

Agenda

Special Meeting of Council
Tuesday, 14 May 2019

To be held in the
Council Chambers
1 Merrijig Drive, Torquay

Commencing at 6.00pm

Council:

Cr Rose Hodge (Mayor)
Cr David Bell
Cr Libby Coker (Leave of Absence)
Cr Martin Duke
Cr Clive Goldsworthy
Cr Carol McGregor
Cr Brian McKiterick
Cr Margot Smith
Cr Heather Wellington

AGENDA FOR THE SPECIAL COUNCIL MEETING OF SURF COAST SHIRE COUNCIL
TO BE HELD IN THE COUNCIL CHAMBERS, 1 MERRIJIG DRIVE, TORQUAY
ON TUESDAY 14 MAY 2019 COMMENCING AT 6.00PM

PRESENT:

OPENING:

Council acknowledge the traditional owners of the land where we meet today and pay respect to their elders past and present and Council acknowledges the citizens of the Surf Coast Shire.

PLEDGE:

As Councillors we carry out our responsibilities with diligence and integrity and make fair decisions of lasting value for the wellbeing of our community and environment.

APOLOGIES:

CONFLICTS OF INTEREST:

Note to Councillors and Officers

Declaration of Interest

Councillors and Officers please note that in accordance with Section 77A of the Local Government Act 1989, there is an obligation to declare a conflict of interest in a matter that could come before Council.

A conflict of interest can be a direct or indirect interest in a matter.

A person has a direct interest if:

There is a reasonable likelihood that the benefits, obligations, opportunities or circumstances of the person would be directly altered if the matter is decided in a particular way.

A person has an indirect interest if the person has:

- 1. A close association whereby a "family member" of the person has a direct or indirect interest or a "relative" or member of a person's household has a direct interest in a matter;*
- 2. An indirect financial interest in the matter;*
- 3. A conflicting duty;*
- 4. Received an "applicable" gift;*
- 5. Become an interested party in the matter by initiating civil proceedings or becoming a party to civil proceedings in relation to the matter; or*
- 6. A residential amenity affect.*

Disclosure of Interest

A Councillor or Officer must make full disclosure of a conflict of interest by advising the class and nature of the interest immediately before the matter is considered at the meeting. While the matter is being considered or any vote taken, the Councillor with the conflict of interest must leave the room and notify the Chairperson that he or she is doing so.

BUSINESS:

- 1. RESPONSIBLE & PLANNING AUTHORITIES 4**
- 1.1 *Planning Permit Application 18/0419 - 2 and 4 Geelong Road, 48-50 Bell Street and Lumley Close (Lot 1 on TP92118S), Torquay 4*

1. RESPONSIBLE & PLANNING AUTHORITIES

1.1 Planning Permit Application 18/0419 - 2 and 4 Geelong Road, 48-50 Bell Street and Lumley Close (Lot 1 on TP92118S), Torquay

Author's Title: Coordinator Statutory Planning

General Manager: Matthew Taylor

Department: Statutory Planning

File No: 18/0419

Division: Environment & Development

Trim No: IC19/568

Appendix:

1. 18/0419 - Clause 55 Assessment - 2 and 4 Geelong Road, 48-50 Bell Street and Lumley Close, Torquay (D19/53550)
2. 18/0419 - Plans (D18/119139)

Officer Direct or Indirect Conflict of Interest:

Status:

In accordance with Local Government Act 1989 – Section 80C:

Information classified confidential in accordance with Local Government Act 1989 – Section 77(2)(c):

Yes

No

Yes

No

Reason: Nil

Reason: Nil

Purpose

The purpose of this report is to determine a position on Planning Permit Application 18/0419 - 2 and 4 Geelong Road, 48-50 Bell Street and Lumley Close (Lot 1 on TP92118S), Torquay.

Summary

| | |
|--|--|
| DATE RECEIVED | 19/09/2018 |
| PROPERTY ADDRESS | 2 and 4 Geelong Road, 48-50 Bell Street and Lumley Close (Lot 1 on TP92118S), Torquay |
| APPLICANT | Urbis |
| PROPOSAL | Use and Development of the Land for Residential Hotel, Food and Drink Premises (Tavern, Restaurant, Café), Indoor Recreation Facility (Yoga Studio), Licensed Premises a Reduction in Car Parking, Buildings and Works in a Road Zone and Alter Access to a Category 1 Road |
| ZONE | General Residential Zone – Schedule 1, Commercial 1 Zone, Road Zone |
| OVERLAYS/S | Design and Development Overlay – Schedule 7, Development Contributions Plan Overlay – Schedule 2, Significant Landscape Overlay - Schedule 6 |
| PERMIT TRIGGERS | Clause 32.08-2 – Use land for Residential Hotel Clause 32.08-2 – Use land for Food and Drink Premises Clause 32.01-2 – Use land for Residential Hotel Clause 32.08-8 – Buildings and works in GRZ Clause 34.01-4 – Buildings and works in C1Z Clause 32.08-6 – Construct Residential Building Clause 36.04-1 – Buildings and works in a Road Zone Clause 36.04-1 – Buildings and works associated with a Section 2 use Clause 43.02-2 – Buildings and works Clause 52.06-3 – Reduce the car parking requirement under Clause 52.06-5 Clause 52.27 – Liquor licence Clause 52.29 – Alter access to a Category 1 Road |
| RESTRICTIVE COVENANTS | None relevant to the consideration of this application |
| CURRENT USE/DEVELOPMENT | Vacant land and Car Wash |
| CULTURAL HERITAGE MANAGEMENT PLAN | Not Required |
| OBJECTIONS | 138 submissions - 136 objections, 2 submissions in support |
| STATUTORY DAYS | 53 |

1.1 Planning Permit Application 18/0419 - 2 and 4 Geelong Road, 48-50 Bell Street and Lumley Close (Lot 1 on TP92118S), Torquay

Recommendation

That Council:

- 1) having caused notice of Planning Application No. 18/0419 to be given under Section 52 of the *Planning and Environment Act 1987* and /or the Surf Coast Planning Scheme; and
- 2) having considered all the matters required under Section 60 of the *Planning and Environment Act 1987* decides to **Refuse to Grant a Permit** under the Surf Coast Planning Scheme in respect of the land known and described as 2 and 4 Geelong Road, 48-50 Bell Street and Lumley Close (Lot 1 on TP92118S), Torquay for the Use and Development of the Land for Residential Hotel, Food and Drink Premises (Tavern, Restaurant, Café), Indoor Recreation Facility (Yoga Studio), Licensed Premises a Reduction in Car Parking, Buildings and Works in a Road Zone and Alter Access to a Category 1 Road in accordance with the plans submitted with the application on the following grounds:
 1. The development exceeds a height of 12 metres in the General Residential Zone and exceeds a height of three storeys in the General Residential Zone, specified in Clause 32.08-10, such that that part of the building within the General Residential Zone is prohibited.
 2. The application cannot rely on the exemption to provide garden area contained within Clause 32.08-4 and does not provide the minimum garden area required by Clause 32.08-4, such that the development within the General Residential Zone is prohibited.
 3. The development is not responsive to the design objectives for Precinct 5 – Residential of Design and Development Overlay – Schedule 7 (DDO7) and the Surf Coast Highway Urban Design Guidelines, July 2006 as follows:
 - a) The building is five storeys in height and has a maximum height of 19.356 metres which is far in excess of the two storey and a maximum height of 7.5 metres contained within the overlay. The height, bulk and scale of the development cannot be justified against the vision, design objectives and decision guidelines of the overlay;
 - b) The overlay is explicit in promoting a low, residential scale of development and goes further than providing guidance about the height of buildings, but also seeks to moderate the bulk of double storey development by stating that second storey elements should occupy not more than half the building frontage width or should be accommodated in the roof form. The design solution proposed does not recognise this objective and, instead, has a dominant three storey form in the residential zone and a five storey form in the commercial zone;
 - c) The setbacks adopted for the development from Geelong Road are not responsive to the objectives of the DDO and do not provide for landscaping on the site, which is not responsive to the coastal setting and the objectives of the overlay.
 4. The height, form, bulk and siting of the development is not responsive to policies related to built form which encourage an appropriate response to the character of the area, including Clause 15.02-2S, Clause 15.01-5S and Clause 21.08 – Torquay Jan Juc Strategy.
 5. The development does not meet some of the important ResCode objectives, including Clause 55.02-1 – Neighbourhood Character, Clause 55.03-1– Street setback, Clause 55.03-2 – Building height, Clause 55.03-3 – Site coverage, Clause 55.03-4 – Permeability, Clause 55.03-8 – Landscaping, Clause 55.03-9 – Access, Clause 55.04-2 – Walls on boundaries and Clause 55.04-6 – Overlooking, resulting in a development which presents an overdevelopment of the site, which is not responsive to the character of the area and which impacts on the amenity of adjoining properties.
 6. An expansive licensed roof terrace area is proposed and the use of this area will impact on the amenity of nearby residential areas by way of noise emissions which is contrary to the purposes of Clause 13.05-1S – Noise abatement and Clause 13.07-1S– Land use compatibility.
 7. The application has not been supported by an empirical car parking demand assessment which would demonstrate that an adequate level of car parking is provided on the land.

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8. The modifications to the road reserve in Geelong Road which convert long term car parking to a short term drop off area are not supported given the high demand for on street car parking in the area, particularly in the peak season. In addition, the deletion of the footpath in front of the site along Geelong Road is not supported as it compromises pedestrian movements and pedestrian safety in the area.
9. The development does not provide for an appropriate clearance to Lumley Close to allow service and emergency vehicles to access the rear of 44 and 46 Bell Parade, Torquay.
10. The development proposes construction under and over Lumley Close but no detail has been provided to show how the two properties at 44 and 46 Bell Parade, Torquay, which rely on Lumley Close to access the rear of their properties would continue to be able to access their properties during the construction phase.
11. The modifications to the road reserve in front of the site are not supported as the development removes an important footpath connection and converts long term car parking spaces into a short term drop off zone for the benefit of guests of the Residential Hotel.

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Report

Proposal

This proposal involves a number of components, detailed as follows:

Use

Residential hotel

- 128 hotel rooms
- Hotel lobby
- Roof terrace areas
- Office areas, staff facilities, storage areas, kitchen and toilets
- Ancillary activities which include a restaurant oriented to an internal courtyard, hotel gym, indoor pool and bar, function space, day spa facilities which includes seven separate rooms, toilets and showers and a lobby area, and a roof terrace with bar.

Complementary Uses

- Two retail tenancies, which are oriented to Bell Street. These tenancies have floor areas of 35 square metres and 38 square metres
- A food and drink premises with a total area of 46 square metres oriented to Geelong Road
- An indoor recreation facility (yoga studio) with a total area of 67 square metres oriented to Geelong Road.

Sale and Consumption of Liquor

The application sets out to provide for the sale and consumption of liquor on the land. Red line plans have been included which detail that the conference rooms, residential hotel (including restaurant and indoor recreation facilities, the rooftop bar which includes an expansive outdoor terrace area) would be licensed.

Basement Car Parking Area

- A basement car parking area accessible from Geelong Road includes a total of 189 car parking spaces over two basement levels. It is noted that the Planning Report submitted with the application details that 201 car parking spaces are provided. It is not clear how this figure has been arrived at
- Provision has been made for 30 bicycle parking spaces.

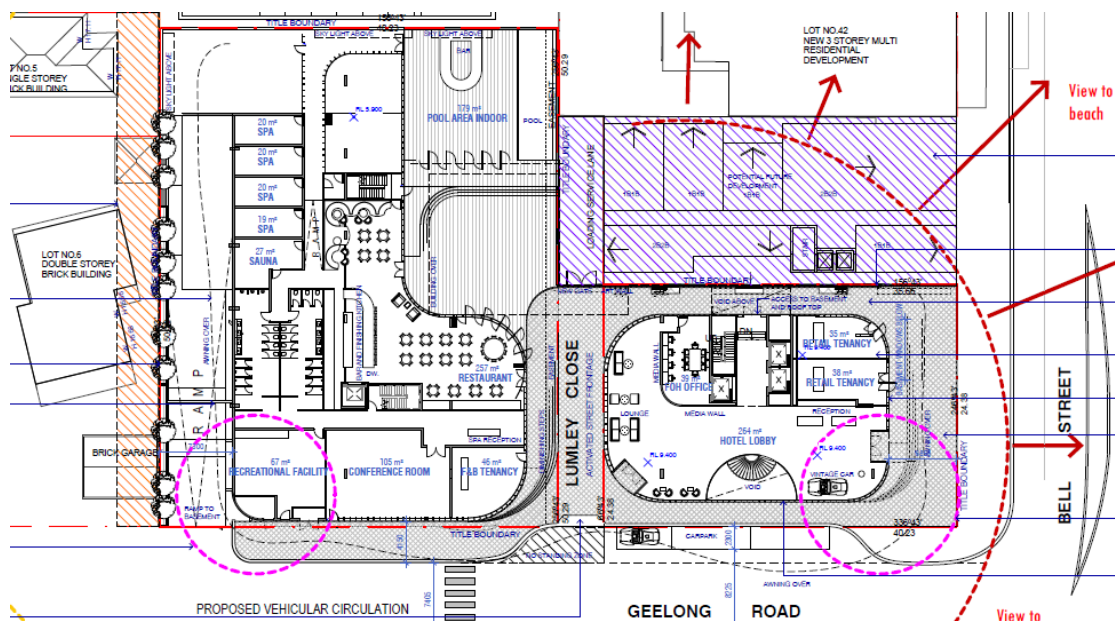


Figure 1 – Ground floor layout. Source: Application documents

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Buildings and works

The comprehensive redevelopment of the site includes building in the air space above Lumley Close which runs between the land at 2 Geelong Road and the Bell Street land. The building is designed to achieve a 4 metre clearance to Lumley Close and it is proposed to create a new gate across the road reserve to align with the eastern title boundary of the land at 48-50 Bell Street.

It is also proposed to construct parts of the building outside of the title boundaries of the land, with building elements extending into the road reserve along Geelong Road and Bell Street. The projections vary in width, but are up to 4.55 metres in width.

The ground level of the building to Bell Street is setback around 7 metres from the title boundary to provide for a pedestrian space in front of the hotel lobby area.

The building includes three basement levels and five storeys above ground. The highest part of the building is located on the land at 48-50 Bell Street, extending to a maximum height of 19.356 metres (excluding plant), with the building raking up from a three storey building on the land located on Geelong Road.

The building is contemporary in design, described in the application as a *contemporary architectural language incorporating a range of timber and concrete walling, glass reinforced concrete detailing curved to wrap around the building and glazed finishing*. An image of the building can be seen below. The application documents describe *the profile of the building to its street frontage to the south (Bell Street) is 'wave like' and it will sit marginally higher in the street profile compared to the existing three-storey residential development to its east*.

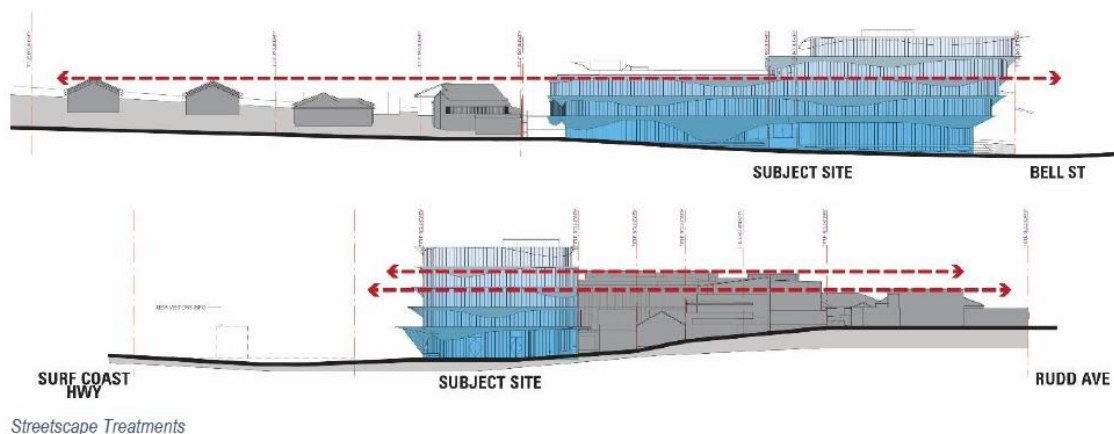


Figure 2 – Context for building heights. Source: Application documents



Figure 3 – Artist's impression of the building as viewed from Geelong Road. Some of the works proposed in the road reserve are shown in the foreground of the image. Source: Application documents

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Modification to Geelong Road road reserve

Nine car parking spaces are proposed, along with a 'Tourist Info Kiosk', extensive landscaping and a concrete terraced seating and steps arrangement. It appears that the works are designed to provide for additional car parking areas for the various uses on the land, along with a vehicle circulation space which would allow for guest drop off and pick up. The plaque currently located in the road reserve is proposed to be removed.

A new speed hump is proposed on Geelong Road, along with kerb and channel works and three new on street car parking spaces in front of the site on Geelong Road, which would result in the loss of the nature strip area and footpath currently located in the road reserve in front of the site. The remainder of the current nature strip area to the north of the site would be converted to a hard surface treatment.

No detail has been provided about the Tourist Info Kiosk, other than the planning report submitted with the application setting out that the works in the road reserve will include *an information hub for tourists visiting Torquay and embarking on a trip along the Great Ocean Road.*

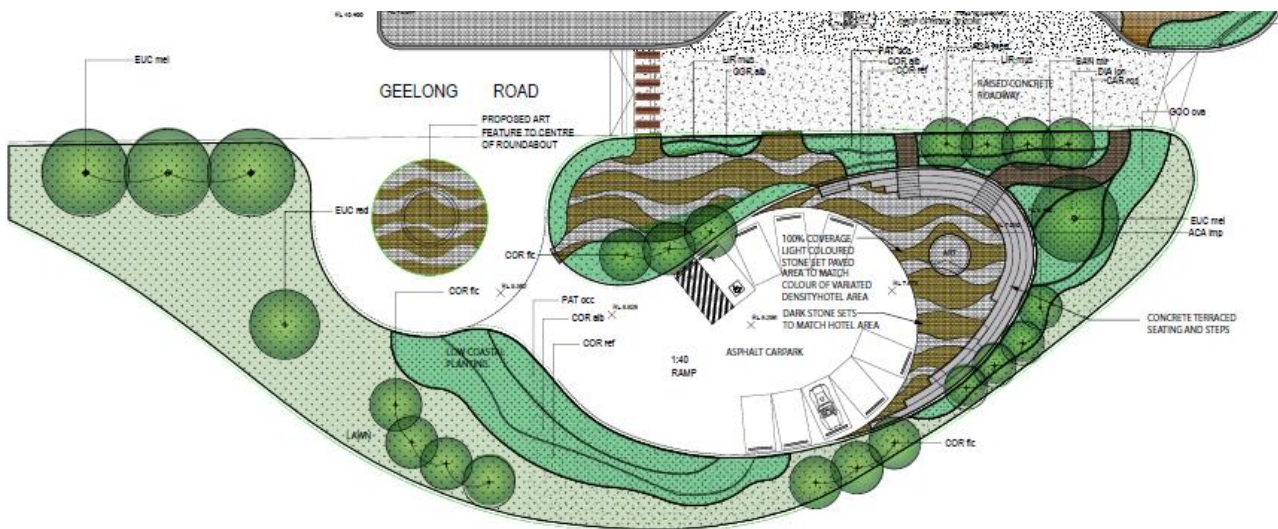


Figure 3 – Proposed works in road reserve. Source: Application documents

There is no proposal to re-open the service road to the north to connect with the Surf Coast Highway.

The building has been designed to achieve a 5 star rating under Green Star – Design as Built.

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Subject Site and Locality

The subject site consists of four titles of land located on the corner of Bell Street and Geelong Road, Torquay and includes Lumley Close. The site can be seen in the image below.



Figure 4 – Aerial image of site and surrounding area (site is highlighted in red outline). Source: Council's GIS

The site has a total area of 2,023 square metres, with a frontage of approximately 80 metres to Geelong Road and approximately 24 metres to Bell Street. The land falls from the north east to the south west, with a fall of approximately 4.6 metres evident. Drainage easements are present on the land

The land at 2 and 4 Geelong Road is separated from the land at 48-50 Bell Street by an unmade laneway known as Lumley Close.

As can be seen from the image above, the land at 2 and 4 Geelong Road is currently vacant, while the land at 48-50 Bell Street is currently developed with a self-service car wash.

Surrounding land is residential in nature to the north and north east. Land to the east of the site is commercial in nature and land to the west is associated with the Great Ocean Road road reserve, with an informal grassed area and plaque located on the land in front of the site, along with some semi mature She Oak trees. The land has been graded and appears to also perform a drainage function.

Land opposite the site on Bell Street is zoned Public Park and Recreation Zone and is associated with the Torquay Caravan Park.

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The zoning context can be seen in the image below:

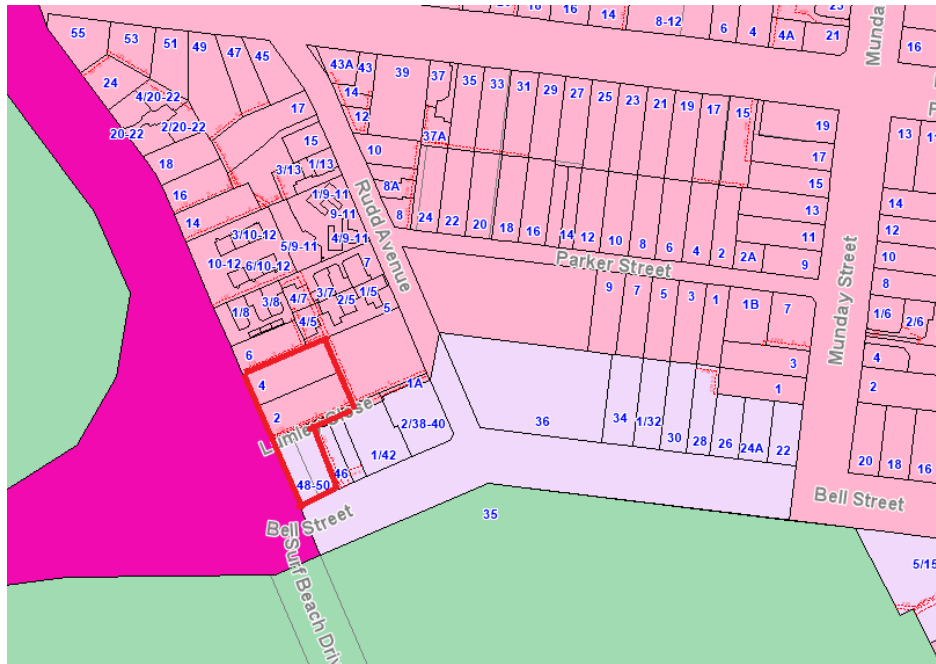


Figure 5 – Zoning Map. Source: Council's GIS

Surrounding development is described as follows:

North – 6 Geelong Road

Double storey brick dwelling with skillion roof form. A brick garage is located in the front setback area of the dwelling, setback approximately 3 metres from the street and a brick fence is developed along the frontage of the site.



Photo 1 – 6 Geelong Road. Source: Google street view

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North-east – 5 Rudd Avenue

Developed with two single storey brick dwellings located in a battle axe configuration.



Photo 2 – 5 Rudd Avenue. Source: Google street view

East

Land developed with a car park which was formerly associated with the Torquay Hotel. A Planning Permit has been issued to allow this land to exist on a title independent of the hotel.



Photo 3 – Car park on Rudd Avenue. Source: Google street view

South – Torquay Caravan Park

The Torquay Caravan Park and foreshore areas are located opposite the site on Bell Street.

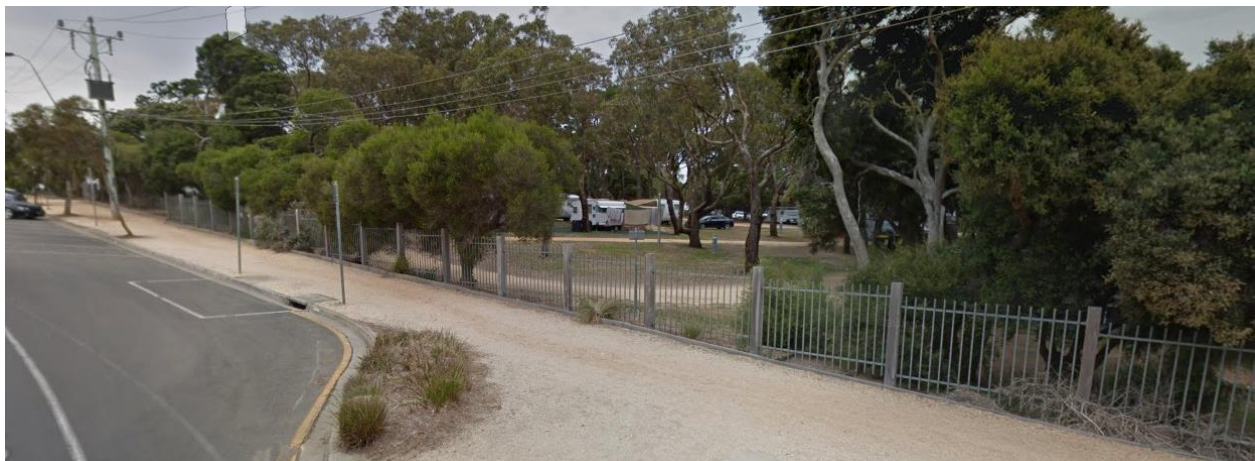


Photo 4 – Torquay Caravan Park. Source: Google street view

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East – 44 and 46 Bell Street.

Land immediately to the east of the site is developed with two buildings which are used as restaurants – Alistos and Torquay Thai. Rear access to the restaurants is provided via Lumley Close and bins are stored to the rear of the shops, adjacent to the laneway. Roller door access to the Alistos building is provided, with access from Lumley Close.

It appears that a dwelling has been developed above Alistos and this building is double storey in scale, with the second storey element substantially recessed from the ground level of the building.

Further east is the recently completed three storey building which includes a home wares shop and a gelati shop at ground level and dwellings above. Access to the sealed car parking area for this development to the east of the development, with car parking areas located to the rear of the building and access restricted via a gate.



Photo 5 – 42 and 46 Bell Street. Source: Google street view.

The road reserve area in front of the site on Geelong Road includes a concrete footpath with grassed nature strip verge. Overhead power lines are present and a power pole is located in front of the car wash land, adjacent to Lumley Close.

This Geelong Road has been closed to through traffic and vehicle access to the site can only be achieved from Bell Street as a grassed area precludes access from the north. The road and car parking areas provided from Geelong Road are partially sealed and include an informal gravelled parking area which is adjacent to a plaque associated with the beginning of the Great Ocean Road, also located in the road reserve area.

The Bell Street road reserve includes an aggregate concrete footpath treatment which has been applied to the whole of the Bell Street precinct. Also, consistent with place making which has been undertaken in the precinct, the planting of some strappy grasses and a eucalypt tree has been established in front of the site.

Permit / Site History

The following permits have been considered on the land:

| Application Number | Address | Proposal | Decision |
|--------------------|-------------------|------------------|-----------|
| 07/0492 | 2-4 Geelong Road | Motel | Approved |
| 15/0139 | 2-4 Geelong Road | ALDI | Abandoned |
| 17/0250 | 2-4 Geelong Road | Childcare Centre | Withdrawn |
| 10/0103 | 48-50 Bell Street | Car wash | Issued |

Public Notification

The application has been advertised pursuant to Section 52 of the *Planning and Environment Act 1987* by:

- Sending notices to the owners and occupiers of adjoining land
- Placing a sign on site
- Placing a notice in the Surf Coast Times.

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A Statutory Declaration has been submitted to Council confirming that the notification has been carried out correctly.

Objections

A total of 138 submissions have been lodged with Council; 136 objections and two submissions in support of the application.

The key themes raised in the objections are summarised as follows:

Height

- The height of the development is out of character and will impact on the streetscape and the small town coastal feel of Torquay
- The concept is good, but the height and density is too much for the site
- The building will dominate the skyline vistas from Torquay's two major arterial roads
- The development exceeds the nominated height in DDO7
- Planning policy requires that the character of towns is respected
- People come to Torquay to get away from the city
- The high building will overshadow Bell Street and reduce public enjoyment of this space
- Comparisons to the RACV development are not relevant
- The building is higher than 16.9 metres and is 20.5 metres in height
- The building is not a low rise building.

Car parking and traffic

- Inadequate on site car parking is provided and this will be particularly evident in peak summer periods
- The roundabout cannot cope with the additional traffic generated by the use
- The Torquay Hotel car park land is not available to support the development's parking needs.

Noise

- The outdoor eating/drinking areas will impact on neighbouring residential properties
- The access ramp on the northern boundary will be a high traffic area consisting of motel customers, employees and trucks/ service traffic at all hours. This is an assault on neighbouring residents and will impact on residential amenity. Access to the development should be relocated away from the residential interface.

Siting and design

- No setbacks and very tight to boundary
- The building does not reflect the natural beauty of the area
- Extensive walls on boundaries will impact on neighbour's amenity
- The building should be contained within the property boundaries, Council cannot give away the rights to this airspace
- Overshadowing of neighbouring properties
- At street level there is no landscaping or green space
- The building design is ugly
- The building is better suited to a metropolitan location.

Need

There is no need for additional accommodation; two of the existing hotels are currently struggling.

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Geelong Road

- The opening of the northern end of Geelong Road is of concern to me; it was closed in the late 90s as a safety measure
- The developer should not be allowed to put its parking spaces in the road reserve.

Lumley Close

- The road will be completely enveloped within the building and will be largely inaccessible to shop keepers during the development cycle. How will these businesses manage deliveries and staff parking?

Other

- The land could be contaminated by its former use as a service station
- The construction phase will cause significant disruption to the community over 2-3 years
- The deep excavation works could impact on neighbouring properties
- Council has an obligation to its ratepayers that clearly usurps the needs of transient visitors
- The glass will reflect into the eyes of drivers driving down the hill from Jan Juc in the afternoon
- Pedestrian movements along Geelong Road will be compromised
- Public views of the coast will be lost
- Another licensed premises is not needed and will create social issues
- Odour from bins may impact on neighbours
- The Shire planning officers have been in secret negotiations with the developer for eight months and information re the proposal was only made available 'fait accompli' to the community last week. Very shabby and it's this type of secretive approach that allows accusations of the Shire's planning officers being in cahoots with the developers
- There hasn't been any community consultation
- The development presents a poor cultural outcome for our coastal towns and other coastal towns throughout Australia
- The interests of the Shire are with developers and not the community
- The application should not be entertained as it is so non-compliant with the planning scheme
- The development may impact on sea views of surrounding properties
- Converting the grassed area to car parking does not provide a welcoming entrance to tourists using the Great Ocean Road
- Local birdlife could fly into the glass.

Submissions in support

Two supporting submissions have been lodged.

The issues raised are addressed in the assessment section of this report. Those issues not addressed in the assessment are responded to as follows:

- If a Planning Permit is issued, a permit condition should be included to ensure that the land is not contaminated and is available to be developed with a sensitive land use. This would be a requirement prior to the commencement of the development.
- If approved, there would be significant disturbance from the construction phase. Planning Permit conditions can require a construction management plan and EPA guidelines control the hours in which construction can be undertaken, but this will not diminish the disturbance which is created. It is not possible to refuse a Planning Permit application because of the disturbance experienced in the construction phase. Of concern, however, is how construction could be managed to ensure that appropriate access is available to the properties that rely on Lumley Close and this is a ground of refusal.

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- If a Planning Permit was issued for the development, further detail would be required about the construction of the basement and the Building Permit process would require additional detail to ensure adequate protection of adjoining land.
- All applications for Planning Permit must be put through the process defined under the *Planning and Environment Act 1987*; Council cannot elect to reject an application for Planning Permit.
- A pre application meeting was held with Council's planners and the applicant was advised that the scale of the development should be reduced and that the application was not likely to be supported in its current form, this cannot be described as being 'in cahoots' with the developer. It is normal for pre application meetings to be held as part of the Planning Permit process, and pre application meetings are encouraged by the State Government. Other meetings may have been held with other areas of Council in order to formulate the application; again this is a normal practice throughout Victoria.
- Council is required to make a decision on this application using the direction contained within the Planning Scheme.
- There may be view loss if the application was supported, as a number of properties could obtain a view across the land to the ocean. Reasonable expectations in relation to retention of views should be linked to the opportunities available for the site under the planning scheme. In this case, it would be reasonable to assume that the land could be developed with a building of approximately 7.5 metres in height and views below that level could not be retained. However, it is noted that the siting of the development, with its zero setback to Geelong Road could impact on views and given the planning policy framework, it is reasonable to assume that a front setback would be adopted for the development.
- Permit conditions can be applied which require the use of low reflective treatments to glazing, to ensure that the reflection of glass does not result in an unsafe environment for road users.
- It is hoped that local birdlife would not fly into the glass; this cannot be a ground of refusal for the application as it is not a relevant planning consideration and no evidence has been provided to substantiate the assertion that birds will fly into the glass.
- The need for the hotel and associated uses, is, in this case not relevant to the consideration of the application. VCAT have previously determined in *Tulcan Pty Ltd v Knox City* [2003] VCAT 1627 that *need is a fundamental concept in town planning, because town planning is essentially concerned with shaping our physical environment to meet the social economic and environmental needs of the community. However in individual development applications the role of need is complex. At one end of the scale, there are ubiquitous land uses in relation to which the Tribunal has said that need is not a matter for the planning system, rather it is a matter for the competitive market place. On the other hand there are important community based uses where the Tribunal has found that need for the use can outweigh other important, and ordinarily decisive, planning considerations. An often quoted example of the latter case is the Alfred Hospital.*

It is noted that Section 60(1)(f) of the *Planning and Environment Act 1987* requires consideration of *any significant social effects and economic effects which the responsible authority considers the use or development may have* while Section 60(1B) of the *Planning and Environment Act 1987* sets out that the *responsible authority must (where appropriate) have regard to the number of objectors in considering whether the use or development may have a significant social effect.*

VCAT case history around this part of the Act requires some kind of factual evidence of a social effect and a demonstration that any adverse social effect is not offset by social benefits.

The number of objections submitted in relation to this application is a significant number and demonstrates community concern about the proposal but is not considered do demonstrate a significant social effect. Therefore this is not a ground of refusal.

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Consultation

In accordance with section 223 of the *Local Government Act 1989* submitters were provided with the opportunity to be heard by the Hearing of Submissions Committee (the committee).

At the Hearing of Submissions Committee Meeting held on 14 November 2018 the committee heard submissions on this matter as per the committee's delegation under section 86 of the *Local Government Act 1989*. The committee resolved to receive and note the submissions and forward to Council for consideration at the 27 November 2018 Council meeting.

The Hearing of Submissions Committee Meeting resulted in an improved understanding of the application and the issues of concern, but did not result in any changes to the application.

Referrals

The following external referrals were undertaken:

| Referral Authority | Type of Referral | Advice |
|------------------------|---|--|
| VicRoads | Determining | No objection subject to conditions <i>VicRoads is supportive of the proposal. If Council regards the proposed development favourably, VicRoads would require the following conditions be included on any Notice of Decision to issue a Planning Permit or Planning Permit:</i> <ol style="list-style-type: none"> <i>Prior to the commencement of the works within the road reserve of the Surf Coast Highway the landowner/ developer must enter into an External Works Agreement. The agreement will review the Functional Layout and Detailed Design Plans for the area of the Surf Coast Highway Road Reserve, in particular the functional design, sight lines, drainage and public lighting, to the satisfaction of VicRoads.</i> <i>Works within the Geelong Road Reserve must be carried out in accordance with the Road Works Agreement, to the satisfaction of VicRoads.</i> <i>Prior to the commencement of works within the road reserve of the Surf Coast Highway the landowner/ developer must enter into an approved lease or licence under the Road Management Act 2004, for the use and development of the road reserve, to the satisfaction of VicRoads.</i> |
| Officer comment | Noted. If Council supports the application, the above conditions must be included in the Notice of Decision | |

| Referral Authority | Type of Referral | Summary of advice |
|--------------------|------------------|---|
| Victoria Police | Section 52 | No objection. There have been a number of complaints from residents in the area relating to noise emanating from the Torquay Hotel. Although there is an acoustic report provided, it is anticipated that there still may be issues relating to patron noise in the roof terrace area. It is unclear how a patron reduction would be achieved at 10pm, as recommended in the report. CCTV should be used in the roof top bar area, if approved. |

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The following internal referrals were undertaken:

| Department | Advice/ Comments/ Conditions |
|-----------------|---|
| Property | <p>The following advice was provided (summarised):</p> <ul style="list-style-type: none"> Lumley Close is recorded as a public road on Council's Road Register and it contains drainage assets as well as a gas main. If a Planning Permit is issued for the development, there may be a need to upgrade the drainage asset and gas main; this could be addressed via a Planning Permit condition. Further approvals are required outside of the Planning Permit process to allow the use of the airspace and underground area of Lumley Close by the developer. If a Planning Permit is issued for the development a Planning Permit condition should be included which requires the developer to secure title to, or the right to occupy and develop the relevant strata of land above and below the Lumley Close road reserve. The exemption, published in the Government Gazette C29, 18 July 2002, pursuant to Section 138A(11) of the <i>Land Act 1958</i>, likely applies to the proposed intrusions above the Bell Street and Geelong Road road reserves. However, if a Planning Permit is issued for the development, a Planning Permit condition should require the appropriate licenses or leases to be obtained to allow the building to protrude beyond the title boundary. |
| Officer comment | Noted |

| Department | Advice/ Comments/ Conditions |
|----------------|--|
| Infrastructure | <p>The following advice was provided (summarised):</p> <p><u>Lumley Close</u></p> <ul style="list-style-type: none"> A minimum 5 metre vertical clearance is required over Lumley Close where the building is proposed to be constructed over the road. The use of block paving in the road reserve is not acceptable. Signage is required in order to ensure that Lumley Close is available for use by the properties at 44 and 46 Bell Street. Further detail is required in relation to how stormwater and gas mains will be maintained during the construction phase, which involves a complete excavation. There are safety issues associated with the use of Lumley Close and proximity of the hotel foyer, including the need for service vehicles to use Lumley Close and the heavy pedestrian volume associated with the hotel. Consideration should be given to redesigning the hotel lobby and adjacent interfaces away from Lumley Close. <p><u>Parking bays in Geelong Road</u></p> <ul style="list-style-type: none"> The short term, drop off, car parking spaces are not approved as there is no ability for footpath to be provided adjacent to the parking spaces. The kerb alignment must remain on its current alignment which allows for footpath and existing services to remain in the nature strip. The provision of short term, drop off, car parking spaces reduces the availability of longer term parking in the area, which will be particularly problematic in busy times of the year. The drop off area and all parking should be provided on the site, other large hotel/motel developments in the area provide all parking within their sites. <p><u>Landscape plans</u></p> <ul style="list-style-type: none"> The Great Ocean Road monument was installed by Council and it is not acceptable to be demolished. Concrete pavement proposed for the Geelong Road just north of Bell Street is not approved and should be retained as asphalt. The indented parking bays are not approved. Any paving or footpath within the road reserve may only be plain or exposed aggregate concrete or asphalt. No block or cobble paving will be approved in the road reserve. |

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|------------------------|--|
| | <ul style="list-style-type: none"> The landscaped area on the kerb return on the north side of the Bell Street intersection is not approved and should be removed. Roundabout and parking spaces within the grassed verge opposite the development. These are being implemented purely for the benefit of the development. The roundabout provides a turnaround facility for vehicles wanting to park in the proposed short term parks, and the parking in the circular area is being provided for visitor parking. These changes to the parking arrangements in the Geelong Road should not be approved as they are being done only for the use of the development. <p><u>Impact on the intersection of Bell Street, Geelong Road and Surf Beach Drive</u></p> <ul style="list-style-type: none"> This intersection is a cross road type intersection, but as there is virtually no traffic entering from the north leg (Geelong Road Service Road), the intersection operates almost like a T-intersection. During the busier times of the year, it is difficult to make turns out of Surf Beach Drive due to the traffic volumes on Bell Street, and the increase in traffic on Geelong Road leg due to this development will make this a very busy and potentially dangerous cross road intersection. Given this, some form of traffic management will need to be implemented at the intersection – it may require a roundabout be constructed as traffic flows in the intersection will increase as a result of the development. Infrastructure disagrees with the comment made in Section 8.2 of the report that “traffic generated by the development is expected to have a negligible impact on the safety or operation of the surrounding road network”. It is recommended that further traffic counts on Bell Street and Surf Beach Drive are undertaken. <p><u>Stormwater Management Plan</u></p> <ul style="list-style-type: none"> Further detail is required, including a MUSIC analysis; A water plan is required to demonstrate that 32 kilolitres of on site volume will be able to be stored on the land. |
| Officer comment | <p>Noted.</p> <p>Part of the refusal recommendation relates to the inability for a 5 metre clearance to be achieved over Lumley Close. A permit condition cannot simply require this to be achieved, as it would have significant ramifications for the overall design of the building, particularly in relation to how floor plates interact.</p> <p>If Council was to issue a Planning Permit for the development, a Planning Permit condition could be applied requiring a detailed traffic count and analysis to be undertaken to determine if there is a need for a traffic control device at the intersection of Geelong Road, Surf Beach Drive and Bell Street; this is not an ideal situation as the outcome and extent of investment required by the developer is not known.</p> |

| Department | Advice/ Comments/ Conditions |
|------------------------|-------------------------------------|
| Traffic | No comment provided |
| Officer comment | Noted |

| Department | Advice/ Comments/ Conditions |
|------------------------|---------------------------------------|
| Waste | No objection, no suggested conditions |
| Officer comment | Noted |

| Department | Advice/ Comments/ Conditions |
|----------------------|---|
| Environmental Health | <p>The following advice was provided (summarised):</p> <p>Access to Lumley Close should not be blocked unless other arrangements have been made for the tenants of the businesses who place their bins there. It is also noted that it is proposed to have a gate installed through Lumley Close. This may not be appropriate as it could hinder access to refuse collection. The gate is proposed to reduce the width of the road.</p> <p>An independent assessment should be undertaken of the Acoustic Report.</p> |

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| | |
|------------------------|---|
| | The hotel rooms are large enough to comply with the Public Health and Wellbeing Regulations 2009. |
| Officer comment | Noted |

| Department | Advice/ Comments/ Conditions |
|------------------------|--|
| Economic Development | Our tourism strategies are aligned to capturing either day trippers or international visitors and converting them to an overnight or multi-night stay. The Surf Coast receives 40% of all visitation to the Great Ocean Road. Our most lucrative visitor market is the domestic overnight visitors. They spend the most (\$2.4m last year) the equivalent of 71% of our total tourism expenditure but only 44% of total visitation (i.e. low volume, high yield market). It is therefore important to provide accommodation that allows us to meet overnight visitor demand. 2-4 Geelong Road is located adjacent to our main night time entertainment precinct, Bell Street. It is well located to service an existing commercial precinct We need to create an additional 3,000 jobs by 2030 to keep in line with population growth. • Business events and conferences is a strength of this region with 1 in 4 conferences being placed in regional Victoria coming to the Surf Coast. Conferences occur mid-week and off-peak. High quality conference facilities assist our ability to attract this type of business. The Strategic Masterplan Great Ocean Road Masterplan identifies “a lack of high quality accommodation to meet demand” as a key challenge” p8. And a priority action is investment attraction to address current product gaps i.e. large scale accommodation. It is forecast the \$1b of tourism infrastructure investment is required over the next 5-10 years. |
| Officer comment | The advice is noted. The Planning Officer concern with the application is not related to the accommodation use, but the built form outcome and the lack of compliance with planning policy. |

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any conflicts of interest.

Assessment

Planning Policy Framework

The following policies are relevant to the consideration of this application:

- 11.01-1R – Settlement
- 11.03-5R – The Great Ocean Road region
- 13.05-1S – Noise abatement
- 13.07-1S – Land use compatibility
- 15.01-2S – Building design
- 15.01 – Built environment
- 15.01-5S – Neighbourhood character
- 17.01-1R – Diversified economy – Geelong G21
- 17.01 – Economic development
- 17.02-1S – Business
- 17.04-1S – Facilitating tourism
- 21.01 – Municipal strategic statement
- 21.04 – Tourism
- 21.08 – Torquay – Jan Juc Strategy
- 22.02 – Streetscape and landscaping policy
- 22.09 – Torquay – Jan Juc residential development and neighbourhood character policy.

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Zoning

The site is located in three zones.

The land at 2 and 4 Geelong Road and half of Lumley Close is zoned **General Residential Zone**, the purpose of which is:

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To encourage development that respects the neighbourhood character of the area. To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.

To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

The land at 48-50 Bell Street and half of Lumley Close is zoned **Commercial 1 Zone**, the purpose of which is:

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.

To provide for residential uses at densities complementary to the role and scale of the commercial centre.

Land in the road reserve on Geelong Road is zoned **Road Zone**, the purpose of which is:

To implement the Municipal Planning Strategy and the Planning Policy Framework.

To identify significant existing roads.

To identify land which has been acquired for a significant proposed road.

Overlays

The following overlays apply to the land:

- Design and Development Overlay – Schedule 7, with the site being located in Precinct 5 – Residential
- Significant Landscape Overlay – Schedule 6
- Developer Contributions Overlay – Schedule 2.

Relevant Particular Provisions

The following Particular Provisions are relevant to the consideration of this application:

- 52.06 – Car parking
- 52.27 – Licensed premises
- 52.29 – Land adjacent to a Road Zone, Category 1
- 52.34 – Bicycle facilities
- 53.06 – Live music and entertainment noise
- 53.18 – Stormwater management in urban development
- 55 – Two or more dwellings on a lot and residential buildings.

Relevant Planning Scheme Amendments

Not applicable

Summary of Key Issues

The following is an assessment of the permit application.

Height

The application documents detail that the maximum building height is 16.9 metres; however an assessment of the application reveals that the maximum building height is five storeys and 19.356 metres for development in the Commercial Zone.

The bulk of development (including acoustic screens) in the General Residential Zone is less than 12 metres. An exception to this is the development located above Lumley Close. The north eastern end of Lumley Place is zoned General Residential Zone and the building height in this location is 15.275 metres and four storeys in height, as can be seen in the image below.

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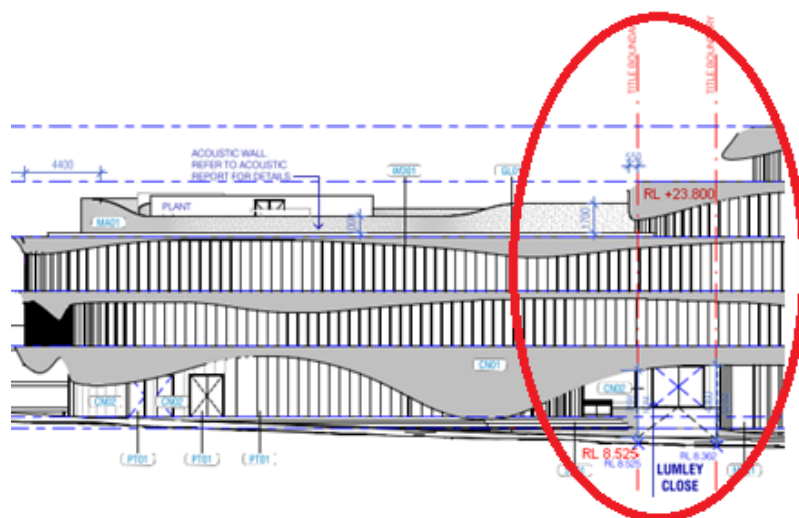


Figure 6 – Building height over Lumley Close.

Clause 32.08-10 of the General Residential Zone includes a maximum building height requirement for a residential building, which sets out that a building *must not* be constructed for use as a dwelling or residential building where:

- The building height exceeds 11 metres
- The building contains more than three storeys at any point.

A building may exceed the minimum building height by up to 1 metre if the slope of the natural ground level, measured at any cross section of the site of the building wider than 8 metres, is greater than 2.5 degrees.

As the height of the building on the General Residential zoned land on Lumley Close is 15.275 metres, Council cannot approve the development.

In addition, the development is effectively four storeys above the ground in the General Residential Zone. As the building is constructed over Lumley Close, there is no development at ground level, with three storeys above. The Planning Scheme defines storey as follows:

That part of a building between floor levels. If there is no floor above, it is the part between the floor level and ceiling. It may include an attic, basement, built over car parking area, and mezzanine.

It is assessed that the building over the laneway has the same effect as a built over car parking area. It is clear that the intention of the provision is to limit the scale of development in residential areas to three storeys and as such a ground of refusal is that the development is prohibited as it contains four storeys in the General Residential Zone.

The plant and associated screen has not been included in the building height calculation as the Planning Scheme defines building height as *the vertical distance from natural ground level to the roof or parapet at any point*. As such, the building height has been calculated by reference to the height of the roof. This is consistent with the Victorian Civil and Administrative Tribunal (VCAT) decision in *Prahran Orrong Park Developments Pty Ltd v Stonnington CC* [2017] VCAT 1021 (12 July 2017) which includes the following principles:

- *Although a 'building' (as defined) includes any rooftop service installations, the 'building height' (as defined) is calculated from ground level to the roof or parapet. This height calculation thus excludes service installations or other elements above the roof or parapet.*
- *To the extent the definition of 'building height' references the vertical distance to the roof at any point, it may therefore include the highest point of any material roofed element.*

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- *Service installations or elements such as lift overrun, water tanks, screening and solar panels will not therefore form part of the calculation of 'building height';*
- *Despite the above, it may be the case that a particular element is of such a size or nature or type of construction, or housed in such a way, that it should be treated as a roofed element in its own right, such that the definition of building height should be referenced to the vertical distance to the roof of that element.*

While the height of the additional plant (approximately 2.4 metres) is not included in the technical height calculation, it is still relevant to the consideration of the application and will be particularly visible when driving toward the site from Jan Juc.

It is noted that the site is subject to a particular overlay, Design and Development Overlay – Schedule 7 (DDO7) which seeks to provide direction in relation to height and building siting. DDO7 sets out to recognise the gateway location of the Surf Coast Highway to the Great Ocean Road and the design objectives include:

- *To recognise the regional tourism importance of the Surf Coast Highway as the gateway to the Surf Coast and a prelude to the Great Ocean Road;*
- *To create an integrated landscaped boulevard between the public and private realm;*
- *To promote excellent in the architecture, design, articulation and massing of buildings to ensure that development contributes to making an attractive entrance statement to the town.*

The overlay covers a long strip of land along the Surf Coast Highway and recognises that the different zonings and forms of development along the Highway have created different character outcomes. As a result, the overlay contains five different precincts which include:

- Precinct 1 – Landmark precinct;
- Precinct 2 – Early Torquay;
- Precinct 3 – Surf Centre;
- Precinct 4 – Transitional;
- Precinct 5 – Residential.

As can be seen in the image below, the site, which is highlighted by a circle, is located in Precinct 5.



Figure 7: Map 1 to Schedule 7 to Clause 43.02 – Surf Coast Highway Precincts. Source: Planning Scheme

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The design objectives of Precinct 5 are as follows:

- *To ensure new residential development responds sensitively and contributes to the coastal architecture reflective of Torquay's historical character.*
- *To reinforce the landscaped boulevard character of the Surf Coast Highway.*
- *To provide an appropriate address to the Surf Coast Highway through the removal of solid high fencing and installing visually prominent indigenous vegetation.*

The planning scheme nominates the Landmark Precinct as the precinct as the location where an entrance statement should be made. The Landmark Precinct is located on the corner of Grossmans Road and the Highway. The Residential Precinct does not call for such an outcome, instead the vision for this precinct is residential, as follows:

The predominant residential use remains intact. Redevelopment of individual sites has sought to avoid stark contrast in style and colour and utilise simple and clean design response reminiscent of Torquay's historical character. The southern approach to this precinct presents as an integrated, complementary domestic scale of development framed by landscaping that retains view lines over the golf course and toward the coast.

The overlay provides guidance around building siting and height, as well as landscaping. It is assessed that the application is not consistent with the overlay for the following reasons:

- The building which is proposed is five storeys in height and has a maximum height of 19.356 metres (excluding plant), which is far in excess of the direction within the overlay which states *buildings should not exceed two storey and a maximum height of 7.5 metres above natural ground level;*
- The overlay is explicit in promoting a low, residential scale of development and goes further than providing guidance about the height of buildings, but also seeks to moderate the bulk of double storey development by stating that *second storey elements should occupy not more than half the building frontage width or should be accommodated in the roof form.* The design solution proposed does not recognise this objective and, instead, has a dominant three storey form in the residential zone and a five storey form in the commercial zone;
- In a further attempt to moderate the bulk of new developments and to encourage articulation of double storey elements the overlay states *second storey elements of residential buildings should be setback a further 1.5 metres from the building frontage.* This has not been achieved;
- At ground floor level the building adopts a zero setback for the land in the residential zone and a 2.455 metre setback for land in the commercial zone, this is contrary to the overlay which states that *buildings on the east side of the highway should be setback at least 6 metres from the highway frontage to provide for landscaping.* Rather than provide for on site landscaping in the front setback area, the development seeks to maximise the yield of the site by providing for landscaping in the road reserve area in front of the site on Geelong Road. While such an outcome could complement on site landscaping, it is not considered to absolve the need for on site landscaping in the front setback area. It is clear that the overlay seeks to provide for a medium sized landscaped frontage and the development does not provide for this. The overlay goes on to promote site frontages that *contain a combination of plantings that includes trees that provide a canopy cover of at least 50% at maturity and which maintains some filtered view lines between the building and the street.* As noted, it is considered that landscaping should be provided on site, in a front setback area.

The decision guidelines for the overlay require consideration to be given to the extent to which a development meets the standards of the *Surf Coast Highway Urban Design Guidelines, July 2006* (The Guidelines). This document is a reference document within the Planning Scheme. The Guidelines include the following generic design principles:

- *Break up the perceived bulk of larger buildings;*
- *Optimise the contribution of landscaping;*
- *Reflect characteristic setbacks of different uses from the road;*
- *Ensure buildings address the street;*

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- *Minimise the impact of car parking.*

In essence, The Guidelines reflect the content of the overlay, emphasising the following:

- *Ensure buildings are sited to provide adequate room for landscape between the road and the building and between buildings and ensure that their visual bulk is consistent with the characteristic housing in the area;*
- *Ensure new buildings respect the area's residential scale and do not overwhelm the contribution made by the existing and proposed landscaping to the area's character;*
- *Ensure buildings and landscape reflect the town's coastal setting.*

The development does not respond to The Guidelines. There is no reference to The Guidelines within the Planning Report submitted with the application. The Planning Report states that *it is considered that the proposed development provides a considered response to the provisions of DDO7, with relevance to the design objectives and vision of Precinct 5 – Residential, whereby the development is complementary to the surrounding scale of development and proposes a 'simple and clean' design response.*

It is difficult to conceive how this conclusion has been reached given that surrounding residential development is predominantly double storey in scale.

The need for development to be responsive to its site context and to contribute to local character and a sense of place is recognised within Clause 15 – Built Environment and Heritage, while Clause 15.01-2S – Building Design emphasises the need for development *responds and contributes to the strategic and cultural context of its location.* Clause 15.01-2S directs consideration to be given to Urban Design Guidelines for Victoria which promotes safe and vibrant urban environments.

The decision to setback the lobby of the hotel building from both Bell Street and Geelong Road is considered to be an interesting one, particularly since the design solution creates an almost 7 metre space at ground level on Bell Street without any real purpose; the area is entirely paved without any provision for landscaping and is located on the southern side of the building. As the building and its soffit extend out from the ground level, eventually ending up outside of the title boundaries and in the road reserve, it is not immediately clear that a pleasant public space has been created. Similarly, on the western side of the development, a paved area of 2.455 metres is proposed, with the soffit extending outside of the title boundaries by 4.555 metres and with no provision for any landscaping.

Clause 15.01-5S – Neighbourhood Character has a strategy to ensure that development responds *to cultural identity and contributes to an existing or preferred neighbourhood character* by having regard to the pattern of development and landscape character. As noted, the development is not considered to be responsive to the existing development within the residential zone or the preferred character within the overlay.

The officer recommendation includes non-compliance with the vision and objectives of the Design and Development Overlay and policies relevant to design and neighbourhood character as a ground of refusal.

It is acknowledged that the design objectives and height referenced within the overlay do not mandate an outcome and discretion is available to increase the height of the development and reduce setbacks. However any departure from the height and setbacks referenced within the overlay needs to be assessed against the design objectives of the overlay, the vision of the precinct, The Guidelines and the planning policy framework. There is no support for a development of this height and scale and while the applicant documents reference the site as *a strategic landmark site*; the planning policy framework does not identify the site in this way. Instead, the site on the corner of Grossmans Road and the Highway is identified as a strategic landmark site.

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Figure 8 – Location of Precinct 1 – Landmark. Source: Surf Cost Highway Urban Design Guidelines

It is noted that the site is located within the urban consideration area pursuant to Clause 22.09, which promotes a higher intensity of development.

The application documents reference a relationship between the proposed development and the RACV Torquay Resort located opposite. It is important to recognise that while technically the development is located opposite the site, this development is located some distance from the subject site, across the creek and within Jan Juc. In addition, as can be seen from the image below the site is located in a spacious setting, surrounded by the golf course and its associated landscaping.

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Figure 9 – Aerial Image Highlighting the Subject Site and the RACV Resort with Red Circles

The RACV Resort (The Resort) land at 1 Great Ocean Road, Jan Juc is zoned Special Use Zone – Schedule 7 – Golf Courses and is subject to a Salinity Management Overlay. As well as having a different physical context to the subject site, The Resort is also subject to a different zoning regime such that the development outcome on The Resort land is considered to have limited relevance to the application before Council.

Zone

As noted, the site is located within three zones.

General Residential Zone

The zone includes a purpose to *encourage development that respects the character of the area*. As noted, the development within the General Residential Zone is not responsive to the scale, bulk and siting of surrounding development and does not respond to the preferred character identified within DDO7.

The application seeks approval for a Residential Hotel. Within the Planning Scheme Residential Hotel is a subset of Residential Building.

The zone, Clause 32.08-9, includes a maximum building height requirement setting out that *a building **must not** be constructed for use as a dwelling or residential building that:*

- Exceeds 12 metres in height;
- Contains more than three storeys at any point.

As noted above, these requirements are not met, and the application must be refused. These are grounds of refusal.

Clause 32.08-4 – Construction of extension of a dwelling or residential building includes a minimum garden area requirement setting out that *an application to construct or extend a dwelling or residential building on a lot **must** provide a minimum garden area of 35% of the lot*. This does not apply to:

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An application to construct or extend a dwelling or residential building on a lot if:

- The lot is designated as a medium density housing site in an approved precinct structure plan or an approved equivalent strategic plan;
- The lot is designated as a medium density housing site in an incorporated plan or approved development plan.

Garden area is defined as follows:

Any area on a lot with a minimum dimension of 1 metre that does not include:

- a) a dwelling or residential building, except for:
 - an eave, fascia or gutter that does not exceed a total width of 600mm;
 - a pergola;
 - unroofed terraces, patios, decks, steps or landings less than 800mm in height;
 - a basement that does not project above ground level;
 - any outbuilding that does not exceed a gross floor area of 10 square metres; and
 - domestic services normal to a dwelling or residential building;
- b) a driveway; or
- c) an area set aside for car parking.

The applicant considers that the application is exempt from the Garden Area requirement as *the subject site is located in an urban consolidation area of the Torquay – Jan Juc Structure Plan (2007), a reference document of Clause 21.08 – Torquay Jan Juc Strategy of the Surf Coast Shire Planning Scheme, and as such is considered to be a medium density housing site.*

It is assessed that this position is incorrect and the Garden Area requirements apply to the development of the General Residential zoned land. Non-compliance with the Garden Area requirement means that the development is prohibited. This conclusion has been reached for the following reasons:

- The land is not a designated medium density housing site. The exemption within the zone at Clause 32.08-4 is specific in stating that the exemption will apply where “the lot is designated as a medium density housing site”. The use of the word ‘lot’ is considered to be significant, as ‘lot’ is defined within the Planning Scheme as *a part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.* In decisions where VCAT have considered the garden area requirements it has applied the garden area requirements on a lot-by-lot basis, rather than an analysis of a planning unit. This is considered to support the view that the PSP or its equivalent would need to specify or depict a particular parcel (a lot or lots) for medium density housing for that parcel to fall within the exemption;
- Planning Practice Note 84 – Applying the minimum garden area requirement (May 2018) includes a diagram showing a typical PSP and how it designates particular parcels of land for medium density housing. It is therefore considered that an approved equivalent strategic plan would need to designate lots of medium density housing in a way similar to that shown on the diagram. The Torquay Jan Juc Structure Plan does not include this level of detail and therefore cannot be relied on to provide for the exemption;
- The urban consolidation references within the planning scheme are in the nature of broad policy statements, rather than designations that particular lots are to be developed for medium density housing;
- For the exemption to apply to the permit application, the words *encouraging urban consolidation within the established central Torquay area, particularly close to the town centre* would need to be interpreted as designating the General Residential zoned land as lots for medium density housing. This is not the appropriate way to read the Structure Plan; it does not designate every lot within the “established central Torquay area” to be a medium density housing site.

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The officer recommendation includes the non-compliance with the garden area requirements as a ground of refusal. It is contended that the development of the residential building on the General Residential land is prohibited.

The application is required to be assessed against Clause 55 and this assessment can be found as an attachment to this report.

It is acknowledged that some of the internal amenity standards have limited relevance to a short term accommodation outcome, as proposed, but it is considered important that those standards which impact on the amenity of adjoining residential properties are met. These include front setback, overlooking, overshadowing, daylight to windows, walls on boundaries and side and rear setbacks. Some of these important standards have not been met, impacting on the amenity of the neighbouring residential properties, including:

- Clause 55.02-1 Neighbourhood Character and 55.06-1 – Design Detail – The application does not respond to the existing of preferred character for the area. The preferred character for the area is clearly articulated in Design and Development Overlay – Schedule 7;
- Clause 55.03-1 Street Setback – The building is setback 500mm from the Geelong Road frontage which is not responsive to the existing character of the area. The clear direction within the DDO articulates the preferred character of the area and seeks a 6 metre setback from Geelong Road. The visual impact of the development is considered unacceptable when viewed from the street and the development does not provide the opportunity to plant any vegetation in the front setback area;
- Clause 55.03-2 Building Height – As already outlined, building heights do not comply with the character of the area. Building height is 15.275m in the General Residential Zone, which is higher than the maximum height of 10 metres contained within the standard. There is no existing or preferred character which supports the proposed height. In addition it is noted that while the development tiers up from a three storey form in the General Residential Zone to a five storey form in the commercial zone, the starting point of three storeys is not an appropriate response to the low rise character of the area along Geelong Road;
- Clause 55.03-3 Site Coverage – While high site coverage can be supported in the Commercial Zone, as this is a typical outcome in this zone, the site coverage proposed in the General Residential zone is not responsive to the character of the area. There is only a narrow planter box strip available along the northern boundary of the site which will allow for an 41.8 metre x 500 mm planting outcome. Such limited landscaping opportunities result in visual bulk which is not responsive to the character of the area and site coverage which is completely out of context with the surrounding residential development;
- 55.03-4 Permeability – Given the basement proposed, there are no permeable surfaces available on the land. Such an outcome can be common in commercial areas, but not residential zones in Torquay;
- 55.03-8 Landscaping – The landscape plan submitted for the land provides for the bulk of landscaping on roofing, with three narrow planter boxes provided at ground level of the development, accounting for less than 5% of the site area. The level of landscaping proposed on the General Residential zoned land is not responsive to the character of the area and does not provide for any tempering of the development on site. Some climbing creepers are proposed on the northern boundary of the site adjacent to the vehicle ramps that access the basement, along with the planting of Pinnacle Bush Cherries (a type of Lilly Pilly hedging plant) which are said to grow to a height of 5 metres and a width of one metre. It is difficult to conceive that these heights and widths would be achieved given that the planting is proposed in 500mm planter boxes, in a coastal environment and adjacent to the vehicle access way for the site. It appears that this vegetation is also proposed on planter boxes on the ground level roof along part of the northern boundary of the site and along the full extent of the rear boundary of 2 and 4 Geelong Road. There is no ability for tree planting on the land, compromising the vision for a landscaped boulevard character for the Surf Coast Highway articulated in the Design and Development Overlay (DDO). The DDO includes a requirement that site frontages are to contain a combination of plantings that includes trees that provide a canopy cover of at least 50% at maturity to

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provide for filtered view lines between the development and the street. The development does not achieve this. Planting is proposed in the road reserve area in front of the site only;

- 55.03-9 Access – The development includes construction over Lumley Place. A clearance of four metres is provided, which is insufficient to allow servicing vehicles and emergency services to access the rear of the properties at 44 and 46 Bell Street to be achieved;
- 55.04-2 Walls on boundaries – The planning report submitted with the application incorrectly states that there are no walls on property boundaries. In fact the gymnasium is located on the northern boundary of the site and a long wall is proposed with a planter box on top along the northern boundary, adjacent to the vehicle access ramp. In addition, the gym, spa and indoor pool are located within a building which is proposed to be constructed along the whole of the eastern boundary of the site. The variation is not supported as the additional wall on boundary will impact on the amenity of adjoining properties, particularly 6 Geelong Road and 5 Rudd Avenue. Such extensive walls on boundaries are not part of the character of this area of Torquay. It is noted that 3 Rudd Avenue is currently used as a car park, however the land is zoned General Residential Zone and has potential for redevelopment for residential purposes;
- 55.04-6 Overlooking – No screening is incorporated into the design which overlooks the properties at 6 Geelong Road and 5 Rudd Avenue. The report says that screening can be provided if required. No sectional overlooking plans have been submitted to demonstrate that screening is not required. It is considered to be an inappropriate response to screen all of these windows to a height of 1.7m above finished floor level. While the application does not propose the construction of dwellings, an appropriate level of amenity should be provided for the hotel rooms. A screening response should be submitted for assessment as screening can contribute to visual bulk, or erode the architectural solution proposed, or provide for a poor level of amenity for those using the hotel if rooms aren't provided with an outlook.

The officer recommendation lists the above issues as grounds of refusal. In essence, it is submitted that the Clause 55 assessment demonstrates that the development is out of character with the context of the area, does not respond to the preferred character of the area, and proposes an overdevelopment of the site.

The General Residential Zone allows for approval of the following uses, which are permit required uses:

- Accommodation, including Residential Hotel
- Food and drink premises, including Tavern and Restaurant
- Leisure and Recreation, which includes Indoor Recreation Facility (Yoga studio)
- Conference/ Function centre
- Day spa.

A Planning Permit is also required for the buildings and works. The application documents detail that the restaurant, conference centre, yoga studio, rooftop bar and day spa are ancillary to the residential hotel. Residential hotel is defined as follows:

Land used to provide accommodation in serviced rooms for persons away from their normal place of residence. If it has at least 20 bedrooms, it may include the sale of liquor for consumption on, or off, the premises, function or conference rooms, entertainment, dancing, amusement machines, and gambling.

The zone includes decision guidelines to be considered for non-residential use and development. Of particular concern is the extent of the roof top bar and the potential for negative off site impacts to be experienced by the properties located to the north of the site. It is also noted that there are dwellings located to the east of the site, above commercial development on Bell Street. The roof top bar includes a large elevated roof terrace area at Level 3 which is proposed to be licensed via an on premises licence. The extent of the licence can be seen in the image below.

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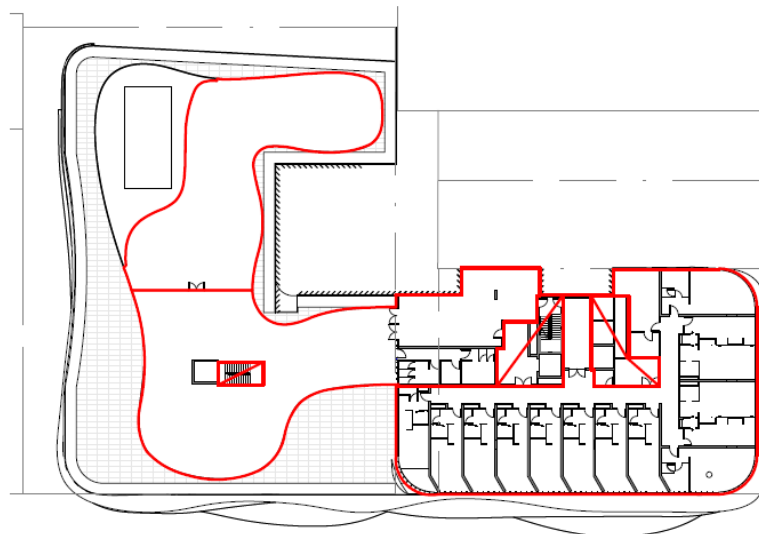


Figure 10 – Licensed area. Source: Application documents

The landscaping proposed to be undertaken on the roof terrace area is as follows.



Figure 11 – Landscaping of roof terrace. Source: Application documents

The landscape plan appears to restrict the use of the roof terrace to that which is proposed to be licensed. As can be seen, an extensive area is proposed to be licensed and approval is sought for 100 patrons to use the space from 7am until 10pm and 50 patrons from 10pm until midnight. An Acoustic Report was submitted with the application. The report establishes the background noise levels for the adjoining land and then investigates the impact of the use of the terrace and the noise it will generate.

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It is noted that patron noise is not covered by any State Environment Protection Policy or general Victorian Guideline and there is, at present, no established method for the assessment of patron noise. The Acoustic Report conducts its assessment under the following assumptions:

- Maximum 100 patrons between 7am and 10pm, and 50 patrons from 10pm to midnight within the roof terrace at any time with 50% of patrons speaking at one time
- Any music noise within the roof terrace area to be played as background music at conversational level
- Patron area to be limited
- Acoustic screening to be installed
- The door to the internal area being kept closed generally and only open for access
- Specific times for the collection of waste and recycling
- Specific requirements for the disposal of bottles
- Specific times for deliveries;
- A requirement for plant and equipment to comply with SEPP N-1.

The recommendations about height and extent of acoustic screening can be seen in the image below:

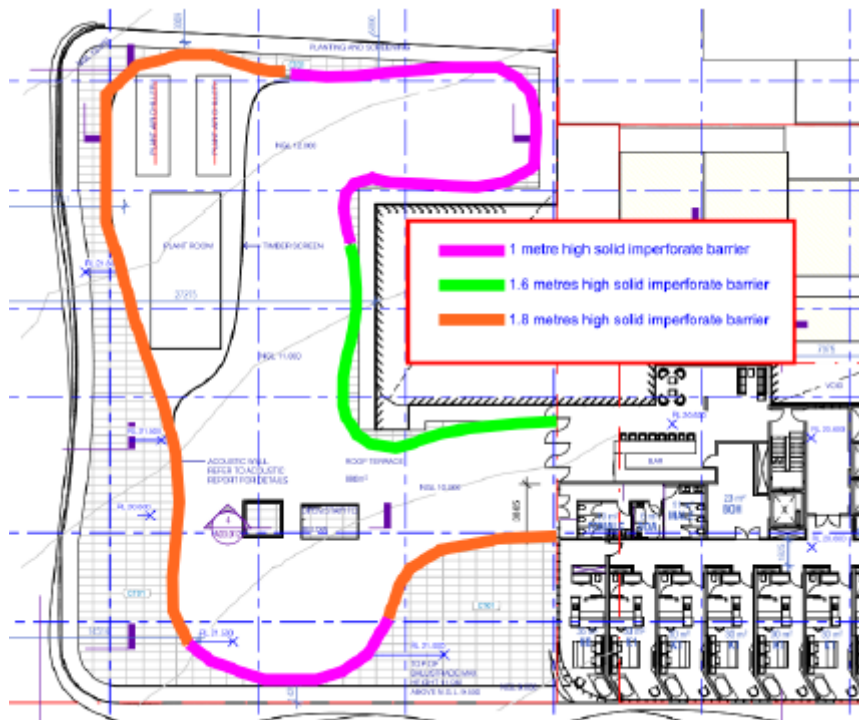


Figure 12 – Acoustic Screening Recommendations. Source: Acoustic Report (application document).

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Based on the above assumptions the use of the terrace would comply exactly with the noise limits established:

Table 5 – Predicted Noise Levels

| Receiver | Time Period | Predicted Noise Level dB(A) ¹ | Criteria | Complies |
|------------------|-------------|--|----------|----------|
| 5 Geelong Street | Evening | <49 | 49 | Yes |
| | Night | <44 | 44 | Yes |
| 6 Geelong Street | Evening | <49 | 49 | Yes |
| | Night | <44 | 44 | Yes |
| 42 Bell Street | Evening | <49 | 49 | Yes |
| | Night | <44 | 44 | Yes |

Note 1 – Based on maximum 100 patrons during evening time, and maximum 50 patrons during night time period

It does not appear that the assessment is based on an assessment of outdoor patrons behaving in a manner similar to patrons engaged in vertical consumption, which is a situation where the focus of the crowd is alcohol consumption and socialising while standing. It is considered likely that if this form of assessment was undertaken, the application would not comply with the noise limits identified by the Acoustic Engineer. As such, it is considered that Council cannot be satisfied that patron noise emanating from the premises would not result in an unacceptable impact on the amenity of the area.

Clause 13.05-1S – Noise abatement seeks to ensure that development is not prejudiced and community amenity is not reduced by noise emissions, while Clause 13.07-1S – Land use compatibility seeks to *safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.*

It is not clear how the management of the outdoor area would easily occur, where if the roof deck was used to capacity at 10pm, management would need to move 50% of patrons indoors. It does not seem that this could be easily achieved, especially on a warm night when people prefer to be outside. There may also be difficulties in keeping the door closed in order to ensure that noise is kept to an appropriate level.

It also appears that quite an extravagant area is available on the roof terrace, which would easily accommodate more than 100 people; it would take a very diligent management regime to ensure that the maximum patron numbers were not exceeded at any particular time as this would mean the noise levels would not fall within the acceptable range.

The officer recommendation includes noise and loss of amenity from noise as a ground of refusal for this application. In addition to the amenity impacts from the roof top bar, the development is designed to push all of its traffic onto Geelong road, with vehicle access for the development provided adjacent to the dwelling at 6 Geelong Road, Torquay which is located in the General Residential Zone.

Commercial 1 Zone

A purpose of the Commercial 1 Zone is to *create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.* The application assists in achieving this purpose.

The Commercial 1 Zone allows for approval of Accommodation, including Residential Hotel. A Planning Permit is required for the use as the frontage at ground floor level exceeds 2 metres. A Planning Permit is also required for the buildings and works within the Commercial 1 zone.

The decision guidelines within the zone direct consideration to be given to the streetscape, including protecting active street frontages, providing for pedestrian movement and the landscaping of land adjoining a road.

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The development within the Commercial 1 Zone is designed to provide for an active street frontage, with the hotel lobby area, including its vintage car display, oriented to Geelong Road and the Bell Street corner, while two small retail tenancies with glazed frontages are proposed on the Bell Street frontage at ground level. The design also activates the Lumley Close frontage.

As already noted, the height of the development is not consistent with the streetscape. The design solution which results in the development being tiered toward Bell Street further emphasises the height of the development.

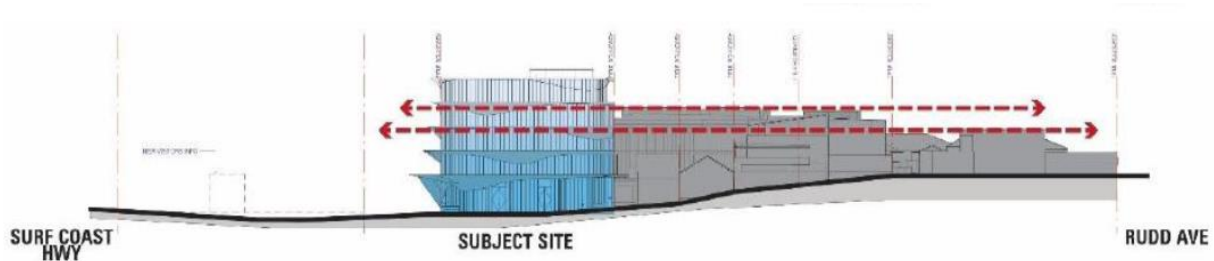


Figure 13 – Streetscape height comparison. Source: Application documents.

The streetscape height comparison diagram included with the application shows that the development is substantially higher than the development along Bell Street. As the land slopes to the west in front of the site, the scale of development is much higher than other development in the street. The flat comparison diagram included above does not acknowledge the siting and massing of the buildings which are located to the east.

The development adjoining the site includes a single storey commercial development with car parking areas in the front setback, while the double storey form at the rear is barely perceptible from the street given the substantial setback adopted, as can be seen in the image below.



Photo 6 – Development to the north of subject site. Source: Google maps

As can be seen from the photograph above, the development of 40-42 Bell Street includes an articulated form which is designed to recede away from the street. The design solution emphasises the double storey form of the development and provides for a recessed third storey; this design solution is the opposite of that which is proposed in the proposal.

It is assessed that the height of development is not responsive to the streetscape; this is a ground of refusal.

Council recently considered heights in the Torquay Town Centre with Council deciding to adopt the Torquay Town Centre Urban Design Framework with changes to the document to provide for a mandatory maximum building height of 10.5 metres (three storeys) in specified locations. Within Clause 21.08 the Torquay Town Centre is identified as the major retail centre in Torquay – Jan Juc, with policy seeking to strengthen its role and promote its status as a sub-regional centre and the place where higher order retailing and major activity will be directed.

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In adopting the maximum mandatory height limit for the main activity centre in the township, Council responded to community concern about the potential for higher buildings within the town centre. Bell Street is not identified within policy as the major retail centre in the town; instead Clause 21.08-4 Objective 3 seeks to *Grow a vibrant and sustainable local tourism industry while marrying with the Torquay – Jan Juc lifestyle and promoting/ showcasing the community's values.*

Strategies

Strengthen the role of the Surfing and tourist activity precincts at Surf City, Bell Street and The Esplanade; Ensure that all tourist development is of high quality design and respectful of the low-rise character of Torquay – Jan Juc, using colours, materials, architectural features and landscaping that builds on the surfing, beach and coastal character of the town.

As outlined within the application documents, the application proposes a tourist development and will provide for tourist accommodation. The opportunity for tourist accommodation to be undertaken on the site is not disputed; it is the form and scale of the development which is the issue. It cannot be said that the development is responsive to the low rise character of Torquay – Jan Juc and this is a ground of refusal within the officer recommendation.

Road Zone

A Planning Permit is required for the works in the road zone, specifically the works which involve a roundabout and a drop off zone, as they are works associated with a permit required use. Council is required to consider:

- The views of VicRoads
- The effect of the proposal on the operation of the road and on public safety.

VicRoads have not objected to the application.

The application does not involve the reopening of Geelong Road onto the Surf Coast Highway. This has been confirmed with the permit applicant.

As part of the further information submitted in response to VicRoads' request, the applicant has detailed that a permit condition could be included to set the soffit back 750mm from the face of the kerb line and this will allow the Geelong Road road reserve airspace to operate effectively for pedestrians and vehicles. The plans submitted with the application show an intention to convert the existing footpath area along the Geelong Road frontage of the site to a drop off zone; on this basis the kerb line will be along part of the title boundary of the site. Cutting the building detailing back will significantly impact on the design solution put to Council and would likely impact on the urban design advice submitted in support of the application. No additional urban design advice has been provided in support of the Traffic Engineering advice.

It is not readily apparent how the application would be modified to achieve the suggested condition given the extent of awning/ soffit in the road reserve and the siting of the various floors of the building.

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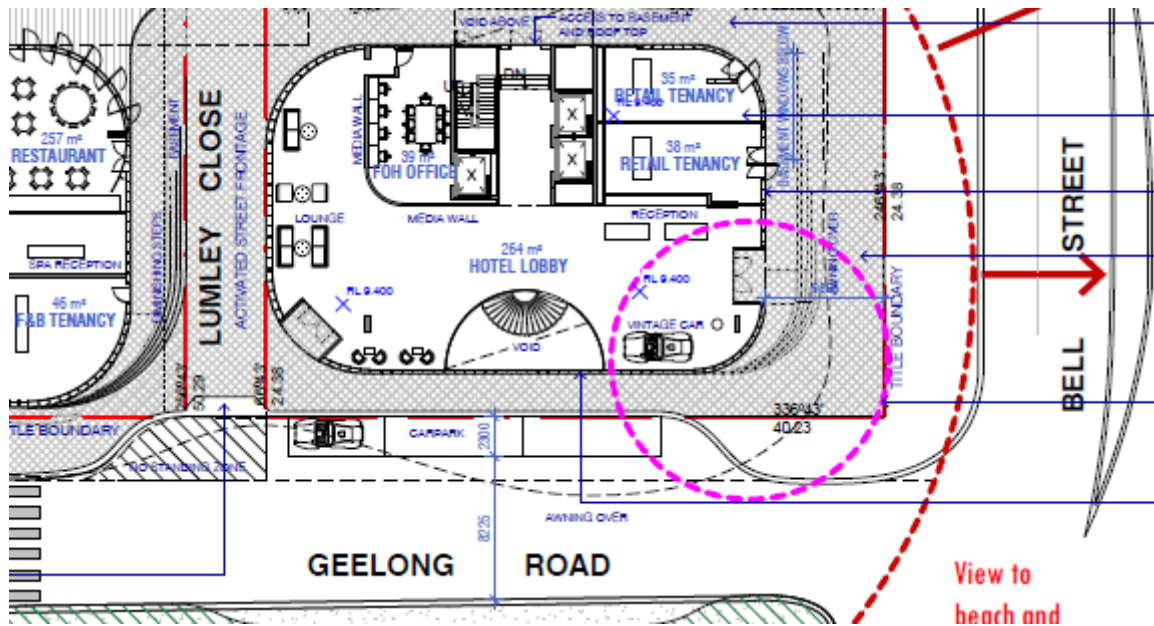


Figure 14– Ground floor plan. Source: Application documents

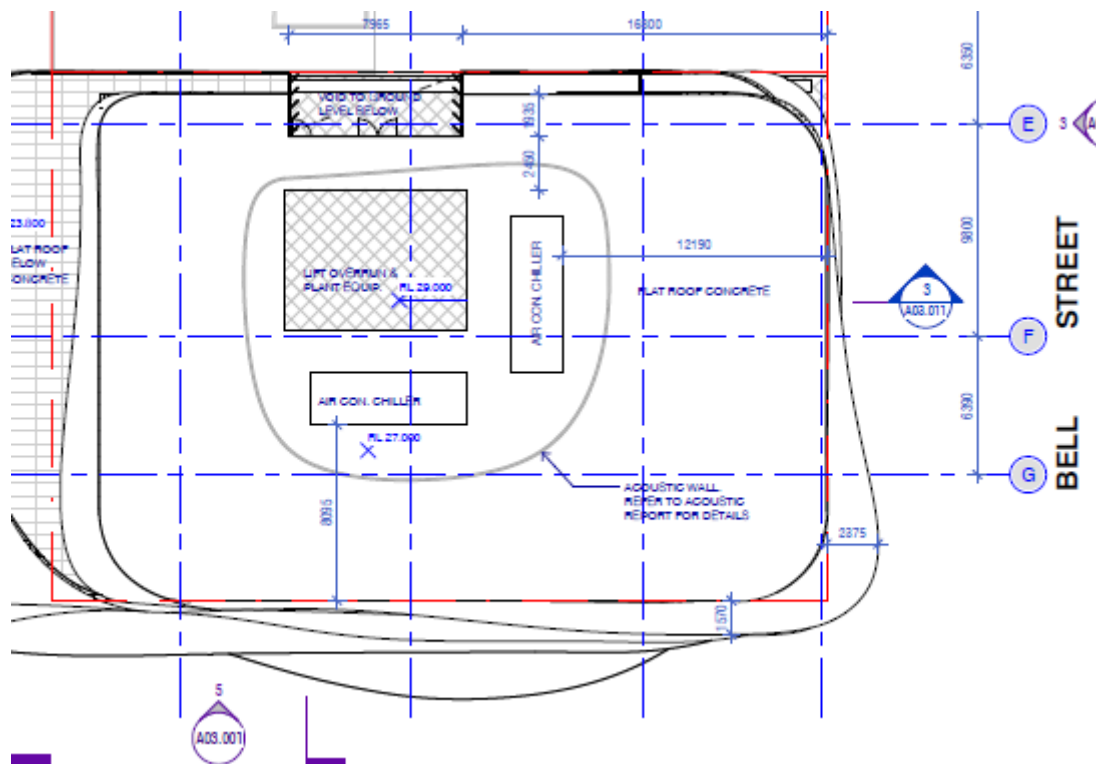


Figure 15 – Roof plan showing projections into road reserve. Red line is title boundary. Source: Application documents

Car Parking

Clause 52.06 includes the car parking requirements for the development and sets out design standard for car parking areas.

A total of 189 car parking spaces are provided on site.

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The following car parking requirements are included within Table 1 of Clause 52.06-5:

| Use | Scheme definition | Size/ number | Statutory parking rate | Statutory requirement | Provision |
|--------------------------------|--|------------------|---|---|---|
| Residential hotel | Residential Hotel/ Residential Building | 128 rooms | Not specified | Car parking is required to be provided to the satisfaction of the responsible authority, see assessment below | 185 spaces for the Residential Hotel, Conference/ Function Centre, Restaurant, Day Spa and Tavern. Each hotel room is provided with one car parking space |
| Conference centre | Place of assembly | 200 patrons | 0.3 spaces for each patron permitted | 60 spaces* | |
| Roof top bar | Tavern | 100 patrons | 0.4 spaces to each patron permitted | 40 spaces* | |
| Restaurant | Restaurant | 80 patrons | 0.4 spaces to each patron permitted | 32 spaces* | |
| Day spa | Restricted recreation facility | 10 patrons | Not specified | Car parking is required to be provided to the satisfaction of the responsible authority | |
| Yoga studio | Indoor recreation facility | 30 patrons | Not specified | Car parking is required to be provided to the satisfaction of the responsible authority | 1 space |
| Food and drink premises (café) | Food and drink premises | 46 square metres | 4 spaces per 100 square metres of leasable floor area | 1 space | 1 space |
| Retail tenancies | Shop | 73 square metres | 4 spaces per 100 square metres of leasable floor area | 2 spaces | 2 spaces |

*ancillary use

The car parking assessment submitted with the application uses the motel car parking rate included within Clause 52.06, however the application is for a residential hotel. The motel car parking rate is focussed on providing one car parking space per room and one car parking space per manager dwelling; it also allows for a 50% reduction in the car parking rates for ancillary uses. The Planning Scheme definition of motel is as follows:

Land used to provide accommodation in serviced rooms for persons away from their normal place of residence, and where provision is made for parking guests' vehicles convenient to the rooms.

This is distinct from a Residential Hotel which allows the sale and consumption of liquor, function or conference rooms, entertainment, dancing, amusement machines and gambling.

It is agreed that one car parking space should be provided for each lodging room, but it is considered that an empirical car parking assessment should be undertaken which would identify the likely parking demand associated with the operation of the use and would make provision for a significant percentage of this

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parking on the land. This type of assessment has not been undertaken.

It must be noted that the car parking demand assessment which looked at the availability of car parking in the area was undertaken on May 11 and 13, 2017. The applicant acknowledges that this assessment does not represent the peak demand periods from December until March, however a better indication of the parking demand in key periods should be provided in the assessment.

A ground of refusal is that the application has not been supported by an empirical car parking demand assessment which demonstrates that an appropriate level of car parking has been provided on the land.

The level of car parking provided on site for the retail tenancies and café is accepted as it complies with the requirements of the Planning Scheme.

In addition to the on-site car parking proposed, it is intended that the public land in the road reserve in front of the site will be co-opted by the development, with the Traffic Impact Assessment recommending that the car parking spaces on Geelong Road are used as a drop off zone and restricted to P 5 Minute car parking restrictions.

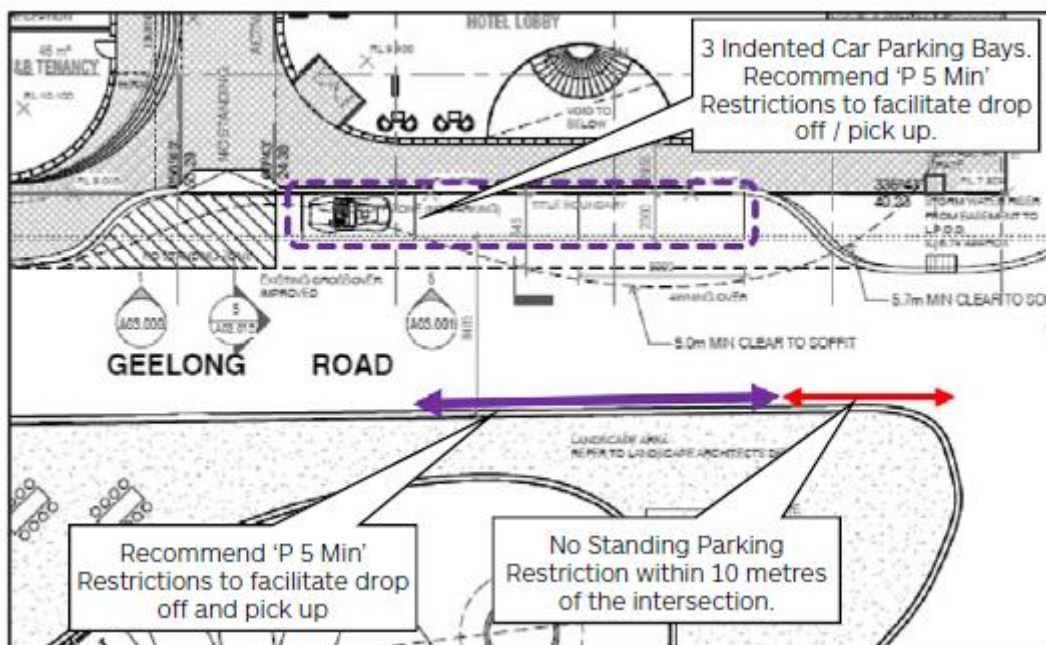


Figure 16 – Proposed on street parking arrangements in Geelong Road. Source: Application documents

Council's Engineers do not support the indented drop off zone, the restricted parking and the car parking provided around the roundabout in the road reserve. Council's Engineers have noted that car parking demand in this area is at capacity in the peak season and longer term parking spaces are utilised. Reducing the availability of on street parking in this area is not supported, nor is removing the existing footpath within the Geelong Road road reserve, as well as limiting the potential for any landscaping to be undertaken in the road reserve on Geelong Road. This is a ground of refusal.

As part of the development of the site it is proposed to construct Lumley Close between the service road up to the boundary of 46 Bell Street. Lumley Close provides access to the rear of 44 and 46 Bell Street, giving access to car parking areas and for waste collection. There are no alternate access arrangements available for the abovementioned properties.

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Photo 7 – Lumley Close.

The application is silent on how ongoing access to these properties would be managed. Given the substantial excavation works proposed, it is not clear how access will continue to be available during the construction phase. This is a ground of refusal. A further part of this ground of refusal is that an appropriate clearance has not been achieved to allow vehicles to access Lumley Close through the site, impacting on the ability for the servicing of the neighbouring properties by trucks. It is also proposed to gate Lumley Close as seen in the image below. It is not clear how gating of this laneway would allow for convenient access to the rear of these properties for vehicles, including service vehicles.

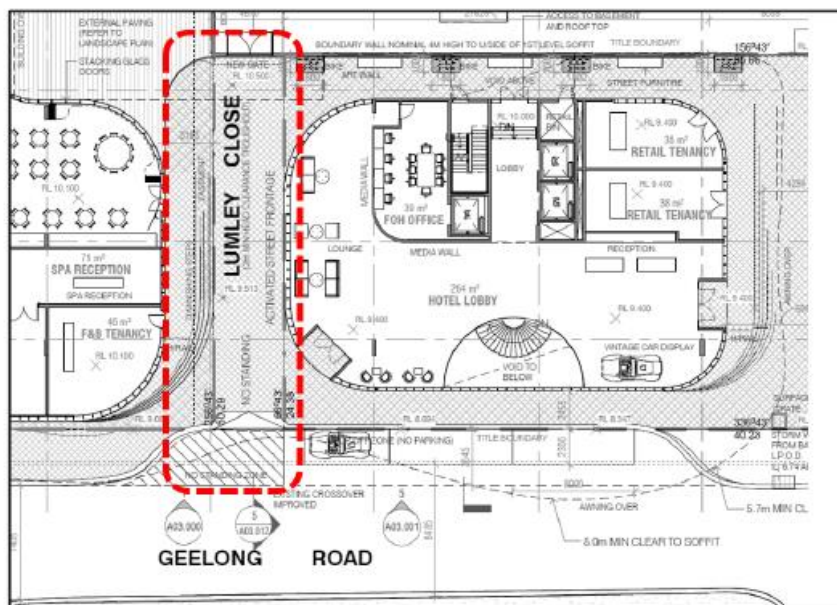


Figure 17 – Plan showing new treatment of Lumley Close and proposed gate. Source: Application documents

It is noted that there are electricity lines which run along Geelong Road and an electricity pole which is located along the frontage of the site.

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Photo 8 – Geelong Road road reserve

The application details that the above pole will be demolished. It is assumed that an underground electricity supply would be pursued from the powerpole located to the south of the site on the opposite side of Bell Street through to the powerpole in front of 6 Geelong Road. If Council issues a Planning Permit for the development, the permit should be conditioned to require the power supply to be undergrounded prior to the commencement of the development.

Policy

Planning policy in relation to design and built form and amenity impacts has been addressed earlier in the report and forms part of the recommended grounds of refusal.

It must be acknowledged that planning policy at Clause 17.01-1R – Diversified economy, Clause 17.02-1S – Business, Clause 17.04-1S – Facilitating tourism and Clause 21.08-4 – Torquay Jan Juc Strategy encourage commercial developments which will provide employment, diversify the economy, provide accommodation and facilitate tourism. Certainly, the site presents an opportunity for a hotel development which is responsive to the planning policy framework and character of the area. A key concern with this proposal is the design solution and some of the associated amenity impacts.

Particular Provisions

Following is an assessment of the relevant particular provisions which have not already been addressed earlier in this report.

Clause 52.27 – Licensed premises

Clause 52.27 is designed to ensure that licensed premises *are situated in appropriate locations* and to *ensure that the impact of the licensed premises on the amenity of the surrounding area is considered.*

Of concern, is the large licensed roof top bar area and the potential amenity impacts (noise) arising from the use of this bar on the nearby residential areas. This is a ground of refusal.

Clause 52.34 – Bicycle parking

The applicant has detailed a statutory requirement for 14 bicycle parking spaces, while 30 have been provided such that the bicycle parking requirements have been met.

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Clause 53.06 – Live music and entertainment noise

If approved, a permit condition should be included to restrict the type of music allowed to be played in the tavern and roof top bar area, preventing live music being played.

Clause 53.18 – Stormwater management in urban development

In the event that Council supports the application, conditions should be applied to the permit to ensure that stormwater is managed to mitigate the impacts of stormwater on the environment, property and public safety and to provide cooling, local habitat and amenity benefits.

An additional permit condition should be included to require a construction management plan.

Options

The following options are available to Council when making a decision on this application.

Option 1 – Issue a Notice of Refusal to Grant a Planning Permit

This option **is recommended** by officers for the reasons detailed in this report.

Option 2 – Issue a Notice of Decision to Grant a Planning Permit

This option is not recommended by officers because of the significant non-compliance with the planning policy framework, as detailed in this report.

Option 3 – Defer consideration of this application

This option is not recommended by officers as deferral of the application will result in the application being with Council for over 60 statutory days and will open up an avenue of appeal. It is considered that Council has the necessary information to be able to make a decision on this application.

Summary Recommendation

It is recommended that Council as the Responsible Authority issues a Notice of Refusal to Grant a Planning Permit.

Conclusion

The site presents an opportunity for redevelopment and there is potential that a residential hotel could be accommodated on the site. However, the application before Council does not provide for an acceptable outcome for the site.

An appropriately designed solution should take into account the direction of the planning controls which apply to the land, as the planning policy framework is reflective of the community and Council's aspirations for the site.

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APPENDIX 1 18/0419 - CLAUSE 55 ASSESSMENT - 2 AND 4 GEELONG ROAD, 48-50 BELL STREET AND LUMLEY CLOSE, TORQUAY

ATTACHMENT X – ASSESSMENT AGAINST CLAUSE 55 *last updated VC116*

| 55.02 NEIGHBOURHOOD CHARACTER AND INFRASTRUCTURE | | | | |
|---|-------------|--|-----------------|---|
| 55.02-1 Neighbourhood Character | Met? | Standard B1 | Met? | Comments |
| <p><i>To ensure that the design respects the existing neighbourhood character or contributes to neighbourhood character.</i></p> <p><i>To ensure that development responds to the features of the site and the surrounding area</i></p> | No | <i>The design response must be appropriate to the neighbourhood and the site.</i> | No | Doesn't comply, as outlined in the report |
| | | <i>The proposed design must respect the existing or preferred neighbourhood character and respond to the features of the site</i> | No | The design response is not respectful of the existing character of the area or the preferred character identified in the DDO. |
| 55.02-2 Residential Policy | Met? | Standard B3 | Met? | Comments |
| <p><i>To ensure that residential development is provided in accordance with any policy for housing in the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.</i></p> <p><i>To support medium densities in areas where development can take advantage of public transport and community infrastructure and services</i></p> | No | <i>An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.</i> | Yes | Statement provided, but as outlined earlier in the report the application is not supported by the planning policy framework |
| 55.02-3 Dwelling Diversity | Met? | Standard B3 | Met? | Comments |
| <i>To encourage a range of dwelling sizes and types in developments of ten or more dwellings</i> | N/A | <i>Developments of ten or more dwellings should provide a range of dwelling sizes and types, including:</i> <ul style="list-style-type: none"> • <i>Dwellings with a different number of bedrooms.</i> • <i>At least one dwelling that contains a kitchen, bath or shower, and a toilet and wash basin at ground floor level.</i> | NA | This is an application for a residential hotel, rather than a medium density development |
| 55.02-4 Infrastructure | Met? | Standard B4 | Met? | Comments |
| <p><i>To ensure development is provided with appropriate utility services and infrastructure.</i></p> | Yes | <p><i>Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity and gas, if available.</i></p> <p><i>Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated</i></p> | Yes | |
| | No N/A | | Yes No NA | |

| | | | | |
|---|-------------|---|-----------------|--|
| To ensure development does not unreasonably overload the capacity of utility services and infrastructure. | | services and roads. | | |
| | | In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure. | Yes No NA | |
| 55.02-5 Integration With The Street | Met? | Standard B5 | Met? | Comments |
| To integrate the layout of development with the street | Yes | Developments should provide adequate vehicle and pedestrian links that maintain or enhance local accessibility. | Yes | The building activates both Geelong Road and Bell Street, along with Lumley Close. Glazing is provided at ground level along all of the street frontages, apart from a section of the building in the northwest corner where plant is provided along Geelong Road. |
| | | Development should be oriented to front existing and proposed streets | Yes | |
| | | High fencing in front of dwellings should be avoided if practicable | Yes | No fencing proposed along street frontages. |
| | | Development next to existing public open space should be laid out to complement the open space. | NA | |

55.03 SITE LAYOUT AND BUILDING MASSING

| 55.03-1 Street Setback | Met? | Standard B6 | Met? | Comments |
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| To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site | No | <p>Walls of buildings should be set back from streets the distance specified below:</p> <p>There is an existing building on both the abutting allotments facing the same street, and the site is not on a corner.</p> <p>The average distance of the setbacks of the front walls of the existing buildings on the abutting allotments facing the front street or 9 metres, whichever is the lesser.</p> <p>There is an existing building on one abutting allotment facing the same street and no existing building on the other abutting allotment facing the same street, and the site is not on a corner:</p> <ul style="list-style-type: none"> ▪ The same distance as the setback of the front wall of the existing building on the abutting allotment facing the front street or 9 metres, whichever is the lesser. <p>There is no existing building on either of the abutting allotments facing the same street, and the site is not on a corner.</p> <p>6 metres for streets in a Road Zone, Category 1, and 4 metres for other streets.</p> <p>The site is on a corner.</p> <p>Min front setback if there is a building on the abutting allotment facing the front street, the same distance as the setback of the front wall of the existing building on the abutting allotment facing the front street or 9 metres, whichever is the lesser.</p> <p>Min front setback if there is no building on the abutting allotment facing the front</p> | No | <p>The adjoining lot to the north is located in the General Residential Zone and is developed with a dwelling which is setback 12.2 metres from Geelong Road and has garaging which is setback 2.2 metres from Geelong Road.</p> <p>The 500mm setback adopted from Geelong Road does not comply with the standard.</p> <p>A variation is not supported, as there is clear direction within the DDO which applies to the land seeking a front setback of 6 metres such that the siting of the proposed development does not respond to the existing or preferred character of the area.</p> <p>The visual impact of the development is considered unacceptable when viewed from the street and the development does not provide the opportunity to plant any vegetation in the front setback area.</p> <p>Variation not supported</p> |

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| | | <p>street, 6 metres for streets in a Road Zone, Category 1, and 4 metres for other streets.</p> <p>Front walls of new development fronting the side street of a corner site should be setback at least the same distance as the setback of the front wall of any existing building on the abutting allotment facing the side street or 3 metres, whichever is the lesser.</p> <p>Side walls of new development on a corner site should be setback the same distance as the setback of the front wall of any existing building on the abutting allotment facing the side street or 2 metres, whichever is the lesser.</p> <p>Porches, pergolas and verandahs that are < 3.6m high and eaves may encroach ≤ 2.5m into the setbacks of this standard</p> | | |
| | | | NA | |
| 55.03-2 Building Height | Met? | Standard B7 | Met? | Comments |
| To ensure that the height of buildings respects the existing or preferred neighbourhood character | No | The maximum building height should not exceed 9 metres, unless the slope of the natural ground level at any cross section wider than 8 metres of the site of the building is 2.5 degrees or more, in which case the maximum building height should not exceed 10 metres. | No | As identified in the report, the maximum height of the building in the General Residential Zone is 15.275 metres The building height of the development is not responsive to the character of the area and the visual impact of the development when viewed from the street and adjoining properties is not acceptable. Variation not supported |
| | | Changes of building height between existing buildings and new buildings should be graduated. | No | While the development tiers up from a three storey form in the General Residential Zone to a five storey form in the commercial zone, the starting point of three storeys is not an appropriate response to the low rise character of the area along Geelong Road. |
| 55.03-3 Site Coverage | Met? | Standard B8 | Met? | Comments |
| To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site | No | The site area covered by buildings should not exceed 60 per cent | No | The application documents detail a site coverage of 80% While high site coverage can be supported in the Commercial Zone, as this is a typical outcome in this zone, the site coverage proposed in the General Residential zone is not responsive to the character of the area. There is only a narrow planter box strip available along the northern boundary of the site which will allow for an 41.8 metre x 500 mm planting outcome. Such limited landscaping opportunities result in visual bulk which is not responsive to the character of the area and site coverage which is completely out of context with the surrounding residential development. Variation not supported |
| 55.03-4 Permeability | Met? | Standard B9 | Met? | Comments |
| To reduce the impact of increased stormwater run-off on | no | The site area covered by the pervious surfaces should be at least 20% of the site | no | Given the basement proposed, there are no permeable surfaces available on the land. Such an outcome can be |

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| <i>the drainage system</i> | | | | common in commercial areas, but not residential zones in Torquay. A stormwater management plan has been submitted with the application. Variation not supported |
| <i>To facilitate on-site stormwater infiltration</i> | Yes No N/A | | | |
| 55.03-5 Energy Efficiency | Met? | Standard B10 | Met? | Comments |
| <i>To achieve and protect energy efficient dwellings and residential buildings</i> <i>To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy</i> | Yes | <i>Buildings should be:</i> <ul style="list-style-type: none"> • Orientated to make appropriate use of solar energy • Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced <i>Living areas and private open space should be located on the north side of the development if practicable</i> <i>Developments should be designed so that solar access to north-facing windows is maximised</i> | Yes | North facing rooms are achieved where practicable and a large roof deck will receive northern light. Given the orientation of the lot, the development will not compromise the energy efficiency of adjoining dwellings. |
| 55.03-6 Open Space | Met? | Standard B11 | Met? | Comments |
| <i>To integrate the layout of the development with any public and communal open space provided in or adjacent to the development</i> | Yes | <i>If any public or communal open space is provided on site, it should:</i> <ul style="list-style-type: none"> • Be substantially fronted by dwellings, where appropriate • Provide outlook for as many dwellings as practicable • Be designed to protect any natural features on the site • Be accessible and useable | Yes | Given the nature of the development, communal areas are considered to be appropriately designed and sited to allow use by those staying in the building. |
| 55.03-7 Safety | Met? | Standard B12 | Met? | Comments |
| <i>To ensure the layout of development provides for the safety and security of residents and property</i> | Yes | <i>Entrances to dwellings should not be obscured or isolated from the street and internal accessways</i> <i>Planting which creates unsafe spaces along streets and accessways should be avoided</i> <i>Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways</i> <i>Private spaces within developments should be protected from inappropriate use as public thoroughfares</i> | Yes | The development is designed to provide for a safe environment for those visiting the land. The development is also designed to have active frontages at ground level and to provide passive surveillance of the surrounding area with numerous windows having an outlook over the public realm |
| 55.03-8 Landscaping | Met? | Standard B13 | Met? | Comments |
| <i>To encourage development that respects the landscape character of the neighbourhood</i> <i>To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance</i> <i>To provide appropriate landscaping</i> <i>To encourage the</i> | No | <i>The landscape layout and design should:</i> <ul style="list-style-type: none"> • Protect any predominant landscape features of the neighbourhood • Take into account the soil type and drainage patterns of the site • Allow for intended vegetation growth and structural protection of buildings • In locations of habitat importance, maintain existing habitat and provide for new habitat for plants and animals • Provide a safe, attractive and functional environment for residents | No | The landscape plan submitted for the land provides for the bulk of landscaping on roofing, with three narrow planter boxes provided at ground level of the development, accounting for less than 5% of the site area. The level of landscaping proposed on the General Residential zoned land is not responsive to the character of the area and does not provide for any tempering of the development on site. Some climbing creepers are proposed on the northern boundary of the site adjacent to the vehicle ramps that access the basement, along with the planting of Pinnacle Bush Cherries (a type of Lilly Pilly hedging plant) which are said to grow to a height of 5 |

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| <i>retention of mature vegetation on the site</i> | | | | metres and a width of one metre. It is difficult to conceive that these heights and widths would be achieved given that the planting is proposed in 500mm planter boxes, in a coastal environment and adjacent to the vehicle accessway for the site. It appears that this vegetation is also proposed on planter boxes on the ground level roof along part of the northern boundary of the site and along the full extent of the rear boundary of 2 and 4 Geelong Road. |
| | | <i>Development should provide for the retention or planting of trees, where these are part of the character of the neighbourhood</i> | No | No ability for tree planting on the land, compromising the vision for a landscaped boulevard character for the Surf Coast Highway articulated in the Design and Development Overlay (DDO). The DDO includes a requirement that site frontages are to contain a combination of plantings that includes trees that provide a canopy cover of at least 50% at maturity to provide for filtered view lines between the development and the street. The development does not achieve this. Planting is proposed in the road reserve area in front of the site only. |
| | | <i>Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made</i> | NA | |
| | | <i>The landscape design should specify landscape themes, vegetation (location and species), paving and lighting</i> | Yes | |
| 55.03-9 Access | Met? | Standard B14 | Met? | Comments |
| <i>To ensure the number and design of vehicle crossovers respects the neighbourhood character</i> | Yes | <i>The width of accessways or car spaces should not exceed:</i> <ul style="list-style-type: none"> • 33% of the street frontage, or • if the width of the street frontage is less than 20m, 40% of the street frontage | Yes | Vehicle access points are limited, to promote the pedestrianisation of Geelong Road and Bell Street. |
| | | <i>No more than one single-width crossover should be provided for each dwelling fronting a street</i> | NA | |
| | | <i>The location of crossovers should maximize the retention of on-street car parking spaces</i> | Yes | It is noted that the on street parking spaces in front of the site are proposed to be converted to a drop off zone |
| | | <i>The number of access point to a road in a Road Zone should be minimised</i> | Yes | |
| | | <i>Developments must provide access for service, emergency and delivery vehicles</i> | No | The development includes construction over Lumley Place. A clearance of four metres is provided, which is insufficient to allow servicing vehicles and emergency services to access the rear of the properties at 44 and 46 Bell Street to be achieved. |
| 55.03-10 Parking Location | Met? | Standard B15 | Met? | Comments |
| <i>To provide convenient parking for resident and</i> | Yes | <i>Car parking facilities should:</i> <ul style="list-style-type: none"> • Be reasonably close and convenient to dwellings and residential buildings | Yes | |

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| visitor vehicles | | <ul style="list-style-type: none"> • Be secure • Be well ventilated if enclosed | | |
| To protect residents from vehicular noise within developments | | Shared accessways or car parks of other dwellings and residential buildings should be located at least 1.5m from the windows of habitable rooms. This setback may be reduced to 1m where there is a fence at least 1.5m high or where window sills are at least 1.4m above the accessway | Yes | |

| 55.04 AMENITY IMPACTS | | | | |
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| 55.04-1 Side And Rear Setback | Met? | Standard B17 | Met? | Comments |
| To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings | Yes | <p>A new building not on or within 200mm of a boundary should be set back from side or rear boundaries 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.</p> <p>A new building not on or within 200mm of a boundary should be setback from side or rear boundaries 1m, plus 0.3m for every metre of height over 3.6m up to 6.9m, plus 1m for every metre of height over 6.9m</p> <p>Sunblinds, verandahs, porches, eaves, fascias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services may encroach not more than 0.5m into the setbacks of this standard</p> <p>Landings having an area of not more than 2sqm and less than 1m high, stairways, ramps, pergolas, shade sails and carports may encroach into the setbacks of this standard</p> | No | <p>The required setbacks are achieved for the residential interface to the north ie 6 Geelong Road and 5 Rudd Avenue.</p> <p>Land to the rear, at 1 Rudd Avenue is zoned General Residential zone. The site is currently used as a car park, but has future potential for development which is consistent with the zoning of the land. A setback of 3.2 m is achieved where a setback of 3.86m is required, while a setback of 1.8m is proposed where a setback of 1.93m is required. It is considered that these minor variations can be supported as they do not result in an unreasonable amenity impact on the car park and can be designed around if the site is further developed.</p> <p>The setback requirements have limited relevance to the commercial zoned land.</p> <p>Variation supported</p> |
| 55.04-2 Wall On Boundaries | Met? | Standard B18 | Met? | Comments |
| To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings | No | <p>A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of a lot should not abut the boundary for a length of more than:</p> <p>10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or</p> <p>Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports,</p> <p>whichever is the greater.</p> | No | <p>The planning report submitted with the application incorrectly states that there are no walls on property boundaries. In fact the gymnasium is located on the northern boundary of the site and a long wall is proposed with a planter box on top along the northern boundary, adjacent to the vehicle access ramp. In addition, the gym, spa and indoor pool are located within a building which is proposed to be constructed along the whole of the eastern boundary of the site.</p> <p>Permissible wall lengths on boundary of abutting lots are as follows:</p> <ul style="list-style-type: none"> • 6 Geelong Road – 17.3m • 5 Rudd Ave – 10.75 • 3 Rudd Ave – 17.55m <p>Proposed walls on boundaries:</p> <ul style="list-style-type: none"> • 6 Geelong Road – 39.2m • 5 Rudd Ave – 11m • 3 Rudd Ave – 40.23m. <p>The variation is not supported as the additional wall on boundary will impact</p> |

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| | | | | on the amenity of adjoining properties, particularly 6 Geelong Road and 5 Rudd Avenue. Such extensive walls on boundaries are not part of the character of this area of Torquay. It is noted that 3 Rudd Avenue is currently used as a car park, however the land is zoned General Residential Zone and has potential for redevelopment for residential purposes. |
| | | <i>A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1m of a side or rear boundary of a lot should not abut the boundary for a length of more than: 10m plus 25% of the remaining length of the boundary of an adjoining lot, or Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater.</i> | N/a | |
| | | <i>A new wall or carport may fully abut a side or rear boundary where slope and retaining walls or fences would result in the effective height of the wall or carport being less than 2 metres on the abutting property boundary.</i> | NA | All walls are over 2m in height so do not meet this exemption |
| | | <i>The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary should not exceed an average of 3.2 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall.</i> | Yes | Wall height on the northern boundary is 2.34m. Wall height on the eastern boundary has a maximum height of 3.6m and an average height of 3.2m which meets the requirements of the standard. |
| 55.04-3 Daylight To Existing Windows | Met? | Standard B19 | Met? | Comments |
| <i>To allow adequate daylight into existing habitable room windows</i> | Yes | <i>Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3sqm and minimum dimensions of 1m clear to the sky. The calculation of the area may include land on the abutting lot</i> | Yes | |
| | | <i>Walls or carports more than 3m in height opposite an existing habitable room window should be set back from the window at least 50% of the height of the new wall if the wall is within a 55° arc from the centre of the existing window. The arc may be swung to within 35° of the plane of the wall containing the existing window Where the existing window is above ground floor level, the wall height is measured from the floor level of the room containing the window Refer to Diagram B2</i> | Yes | |

| 55.04-4 North Facing Windows | Met? | Standard B20 | Met? | Comments |
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| To allow adequate solar access to existing north-facing habitable room windows | N/A | If a north-facing habitable window of an existing dwelling is within 3m of a boundary on an abutting lot, a building should be setback from the boundary 1m, plus 0.6m for every metre of height over 3.6m up to 6.9m, plus 1m for every metre of height over 6.9m, for a distance of 3m from the edge of each side of the window. A north-facing window is a window with an axis perpendicular to its surface oriented north 20 degrees west to north 30 degrees east. Refer to Diagram B3 | NA | |
| 55.04-5 Overshadow Open Space | Met? | Standard B21 | Met? | Comments |
| To ensure buildings do not significantly overshadow existing secluded private open space | Yes | Where sunlight to secluded private open space of an existing dwelling is reduced, at least 75%, or 40sqm with minimum dimension of 3m, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9am and 3pm on 22 September | Yes | Due to the orientation of the lot, there is minimal overshadowing of adjoining land |
| | | If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced | NA | |
| 55.04-6 Overlooking | Met? | Standard B22 | Met? | Comments |
| To limit views into existing secluded private open space and habitable room windows | No | A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9m (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45° angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7m above the floor level | No | |
| | | A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of an existing dwelling within a horizontal distance of 9m (measured at ground level) of the window, balcony, terrace, deck or patio should be either: <ul style="list-style-type: none"> offset a minimum of 1.5m from the edge of one window to the edge of the other have sill heights of at least 1.7m above floor level have fixed, obscure glazing in any part of the window below 1.7m above floor level have permanently fixed external screens to at least 1.7m above floor level and be no more than 25% transparent | No | No screening is incorporated into the design which overlooks the properties at 6 Geelong Road and 5 Rudd Avenue. The report says that screening can be provided if required. No sectional overlooking plans have been submitted to demonstrate that screening is not required; however it is not considered an appropriate response. While the application does not propose the construction of dwellings, an appropriate level of amenity should be provided for the hotel rooms. A screening response should be submitted for assessment as screening can contribute to visual bulk, or erode the architectural solution proposed, or provide for a poor level of amenity for those using the hotel if rooms aren't provided with an outlook. |

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| | | Obscure glazing in any part of the window below 1.7m above floor level may be operable provided that there are no direct views as specified in this standard | NA | |
| | | Screens used to obscure a view should be: <ul style="list-style-type: none"> perforated panels or trellis with a maximum of 25% openings or solid translucent panels permanent, fixed and durable designed and coloured to blend with the development | NA | |
| 55.04-7 Internal Views | Met? | Standard B23 | Met? | Comments |
| To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development | Yes | Windows and balconies should be designed to prevent overlooking of more than 50% of the secluded private open space of a lower-level dwelling or residential building directly below and within the same development | Yes | |
| 55.04-8 Noise Impacts Objective | Met? | Standard B24 | Met? | Comments |
| To contain noise sources in developments that may affect existing dwellings | Yes | Noise sources, such as mechanical plant, should not be located near boundaries of immediately adjacent existing dwellings | Yes | A permit condition could require details of plant |
| To protect residents from external noise | | Noise sensitive rooms and secluded private open spaces of new dwellings and residential buildings should take account of noise sources on immediately adjacent properties | Yes | |
| | | Dwellings and residential buildings close to busy roads, railway lines or industry should be designed to limit noise levels in habitable rooms | Yes | |

55.05 ON-SITE AMENITY AND FACILITIES

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| 55.05-1 Accessibility | Met? | Standard B25 | Met? | Comments |
| To encourage the consideration of the needs of people with limited mobility in the design of developments | Yes | The dwelling entries of the ground floor of dwellings and residential buildings should be accessible or able to be easily made accessible to people with limited mobility. | Yes | The lobby access arrangement is suitable for those of all abilities |
| 55.05-2 Dwelling Entry | Met? | Standard B26 | Met? | Comments |
| To provide each dwelling or residential building with its own sense of identity | Yes | Entries to dwellings and residential buildings should: <ul style="list-style-type: none"> be visible and easily identifiable from streets and other public areas provide shelter, a sense of personal address and a transitional space around the entry | Yes | The entrance to the building is easily identified |
| 55.05-3 Daylight To New Windows | Met? | Standard B27 | Met? | Comments |
| To allow adequate daylight into new habitable room windows | Yes | A window in a habitable room should be located to face: <ul style="list-style-type: none"> an outdoor space or a light court with a minimum area of 3sqm and minimum dimension of 1m clear to the sky, not including land on an | Yes | Although the soffit is not a verandah the intention of the standard is achieved and all rooms will have adequate daylight |

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| | | <p><i>abutting lot, or</i></p> <ul style="list-style-type: none"> • a verandah provided it is open for at least one third its perimeter, or • a carport provided it has two or more open sides and is open for at least one third of its perimeter | | |
| 55.05-4 Private Open Space | Met? | Standard B28 | Met? | Comments |
| <i>To provide adequate private open space for the reasonable recreation and service needs of residents</i> | Yes | <p><i>A dwelling or residential building should have private open space:</i></p> <ul style="list-style-type: none"> • an area of 40sqm, with one part secluded at the side or rear with a min area of 25sqm, a min dimension of 3m and convenient access from a living room, or • a balcony of 8sqm with a min width of 1.6m and convenient access from a living room, or • a roof-top area of 10sqm with a min width of 2m and convenient access from a living room | No | The use is such that temporary accommodation is provided and therefore the communal open space areas on site can provide for some of the recreational needs of those staying at the hotel. It is expected that recreational opportunities will often be sought outside of the hotel. |
| 55.05-5 Solar Access To Open Space | Met? | Standard B29 | Met? | Comments |
| <i>To allow solar access into the secluded private open space of new dwellings and residential buildings</i> | N/a | <p><i>The private open space should be located on the north side of the dwelling or residential buildings</i></p> <p><i>The southern boundary of secluded private open space should be set back from any wall on the north of the space at least (2 + 0.9h) metres, where 'h' is the height of the wall</i></p> <p>Refer to Diagram B29</p> | N/a | It is noted that the communal space provided on the roof terrace will receive good solar access |
| 55.05-6 Storage | Met? | Standard B30 | Met? | Comments |
| <i>To provide adequate storage facilities for each dwelling</i> | N/a | <i>Each dwelling should have convenient access to at least 6m² of externally accessible, secure storage space</i> | N/a | Not required given the temporary nature of the use. |

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| 55.06 DETAILED DESIGN | | | | |
| 55.06-1 Design Detail | Met? | Standard B31 | Met? | Comments |
| <i>To encourage design detail that respects the existing or preferred neighbourhood character</i> | No | <p><i>The design of buildings, including:</i></p> <ul style="list-style-type: none"> • Facade articulation and detailing, • Window and door proportions, • Roof form, and • Verandahs, eaves and parapets, <p><i>should respect the existing or preferred neighbourhood character.</i></p> <p><i>Garages and carports should be visually compatible with the development and the existing or preferred neighbourhood character</i></p> | No | As detailed |
| | | | Yes | |
| 55.06-2 Front Fences | Met? | Standard B32 | Met? | Comments |
| <i>To encourage front fence design that respects the existing or preferred neighbourhood character</i> | N/a | <p><i>The design of front fences should complement the design of the dwelling and any front fences on adjoining properties</i></p> <p><i>A front fence within 3m of a street should not exceed:</i></p> <ul style="list-style-type: none"> • Streets in a Road Zone – 2m • Other Streets – 1.5m | N/a | |
| 55.06-3 Common Property | Met? | Standard B33 | Met? | Comments |
| <i>To ensure that</i> | N/A | <i>Developments should clearly delineate</i> | NA | No common property proposed |

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| <p><i>communal open space, car parking, access lanes and site facilities are practical, attractive and easily maintained</i></p> <p><i>To avoid future management difficulties in areas of common ownership</i></p> | | <p><i>public, communal and private areas</i></p> <p><i>Common property, should be functional and capable of efficient management</i></p> | <p>NA</p> | |
| <p>55.06-4 Site Service</p> | <p>Met?</p> | <p>Standard B34</p> | <p>Met?</p> | <p>Comments</p> |
| <p><i>To ensure that site services can be installed and easily maintained</i></p> <p><i>To ensure that site facilities are accessible, adequate and attractive</i></p> | <p>Yes</p> | <p><i>The design and layout of dwellings and residential buildings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically</i></p> <p><i>Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development</i></p> <p><i>Bin and recycling enclosures should be located for convenient access</i></p> <p><i>Mailboxes should be provided and located for convenient access</i></p> | <p>Yes No NA</p> | <p>Site services and facilities can be provided on the land.</p> |

1.1 Planning Permit Application 18/0419 - 2 and 4 Geelong Road, 48-50 Bell Street and Lumley Close (Lot 1 on TP92118S), Torquay

APPENDIX 2 18/0419 - PLANS

OPPORTUNITIES AND CONSTRAINTS

THE HOTEL IS LOCATED ON A HIGHLY PROMINENT CORNER SITE AT THE JUNCTION OF GEELONG ROAD AND BELL STREET. THE SITE IS A SIGNIFICANT GATEWAY TO THE GREAT OCEAN ROAD AND TO THE ENTRY INTO THE BEACH FRONT ACTIVITY ZONE FURTHER ALONG BELL STREET.

THE ARCHITECTURAL LANGUAGE RESPONDS TO SURF COST CONTEXT WITH A GENTLE UNDULATING WAVE BEING THE PRIMARY GESTURE. TIMBER IS MADE USE OF IN THE MULLIONS WHICH HAVE A DEEP PROFILE AND ARE EXPRESSED EXTERNALLY.

THE MASSING OF THE BUILDING GRADUES FROM THE RESIDENTIAL INTERFACE TO THE NORTH UP TO THE COMMERCIAL INTERFACE TO THE SOUTH.

THERE ARE LONG RANGE VIEWS FROM THE EAST, SOUTH AND WEST TOWARDS THE WATER. TO THE WEST THESE VIEWS ARE OVER THE TORQUAY GOLD CLUB AND THE 5 STOREY RACV IN THE MID-GROUND. TO THE SOUTH THE MID-GROUND IS DOMINATED BY THE NATIVE VEGETATION SCREENING THE TORQUAY CARAVAN PARK. TO THE EAST THE MID-GROUND IS ACROSS RESIDENTIAL ROOFTOPS. VIEW TO THE NORTH ARE 1 - 2 STOREY DETACHED HOUSING.

SENSITIVE RESIDENTIAL INTERFACE

BUILDING STEPS BACK TOWARDS CENTER TO PRONOUNCES THE CURVATURE OF THE FACADE AND TO PREVENT OVERLOOKING TO LOT NUMBER 6.

COMBINATION OF SCREENS AND PLANTING TO RESIDENTIAL INTERFACE TO PROVIDE PRIVACY AND A SOFT TRANSITION FROM RESIDENTIAL TO HOTEL.

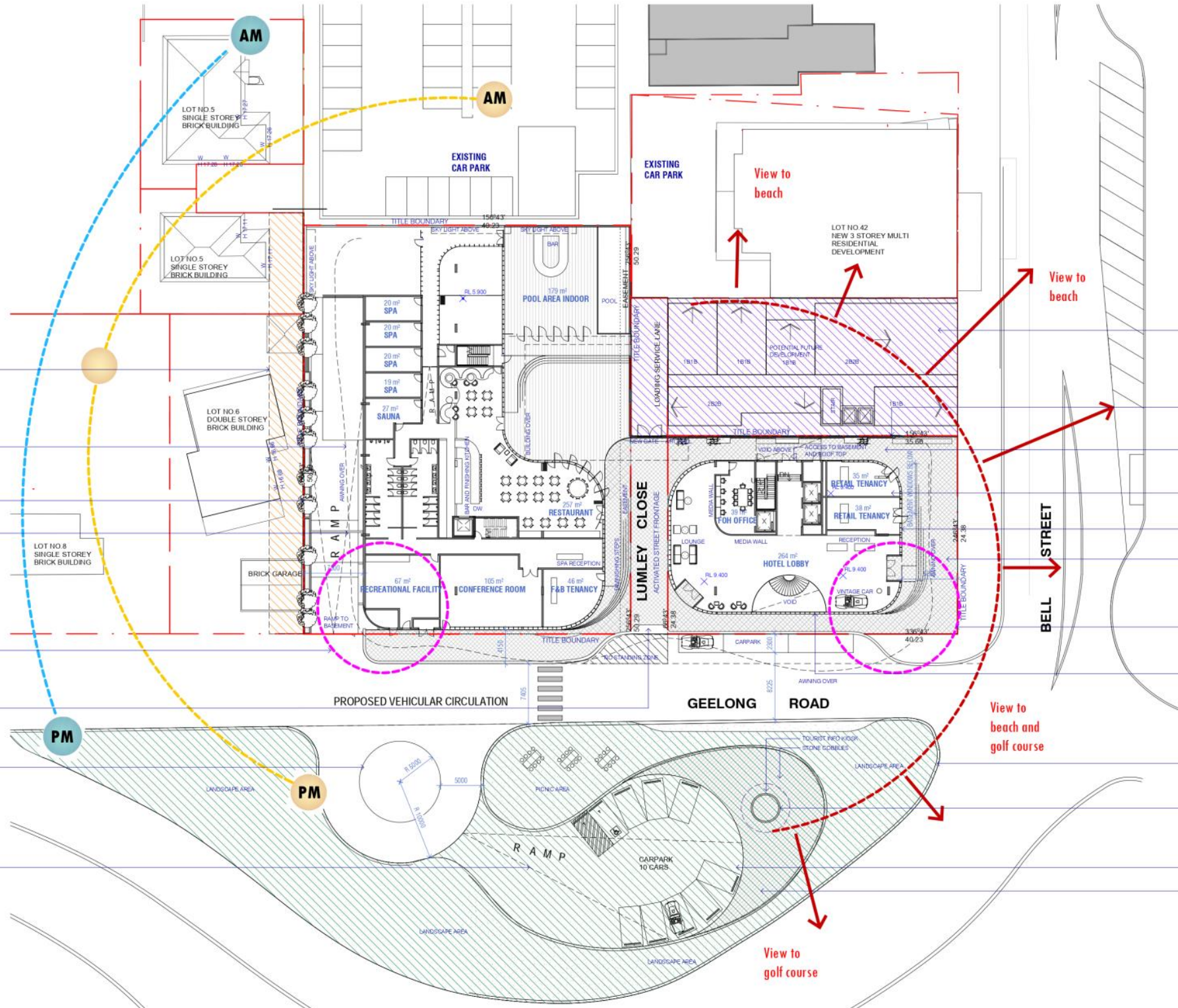
BUILD FORM SETS BACK GENEROUSLY (MORE THAN IS REQUIRED BY THE B17)

KEY CORNER ELEMENT WITH HIGH VISIBILITY FROM ROADWAY

DELIVERY VEHICLE ACCESS TO IS RETAINED IN FULL ALONG LUMLEY CLOSE TO 44 AND 46 BELL STREET, WITH A CLEARANCE OF MIN. 3m TO UNDERSIDE OF BUILDING

LANDSCAPED ROUND ABOUT TO IMPROVE TRAFFIC FLOW

VISITOR CARPARK IS REBATED TO DIMINISH VISUAL IMPACT OF CARS AND TO CONNECT TO EXISTING WASTE WATER DRAINAGE SYSTEM



POTENTIAL LAYOUT OF FIRST AND SECOND STOREY FUTURE RESIDENTIAL DEVELOPMENT ILLUSTRATED TO SHOW THE HOTEL DOES NOT DIMINISH THE POTENTIAL TO DEVELOP THE SITE IN THE FUTURE

NEW WALL TO PROPERTY BOUNDARY

NEW LANEWAY WITH PAINTED MURAL TO ALL STREET FURNITURE AND ACCESS TO ROOFTOP TERRACE

NEW LANEWAY WITH PAINTED MURAL TO ALL STREET FURNITURE AND ACCESS TO ROOFTOP TERRACE

SMALL SCALE RETAIL OPPORTUNITIES TO PROMOTE LOCAL MAKERS

SANDSTONE COBBLED HARDSCAPING TO PUBLIC REALM

PRIMARY CORNER ELEMENT TO ADDRESS COMMERCIAL STREET FRONTAGE

HIGHLY GLAZED FACADE TO ACTIVATE PUBLIC REALM

LANDSCAPED ZONE WITH PICNIC SEATING

HIGH QUALITY PUBLIC ART PIECE PROVIDING INFORMATION ABOUT THE GREAT OCEAN ROAD FOR MOTORISTS AND GENERAL PUBLIC

PARKING FOR GENERAL PUBLIC

SANDSTONE COBBLED HARDSCAPING

180 WESTON STREET
 SPRINGBROOK EAST VIC 3007
 LEVEL 1, 2 DREWRY PLACE
 MELBOURNE, VIC 3000
 www.hachem.com.au
 info@hachem.com.au
 studio : +61 1300 794 560
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 C:\180419 / D18/118139

PROJECT MANAGEMENT
 STRUCTURE & SERVICES
 BUILDING SURVEYOR
 MANAGING CONTRACTOR

| REV | DESCRIPTION | DATE |
|-----|--------------------------------------|------------|
| 2 | ISSUED FOR PREAPPLICATION | 10.08.2018 |
| 4 | ISSUED FOR TOWN PLANNING APPLICATION | 30.08.2018 |
| 5 | ISSUED FOR TOWN PLANNING APPLICATION | 07.09.2018 |



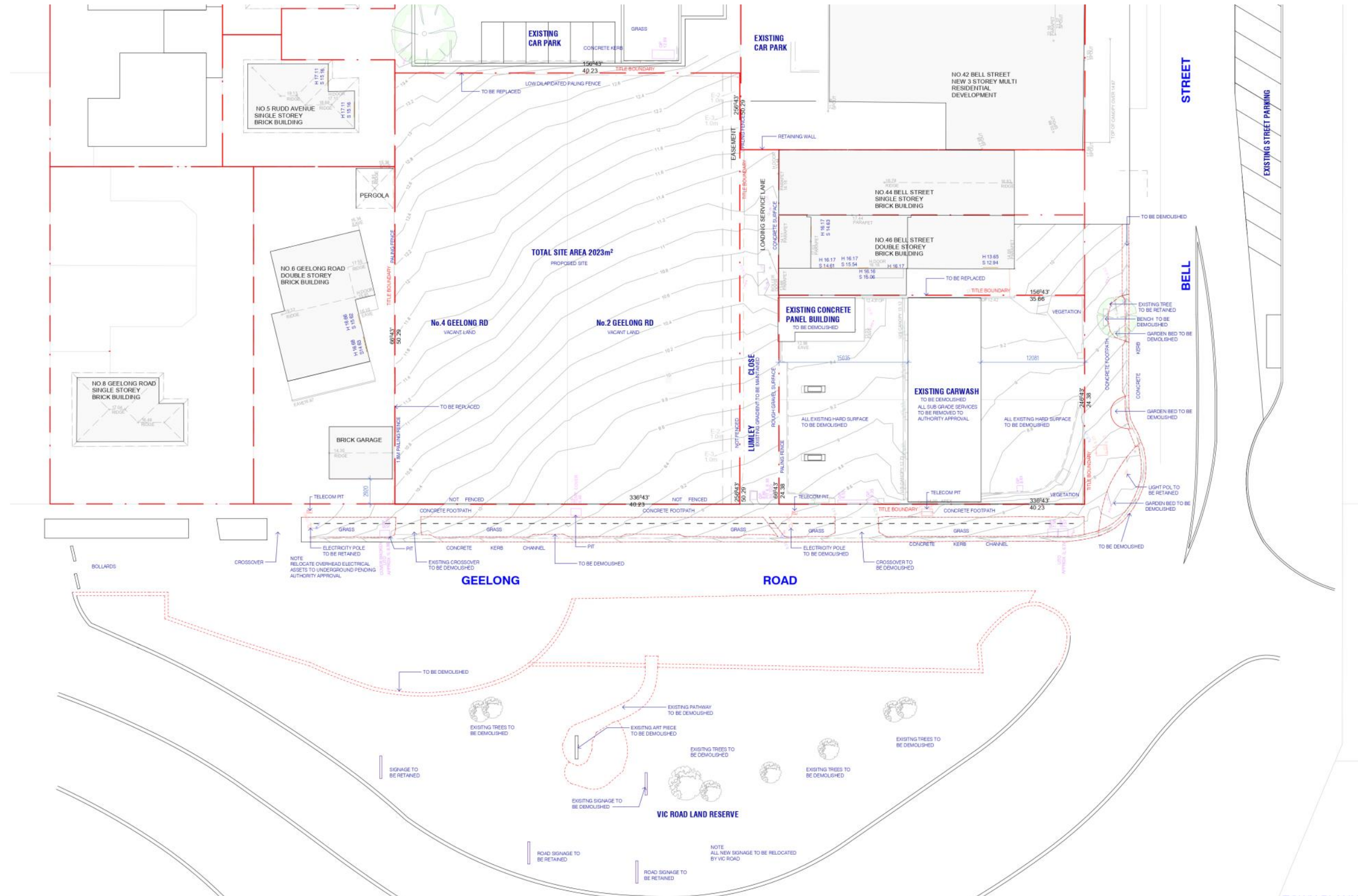
PROJECT LOCATION
 2 - 4 GEELONG ROAD
 AND 48 - 50 BELL
 STREET
 TORQUAY 3228
 VICTORIA
 BARNES CAPITAL
 DRAWING SCALE
 1:250
 SHEET SIZE
 A1
 PROJECT NO
 228
 DRAWING DATE
 06/26/18
 CHECKER
 AUTHOR



DRAWING TITLE
 DESIGN RESPONSE
 PROJECT NAME
 TORQUAY HOTEL

TOWN PLANNING

REVISION
5
 BUILDING ATTRIBUTE
 HOTEL
 DRAWING NO
A00.001



1 NEIGHBOURHOOD AND SITE DESCRIPTION
 1:200
 588 WESTON STREET
 SPRINGBROOK EAST VIC 3107
 LEVEL 3, 2 DREWERY PLACE
 MELBOURNE, VIC 3000
 www.hachem.com.au
 info@hachem.com.au
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PROJECT MANAGEMENT
 STRUCTURE & SERVICES
 BUILDING SURVEYOR
 MANAGING CONTRACTOR

| REV | DESCRIPTION | DATE |
|-----|--|------------|
| 2 | ISSUED FOR PREAPPLICATION | 10.08.2018 |
| 3 | ISSUED FOR TOWNPLANNING CONSULTANTS REVIEW | 24.08.2018 |
| 4 | ISSUED FOR TOWN PLANNING APPLICATION | 30.08.2018 |
| 5 | ISSUED FOR TOWN PLANNING APPLICATION | 07.09.2018 |



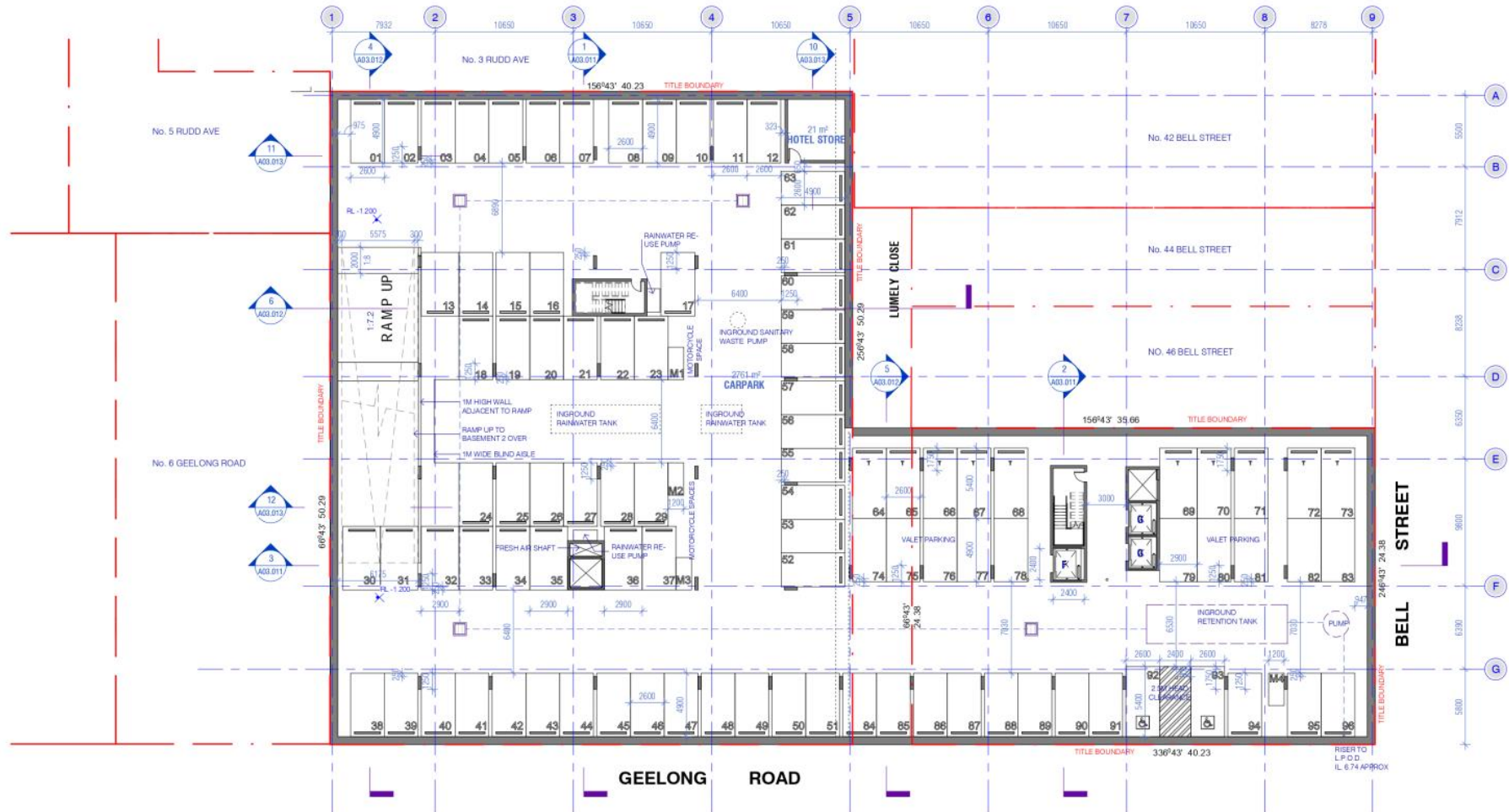
PROJECT LOCATION
 2 - 4 GEELONG ROAD
 AND 48 - 50 BELL
 STREET
 TORQUAY 3228
 VICTORIA
 BARNES CAPITAL

DRAWING SCALE 1:200
 SHEET SIZE A1
 PROJECT NO 228
 DRAWING DATE 08/09/18
 CHECKER
 DRAWN



DRAWING TITLE
 EXISTING/DEMOLITION PLAN
 PROJECT NAME
 TORQUAY HOTEL

TOWN PLANNING
 REGION 5
 BUILDING ATTRIBUTE HOTEL
 DRAWING NO
A00.002



CAR PARKING BAY SCHEDULE

| HOTEL/RETAIL CARPARKS | NO. | % |
|------------------------------------|-----|-------|
| B03 | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% |
| PARKING BAY 2600 x 4900 | 84 | 40.8% |
| PARKING BAY TANGEM | 10 | 4.9% |
| B02 | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% |
| PARKING BAY 2600 x 4900 | 82 | 39.8% |
| PARKING BAY TANGEM | 9 | 4.4% |
| | 107 | 96.6% |

PUBLIC CAR PARKS

| NO. | AREA | % |
|-----------------------------|------|--------|
| G00A | | |
| DDA PARKING BAY 2400 x 5400 | 1 | 0.5% |
| PARKING BAY 2600 x 4900 | 8 | 3.9% |
| | 9 | 4.4% |
| TOTAL PARKING BAY | 208 | 100.0% |

BICYCLE SPACE 30

DEVELOPMENT SUMMARY

| DEVELOPMENT | AREA | % |
|------------------------|---------------------|------|
| SITE TITLE | | |
| BUILT AREA | 2759 m ² | 92% |
| | 2759 m ² | 92% |
| PUBLIC LAND | | |
| BUILT AREA | 111 m ² | 4% |
| | 111 m ² | 4% |
| | 134 m ² | 4% |
| | 134 m ² | 4% |
| TOTAL DEVELOPMENT AREA | 3004 m ² | 100% |

HOTEL ROOM BREAKDOWN

| ROOM TYPE | NO. | % | TOTAL AREA |
|-----------|-----|------|---------------------|
| K1 | 104 | 81% | 3159 m ² |
| K2 | 4 | 3% | 157 m ² |
| K2M | 3 | 2% | 136 m ² |
| K3 | 4 | 3% | 137 m ² |
| K4 | 1 | 1% | 37 m ² |
| K4M | 1 | 1% | 37 m ² |
| K6 | 2 | 2% | 77 m ² |
| K7 | 2 | 2% | 89 m ² |
| K8 | 1 | 1% | 33 m ² |
| S1 | 6 | 5% | 327 m ² |
| TOTAL | 128 | 100% | 4149 m ² |

FLOOR PLATE AREA SUMMARY

| LEVEL | AREA |
|------------|----------------------|
| B03 | 2809 m ² |
| B02 | 2797 m ² |
| B01 | 2666 m ² |
| G00A | 3394 m ² |
| G00B | 1259 m ² |
| L01 | 1991 m ² |
| L02 | 2064 m ² |
| L03 | 785 m ² |
| L04 | 662 m ² |
| TOTAL AREA | 18408 m ² |

181 WESTON STREET
SPRINGBROOK EAST VIC 3197
LEVEL 3, 2 DREWERY PLACE
MELBOURNE, VIC 3000
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18/04/19 / D18/119139

PROJECT MANAGEMENT
STRUCTURE & SERVICES
BUILDING SURVEYOR
MANAGING CONTRACTOR

| REV | DESCRIPTION | DATE |
|-----|--|------------|
| 2 | ISSUED FOR PREAPPLICATION | 10.08.2018 |
| 3 | ISSUED FOR TOWNPLANNING CONSULTANTS REVIEW | 24.08.2018 |
| 4 | ISSUED FOR TOWN PLANNING APPLICATION | 30.08.2018 |
| 5 | ISSUED FOR TOWN PLANNING APPLICATION | 07.09.2018 |



PROJECT LOCATION
2 - 4 GEELONG ROAD
AND 48 - 50 BELL
STREET
TORQUAY 3228
VICTORIA
BARNES CAPITAL

DRAWING SCALE 1:200
SHEET SIZE A1
PROJECT NO 228
DRAWING DATE 07/13/18
CHECK JM
DRAW AS

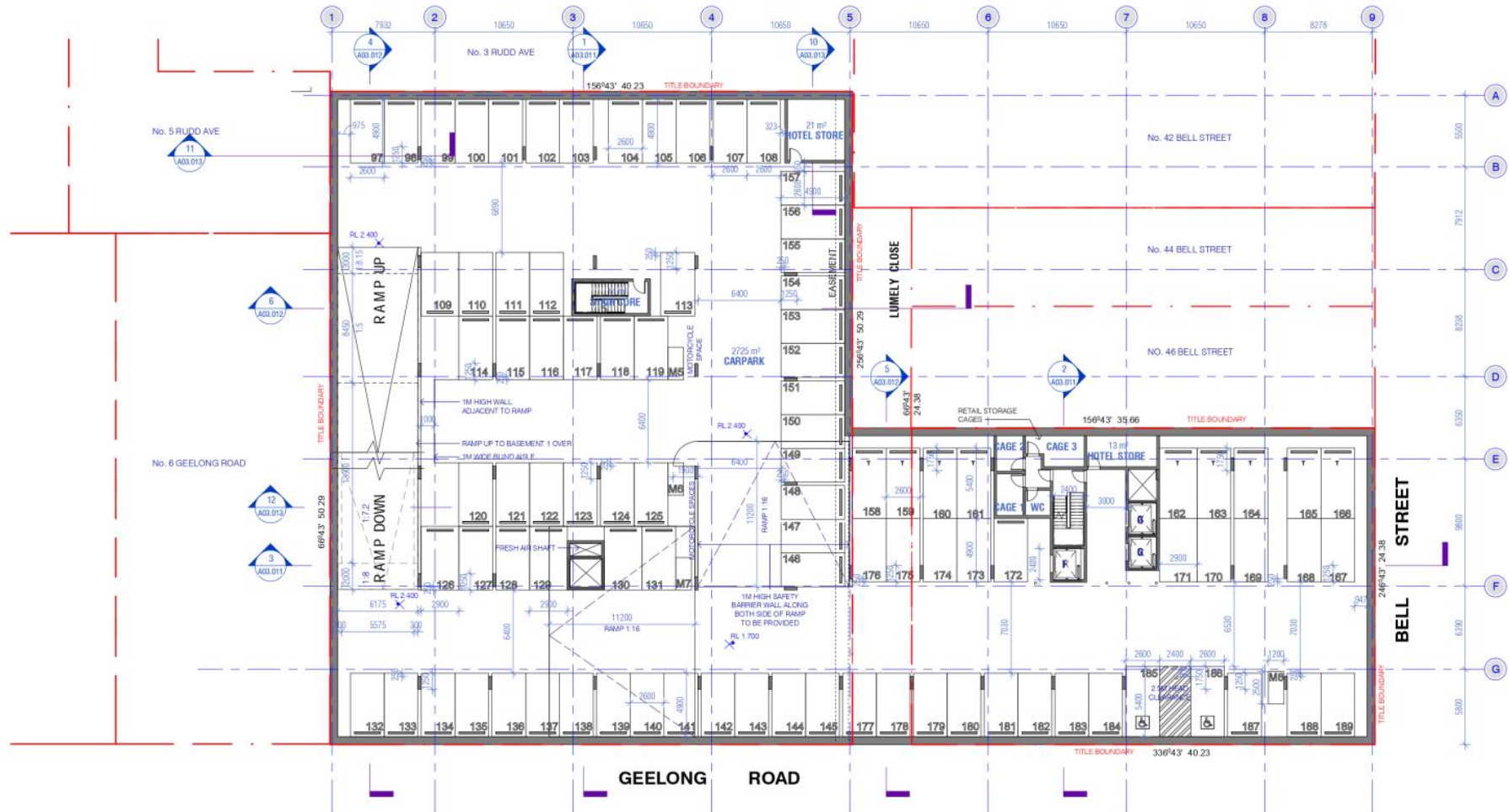


DRAWING TITLE
BASEMENT 03
PROJECT NAME
TORQUAY HOTEL

TOWN PLANNING

REGION 5
BUILDING ATTRIBUTE HOTEL

DRAWING NO
A01.001



CAR PARKING BAY SCHEDULE

| HOTEL/RETAIL CARPARKS | | NO. | % |
|------------------------------------|-----|-------|---|
| B03 | | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% | |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% | |
| PARKING BAY 2600 x 4900 | 84 | 40.8% | |
| PARKING BAY TANGEM | 10 | 4.9% | |
| B02 | | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% | |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% | |
| PARKING BAY 2600 x 4900 | 82 | 39.8% | |
| PARKING BAY TANGEM | 9 | 4.4% | |
| | 107 | 56.6% | |

PUBLIC CAR PARKS

| | | | |
|-----------------------------|------------|---------------|--|
| G00A | | | |
| DDA PARKING BAY 2400 x 5400 | 1 | 0.5% | |
| PARKING BAY 2600 x 4900 | 8 | 3.9% | |
| | 9 | 4.4% | |
| TOTAL PARKING BAY | 208 | 100.0% | |

BICYCLE SPACE 30

DEVELOPMENT SUMMARY

| DEVELOPMENT | AREA | % |
|-------------------------------|---------------------------|-------------|
| SITE TITLE | | |
| BUILT AREA | 2759 m ² | 92% |
| | 2758 m ² | 92% |
| PUBLIC LAND | | |
| BUILT AREA | 111 m ² | 4% |
| | 111 m ² | 4% |
| | 134 m ² | 4% |
| | 134 m ² | 4% |
| TOTAL DEVELOPMENT AREA | 3004 m² | 100% |

HOTEL ROOM BREAKDOWN

| ROOM TYPE | NO. | % | TOTAL AREA |
|--------------|------------|-------------|---------------------------|
| K1 | 104 | 81% | 3159 m ² |
| K2 | 4 | 3% | 157 m ² |
| K2M | 3 | 2% | 136 m ² |
| K3 | 4 | 3% | 137 m ² |
| K4 | 1 | 1% | 37 m ² |
| K4M | 1 | 1% | 37 m ² |
| K6 | 2 | 2% | 77 m ² |
| K7 | 2 | 2% | 89 m ² |
| K8 | 1 | 1% | 33 m ² |
| S1 | 6 | 5% | 327 m ² |
| TOTAL | 128 | 100% | 4149 m² |

FLOOR PLATE AREA SUMMARY

| LEVEL | AREA |
|-------------------|----------------------------|
| B03 | 2809 m ² |
| B02 | 2797 m ² |
| B01 | 2666 m ² |
| G00A | 3394 m ² |
| G00B | 1259 m ² |
| L01 | 1991 m ² |
| L02 | 2064 m ² |
| L03 | 785 m ² |
| L04 | 662 m ² |
| TOTAL AREA | 18408 m² |

181 WESTON STREET
SPRINGBROOK EAST VIC 3197
LEVEL 3, 2 DREWERY PLACE
MELBOURNE, VIC 3000

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18/0419 / D18/118139

PROJECT MANAGEMENT
STRUCTURE & SERVICES
BUILDING SURVEYOR
MANAGING CONTRACTOR

| REV. | DESCRIPTION | DATE |
|------|--|------------|
| 2 | ISSUED FOR PREAPPLICATION | 10.08.2018 |
| 3 | ISSUED FOR TOWNPLANNING CONSULTANTS REVIEW | 24.08.2018 |
| 4 | ISSUED FOR TOWN PLANNING APPLICATION | 30.08.2018 |
| 5 | ISSUED FOR TOWN PLANNING APPLICATION | 07.09.2018 |



PROJECT LOCATION
2 - 4 GEELONG ROAD
AND 48 - 50 BELL
STREET
TORQUAY 3228
VICTORIA
BARNES CAPITAL

DRAWING SCALE 1 : 200
SHEET SIZE A1
PROJECT NO 228
DRAWING DATE 05/29/18
CHECK JM
DRAW AS

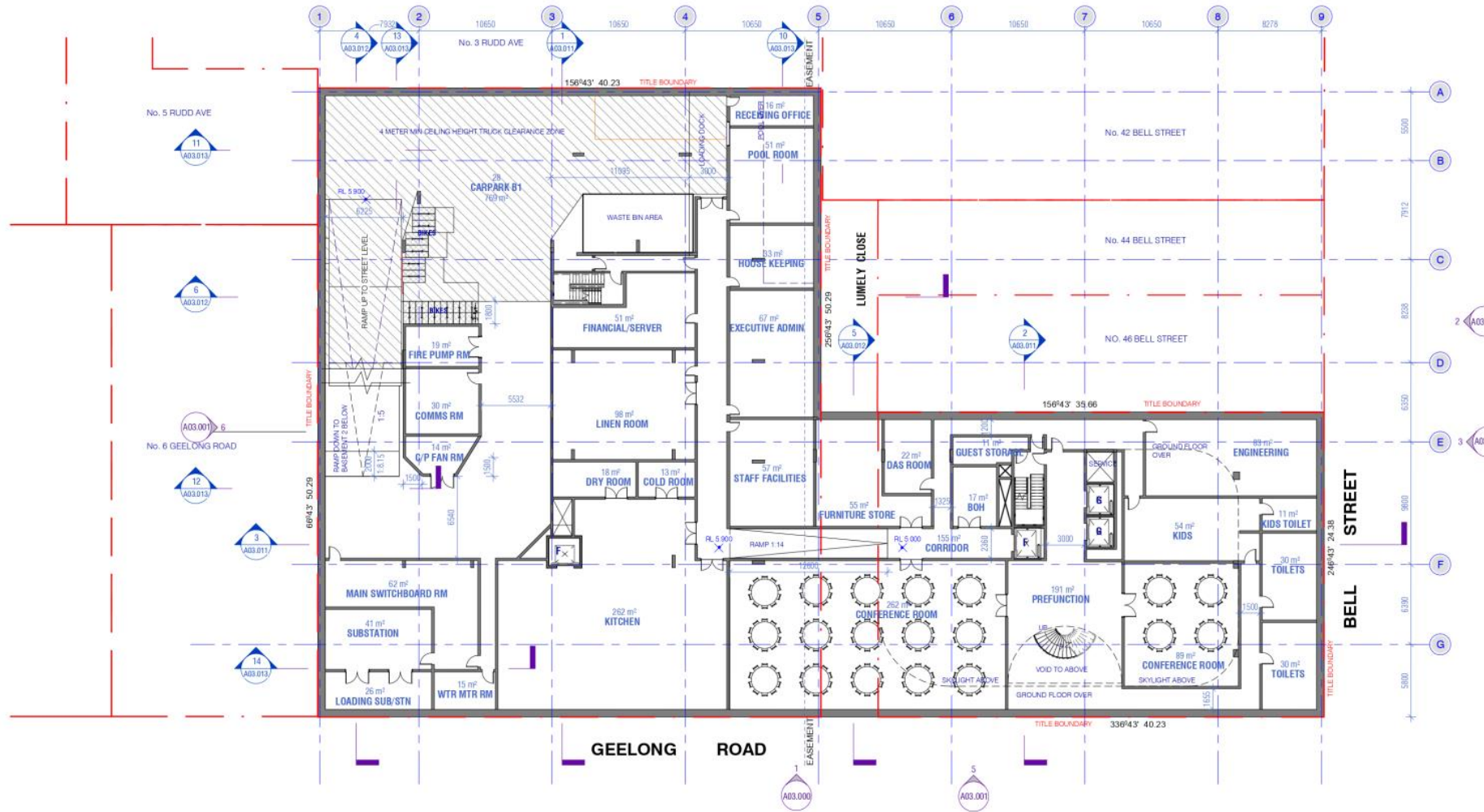


DRAWING TITLE
BASEMENT 02
PROJECT NAME
TORQUAY HOTEL

TOWN PLANNING

REGION BUILDING ATTRIBUTE
5 HOTEL

DRAWING NO
A01.002



CAR PARKING BAY SCHEDULE

| HOTEL/RETAIL CARPARKS | | |
|------------------------------------|-----|-------|
| | NO. | % |
| B03 | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% |
| PARKING BAY 2600 x 4900 | 84 | 40.8% |
| PARKING BAY TANGEM | 10 | 4.9% |
| B02 | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% |
| PARKING BAY 2600 x 4900 | 82 | 39.8% |
| PARKING BAY TANGEM | 9 | 4.4% |
| | 107 | 56.6% |

PUBLIC CAR PARKS

| G00A | | |
|-----------------------------|------------|---------------|
| | NO. | % |
| DDA PARKING BAY 2400 x 5400 | 1 | 0.5% |
| PARKING BAY 2600 x 4900 | 8 | 3.9% |
| | 9 | 4.4% |
| TOTAL PARKING BAY | 208 | 100.0% |

BICYCLE SPACE 30

DEVELOPMENT SUMMARY

| DEVELOPMENT | | |
|-------------------------------|---------------------------|-------------|
| | AREA | % |
| SITE TITLE | | |
| BUILT AREA | 2759 m ² | 92% |
| | 2759 m ² | 92% |
| PUBLIC LAND | | |
| BUILT AREA | 111 m ² | 4% |
| | 111 m ² | 4% |
| | 134 m ² | 4% |
| | 134 m ² | 4% |
| TOTAL DEVELOPMENT AREA | 3004 m² | 100% |

HOTEL ROOM BREAKDOWN

| ROOM TYPE | NO. | % | TOTAL AREA |
|--------------|------------|-------------|---------------------------|
| K1 | 104 | 81% | 3159 m ² |
| K2 | 4 | 3% | 157 m ² |
| K2M | 3 | 2% | 126 m ² |
| K3 | 4 | 3% | 137 m ² |
| K4 | 1 | 1% | 37 m ² |
| K4M | 1 | 1% | 37 m ² |
| K6 | 2 | 2% | 77 m ² |
| K7 | 2 | 2% | 89 m ² |
| K8 | 1 | 1% | 33 m ² |
| S1 | 6 | 5% | 327 m ² |
| TOTAL | 128 | 100% | 4149 m² |

FLOOR PLATE AREA SUMMARY

| LEVEL | AREA |
|-------------------|----------------------------|
| B03 | 2809 m ² |
| B02 | 2797 m ² |
| B01 | 2666 m ² |
| G00A | 3384 m ² |
| G00B | 1259 m ² |
| L01 | 1991 m ² |
| L02 | 2064 m ² |
| L03 | 785 m ² |
| L04 | 662 m ² |
| TOTAL AREA | 18408 m² |

180 WESTON STREET
 SPRINGBROOK EAST VIC 3107
 LEVEL 3, 2 DREWERY PLACE
 MELBOURNE, VIC 3000
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PROJECT MANAGEMENT
 STRUCTURE & SERVICES
 BUILDING SURVEYOR
 MANAGING CONTRACTOR

| REV. | DESCRIPTION | DATE |
|------|--|------------|
| 1 | ISSUED FOR PREAPPLICATION | 10.08.2018 |
| 2 | ISSUED FOR TOWNPLANNING CONSULTANTS REVIEW | 24.08.2018 |
| 4 | ISSUED FOR TOWN PLANNING APPLICATION | 30.08.2018 |
| 5 | ISSUED FOR TOWN PLANNING APPLICATION | 07.09.2018 |



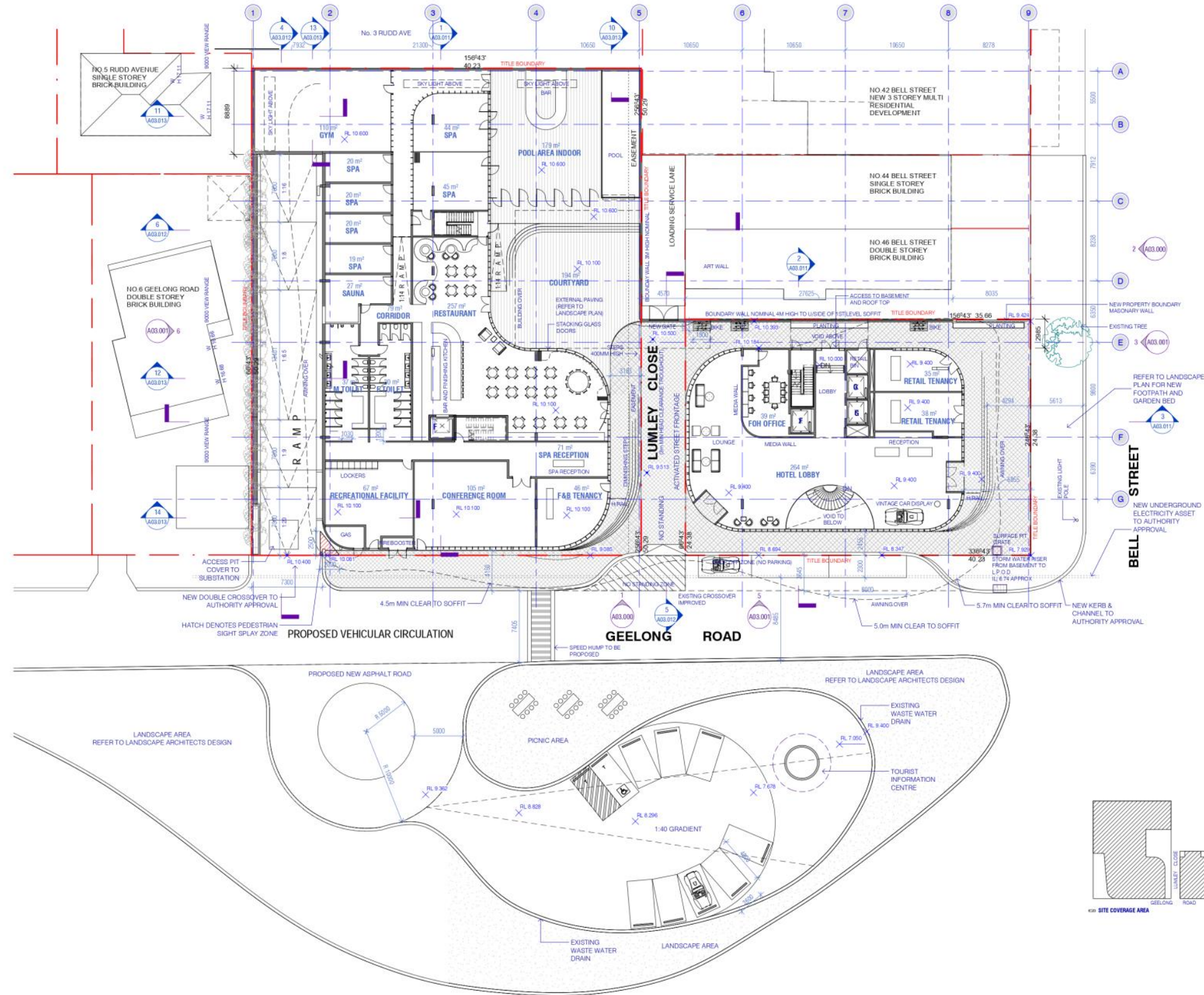
PROJECT LOCATION
 2 - 4 GEELONG ROAD
 AND 48 - 50 BELL
 STREET
 TORQUAY 3228
 VICTORIA
 BARNES CAPITAL
 DRAWING SCALE 1:200 SHEET SIZE A1 PROJECT NO. 228
 DRAWING DATE 06/26/18 CHECKER JM DRAWER AS



DRAWING TITLE
 BASEMENT 01
 PROJECT NAME
 TORQUAY HOTEL

TOWN PLANNING

REGION 5 BUILDING ATTRIBUTE HOTEL
 DRAWING NO. **A01.003**



DEVELOPMENT SUMMARY

| | |
|---|----------------------------|
| SITE AREA | |
| - RESIDENTIAL | 2,023 M ² |
| - COMMERCIAL | 869 M ² |
| TOTAL: | 2,892 M² |
| B3 BASEMENT LEVEL | |
| B2 BASEMENT LEVEL | 3,004 M ² |
| B1 BASEMENT LEVEL | 3,004 M ² |
| GROUND FLOOR AREA | 1,897 M² |
| LEVEL 1 AREA | 2,283 M ² |
| LEVEL 2 AREA | 2,351 M ² |
| LEVEL 3 AREA | 893 M ² |
| LEVEL 4 AREA | 757 M ² |
| TOTAL No. OF HOTEL ROOMS PROPOSED: | 128 ROOMS |

CARPARK SCHEDULE

| | |
|---|-----|
| TOTAL No. OF CAR SPACES PROPOSED | |
| TOTAL No. OF MOTORCYCLE SPACE PROPOSED | 198 |
| HOTEL / RETAIL | |
| - NORMAL CAR SPACES | 185 |
| - DISABLED CAR SPACES | 4 |
| - MOTORCYCLE SPACES | 8 |
| PUBLIC | |
| - NORMAL CAR SPACES | 1 |
| - DISABLED CAR SPACES | 8 |
| BICYCLE SPACES | |
| - B1 BASEMENT LEVEL | 24 |
| - GROUND FLOOR LEVEL | 6 |

SITE PERMEABILITY

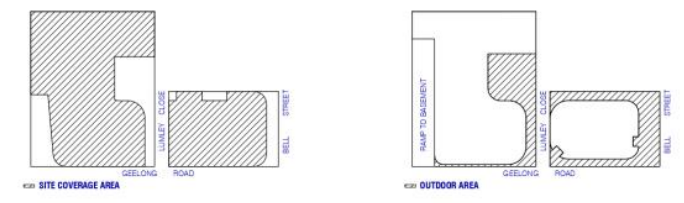
| | |
|--------------------------|------------------------------------|
| RESIDENTIAL AREA | |
| - SITE AREA | 70 % (2,023 M ²) |
| - PERMEABILITY | 0 % |
| - SITE COVERAGE | 79 % (1,606/2,023 M ²) |
| - OUTDOOR SPACE (GROUND) | 21 % |
| COMMERCIAL AREA | |
| - SITE AREA | 30 % (869 M ²) |
| - PERMEABILITY | 0 % |
| - SITE COVERAGE | 100 % |
| - OUTDOOR SPACE (GROUND) | 15 % |

RESIDENTIAL ZONE - 2-4 GEE LONG RD.

| | |
|--|----------------------------------|
| USE: | |
| RETAIL F&B (GROUND) | 5 % (67/1,380 M ²) |
| SPA (GROUND) | 36 % (490/1,380 M ²) |
| RECREATIONAL (GROUND) | 5 % (67/1,380 M ²) |
| RESTAURANT (GROUND) | 13 % (266/1,380 M ²) |
| HOTEL'S OUTDOOR SPACE (LEVEL 3) | 341 M ² |
| BARS OUTDOOR SPACE (LEVEL 3) | 383 M ² |
| SPACE FOR HOTEL USE @ RESIDENTIAL ZONE: | |
| B3 BASEMENT LEVEL | 100 % (2,023 M ²) |
| B2 BASEMENT LEVEL | 100 % (2,023 M ²) |
| B1 BASEMENT LEVEL | 100 % (2,023 M ²) |
| GROUND FLOOR AREA | 447 M ² |
| LEVEL 1 AREA | 1,450 M ² |
| LEVEL 2 AREA | 1,496 M ² |
| LEVEL 3 AREA | OUTDOOR AREAS |
| LEVEL 4 AREA | N/A |

COMMERCIAL ZONE - 4B-50 BELL ST. incl. LUMLEY CL.

| | |
|---|--------------------------------|
| USE: | |
| RETAIL TENANCY (GROUND) | 15 % (78/517 M ²) |
| HOTEL LOBBY (GROUND) | 84 % (430/517 M ²) |
| GROUND AREA OPEN TO PUBLIC | 352 M ² |
| LUMLEY CLOSE'S AREA OPEN TO PUBLIC | 111 M ² |
| INDOOR BAR AREA (LEVEL 3) | 100 M² |
| SPACE FOR HOTEL USE @ COMMERCIAL ZONE: | |
| B3 BASEMENT LEVEL | 100 % (861 M ²) |
| B2 BASEMENT LEVEL | 100 % (861 M ²) |
| B1 BASEMENT LEVEL | 100 % (861 M ²) |
| GROUND FLOOR AREA | 433 M ² |
| LEVEL 1 AREA | 833 M ² |
| LEVEL 2 AREA | 865 M ² |
| LEVEL 3 AREA | 893 M ² |
| LEVEL 4 AREA | 757 M ² |



180 WESTON STREET
SPRINGBROOK EAST VIC 3107
LEVEL 3, 2 DREWERY PLACE
MELBOURNE, VIC 3000

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18/04/19 / D18/119 139

| | |
|----------------------|--|
| PROJECT MANAGEMENT | |
| STRUCTURE & SERVICES | |
| BUILDING SURVEYOR | |
| MANAGING CONTRACTOR | |

| REV | DESCRIPTION | DATE |
|-----|--|------------|
| 1 | ISSUED FOR CONSULTANT COORDINATION | 13.07.2018 |
| 2 | ISSUED FOR PREAPPLICATION | 10.08.2018 |
| 3 | ISSUED FOR TOWNPLANNING CONSULTANTS REVIEW | 24.08.2018 |
| 4 | ISSUED FOR TOWN PLANNING APPLICATION | 30.08.2018 |
| 5 | ISSUED FOR TOWN PLANNING APPLICATION | 07.09.2018 |



PROJECT LOCATION
2 - 4 GEE LONG ROAD
AND 48 - 50 BELL
STREET
TORQUAY 3228
VICTORIA
BARNES CAPITAL

DRAWING SCALE
As indicated

SHEET SIZE
A1

PROJECT NO
228

DRAWING DATE
06/26/18

CHECKER
Author

DRAWN
Author



DRAWING TITLE
GROUND FLOOR

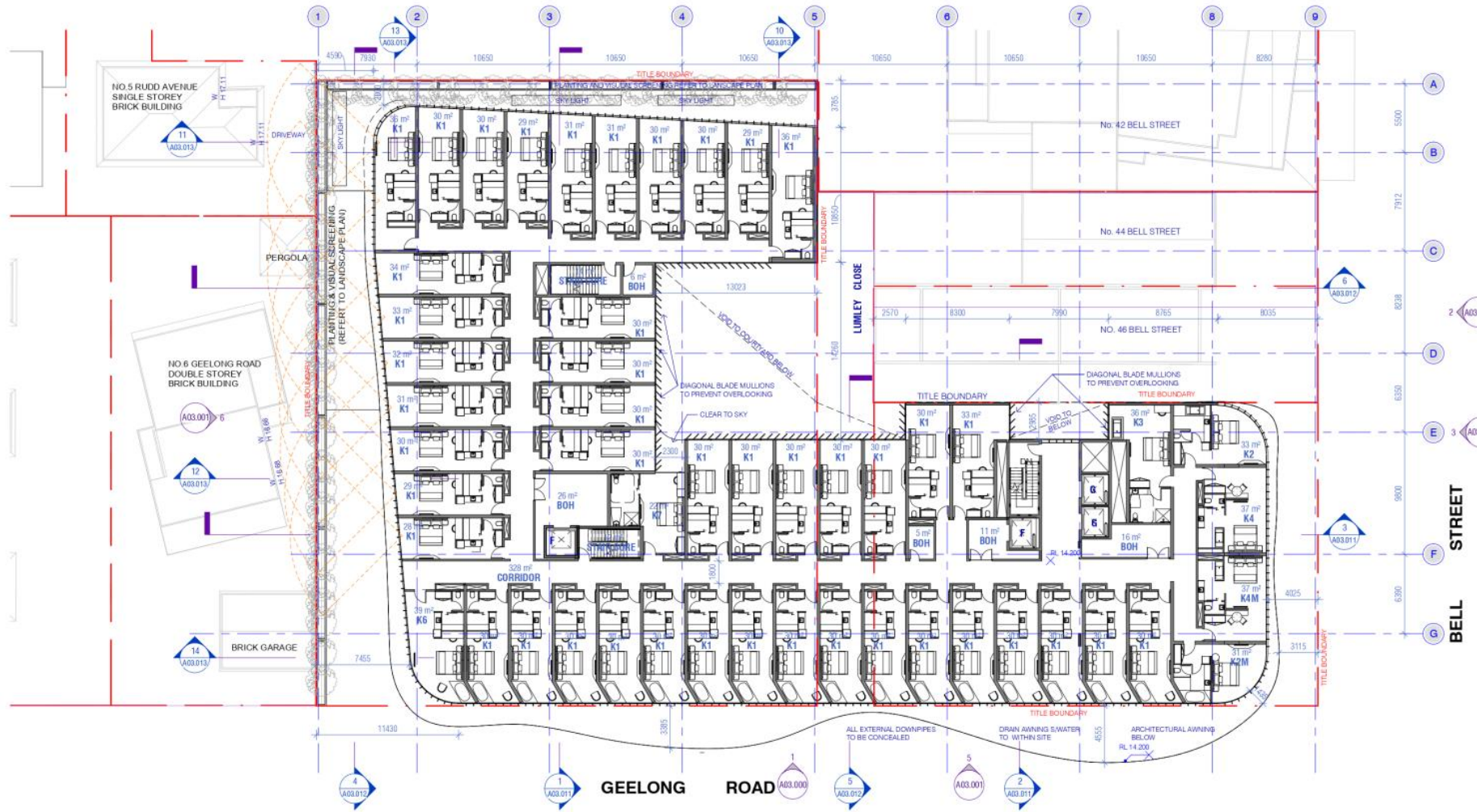
PROJECT NAME
TORQUAY HOTEL

TOWN PLANNING

RESIDEN
5

BUILDING - ATTRIBUTE
HOTEL

DRAWING NO
A01.004



CAR PARKING BAY SCHEDULE

| HOTEL/RETAIL CARPARKS | | NO. | % |
|------------------------------------|-----|-------|---|
| B03 | | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% | |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% | |
| PARKING BAY 2600 x 4900 | 84 | 40.8% | |
| PARKING BAY TANDEM | 10 | 4.9% | |
| B02 | | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% | |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% | |
| PARKING BAY 2600 x 4900 | 82 | 39.8% | |
| PARKING BAY TANDEM | 9 | 4.4% | |
| | 107 | 96.6% | |

PUBLIC CAR PARKS

| | | | |
|-----------------------------|-----|--------|--|
| G00A | | | |
| DDA PARKING BAY 2400 x 5400 | 1 | 0.5% | |
| PARKING BAY 2600 x 4900 | 8 | 3.9% | |
| | 9 | 4.4% | |
| TOTAL PARKING BAY | 208 | 100.0% | |

BICYCLE SPACE

| | |
|--|----|
| | 30 |
|--|----|

DEVELOPMENT SUMMARY

| DEVELOPMENT | AREA | % |
|------------------------|---------|------|
| SITE TITLE | | |
| BUILT AREA | 2759 m² | 92% |
| | 2759 m² | 92% |
| PUBLIC LAND | | |
| BUILT AREA | 111 m² | 4% |
| | 111 m² | 4% |
| | 134 m² | 4% |
| | 134 m² | 4% |
| TOTAL DEVELOPMENT AREA | 3004 m² | 100% |

HOTEL ROOM BREAKDOWN

| ROOM TYPE | NO. | % | TOTAL AREA |
|-----------|-----|------|------------|
| K1 | 104 | 81% | 3159 m² |
| K2 | 4 | 3% | 157 m² |
| K2M | 3 | 2% | 136 m² |
| K3 | 4 | 3% | 137 m² |
| K4 | 1 | 1% | 37 m² |
| K4M | 1 | 1% | 37 m² |
| K6 | 2 | 2% | 77 m² |
| K7 | 2 | 2% | 89 m² |
| K8 | 1 | 1% | 33 m² |
| S1 | 6 | 5% | 327 m² |
| TOTAL | 128 | 100% | 4149 m² |

FLOOR PLATE AREA SUMMARY

| LEVEL | AREA |
|------------|----------|
| B03 | 2809 m² |
| B02 | 2797 m² |
| B01 | 2666 m² |
| G00A | 3394 m² |
| G00B | 1259 m² |
| L01 | 1991 m² |
| L02 | 2064 m² |
| L03 | 785 m² |
| L04 | 662 m² |
| TOTAL AREA | 18408 m² |

180 WESTON STREET
 SPRINGBROOK EAST VIC 3107
 LEVEL 3, 2 DREWERY PLACE
 MELBOURNE, VIC 3000
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 C:\18\0419 / D18\118139 PROJECT REV: 05/18/2018

PROJECT MANAGEMENT
 STRUCTURE & SERVICES
 BUILDING SURVEYOR
 MANAGING CONTRACTOR

| REV | DESCRIPTION | DATE |
|-----|--|------------|
| 2 | ISSUED FOR PREAPPLICATION | 10.08.2018 |
| 3 | ISSUED FOR TOWNPLANNING CONSULTANTS REVIEW | 24.08.2018 |
| 4 | ISSUED FOR TOWN PLANNING APPLICATION | 30.08.2018 |
| 5 | ISSUED FOR TOWN PLANNING APPLICATION | 07.09.2018 |



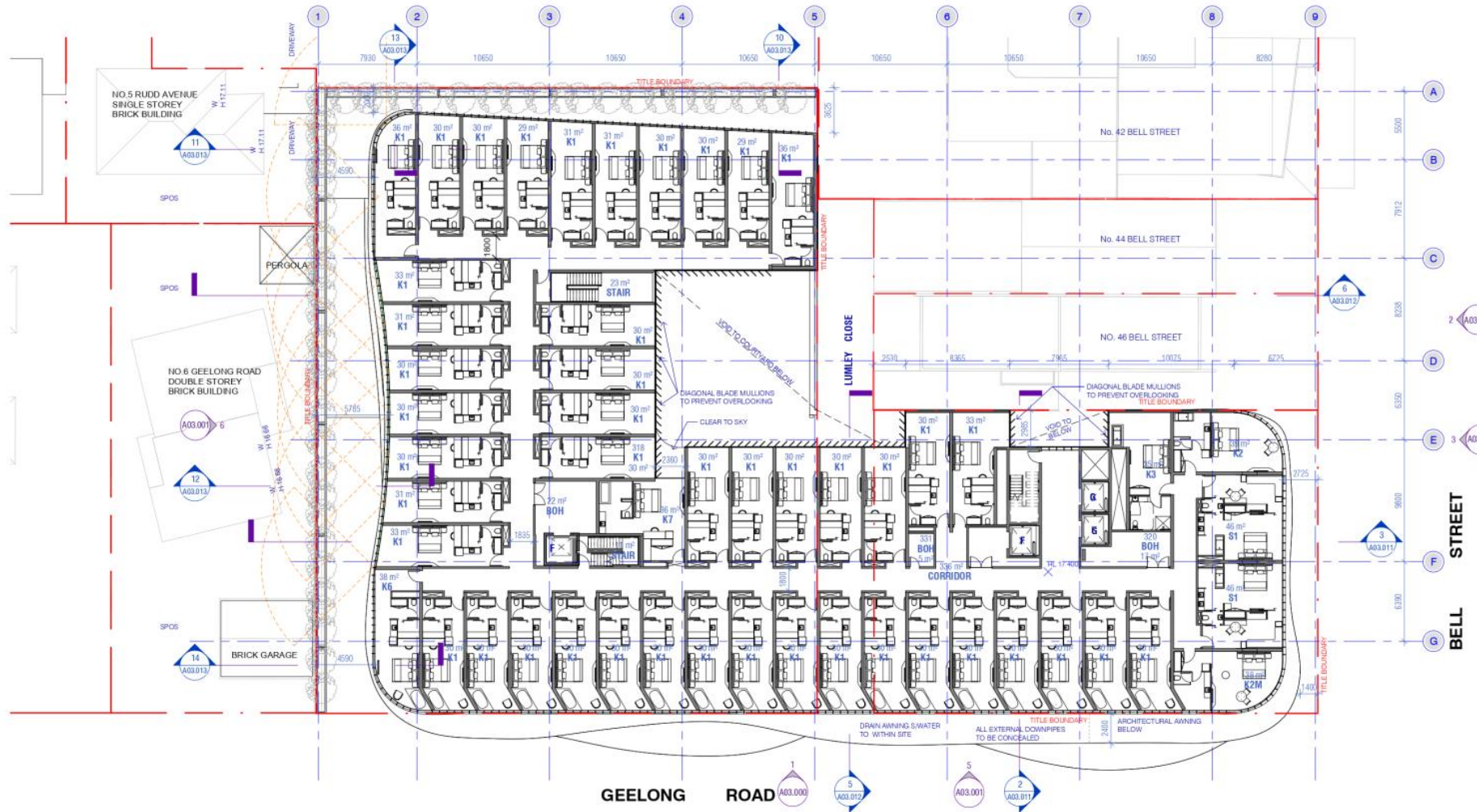
PROJECT LOCATION
 2 - 4 GEELONG ROAD
 AND 48 - 50 BELL
 STREET
 TORQUAY 3228
 VICTORIA
 BARNES CAPITAL
 DRAWING SCALE: 1:200
 SHEET SIZE: A1
 PROJECT NO: 228
 DRAWING DATE: 06/26/18
 CHECK: Checker
 DRAWN: Author



DRAWING TITLE
 FIRST FLOOR
 PROJECT NAME
 TORQUAY HOTEL

TOWN PLANNING

REGION
5
 BUILDING ATTRIBUTE
 HOTEL
 DRAWING NO.
A01.005



CAR PARKING BAY SCHEDULE

| HOTEL/RETAIL CARPARKS | | NO. | % |
|------------------------------------|-----|-------|---|
| B03 | | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% | |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% | |
| PARKING BAY 2600 x 4900 | 84 | 40.8% | |
| PARKING BAY TANDEM | 10 | 4.9% | |
| B02 | | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% | |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% | |
| PARKING BAY 2600 x 4900 | 82 | 39.8% | |
| PARKING BAY TANDEM | 9 | 4.4% | |
| | 107 | 50.6% | |

PUBLIC CAR PARKS

| | | | |
|-----------------------------|-----|--------|--|
| G00A | | | |
| DDA PARKING BAY 2400 x 5400 | 1 | 0.5% | |
| PARKING BAY 2600 x 4900 | 8 | 3.9% | |
| | 9 | 4.4% | |
| TOTAL PARKING BAY | 208 | 100.0% | |

BICYCLE SPACE 30

DEVELOPMENT SUMMARY

| DEVELOPMENT | AREA | % |
|------------------------|---------------------|------|
| SITE TITLE | | |
| BUILT AREA | 2759 m ² | 92% |
| | 2759 m ² | 92% |
| PUBLIC LAND | | |
| BUILT AREA | 111 m ² | 4% |
| | 111 m ² | 4% |
| | 134 m ² | 4% |
| | 134 m ² | 4% |
| TOTAL DEVELOPMENT AREA | 3004 m ² | 100% |

HOTEL ROOM BREAKDOWN

| ROOM TYPE | NO. | % | TOTAL AREA |
|-----------|-----|------|---------------------|
| K1 | 104 | 81% | 3159 m ² |
| K2 | 4 | 3% | 157 m ² |
| K2M | 3 | 2% | 136 m ² |
| K3 | 4 | 3% | 137 m ² |
| K4 | 1 | 1% | 37 m ² |
| K4M | 1 | 1% | 37 m ² |
| K6 | 2 | 2% | 77 m ² |
| K7 | 2 | 2% | 89 m ² |
| K8 | 1 | 1% | 33 m ² |
| S1 | 6 | 5% | 327 m ² |
| TOTAL | 128 | 100% | 4149 m ² |

FLOOR PLATE AREA SUMMARY

| LEVEL | AREA |
|------------|----------------------|
| B03 | 2809 m ² |
| B02 | 2797 m ² |
| B01 | 2666 m ² |
| G00A | 3384 m ² |
| G00B | 1259 m ² |
| L01 | 1991 m ² |
| L02 | 2064 m ² |
| L03 | 785 m ² |
| L04 | 662 m ² |
| TOTAL AREA | 18408 m ² |

180 WESTON STREET
 SPRINGBROOK EAST VIC 3107
 LEVEL 3, 2 DREWERY PLACE
 MELBOURNE, VIC 3000
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 studio : +61 1300 794 560
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 C:\18\0419 / D18\118139

PROJECT MANAGEMENT
 STRUCTURE & SERVICES
 BUILDING SURVEYOR
 MANAGING CONTRACTOR

| REV | DESCRIPTION | DATE |
|-----|--|------------|
| 1 | ISSUED FOR PREAPPLICATION | 10.08.2018 |
| 2 | ISSUED FOR TOWNPLANNING CONSULTANTS REVIEW | 24.08.2018 |
| 4 | ISSUED FOR TOWN PLANNING APPLICATION | 30.08.2018 |
| 5 | ISSUED FOR TOWN PLANNING APPLICATION | 07.09.2018 |

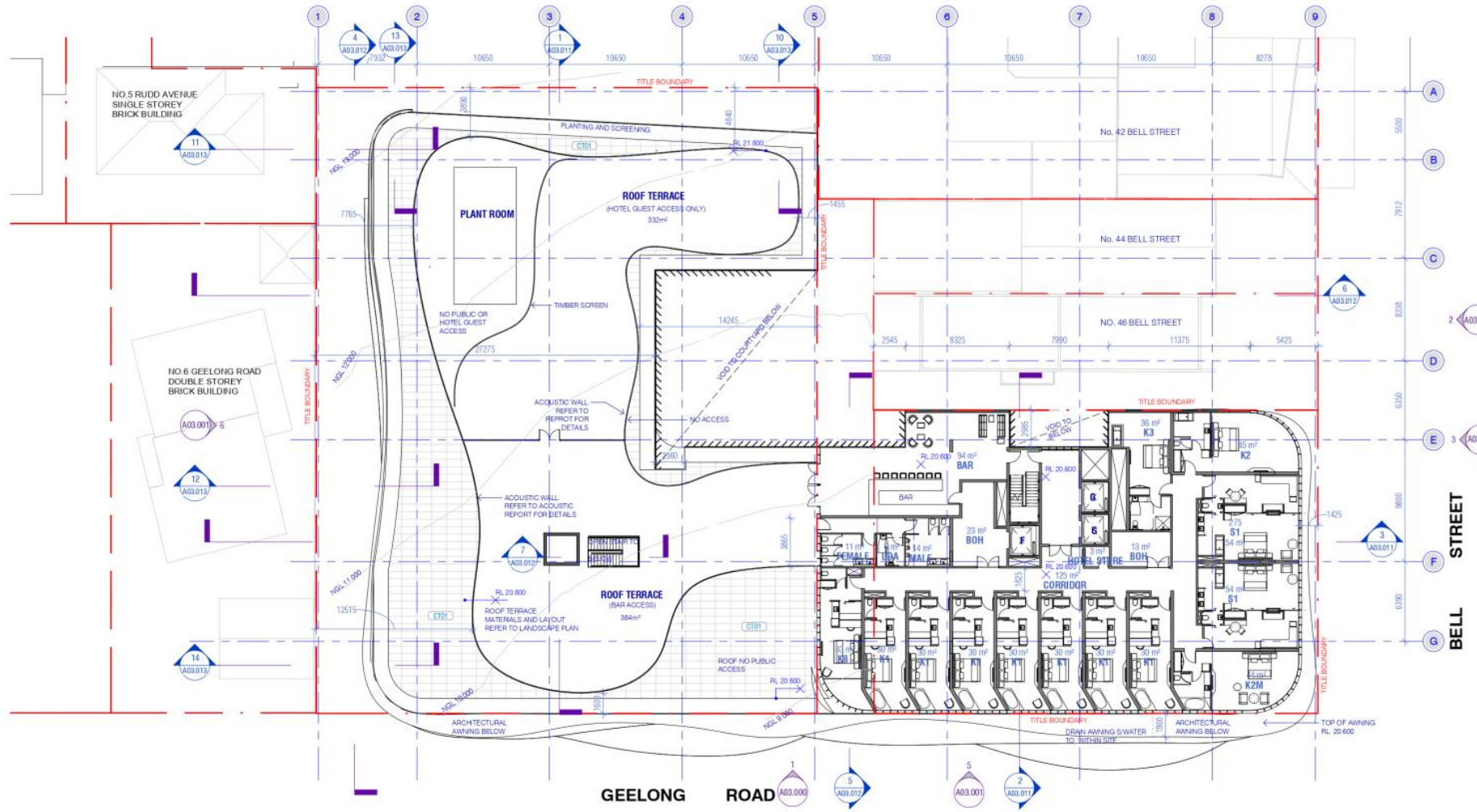


PROJECT LOCATION
 2 - 4 GEEELONG ROAD
 AND 48 - 50 BELL
 STREET
 TORQUAY 3228
 VICTORIA
 BARNES CAPITAL
 DRAWING SCALE 1:200 SHEET SIZE A1 PROJECT NO 228
 DRAWING DATE 06/26/18 CHECKER Checker DRAWN Author



DRAWING TITLE
 SECOND FLOOR
 PROJECT NAME
 TORQUAY HOTEL

TOWN PLANNING
 REVISION 5 BUILDING ATTRIBUTE HOTEL
 DRAWING NO **A01.006**



CAR PARKING BAY SCHEDULE

| HOTEL/RETAIL CARPARKS | NO. | % |
|------------------------------------|-----|-------|
| B03 | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% |
| PARKING BAY 2600 x 4900 | 84 | 40.8% |
| PARKING BAY TANDDEM | 10 | 4.9% |
| B02 | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% |
| PARKING BAY 2600 x 4900 | 82 | 39.8% |
| PARKING BAY TANDDEM | 9 | 4.4% |
| | 107 | 50.6% |

PUBLIC CAR PARKS

| | NO. | % |
|-----------------------------|-----|--------|
| G00A | | |
| DDA PARKING BAY 2400 x 5400 | 1 | 0.5% |
| PARKING BAY 2600 x 4900 | 8 | 3.9% |
| | 9 | 4.4% |
| TOTAL PARKING BAY | 208 | 100.0% |

BICYCLE SPACE 30

DEVELOPMENT SUMMARY

| DEVELOPMENT | AREA | % |
|------------------------|---------|------|
| SITE TITLE | | |
| BUILT AREA | 2759 m² | 92% |
| | 2759 m² | 92% |
| PUBLIC LAND | 111 m² | 4% |
| BUILT AREA | 111 m² | 4% |
| | 134 m² | 4% |
| | 134 m² | 4% |
| TOTAL DEVELOPMENT AREA | 3004 m² | 100% |

HOTEL ROOM BREAKDOWN

| ROOM TYPE | NO. | % | TOTAL AREA |
|-----------|-----|------|------------|
| K1 | 104 | 81% | 3159 m² |
| K2 | 4 | 3% | 157 m² |
| K2M | 3 | 2% | 136 m² |
| K3 | 4 | 3% | 137 m² |
| K4 | 1 | 1% | 37 m² |
| K4M | 1 | 1% | 37 m² |
| K6 | 2 | 2% | 77 m² |
| K7 | 2 | 2% | 89 m² |
| K8 | 1 | 1% | 33 m² |
| S1 | 6 | 5% | 327 m² |
| TOTAL | 128 | 100% | 4149 m² |

FLOOR PLATE AREA SUMMARY

| LEVEL | AREA |
|------------|----------|
| B03 | 2809 m² |
| B02 | 2797 m² |
| B01 | 2666 m² |
| G00A | 3394 m² |
| G00B | 1259 m² |
| L01 | 1991 m² |
| L02 | 2064 m² |
| L03 | 785 m² |
| L04 | 662 m² |
| TOTAL AREA | 18408 m² |

180 WESTON STREET
 SPRINGBROOK EAST VIC 3107
 LEVEL 3, 2 DREWERY PLACE
 MELBOURNE, VIC 3000

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18/04/19 / D18/119.139

PROJECT MANAGEMENT
 STRUCTURE & SERVICES
 BUILDING SURVEYOR
 MANAGING CONTRACTOR

| REV | DESCRIPTION | DATE |
|-----|--|------------|
| 2 | ISSUED FOR PREAPPLICATION | 10.08.2018 |
| 3 | ISSUED FOR TOWNPLANNING CONSULTANTS REVIEW | 24.08.2018 |
| 4 | ISSUED FOR TOWN PLANNING APPLICATION | 30.08.2018 |
| 5 | ISSUED FOR TOWN PLANNING APPLICATION | 07.09.2018 |



PROJECT LOCATION
 2 - 4 GEELONG ROAD
 AND 48 - 50 BELL
 STREET
 TORQUAY 3228
 VICTORIA
 BARNES CAPITAL

DRAWING SCALE 1:200 SHEET SIZE A1 PROJECT NO 228
 DRAWING DATE 06/26/18 CHECKER Author

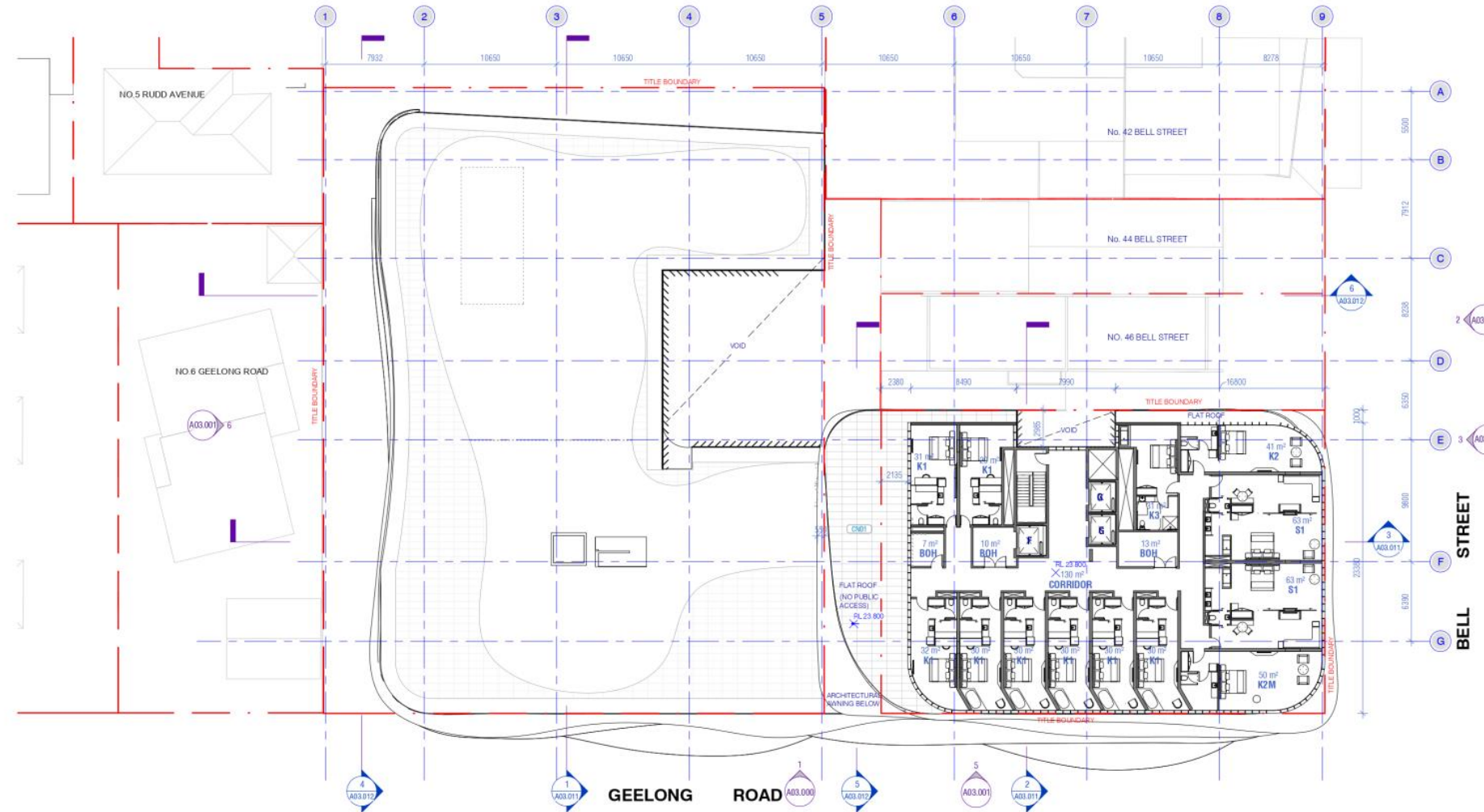


DRAWING TITLE
 THIRD FLOOR
 PROJECT NAME
 TORQUAY HOTEL

TOWN PLANNING

REGION BUILDING ATTRIBUTE
5 HOTEL

DRAWING NO
A01.007



CAR PARKING BAY SCHEDULE

| HOTEL/RETAIL CARPARKS | | NO. | % |
|------------------------------------|-----|-------|---|
| B03 | | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% | |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% | |
| PARKING BAY 2600 x 4900 | 84 | 40.8% | |
| PARKING BAY TANDEM | 10 | 4.9% | |
| B02 | | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% | |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% | |
| PARKING BAY 2600 x 4900 | 82 | 39.8% | |
| PARKING BAY TANDEM | 9 | 4.4% | |
| | 107 | 50.6% | |

PUBLIC CAR PARKS

| | | | |
|-----------------------------|------------|---------------|--|
| G00A | | | |
| DDA PARKING BAY 2400 x 5400 | 1 | 0.5% | |
| PARKING BAY 2600 x 4900 | 8 | 3.9% | |
| | 9 | 4.4% | |
| TOTAL PARKING BAY | 208 | 100.0% | |

BICYCLE SPACE 30

DEVELOPMENT SUMMARY

| DEVELOPMENT | AREA | % |
|-------------------------------|---------------------------|-------------|
| SITE TITLE | | |
| BUILT AREA | 2759 m ² | 92% |
| | 2759 m ² | 92% |
| PUBLIC LAND | | |
| BUILT AREA | 111 m ² | 4% |
| | 111 m ² | 4% |
| | 134 m ² | 4% |
| | 134 m ² | 4% |
| TOTAL DEVELOPMENT AREA | 3004 m² | 100% |

HOTEL ROOM BREAKDOWN

| ROOM TYPE | NO. | % | TOTAL AREA |
|--------------|------------|-------------|---------------------------|
| K1 | 104 | 81% | 3159 m ² |
| K2 | 4 | 3% | 157 m ² |
| K2M | 3 | 2% | 136 m ² |
| K3 | 4 | 3% | 137 m ² |
| K4 | 1 | 1% | 37 m ² |
| K4M | 1 | 1% | 37 m ² |
| K6 | 2 | 2% | 77 m ² |
| K7 | 2 | 2% | 89 m ² |
| K8 | 1 | 1% | 33 m ² |
| S1 | 6 | 5% | 327 m ² |
| TOTAL | 128 | 100% | 4149 m² |

FLOOR PLATE AREA SUMMARY

| LEVEL | AREA |
|-------------------|----------------------------|
| B03 | 2809 m ² |
| B02 | 2797 m ² |
| B01 | 2666 m ² |
| G00A | 3394 m ² |
| G00B | 1259 m ² |
| L01 | 1991 m ² |
| L02 | 2064 m ² |
| L03 | 785 m ² |
| L04 | 662 m ² |
| TOTAL AREA | 18408 m² |

180 WESTON STREET
 SPRINGBROOK EAST VIC 3107
 LEVEL 3, 2 DREWERY PLACE
 MELBOURNE, VIC 3000
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 C:\18\0419 / D18\118139 PROJECT REV: 01\01\2018

PROJECT MANAGEMENT
 STRUCTURE & SERVICES
 BUILDING SURVEYOR
 MANAGING CONTRACTOR

| REV | DESCRIPTION | DATE |
|-----|--|------------|
| 1 | ISSUED FOR CONSULTANT COORDINATION | 13.07.2018 |
| 2 | ISSUED FOR PREAPPLICATION | 10.08.2018 |
| 3 | ISSUED FOR TOWNPLANNING CONSULTANTS REVIEW | 24.08.2018 |
| 4 | ISSUED FOR TOWN PLANNING APPLICATION | 30.08.2018 |
| 5 | ISSUED FOR TOWN PLANNING APPLICATION | 07.09.2018 |



PROJECT LOCATION
 2 - 4 GEELONG ROAD
 AND 48 - 50 BELL
 STREET
 TORQUAY 3228
 VICTORIA
 BARNES CAPITAL
 DRAWING SCALE 1:200 SHEET SIZE A1 PROJECT NO. 228
 DRAWING DATE 06/26/18 CHECK JM DRAW AS

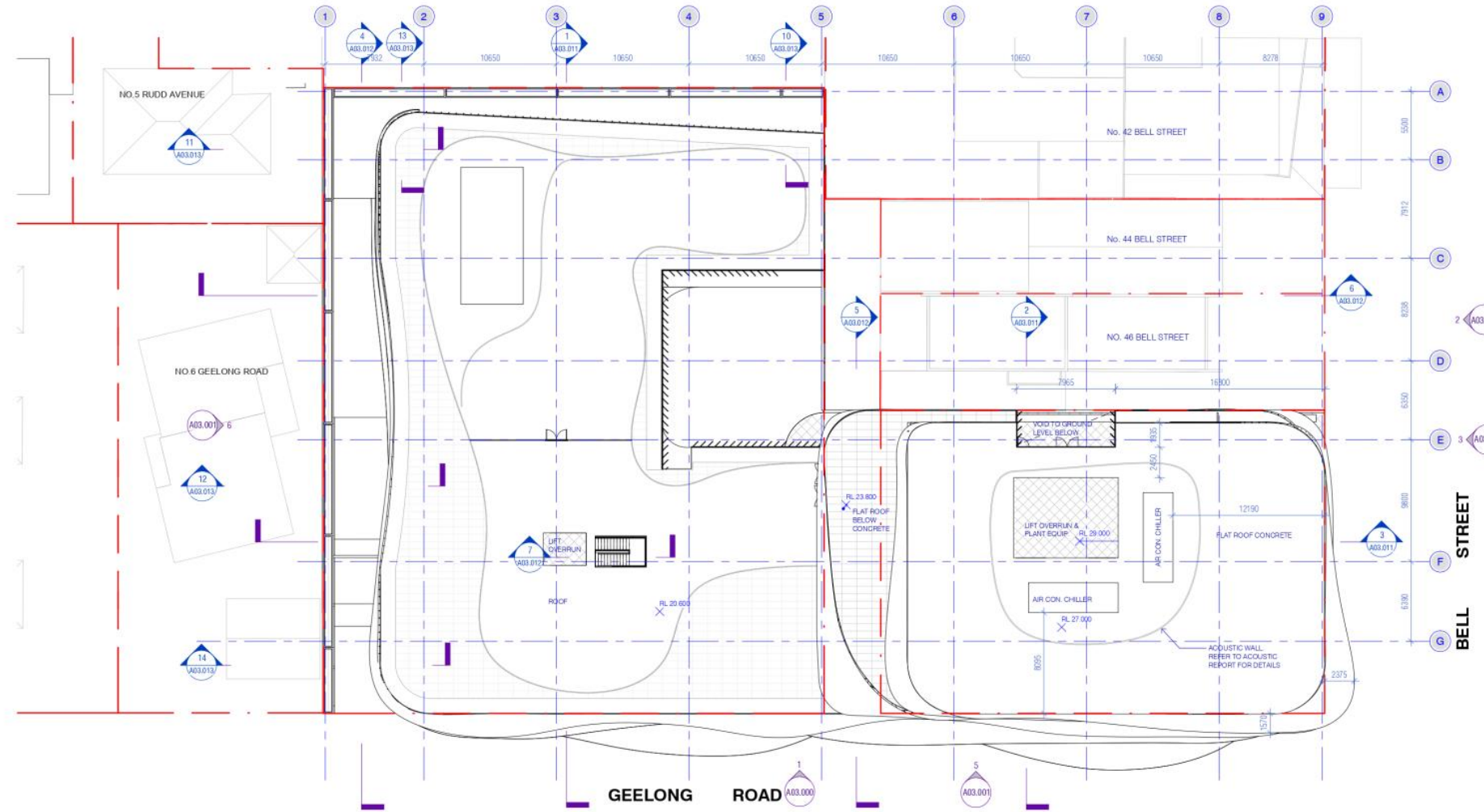


DRAWING TITLE
 FOURTH FLOOR
 PROJECT NAME
 TORQUAY HOTEL

TOWN PLANNING

REVISION BUILDING ATTRIBUTE
5 HOTEL

DRAWING NO.
A01.008



CAR PARKING BAY SCHEDULE

| HOTEL/RETAIL CARPARKS | | NO. | % |
|------------------------------------|-----|-------|---|
| B03 | | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% | |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% | |
| PARKING BAY 2600 x 4900 | 84 | 40.8% | |
| PARKING BAY TANDEM | 10 | 4.9% | |
| B02 | | | |
| DDA PARKING BAY 2600 x 5400 | 2 | 1.0% | |
| MOTORCYCLE PARKING BAY 1200 x 2500 | 4 | 1.9% | |
| PARKING BAY 2600 x 4900 | 82 | 39.8% | |
| PARKING BAY TANDEM | 9 | 4.4% | |
| | 107 | 96.6% | |

PUBLIC CAR PARKS

| G00A | | NO. | % |
|-----------------------------|------------|---------------|---|
| DDA PARKING BAY 2400 x 5400 | 1 | 0.5% | |
| PARKING BAY 2600 x 4900 | 8 | 3.9% | |
| | 9 | 4.4% | |
| TOTAL PARKING BAY | 208 | 100.0% | |

BICYCLE SPACE 30

DEVELOPMENT SUMMARY

| DEVELOPMENT | AREA | % |
|-------------------------------|---------------------------|-------------|
| SITE TITLE | | |
| BUILT AREA | 2759 m ² | 92% |
| | 2759 m ² | 92% |
| PUBLIC LAND | | |
| BUILT AREA | 111 m ² | 4% |
| | 111 m ² | 4% |
| | 134 m ² | 4% |
| | 134 m ² | 4% |
| TOTAL DEVELOPMENT AREA | 3004 m² | 100% |

HOTEL ROOM BREAKDOWN

| ROOM TYPE | NO. | % | TOTAL AREA |
|--------------|------------|-------------|---------------------------|
| K1 | 104 | 81% | 3159 m ² |
| K2 | 4 | 3% | 157 m ² |
| K2M | 3 | 2% | 136 m ² |
| K3 | 4 | 3% | 137 m ² |
| K4 | 1 | 1% | 37 m ² |
| K4M | 1 | 1% | 37 m ² |
| K6 | 2 | 2% | 77 m ² |
| K7 | 2 | 2% | 89 m ² |
| K8 | 1 | 1% | 33 m ² |
| S1 | 6 | 5% | 327 m ² |
| TOTAL | 128 | 100% | 4149 m² |

FLOOR PLATE AREA SUMMARY

| LEVEL | AREA |
|-------------------|----------------------------|
| B03 | 2809 m ² |
| B02 | 2797 m ² |
| B01 | 2666 m ² |
| G00A | 3394 m ² |
| G00B | 1259 m ² |
| L01 | 1991 m ² |
| L02 | 2064 m ² |
| L03 | 785 m ² |
| L04 | 662 m ² |
| TOTAL AREA | 16408 m² |

181 WESTON STREET
SPRINGBROOK EAST VIC 3197
LEVEL 3, 2 DREWERY PLACE
MELBOURNE, VIC 3000

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18/04/19 / D18/119139

PROJECT MANAGEMENT
STRUCTURE & SERVICES
BUILDING SURVEYOR
MANAGING CONTRACTOR

| REV | DESCRIPTION | DATE |
|-----|--|------------|
| 2 | ISSUED FOR PREAPPLICATION | 10.08.2018 |
| 3 | ISSUED FOR TOWNPLANNING CONSULTANTS REVIEW | 24.08.2018 |
| 4 | ISSUED FOR TOWN PLANNING APPLICATION | 30.08.2018 |
| 5 | ISSUED FOR TOWN PLANNING APPLICATION | 07.09.2018 |



PROJECT LOCATION
2 - 4 GEELONG ROAD
AND 48 - 50 BELL
STREET
TORQUAY 3228
VICTORIA
BARNES CAPITAL

DRAWING SCALE 1:200 SHEET SIZE A1 PROJECT NO 228

DRAWING DATE 06/26/18 CHECK JM DRAWN AS



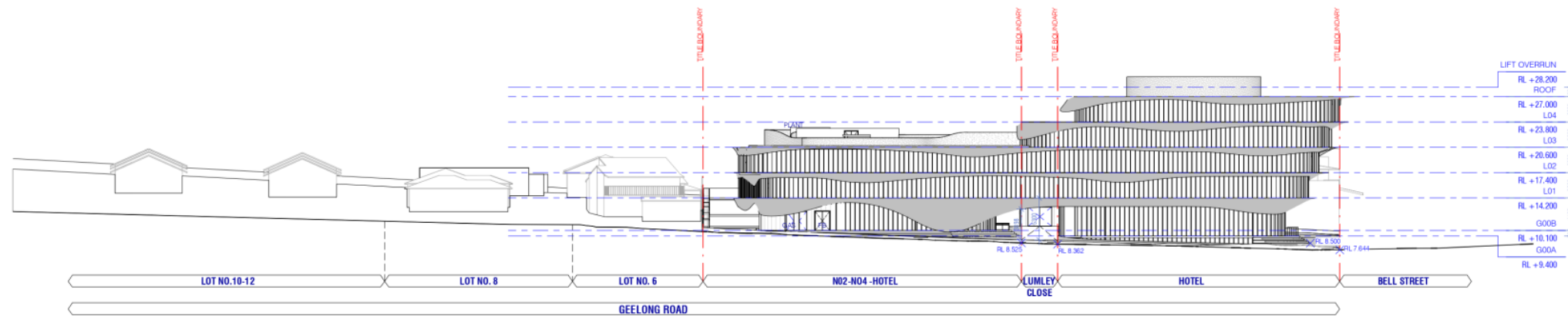
DRAWING TITLE
ROOF PLAN

PROJECT NAME
TORQUAY HOTEL

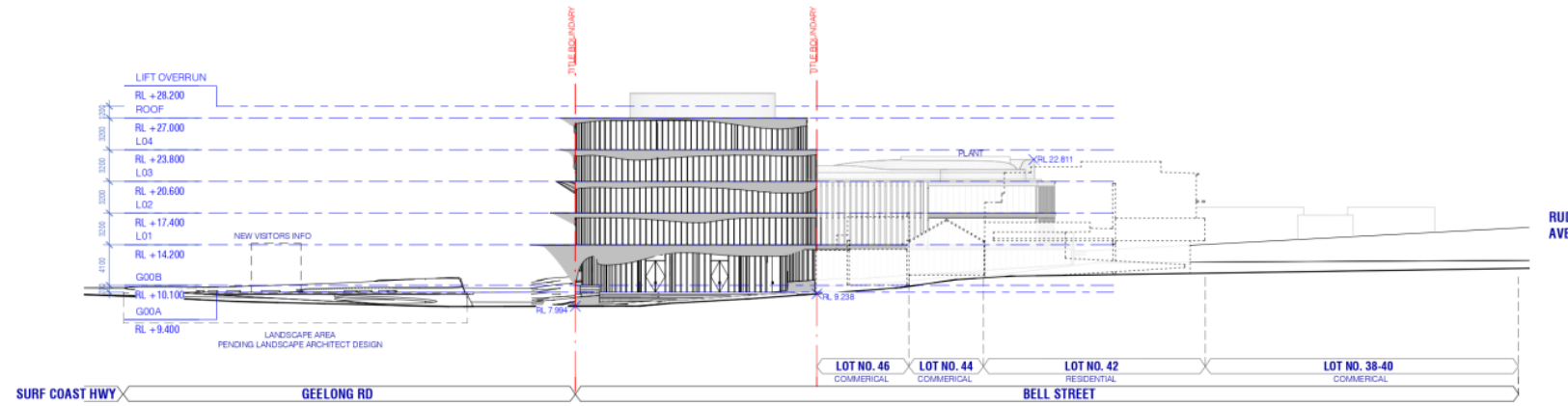
TOWN PLANNING

REGION BUILDING ATTRIBUTE
5 HOTEL

DRAWING NO
A01.010



1 GEELONG ROAD STREETCAPE ELEVATION
 1 : 300



2 BELL STREET STREETCAPE ELEVATION
 1 : 300

580 WESTON STREET
 SPRINGBROOK EAST VIC 3087
 LEVEL 3, 2 DREWERY PLACE
 MELBOURNE, VIC 3000

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 info@hachem.com.au
 info@10 +61 1300 794 560
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PROJECT MANAGEMENT
 STRUCTURE & SERVICES
 BUILDING SURVEYOR
 MANAGING CONTRACTOR

| REV | DESCRIPTION | DATE |
|-----|--|------------|
| 2 | ISSUED FOR PREAPPLICATION | 10.08.2018 |
| 3 | ISSUED FOR TOWNPLANNING CONSULTANTS REVIEW | 24.08.2018 |
| 4 | ISSUED FOR TOWN PLANNING APPLICATION | 30.08.2018 |
| 5 | ISSUED FOR TOWN PLANNING APPLICATION | 07.09.2018 |

PROJECT LOCATION
 2 - 4 GEELONG ROAD
 AND 48 - 50 BELL
 STREET
 TORQUAY 3228
 VICTORIA
 BARNES CAPITAL

DRAWING SCALE
 1 : 300

DRAWING DATE
 05/29/18

CHECK
 JM

DRAWN
 AS

PROJECT NO.
 228



DRAWING TITLE
 STREET SCAPE ELEVATIONS

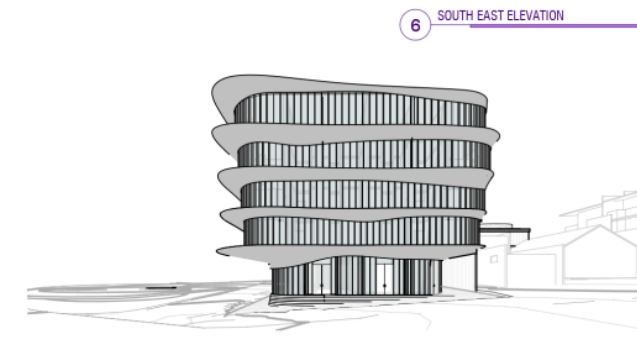
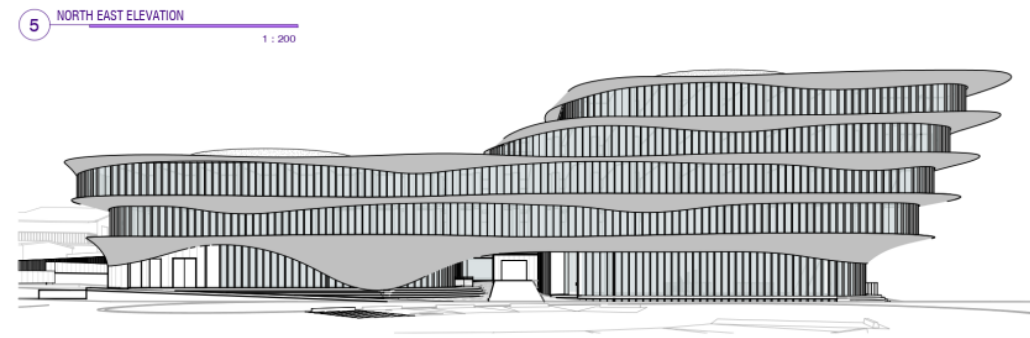
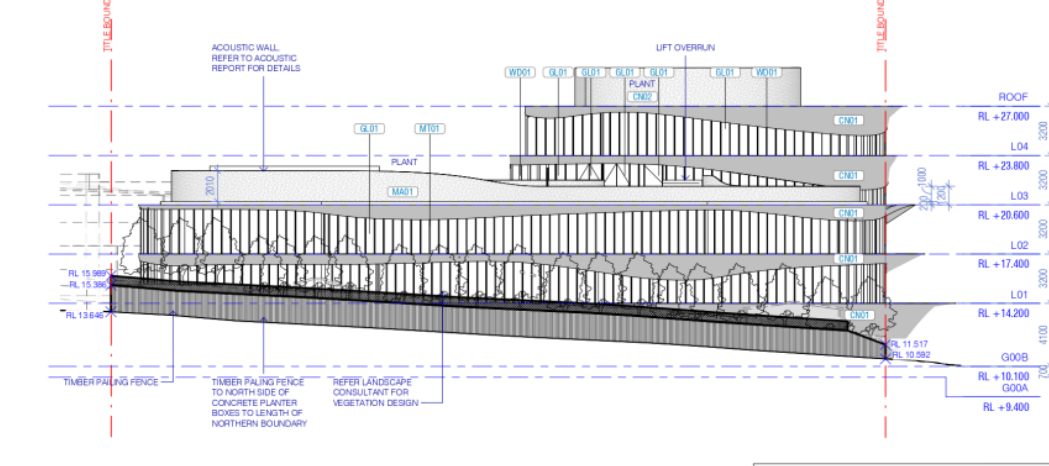
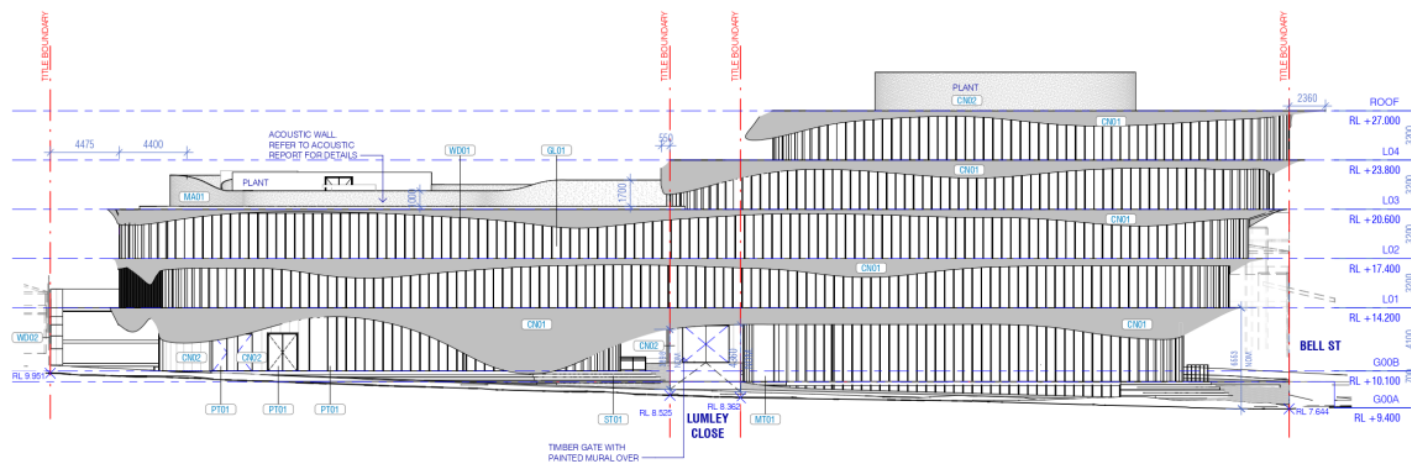
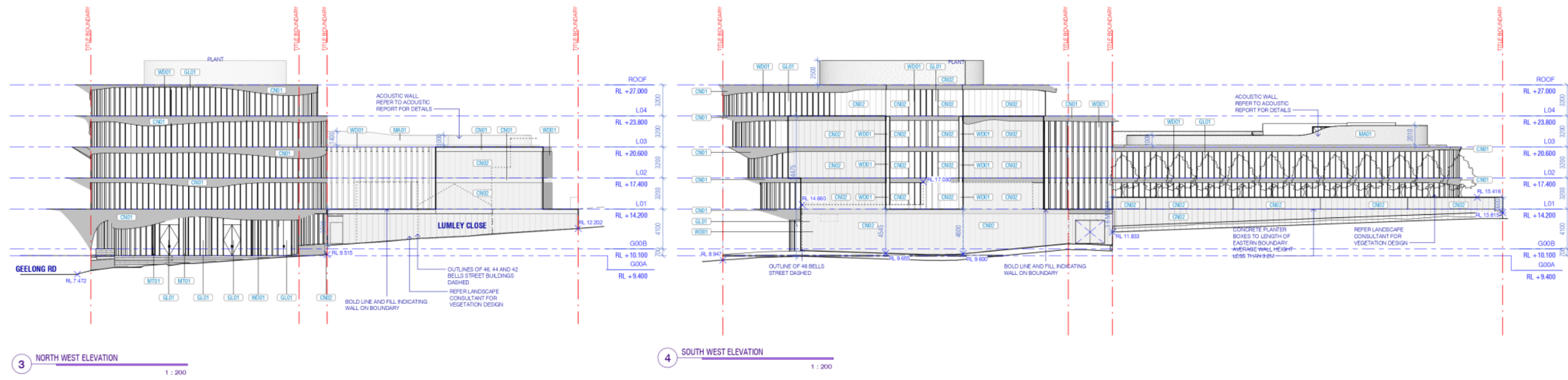
PROJECT NAME
 TORQUAY HOTEL

TOWN PLANNING

REVISION
5

BUILDING ATTRIBUTE
 HOTEL

DRAWING NO.
A03.000



MATERIAL & FINISHES LEGEND
 COLOUR SWATCHES ARE INDICATIVE OF THE MATERIAL FINISH.

| | |
|------|---------------------------------|
| WO01 | TIMBER MULLION |
| WO02 | TIMBER PALING FENCE |
| MA01 | HEBEL WALL WITH CONCRETE RENDER |
| GL01 | GLAZING / GLASS / MIRROR |
| CN01 | GRC FACADE PANELS |
| CN02 | VERTICALLY BANDED CONCRETE |
| ST01 | SANDSTONE TILES / COBBLES |
| CT01 | LARGE FORMAT CERAMIC TILES |
| MT01 | MIRROR FINISHED STAINLESS STEEL |
| PT01 | LIGHT GREY PAINTED METAL |

TOWN PLANNING

580 WESTON STREET
 SPRINGBROOK EAST VIC 3007
 LEVEL 3, 2 DREWERY PLACE
 MELBOURNE, VIC 3000

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18/04/19 / D18/118139

PROJECT MANAGEMENT
 STRUCTURE & SERVICES
 BUILDING SURVEYOR
 MANAGING CONTRACTOR

| REV | DESCRIPTION | DATE |
|-----|--|------------|
| 2 | ISSUED FOR PREAPPLICATION | 10.08.2018 |
| 3 | ISSUED FOR TOWNPLANNING CONSULTANTS REVIEW | 24.08.2018 |
| 4 | ISSUED FOR TOWN PLANNING APPLICATION | 30.08.2018 |
| 5 | ISSUED FOR TOWN PLANNING APPLICATION | 07.09.2018 |

PROJECT LOCATION
 2 - 4 GEELONG ROAD
 AND 48 - 50 BELL
 STREET
 TORQUAY 3228
 VICTORIA
 BARNES CAPITAL

DRAWING SCALE
 As indicated

DRAWING DATE
 07/23/18

CHECK
 JM

DRAWN
 AS



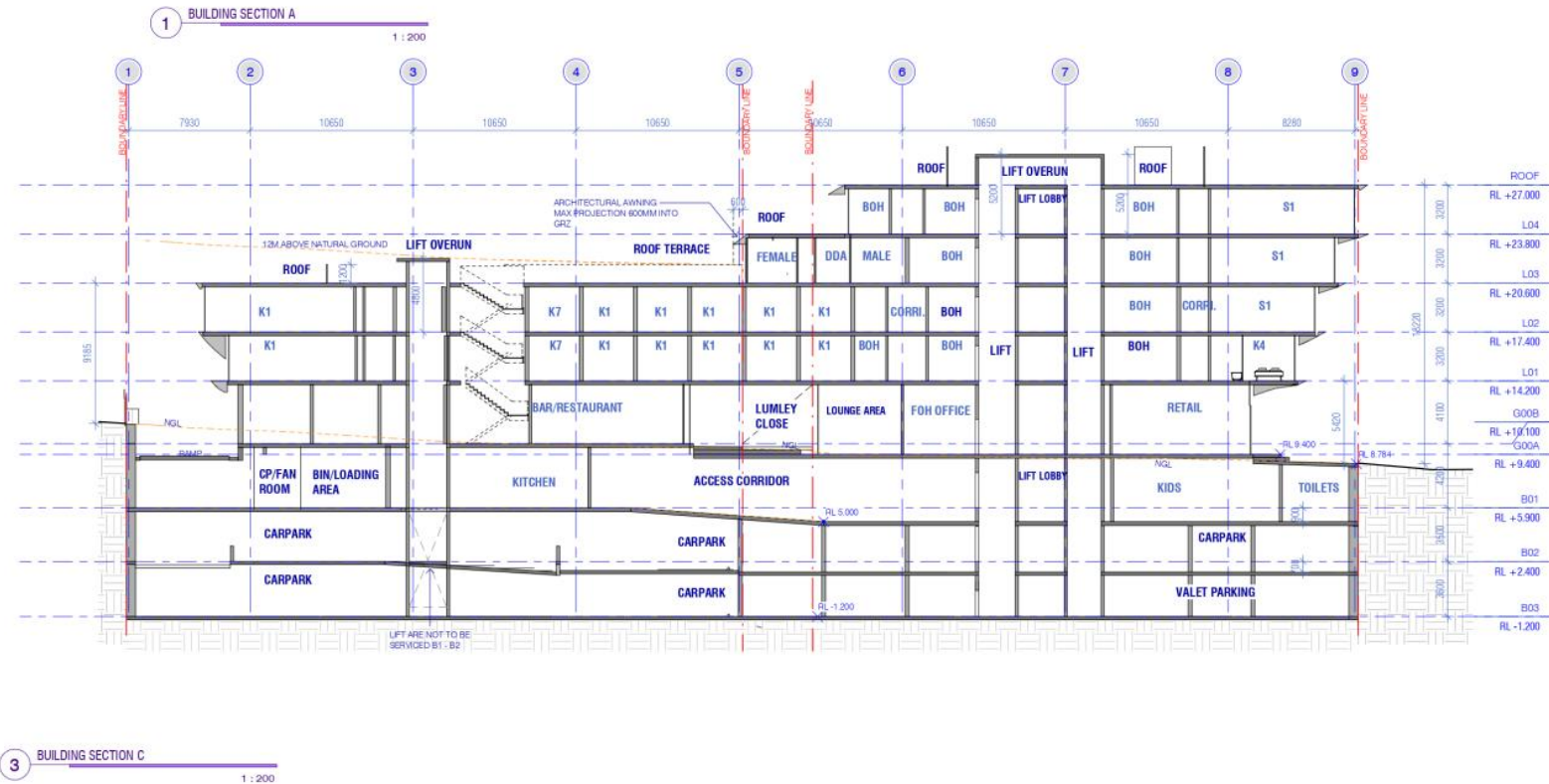
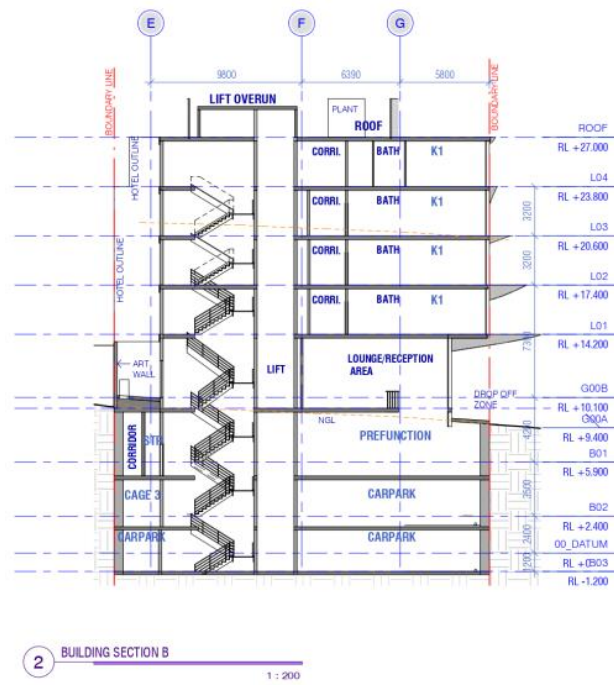
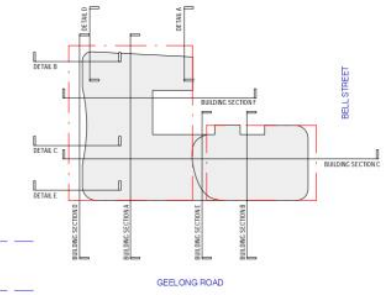
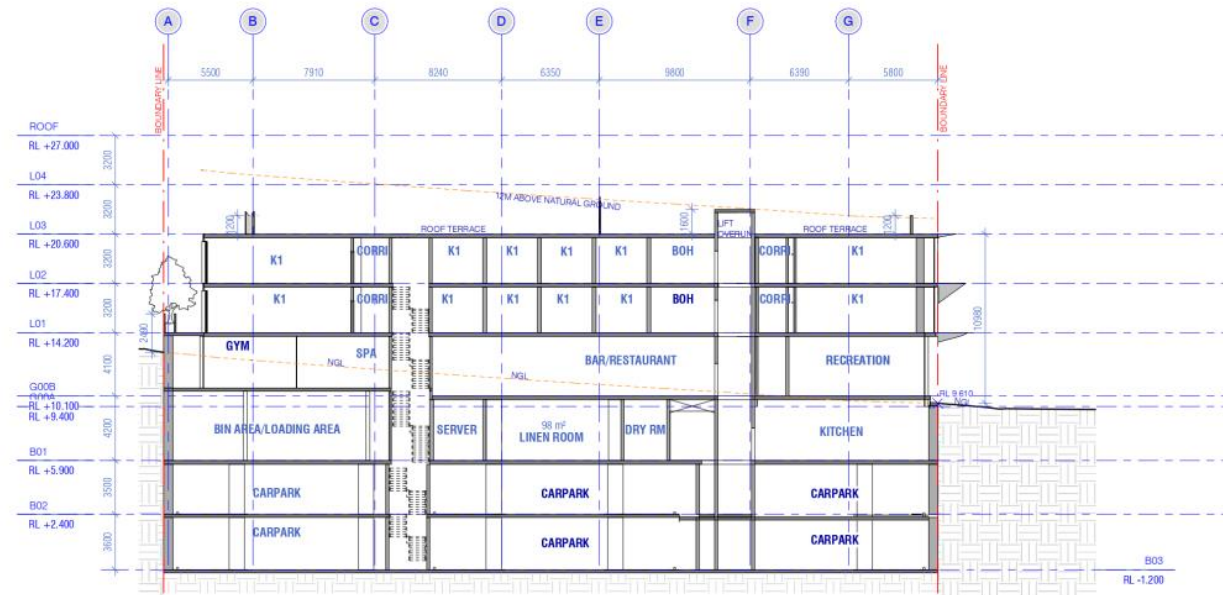
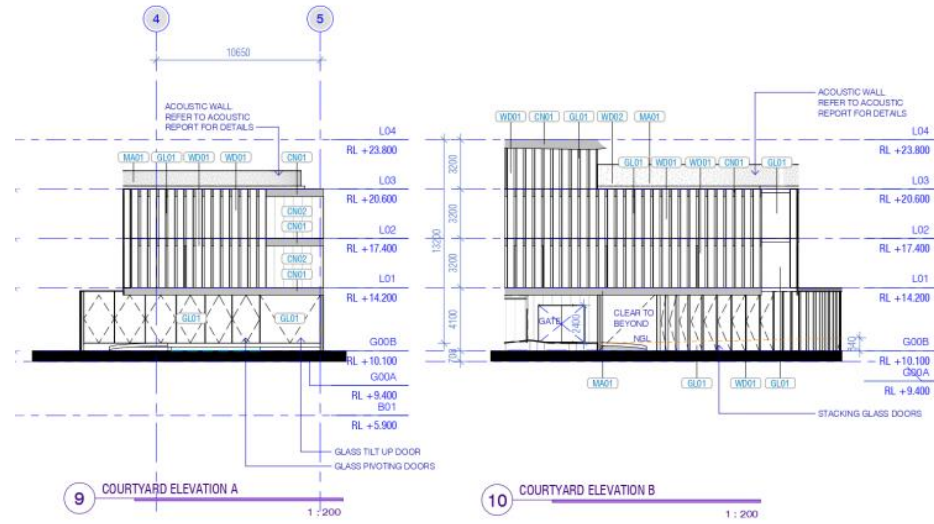
DRAWING TITLE
 BUILDING ELEVATIONS

PROJECT NAME
 TORQUAY HOTEL

REVISION
5

BUILDING ATTRIBUTE
 HOTEL

DRAWING NO.
A03.001



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PROJECT LOCATION
 2 - 4 GEELONG ROAD
 AND 48 - 50 BELL
 STREET
 TORQUAY 3228
 VICTORIA
 BARNES CAPITAL

DRAWING SCALE
 As indicated

SHEET SIZE
 A1

PROJECT NO
 228

DRAWING DATE
 07/05/18

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DRAWN
 Author



DRAWING TITLE
 BUILDING ELEVATIONS &
 SECTIONS

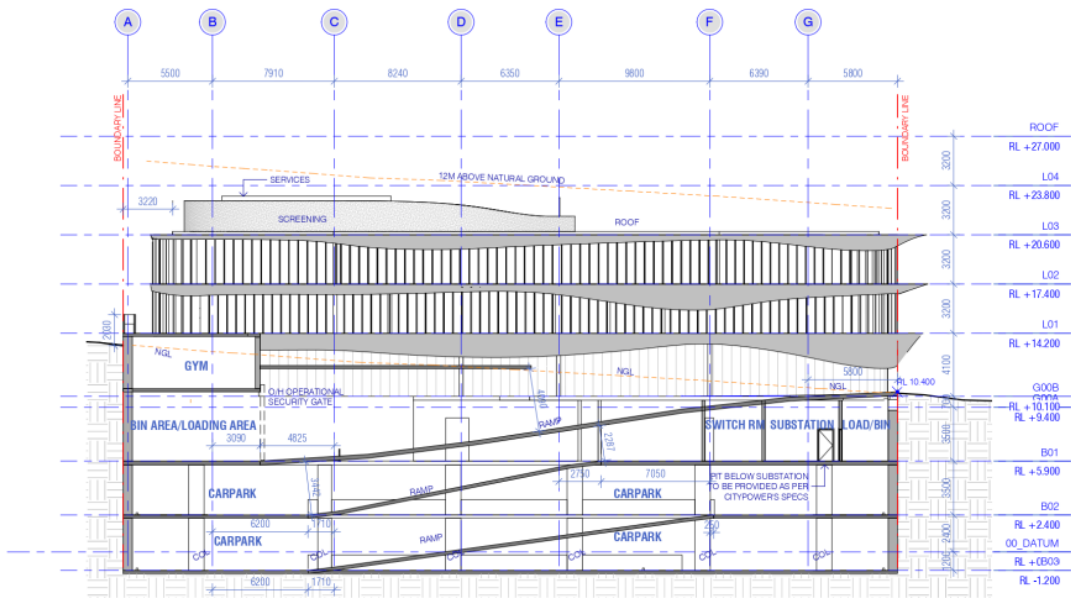
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 TORQUAY HOTEL

TOWN PLANNING

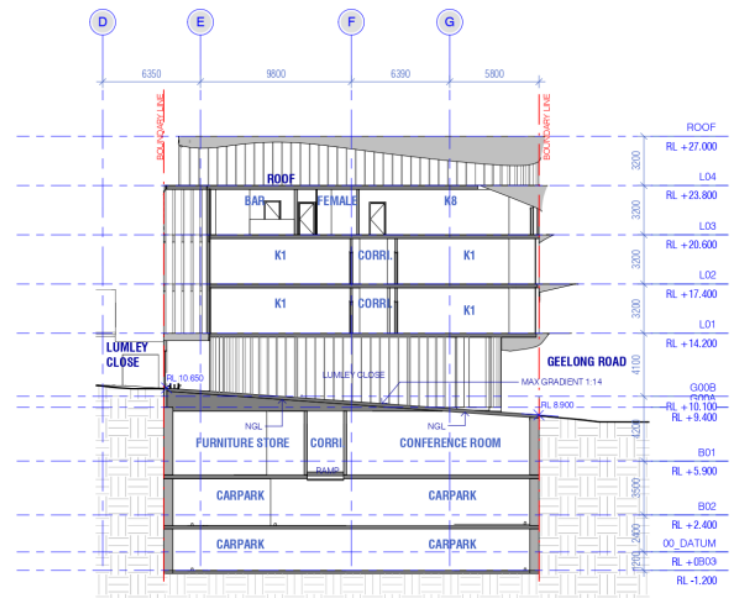
REVISION
5

BUILDING ATTRIBUTE
 HOTEL

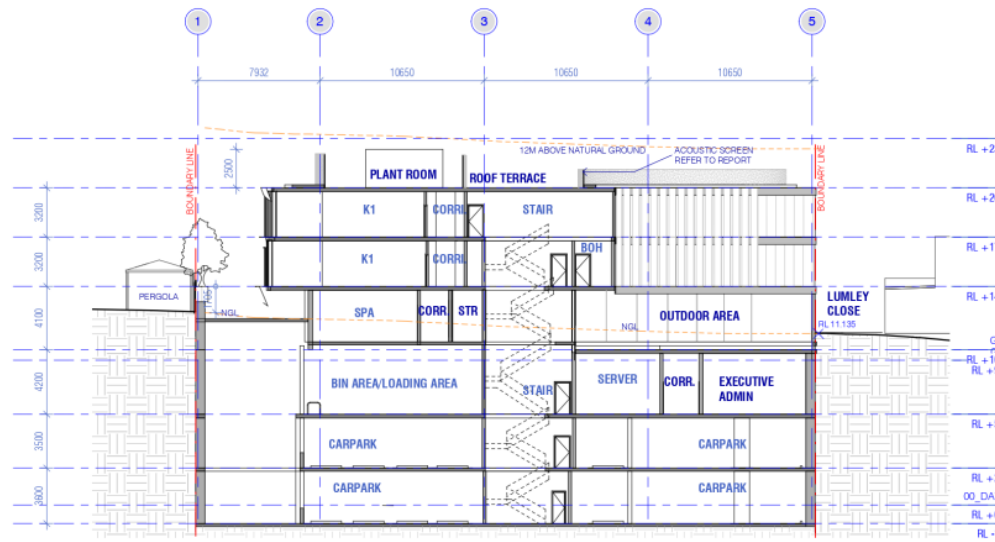
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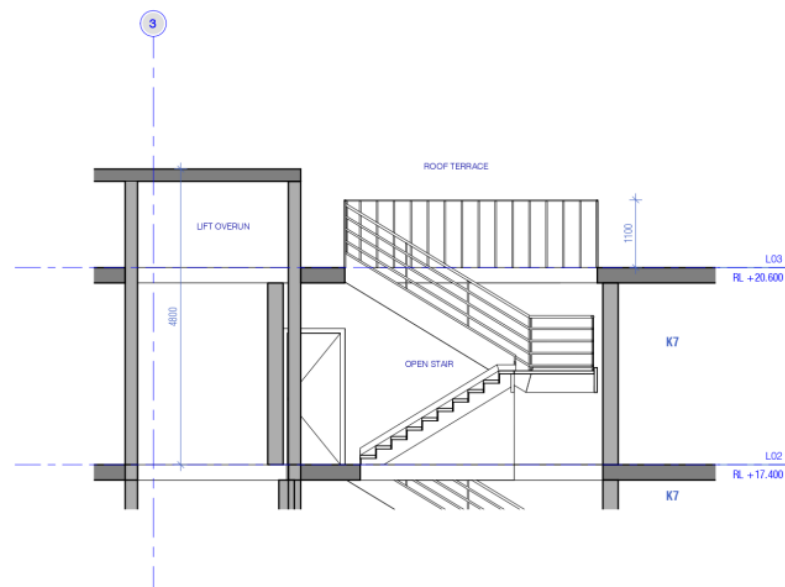
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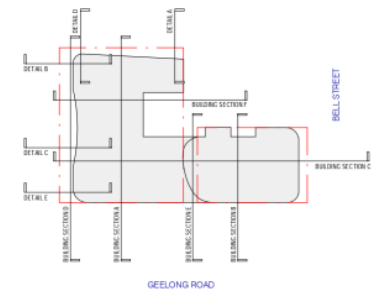
5 BUILDING SECTION E
 1 : 200



6 BUILDING SECTION F
 1 : 200



7 STAIR SECTION
 1 : 50



TOWN PLANNING

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 Planning Department
 20/09/2018

PROJECT MANAGEMENT
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 BUILDING SURVEYOR
 MANAGING CONTRACTOR

| REV | DESCRIPTION | DATE |
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PROJECT LOCATION
 2 - 4 GEELONG ROAD
 AND 48 - 50 BELL
 STREET
 TORQUAY 3228
 VICTORIA
 BARNES CAPITAL

DRAWING SCALE
 As indicated

DRAWING DATE
 07/24/18

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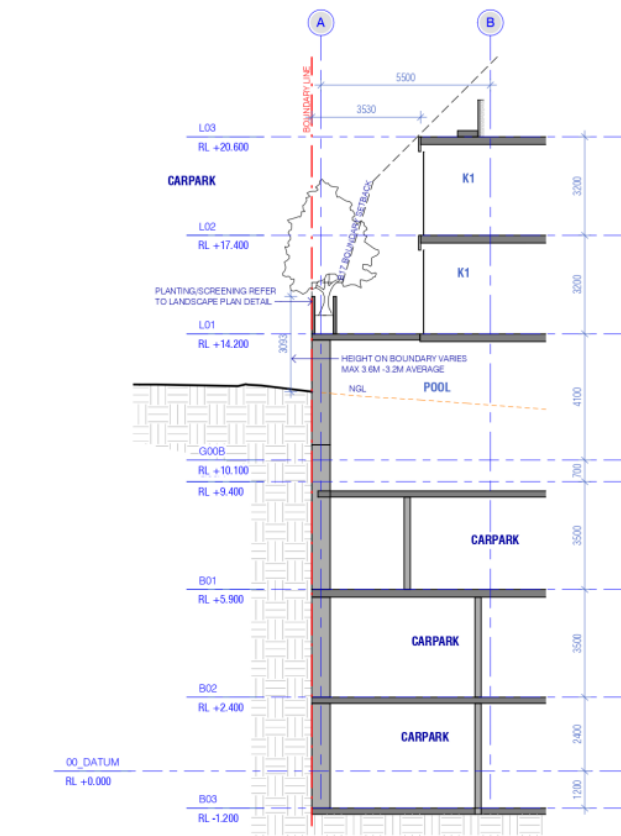
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 BUILDING SECTIONS

PROJECT NAME
 TORQUAY HOTEL

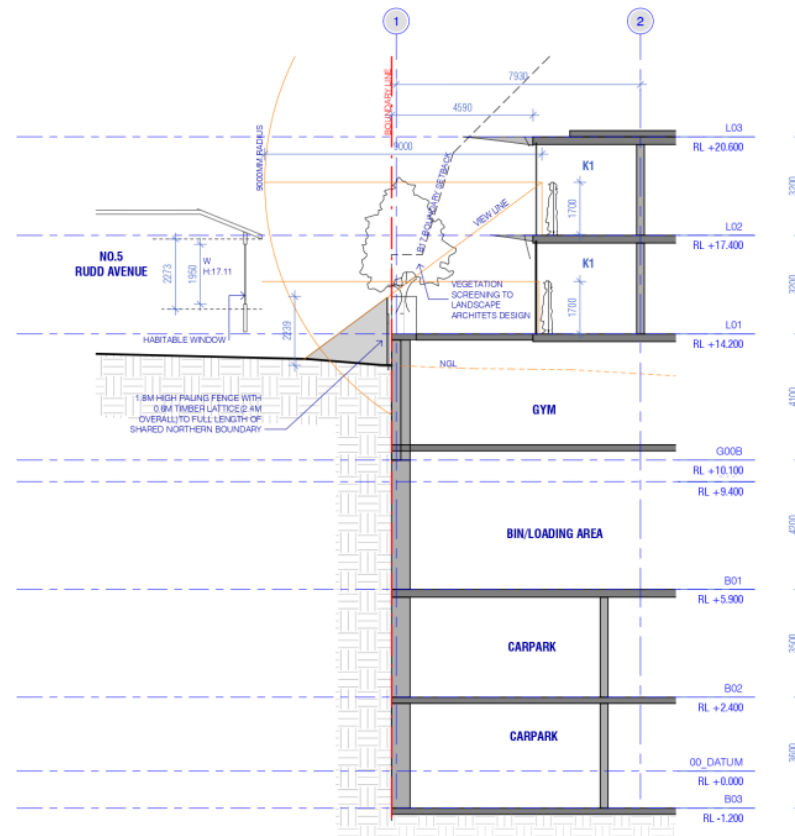
REVISION
 5

BUILDING / ATTRIBUTE
 HOTEL

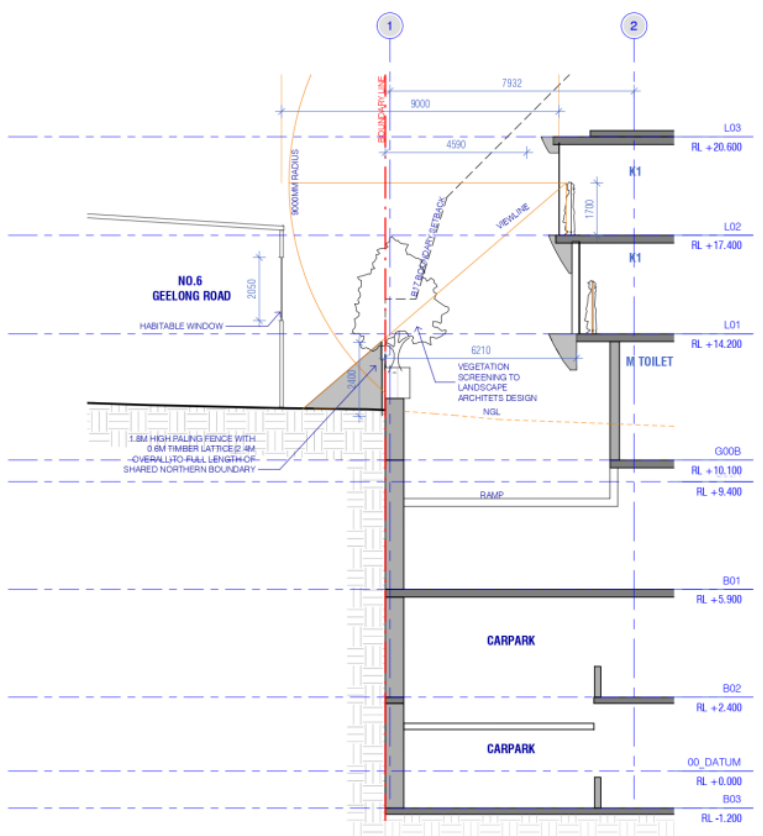
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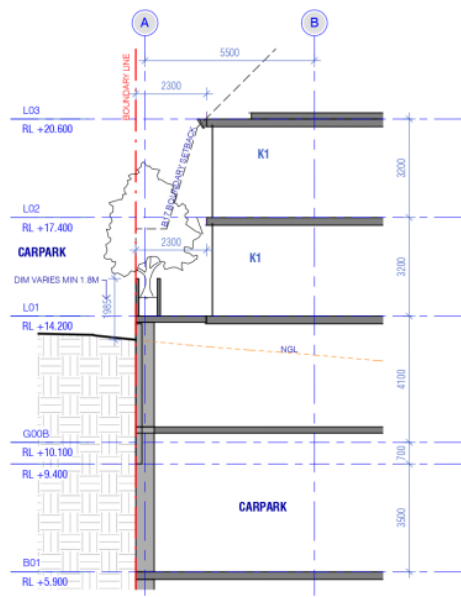
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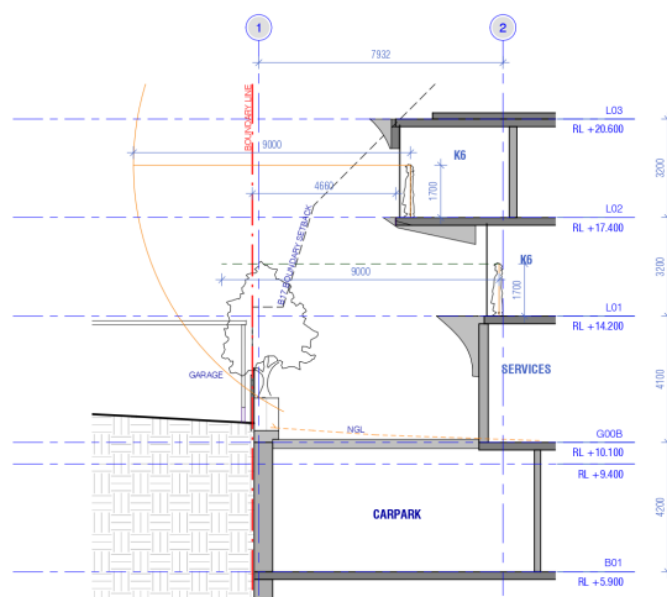
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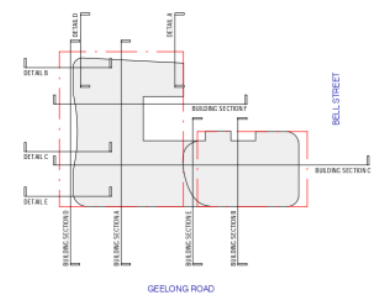
12 DETAIL SECTION C
 1:100



13 DETAIL SECTION D
 1:100



14 DETAIL SECTION E
 1:100



TOWN PLANNING

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PROJECT MANAGEMENT
 STRUCTURE & SERVICES
 BUILDING SURVEYOR
 MANAGING CONTRACTOR

| REV | DESCRIPTION | DATE |
|-----|--|------------|
| 2 | ISSUED FOR PREAPPLICATION | 10.08.2018 |
| 3 | ISSUED FOR TOWNPLANNING CONSULTANTS REVIEW | 24.08.2018 |
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| 5 | ISSUED FOR TOWN PLANNING APPLICATION | 07.09.2018 |

PROJECT LOCATION
 2 - 4 GEELONG ROAD
 AND 48 - 50 BELL
 STREET
 TORQUAY 3228
 VICTORIA
 BARNES CAPITAL

DRAWING SCALE
 As indicated

DRAWING DATE
 07/05/18

CHECKER
 Author



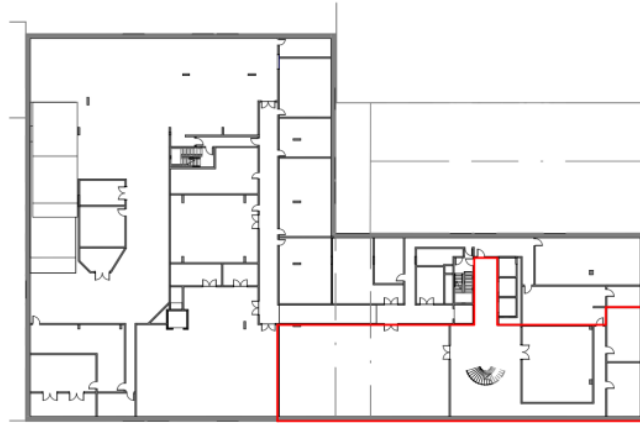
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 BUILDING SECTIONS

PROJECT NAME
 TORQUAY HOTEL

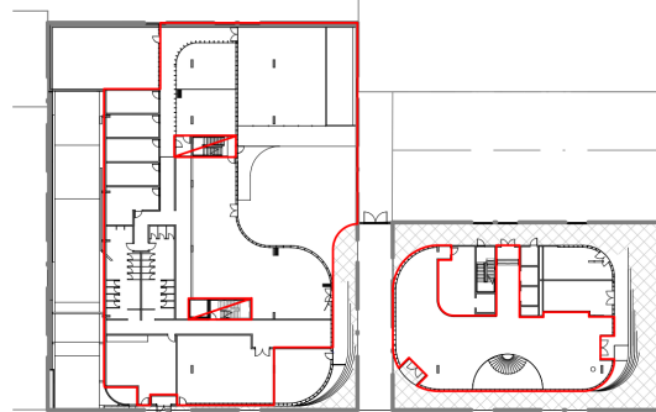
REVISION
 5

BUILDING / ATTRIBUTE
 HOTEL

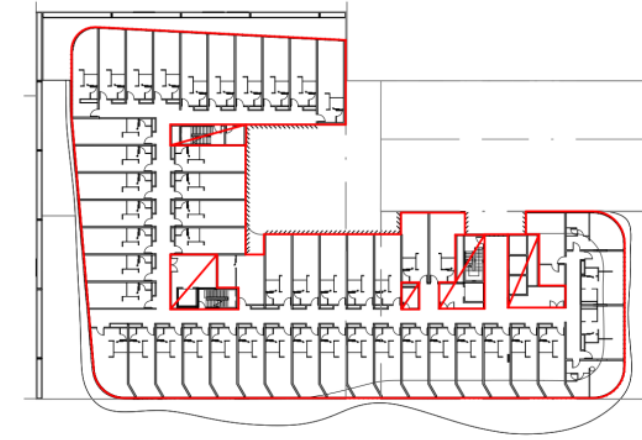
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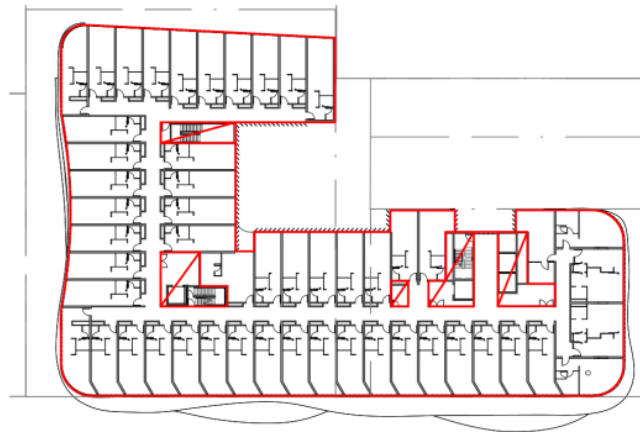
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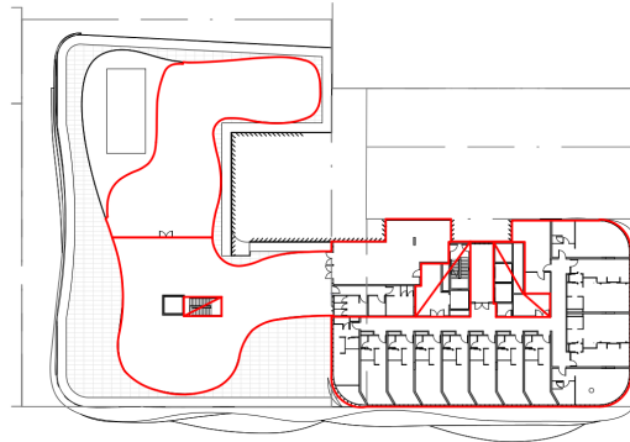
2 LIQUOR LICENCE AREA - GROUND FLOOR
 1:400



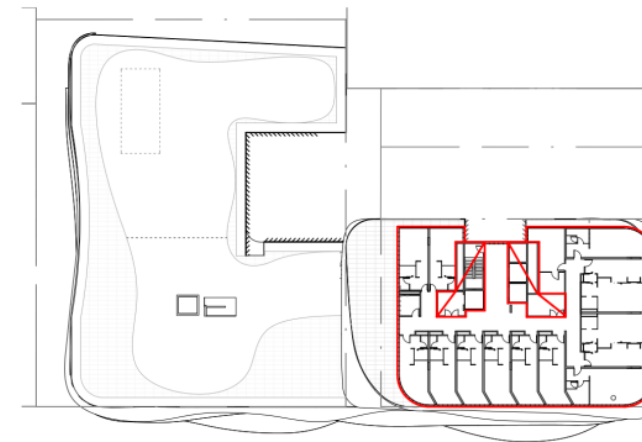
3 LIQUOR LICENCE AREA - LEVEL 01
 1:400



4 LIQUOR LICENCE AREA - LEVEL 02
 1:400



5 LIQUOR LICENCE AREA - LEVEL 03
 1:400



6 LIQUOR LICENCE AREA - LEVEL 04
 1:400

RED LINE DENOTES LIQUOR LICENCE AREA

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PROJECT MANAGEMENT
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BUILDING SURVEYOR
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| REV | DESCRIPTION | DATE |
|-----|--------------------------------------|------------|
| 5 | ISSUED FOR TOWN PLANNING APPLICATION | 07.09.2018 |



PROJECT LOCATION
 2 - 4 GEELONG ROAD
 AND 48 - 50 BELL
 STREET
 TORQUAY 3228
 VICTORIA
 BARNES CAPITAL

DRAWING SCALE: As indicated
 SHEET SIZE: A1
 PROJECT NO: 228
 DRAWING DATE: 09/07/18
 CHECK: Checker
 DRAWN: Author



DRAWING TITLE
 LIQUOR LICENCE AREA PLAN
 PROJECT NAME
 TORQUAY HOTEL

TOWN PLANNING

REVISION: 5 BUILDING ATTRIBUTE: HOTEL

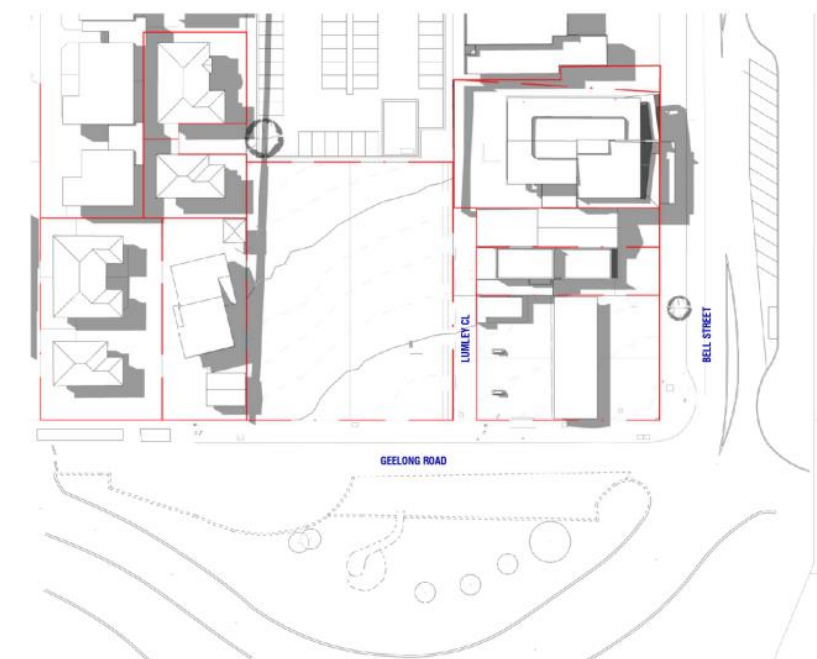
DRAWING NO:
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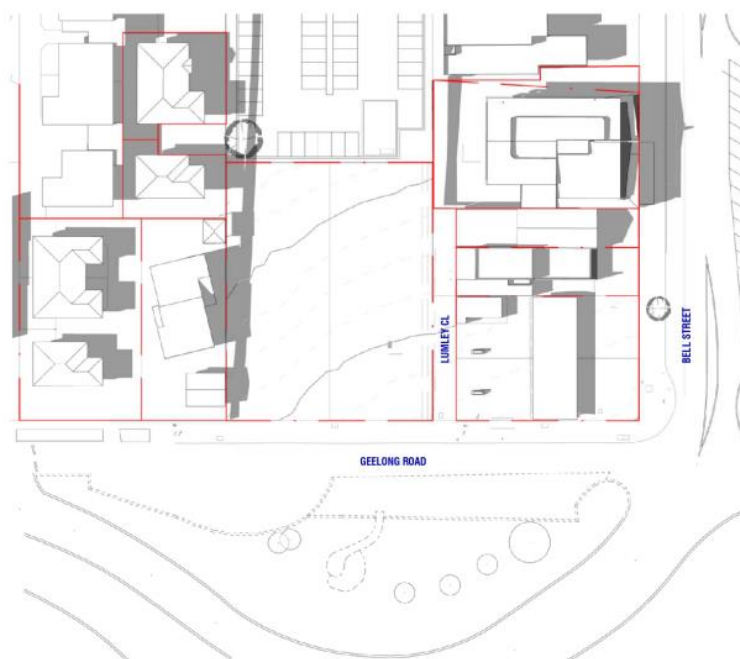
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1:600



2 EXISTING SHADOW DIAGRAM - 22 SEPT - 11AM
1:600



4 EXISTING SHADOW DIAGRAM - 22 SEPT - 1PM
1:600



3 EXISTING SHADOW DIAGRAM - 22 SEPT - 3PM
1:600

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LEVEL 3, 2 DREWERY PLACE
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PROJECT MANAGEMENT
STRUCTURE & SERVICES
BUILDING SURVEYOR
MANAGING CONTRACTOR

| REV | DESCRIPTION | DATE |
|-----|--|------------|
| 2 | ISSUED FOR PREAPPLICATION | 10.08.2018 |
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PROJECT LOCATION
2 - 4 GEELONG ROAD
AND 48 - 50 BELL
STREET
TORQUAY 3228
VICTORIA
BARNES CAPITAL

DRAWING SCALE 1:600
SHEET SIZE A1
PROJECT NO 228
DRAWING DATE 05/29/18
CHECK JM
DRAW AS



DRAWING TITLE
EXISTING SHADOW DIAGRAMS
PROJECT NAME
TORQUAY HOTEL

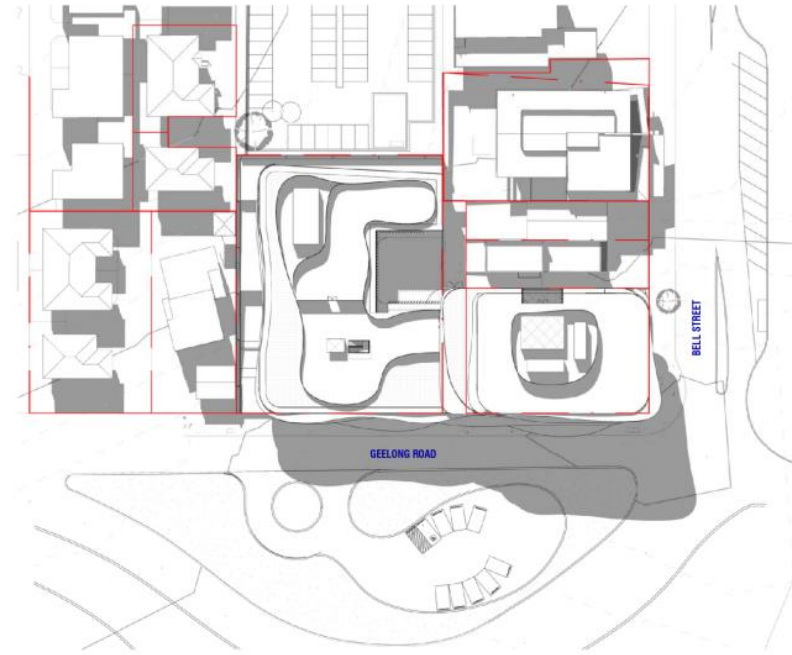
TOWN PLANNING

REVISION BUILDING ATTRIBUTE
5 HOTEL

DRAWING NO
A16.000



1 PROPOSED SHADOW DIAGRAM - 22 SEPT - 9AM
 1 : 600



2 PROPOSED SHADOW DIAGRAM - 22 SEPT - 11AM
 1 : 600



3 PROPOSED SHADOW DIAGRAM - 22 SEPT - 1PM
 1 : 600



4 PROPOSED SHADOW DIAGRAM - 22 SEPT - 3PM
 1 : 600

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PROJECT MANAGEMENT
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PROJECT LOCATION
 2 - 4 GEELONG ROAD
 AND 48 - 50 BELL
 STREET
 TORQUAY 3228
 VICTORIA
 BARNES CAPITAL

DRAWING SCALE 1 : 600
 SHEET SIZE A1
 PROJECT NO 228
 DRAWING DATE 06/26/18
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DRAWING TITLE
 PROPOSED SHADOW DIAGRAMS
 PROJECT NAME
 TORQUAY HOTEL

TOWN PLANNING
 REGION 5
 BUILDING ATTRIBUTE HOTEL

DRAWING NO
A16.001