellings will be provided with appropriate utility services and infrastructure.

58.02-5 - <i>Integration with the street objective</i>	Standard D5	<p>Complies ✓</p> <p>The proposal has sited vehicle and pedestrian links throughout the development, providing accessibility and integration with the urban design for a well-considered outcome.</p> <p>The proposed development has been designed to respond to each of its street interfaces with direct connection and address provided to Balmoral Crescent, Liverpool Street and Harbourside Drive, despite the varying levels that the site addresses.</p>
58.03-1 Energy efficiency objectives	Standard D6	<p>Complies ✓</p> <p>Solar north-facing windows have been proposed to be maximised. The proposal currently achieves an overall BESS score of 77% which falls into the 'Excellence' clarification in BESS.</p> <p>The proposed development also achieved a pass in the four mandator categories of Water, indoor Environment Quality and Stormwater.</p>
58.03-2 <i>Communal open space objective</i>	Standard D7	<p>Complies ✓</p> <p>The development proposes 84 apartments and has proposed in excess of 700sqm of landscaped communal open space amenity provision for the development, a vast surplus then that as stated under the standard.</p>
58.03-3 <i>Solar access to communal outdoor open space objective</i>	Standard D8	<p>Complies ✓</p> <p>The communal landscaped area sited to the north and east of the primary building form, facing the waterfront will be provided with solar access across the majority of the day (9am – 3pm on the 21 June) as demonstrated in the associated shadow diagrams.</p>
58.03-4 <i>Safety objective</i>	Standard D9	<p>Complies ✓</p> <p>Safety and security for residents has been a prevalent consideration for the development. The architectural plans and urban context report demonstrate appropriate lighting solutions, public pathways and internal accessways to ensure passive surveillance for residents.</p>
58.03-5 <i>Landscaping objectives</i>	Standard D10	<p>Complies ✓</p> <p>The proposal is responsive to its coast site context and its site characteristics as outlined under D10. The landscape plan details the proposed planting</p>

schedule, which takes into account its soil features as well as the sites drainage pattern.

The landscape plan is considered an enhanced landscape design outcome for the site and future residents, providing pedestrian pathways, outdoor seating, greenery ground cover, street trees and significant planted areas across the development.

Careful consideration for the street presentation of the development to the existing road frontages of the site, with the use of landscape interfaces to these street frontages establishing a landscape interface to the site from the public realm.

58.03-6 Access objective	Standard D11	<p>Complies ✓</p> <p>Pursuant to Standard D11, the width of the access ways are sited as 5.8 metres at Harbourside Drive and 5.5 metres at Balmoral Crescent. These access ways, sited east and west of the development provide separate access to the three levels of car parking available on the site to reduce congestion, traffic and amenity issues when primary access affects one areas of the development. It is considered this access design does not detract from the urban design response and seeks to minimise any negative impacts to pedestrians and the public realm.</p>
58.03-7 Parking location objectives	Standard D12	<p>Complies ✓</p> <p>This proposal wholly complies with Standard D12. The car parking is located predominately on the lower ground floor and ground level.</p> <p>The parking area delivers the appropriate design solution to site dwellings at the forefront of the development, facing the waterfront. The parking areas are conveniently accessed by residents via two access ways and internally lift facilities, the parking is secure, well ventilated and provide the apartment development with the full suite of services including bicycle spaces, storage cages and required utility areas.</p>
58.03-8 Integrated water and stormwater management objectives	Standard D13	Complies ✓

The proposal has achieved a BESS score of 100% regarding stormwater and rainwater collection in accordance with D13.

A Melbourne Water STORM assessment has been completed to determine the rainwater tank size and amenities flushing required to achieve a minimum 100% stormwater treatment. Rainwater runoff will be collected from the roof area and stored in 45,000-litres of rainwater tank. Captured rainwater in these tanks will be used for toilet flushing, landscaping irrigation, and bin wash facilities.

58.04-1 Building setback objectives

Standard D14

Complies ✓

The proposal complies with the standard D14 building setback objectives. The proposal was assessed against the daylight access calculations as detailed with the SMP (Section 5.1). The assessment found 82% of living spaces and 100% bedrooms achieve the required daylight factor. Additionally, all living areas and bedrooms within the proposal have access to an external door or window. During Winter it has been assessed 71% of dwellings receive at least 3 hours of direct sunlight in all living areas between 9am – 3pm. In addition to the above, the building recesses towards the parapet of the development, ensuring the overlooking between dwellings in this 'L' shaped development is minimised and the orientation of views for each dwelling faces the waterfront to the east.

Appropriate treatments of limited windows of the apartments that address the internal courtyard are provided to ensure that any potential views between dwellings are managed within the design.

58.04-2 Internal views objective

Standard D15

Complies ✓

A demonstrated within the architectural plans sheet SD040_01 – SD040_09 the variety of apartment layouts achieves a high internal amenity and window orientation design. Each apartment has been afforded a well-designed, ventilated, access to daylight apartment layout with associated balconies.

Careful consideration through the submitted floor plans details how views between dwellings have been limited to address the requirements of this standard.

The proposal complies with the Standard D15 by its 'L' shaped design, the siting of each apartment

		above the parking areas setback into the development and the overarching development orientation facing out across the waterfront.
<i>58.04-3 Noise impacts objectives</i>	Standard D16	<p>Complies ✓</p> <p>The development has included relevant design measures to minimise the environmental and building services noise to the Australian Standard levels, ensuring that indoor spaces are comfortable and amenable.</p> <p>The Acoustic Report has assessed the relevant acoustic requirements regarding this proposal and has found the proposal achieves compliance against the relevant industry and standard noise limits and requirements. The report concluded the proposal is anticipated to operate without adverse impacts on the residential amenity of the area and provide suitable amenity to the proposed internal apartments.</p>
<i>58.04-4 Wind Impact objectives</i>	Standard D17	<p>Complies</p> <p>We refer to the submitted Wind Report prepared by Windtech to confirm the appropriateness of the response with respect to the criteria of this Standard.</p>
<i>58.05-1 Accessibility objective</i>	Standard D18	<p>Complies ✓</p> <p>A demonstrated within the architectural plans sheet SD040_01 – SD040_09 the variation of apartment layouts achieves a high internal amenity and accessibility objectives, in line with Standard D17. The variety of apartments afford optimum accessibility for a range of residents needs including clear openings, main bedroom with an ensuite and a functional layout that can be adaptable.</p>
<i>58.05-2 Building entry and circulation objectives</i>	Standard D19	<p>Complies ✓</p> <p>All entries to the development are visible and easily definable, with pedestrian access clearly located, passive surveillance street furniture and landscaping as well as common spaces with clear sight lines and may be accessed via stairs or internal lift lobbies.</p>
<i>58.05-3 Private open space objective</i>	Standard D20	<p>Complies ✓</p> <p>A demonstrated within the architectural plans sheet SD040_01 – SD040_09 the variety of apartment layouts achieves the minimum balcony size area</p>

correlating to the specific dwelling type. The proposal provides adequate private open space for the reasonable recreation and service needs of residents.

58.05-4 Storage objective	Standard D21	<p>Complies ✓</p> <p>All apartments are provided with appropriate storage through a combination of internal storage and storage cages allocated within the lower car parking levels for ease of accessibility.</p> <p>Please refer to the submitted schedule of storage for each apartment contained within the SJB submission.</p>
58.06-1 Common property objectives	Standard D22	<p>Complies ✓</p> <p>All communal areas are clearly delineated, functional and capable of efficient management.</p>
58.06-2 Site services objectives	Standard D23	<p>Complies ✓</p> <p>All proposed development services are designed to be installed and easily maintained through ease of access, and adaptability of site facilities and location.</p>
58.06-3 Waste and recycling objectives	Standard D24	<p>Complies ✓</p> <p>In accordance with Standard D23 the proposal demonstrates commitment to ensure the dwellings are encourages to recycle and manage waste effectively. Food and Garden waste facilities have been provided as well as dedicated general waste and recycling waste located together to encourage recycling.</p> <p>A Waste Management Plan further details the waste collection and management services relating to this proposal.</p>
58.06-4 External walls and materials objective.	Standard D25	<p>Complies ✓</p> <p>The submitted planning package details the proposed external material and finishes that are proposed.</p> <p>The proposed materials have been designed to respond to the sites context and selected to be resilient to the sites coastal location.</p>
58.07-1 Functional layout objective	Standard D26	<p>Complies ✓</p> <p>A demonstrated within the architectural plans sheet SD040_01 – SD040_09 the proposed dwelling provides function areas that meets the needs of the residents.</p>

The proposal meets the requirements of Table D7 and D8 across the apartment typologies.

58.07-2 Room depth objective	Standard D27	<p>Complies ✓</p> <p>The proposal meets the objectives of D25 by allowing adequate daylight into single aspect habitable rooms.</p> <p>The proposal was assessed against the daylight access calculations as detailed with the SMP (Section 5.1). The assessment found 82% of living spaces and 100% bedrooms achieve the required daylight factor. Additionally, all living areas and bedrooms within the proposal have access to an external door or window. During Winter it has been assessed 71% of dwellings receive at least 3 hours of direct sunlight in all living areas between 9am – 3pm.</p>
58.07-3 Windows objective	Standard D28	<p>Complies ✓</p> <p>The proposal meets the objectives of D26 by allowing adequate daylight into new habitable room windows.</p>
58.07-4 Natural ventilation objectives	Standard D29	<p>Complies ✓</p> <p>As demonstrated within the submitted apartment floor plans, sufficient apartments within the development are provided with appropriate natural ventilation to meet the requirements of this standard.</p> <p>As outlined within the SMP report, the proposal complies with the standards under D27 through provision of openable windows, exhaust fans as required, and natural ventilation.</p> <p>The development provides a 100% natural ventilation effective result.</p>

APPENDIX F

**STATEMENT OF ENVIRONMENTAL
AUDIT**

APPENDIX G

PLANNING SCHEME ORDINANCE

APPENDIX H

EXPLANATORY REPORT

APPENDIX I

ECONOMIC ANALYSIS REPORT

APPENDIX J

**CULTURAL HERITAGE MANAGEMENT
PLAN**

