



Agenda

Planning Review Meeting

Wednesday 8 May 2013 at 7:00pm

Queenscliff Town Hall
50 Learmonth Street, Queenscliff

Distribution

Councillors

Cr. Helene Cameron (Mayor)
Cr. Bob Merriman (Deputy Mayor)
Cr. Graham J Christie, JP
Cr. Susan Salter
Cr. Sue Wasterval

Officers

Lenny Jenner, Chief Executive Officer
Phil Josipovic, General Manager Planning & Infrastructure
Mitch Hodgson, Senior Planner

In accordance with the Borough of Queenscliffe Local Law No 1, 2010, the information contained within this Agenda is for the confidential and privileged use of Councillors until at least 48 hours prior to this meeting

THIS MATERIAL DOES NOT NECESSARILY REFLECT THE VIEWS OF COUNCIL



Planning Review Meeting

A guide to understanding meeting protocol

There is a need to cover some simple protocols as each meeting will often involve people attending for the first time.

1. Planning Review meetings are held to provide additional information to Councillors in preparation for the following formal council meeting. The meetings are informal and proponents and submitters to any planning matter are encouraged to address council.
 2. This is not a debating forum – we are trying to obtain the best possible understanding of the matter.
 3. We ask that parties addressing Council speak to the chair and not involve the gallery.
 4. Submitters are asked to elaborate on their written submissions – not just read out their letter – all councillors have a copy of written material.
 5. The meeting process will typically adopt the following sequence:
 - Introduction and welcome by the Chairperson.
 - Overview presentation by Council's Planning Officer.
 - The Applicant is given 5-10 minutes to outline their proposal – longer time may be given at the discretion of the chair depending on the complexity of the matter.
 - We ask submitters to limit their comments to 5 minutes bearing in mind we are seeking elaboration on the comments already received in their submission.
 - Following the last submitter the Applicant will be given an opportunity to clarify any matter of fact – but not to comment on matters of opinion.
 - Throughout this process Councillors will be able to ask questions of the Applicant, submitters or a Council Officer.
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1. OPENING OF MEETING

2. APOLOGIES

Phil Josipovic, General Manager Planning & Infrastructure

3. PECUNIARY INTEREST & CONFLICT OF INTEREST DISCLOSURES



4. PLANNING & DEVELOPMENT

4.1 57-59 POINT LONSDALE ROAD, POINT LONSDALE

Planning Permit Application: 2013/004

SUMMARY

Proposal	Variation to carriageway easement Application and plans: <i>Refer Appendix 1</i>
Zone/Overlays	Business 1 Zone Design and Development Overlay – Schedule 2 Vegetation Protection Overlay – Schedule 1
Permit Triggers	Clause 52.02 – Variation to an easement
Public Notification	Advertised by registered post to adjoining property owners and occupiers, and notice in municipal offices for 14 days.
Submissions	Four (4) submissions received. Copies of submissions provided to Councillors: <i>Refer Confidential Appendix 2</i>
Key issues raised by submitters	Access, amenity impacts.



4.1.1. Applicant to present to Council

4.1.2. Submitters to present to Council



4.2 10-18 HESSE STREET, QUEENSCLIFF

Planning Permit Application: 2012/061

SUMMARY

Proposal	<p>Part demolition of an existing building in a Heritage Overlay, buildings and works for the construction of a two storey building comprising of the existing restaurant and eight (8) new dwellings, reduction of the standard car parking requirement of Clause 52.06, variation to the design standards for car parking of Clause 52.06, waiver of the loading bay requirement of Clause 52.07, alteration to access to a road in a road zone category 1, and variation to the setback and site coverage requirements of the Design and Development Overlay - Schedule 1</p> <p>Application and original plans contained within Planning Review Meeting Agenda dated 5 December 2012.</p> <p>VCAT appeal lodged by applicant. VCAT hearing: 17th & 18th June 2013.</p> <p>Amended plans lodged with VCAT and copies provided to all parties to the VCAT hearing. In addition, notice of amendment provided to all objectors not listed as party to the VCAT hearing:</p> <p><i>Refer Appendix 3</i></p>
Zone/Overlays	<p>Business 1 Zone</p> <p>Design and Development Overlay – Schedule 1</p> <p>Heritage Overlay – Schedule 31</p>
Permit Triggers	<p>Clause 34.01-4 – Buildings and works in a Business 1 Zone</p> <p>Clause 43.02-2 – Buildings and works in a Design and Development Overlay</p> <p>Clause 43.01-1 – Demolition and buildings and works in a Heritage Overlay</p> <p>Clause 52.06 - reduction of standard car parking requirement and variation to the design standards for car parking</p> <p>Clause 52.07 – Waiver of the loading bay requirement</p> <p>Clause 52.29 – Alteration to access to a road in a Road Zone – Category 1</p>
Public Notification	<p>Advertised by registered post to adjoining property owners and occupiers, notice on site for 14 days, notice in municipal offices and public notice in the Echo newspaper.</p>
Submissions	<p>14 submissions received to original application and previously provided to Council at the 5 December 2012 Planning Review Meeting.</p>
Key issues raised by submitters	<p>Access, traffic, car parking, easement, amenity impacts, Heritage, site coverage, siting, views, design, density.</p>

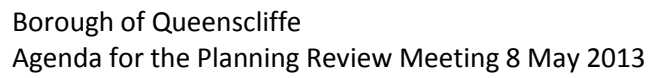


4.2.1. Applicant to present to Council

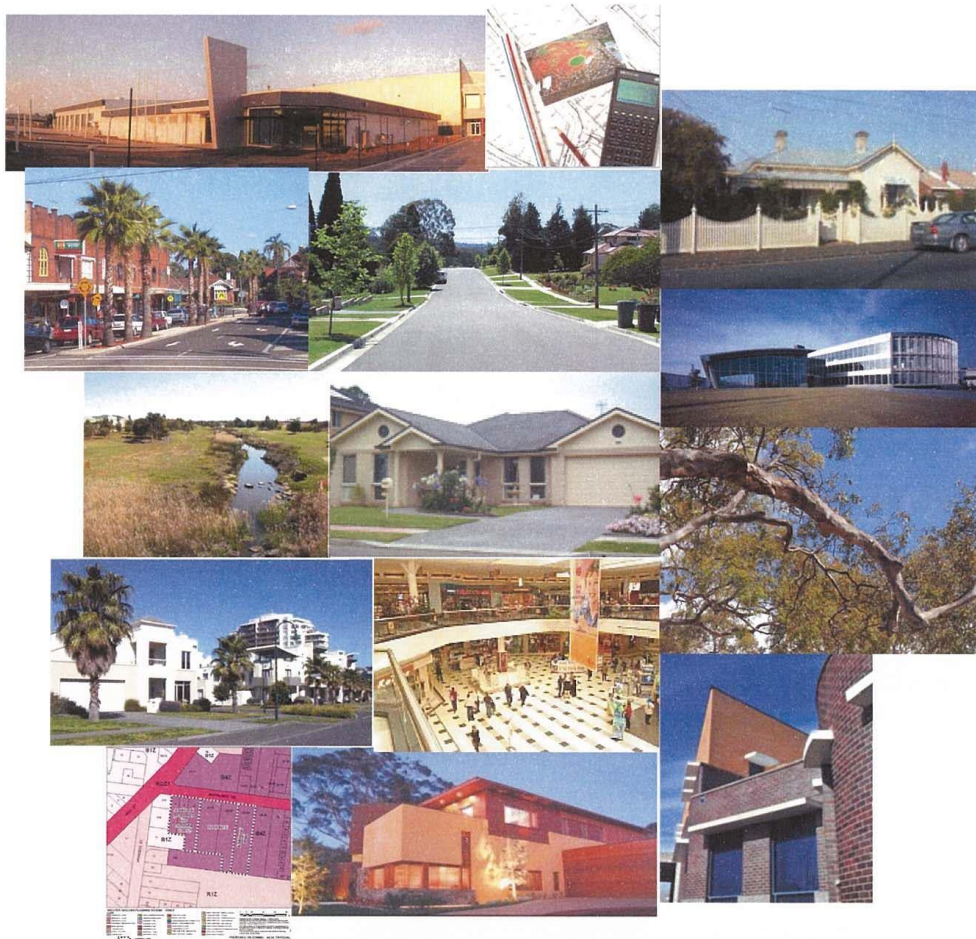
4.2.2. Submitters to present to Council



5. CLOSE OF MEETING



APPENDIX 1 – APPLICATION DOCUMENTS, 57-59 Point Lonsdale Road, Point Lonsdale



RECEIVED

16 JAN 2013

BOROUGH OF
QUEENSCLIFFE



Variation of a Carriageway Easement
57-59 Point Lonsdale Road, Point Lonsdale



Prepared for:

Julie Symes

Prepared by:

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Quality Information

Document	Planning Report
Reference No.	005203-02
Date	January 2013
Revision No.	1
Prepared by	Bernadette McGovan
Reviewed by	Chris Marshall

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1. INTRODUCTION

TGM Group Pty. Ltd. has been engaged by Julie Symes to submit a planning permit application and brief planning report on her behalf for the variation of a carriageway easement at 57-59 Point Lonsdale Road, Point Lonsdale.

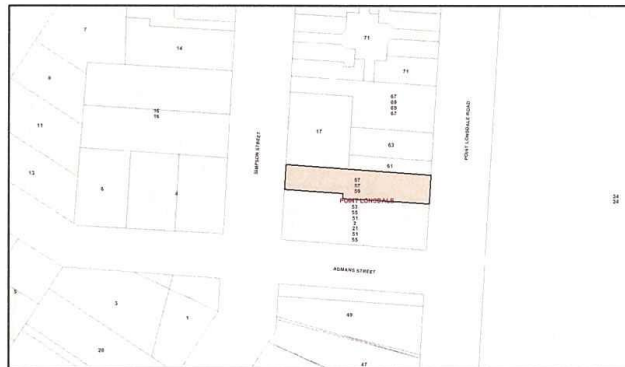
2. PERMIT TRIGGERS

A Planning Permit is required for the above proposal under the following provisions of the Queenscliffe Planning Scheme:

- **Particular Provisions** Clause 52.02 Create, vary or remove an easement

3. SUBJECT SITE AND SITE CONTEXT

The site is located on the west side of Point Lonsdale Road, approximately 15.85 metres north of Admans Street, at the southern end of the Point Lonsdale Shopping Village. It has an eastern frontage to Point Lonsdale Road of 9.88 metres and a western frontage to Simpson Street of 8.56 metres.



The site contains a two storey building with two shopfronts at ground level on the Point Lonsdale Road frontage.



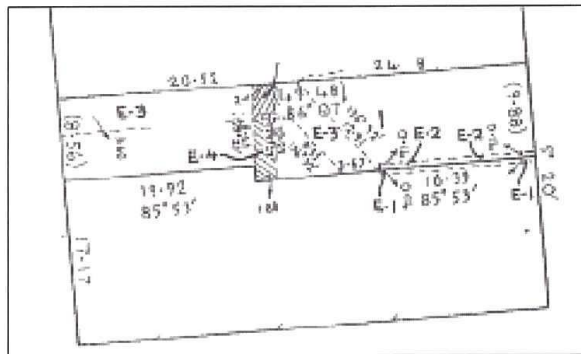
Variation to Carriageway Easement
57-59 Point Lonsdale Road, Point Lonsdale



The Simpson Street frontage is unfenced and provides vehicle access to the rear of the building.

There are currently four easements on the site as follows:

- E-2 - a party wall easement (0.14 metres wide)
- E-3 - a carriageway easement (3.67 metres wide).
- E-4 & E-5 - drainage and sewerage easements (1.88 metres wide).



The site is within a Business 1 Zone and is covered by a Design and Development Overlay (DDO2 – Point Lonsdale Shopping Village) and a Vegetation Protection Overlay (VPO1).

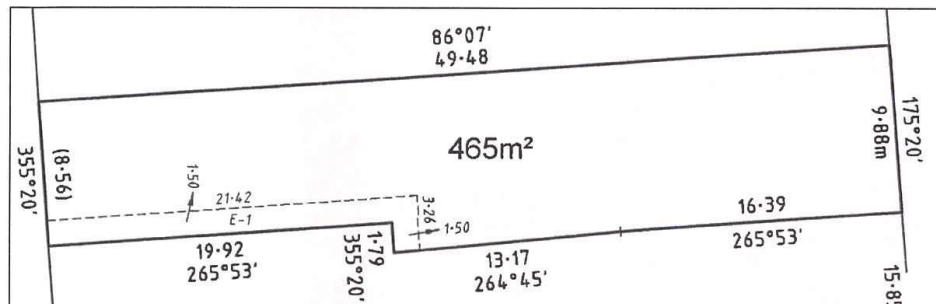
The Point Lonsdale Bowling Club and Point Lonsdale Beach are located directly opposite the site. Point Lonsdale Road is a sealed bitumen road with concrete kerb and channel and footpaths on both sides. Simpson Street to the rear of the site has a bitumen surface with grassed verges and no footpaths.



Variation to Carriageway Easement
57-59 Point Lonsdale Road, Point Lonsdale

4. PROPOSAL

Planning approval is sought to replace the existing 3.67 metre wide carriageway easement (E-3 on LP140111) which dissects the site, with a new 1.5 metre wide carriageway easement (E-1) running along part of the southern boundary of the site. This new easement will continue to provide access to lots on PS518891X, which adjoin to the south.



This site adjoining to the south (which benefits from this easement) contains a development comprising three shops constructed to the Point Lonsdale Road frontage and four townhouses with a central common property area containing access and car parking.

It is noted that the existing carriageway easement (E-3) provides access to Lot 1 on PS518891X only (see Plan of Subdivision 518891X attached). The proposed carriageway easement will rectify this situation and connect to the central common property area, providing access to all lots on PS PS518891X.

There will be no change to other easements that exist on this title, and there will be no buildings and works associated with this proposal.

See the attached copy of title, Plan of Variation of Easement and Plan of Subdivision 518891X which benefits from the proposed easement.



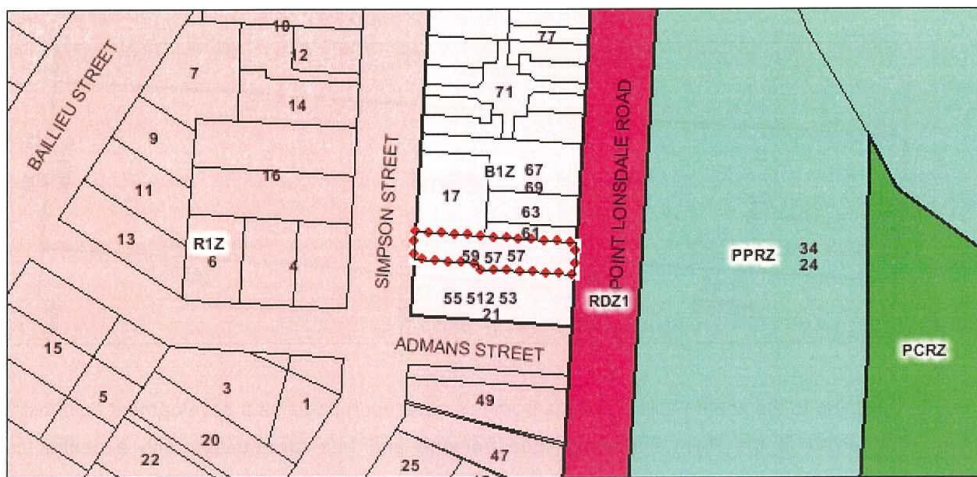


Variation to Carriageway Easement
57-59 Point Lonsdale Road, Point Lonsdale

5. PLANNING CONTROLS

5.1 ZONING

The site is located within a Business 1 Zone.



Purpose

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To encourage the intensive development of business centres for retailing and other complementary commercial, entertainment and community uses.

Comment: No buildings and works are associated with this proposal, and there is no permit trigger for variation to an easement under the provisions of the Business 1 Zone.

6. OVERLAYS

6.1 DESIGN AND DEVELOPMENT OVERLAY (DDO2)

The site is covered by a Design and Development Overlay – Schedule 2 (Point Lonsdale Shopping Village).

Design Objectives:



Variation to Carriageway Easement

57-59 Point Lonsdale Road, Point Lonsdale

- To ensure new development within the shopping centre is sympathetic to the distinguishing elements of the urban character of the Point Lonsdale Natural Coastal Area and to the Foreshore Area which abut the centre.
- To encourage urban design improvements so that the physical environment offers variety, interests, safety and convenience to people using the centre.
- To ensure building height, bulk and setbacks are sympathetic with adjoining sites and distinguish the commercial area of Point Lonsdale from adjacent residential areas.
- To consolidate and distinguish the commercial functions of the Point Lonsdale shopping centre from adjacent residential land.

Comment: *No development is associated with this proposal, and there is no permit trigger for variation to an easement under DDO2 provisions.*

6.2 VEGETATION PROTECTION OVERLAY (VPO1)

The site is covered by a Vegetation Protection Overlay – Schedule 1 (Remnant and Vegetation Protection Area). This overlay seeks to ensure that development and use does not impact on significant remnant vegetation.

Comment: *The proposal will have no impact on vegetation and there is no permit trigger for variation to an easement under the provisions of VPO1.*

7. PARTICULAR PROVISIONS

7.1 EASEMENTS, RESTRICTIONS AND RESERVES



Purpose:

To enable the removal and variation of an easement or restrictions to enable a use or development that complies with the planning scheme after the interests of affected people are considered.

Under Clause 52.02, a permit is required before a person proceeds:

- Under Section 23 of the Subdivision Act 1988 to create, vary or remove an easement or restriction or vary or remove a condition in the nature of an easement in a Crown grant.
- Under Section 24A of the Subdivision Act 1988.
- Under Section 36 of the Subdivision Act 1988 to acquire or remove an easement or remove a right of way.

Decision guidelines





Variation to Carriageway Easement

57-59 Point Lonsdale Road, Point Lonsdale

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider the interests of affected people.

Comment: Clause 52.02 provides the only permit trigger for variation of an easement in this instance. The proposed new easement will continue to provide access to lots on PS518891X, which adjoin to the south. This proposal will provide a better outcome in that the current carriageway easement (E-3) provides access to Lot 1 on PS518891X only (see Plan of Subdivision 518891X attached), whilst the new easement will connect to the central common property area, providing access to all lots on PS PS518891X. The interests of all affected parties will be protected under this proposal.

8. GENERAL PROVISIONS

8.1 DECISION GUIDELINES

Before deciding on an application to subdivide land, the responsible authority must also consider, as appropriate:

- The suitability of the land for subdivision.
- The existing use and possible future development of the land and nearby land.
- The availability of subdivided land in the locality, and the need for the creation of further lots.
- The effect of development on the use or development of other land which has a common means of drainage.
- The subdivision pattern having regard to the physical characteristics of the land including existing vegetation.
- The density of the proposed development.
- The area and dimensions of each lot in the subdivision.
- The layout of roads having regard to their function and relationship to existing roads.
- The movement of pedestrians and vehicles throughout the subdivision and the ease of access to all lots.
- The provision of off-street parking.
- The provision and location of common property.
- The functions of any body corporate.
- The availability and provision of utility services, including water, sewerage, drainage, electricity and gas.
- If the land is not sewered and no provision has been made for the land to be sewered, the capacity of the land to treat and retain all sewage and sullage within the boundaries of each lot.
- Whether, in relation to subdivision plans, native vegetation can be protected through subdivision and siting of open space areas.



Variation to Carriageway Easement
57-59 Point Lonsdale Road, Point Lonsdale

Comment: Whilst Clause 52.02 makes reference to the decision guidelines of Clause 65, there are few decision guidelines of particular relevance to the variation of an easement. The proposal will clearly provide an appropriate planning outcome, as it will accommodate access between the subject lots.

9. POLICY CONTEXT

It is considered that the proposal is consistent with the relevant State and Local Planning Policies as outlined below:

9.1 STATE PLANNING POLICY FRAMEWORK

- Clause 12.02 – Coastal Areas
- Clause 15.01 – Urban Environment
- Clause 17.01-1 - Business

9.2 LOCAL PLANNING POLICY FRAMEWORK

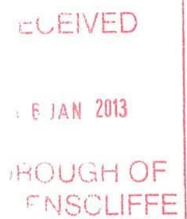
- Clause 21.05-1 – Settlement
- Clause 21.05-4 – Economic Development

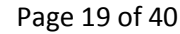
Comment: The site is located in a Business 1 Zone in a popular coastal location, and the proposal will achieve an appropriate outcome against the above policies. The replacement carriageway easement will accommodate improved access via the common property area of the adjoining lot.

10. CONCLUSION

As detailed above, the application provides an appropriate planning outcome. The proposed easement will replace an existing carriageway easement and will provide improved access by connecting to the common property area of the adjoining lot. No buildings and works are proposed, and the interests of all affected parties will be protected under this proposal. The application can be supported in light of relevant planning provisions as outlined above.

Bernadette McGovan
Senior Town Planner





RECEIVED
16 JAN 2013
MINISTRY
BOROUGH OF
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Chris Marshall: BMcG:GP:005203-02

13 March 2013

Borough of Queenscliffe
P.O Box 93
QUEENSCLIFF VIC 3225

Attention: Mitch Hodgson

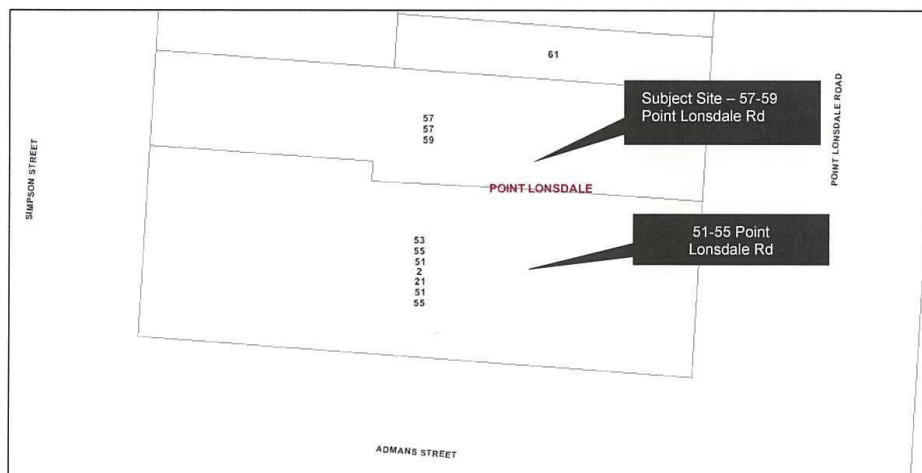
Dear Mitch,

RE: VARIATION TO A CARRIAGEWAY EASEMENT
57 - 59 PT LONSDALE ROAD, POINT LONSDALE
PLANNING PERMIT APPLICATION NO. 2013/004

We refer to the above and to the four objections received in response to notice of this application.

Please note that an amended Plan of Variation of Easement is attached in response to objectors concerns, which shows the proposed carriageway easement extended along the southern boundary to the east, to accommodate access to the common property area, the roller door and the gas meters, to the benefit of all lots in Plan of Subdivision 518891X. It also limits the height of the easement to 2.5 metres above natural ground level.

In assessing this application, it is important to consider the history of the site. The subject site (57-59 Point Lonsdale Road) and the adjoining lot (51-55 Point Lonsdale Road) originally formed one parcel, and was subdivided into two lots in approximately 1980. The existing carriageway easement was created over the subject site as at that time, 51-55 Point Lonsdale Road did not have access to Admans Street due to a high paling fence along this frontage. That is no longer the case, as the common property area to 51-55 Point Lonsdale Road has direct vehicular access from Admans Street.





We also note that for approximately 15 years, the common boundary between the two lots was defined by a solid fence without a gate. It is understood that this was for security purposes relating to the shops located on the site at the time. Our client made enquiries with respect to removing the easement as it was not used, and a gate was subsequently added to the fence along this common boundary. Since this time, 51-55 Point Lonsdale Road has been redeveloped, a roller door to a store room has been installed along the boundary, and gas meters for the development have been unlawfully located inside our client's lot. As a result of this redevelopment, the premises that the carriageway easement was intended to service no longer exist.

With respect to the current application, we wish to highlight that the carriageway easement is used on a very infrequent basis only to provide access to 51-55 Point Lonsdale Road. This is confirmed by the owner and by objectors, as discussed below, and demonstrated by the following photographs. Vehicle access to this area is restricted and clearly used infrequently. The photographs show that there is a small roller door on the common boundary, which is of insufficient size for vehicle access. There are also two gas meters (one of which is obscured by plants) which service 51-55 Point Lonsdale Road, but are in fact located on our client's land. Our advice is that the carriageway easement is primarily used to access the gas meters by meter readers on foot. Given the lack of a turning area, it cannot legally be used for vehicle access, as it is not possible to manoeuvre on-site without trespassing onto our clients land (ie. outside the easement area).





The existing carriageway easement is underutilised, unnecessary and poses a restrictive and onerous constraint over our clients land. It is no longer required given that direct vehicle access to 51-55 Point Lonsdale Road is now available from Admans Street.

On this basis, our client could have sought to remove the easement and gas meters altogether, but has instead decided to offer an alternative that still allows access to the common property area, roller door and gas meters.

With respect to the specific grounds of objection, we advise as follows:

- *The carriageway easement provides access to the Common Area to the rear of Lot 1 which is specifically set aside for delivery access to the shops at Lots 1, 2 & 3.*

We acknowledge that the easement does in fact provide access to Common Property No 1 on Plan of Subdivision 518891X, and not to Lot 1 as previously considered.

The carriageway easement is not used for delivery access to the shops, and in fact cannot be used for this purpose without trespassing on our client's land, given the lack of a manoeuvring area. It is also noted that the premises that the easement was intended to service no longer exist.

- *The proposed revised easement is too narrow for vehicle access.*

The proposed easement allows continued access across our client's land to the common property area, roller door and meters. As discussed above, the existing easement is rarely used, and cannot lawfully be used for vehicle deliveries given the lack of a turning area.

- *Possible loss of amenity to residential lots on PS5518891X as vehicles which can now use the existing easement would instead avail themselves of the private car park in the common area of PS5518891X.*

As discussed above, the existing easement is rarely used by vehicles to access PS5518891X. The development on PS5518891X has been appropriately designed to allow direct vehicle access to the shops and residential lots from Admans Street. It is unreasonable and unrealistic to expect that the easement over our client's land be preserved for vehicle access for deliveries, particularly given that it cannot lawfully be used for this purpose.

- *Damage to the pavement of the common area which has not been designed to sustain the load of delivery vehicles.*

The existing carriageway easement across our client's land was not intended or designed to sustain the load of delivery vehicles. As discussed above, vehicular deliveries cannot be made using this easement without trespassing on our client's land. The development of 51-55 Point Lonsdale Road was designed to accommodate direct vehicle access to the shops and residential lots from Adman Street.

- *Ability to access the gas meters relating to all the Lots 1-7 at 51-55 Point Lonsdale Road.*

As discussed above, our client has extended the proposed carriageway easement to the east to allow access to the common property area, the roller door and the gas meters. A revised Plan is attached.

- *Negative financial impacts relating to broken pavement and/or gas meters relocated.*

Direct vehicle access is available to the shops and residential lots at 51-55 Point Lonsdale Road from Admans Street. Any impacts on surface areas will not be as a result of this proposal, as the carriageway easement is rarely used for deliveries by vehicle.

The gas meters for 51-55 Point Lonsdale Road have been unlawfully installed on our client's land, outside the site which they service. Whilst the meters will need to be relocated at some time in the future, our client is prepared to accommodate continued access to the meters in their currently location, through this proposal.



- *Potential impact on access to garage of Lot 5, 51-55 Point Lonsdale Road.*

The proposed easement will have a width of 1.5 metres and will extend along the south boundary to provide access to the common property area, roller door and gas meters. There will be no on-site changes and no change to access to the garage of Lot 5.

- *Easement for domestic users to use the roller door and move bins to Simpson Street for collection.*

As detailed in the objection from David Fotheringham, the residents have not been using the carriageway easement for this purpose. As such, there is no reliance on this easement for this purpose.

- *Provision of a loading and unloading point via the roller door and loading bay which opens onto the easement in question.*

As discussed above, the premises which the carriageway easement was intended to service no longer exists. There is no 'loading bay' on our client's land, and there was certainly no such requirement as part of the approval for the development of 51-55 Point Lonsdale Road, which did not include our clients land. The objection from David Fotheringham concedes that the easement and 'loading bay' are '*not much used by the current occupants of the commercial properties*'. As detailed in this objection, the residents have not been using the carriageway easement for this purpose. As such, there is no reliance on this easement for this purpose.

The retention of the existing carriageway easement is unreasonable and poses a significant and unacceptable constraint on our client's land. Our client is prepared however to allow continued access to the common property, the roller door and gas meters through this proposal.

We trust that the above clarifies the issues relating to this application, and look forward to Council support of this proposal.

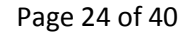
If you have any queries or wish to further discuss the proposal please contact Bernadette McGovan or myself on (03) 5202 4600 or email bernadette@tgmgroup.com / chris@tgmgroup.com.

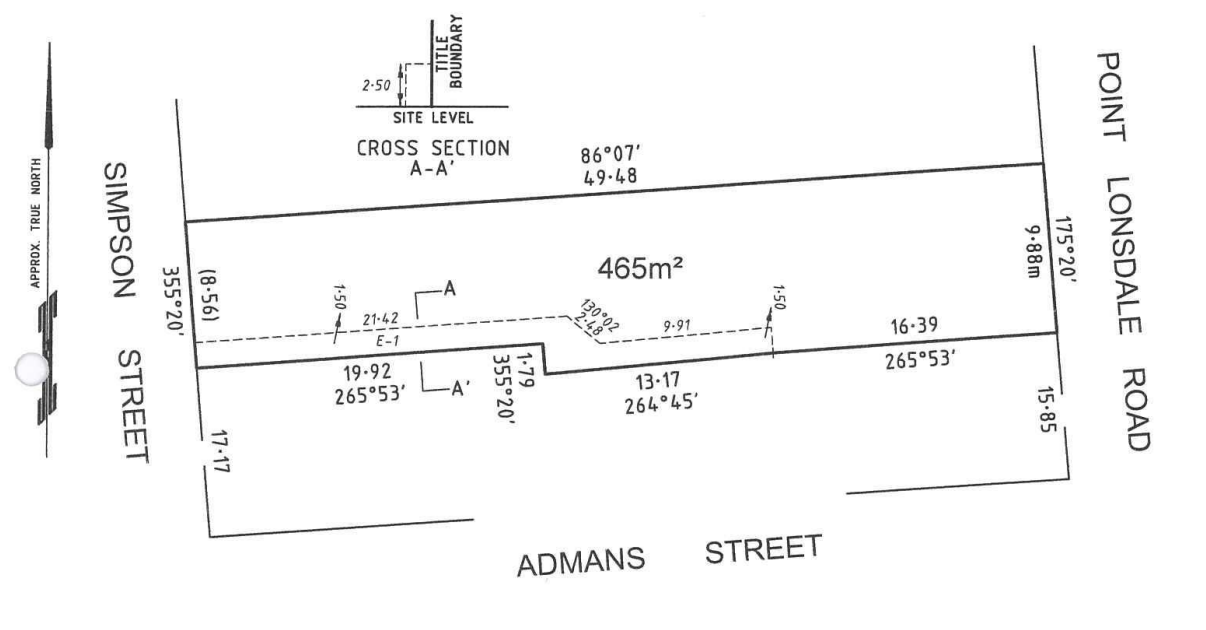
Yours sincerely,

TGM GROUP PTY LTD

Chris Marshall
Group Manager - Town Planning

cc. Julie Symes



PLAN OF VARIATION OF EASEMENT		LTO use only EDITION	Plan Number		
Location of Land Parish: PAYWIT Township: AT QUEENSCLIFF Section: 5 Crown Allotment: 8 (PART) Crown Portion: _____ LTO base record: CHART 10 (3380) Title References: VOL.9469 FOL.370 Last Plan Reference: LOT 1 ON LP140111 Postal Address: 59 POINT LONSDALE ROAD, (at time of subdivision) POINT LONSDALE, 3225. MGA Co-ordinates E 291320 (of approx. centre of N 5759690 land in plan) Zone 55		Council Certification and Endorsement Council Name: BOROUGH OF QUEENSCLIFFE Ref: 1. This plan is certified under section 6 of the Subdivision Act 1988. 2. This plan is certified under section 11(7) of the Subdivision Act 1988. Date of original certification under section 6 / / 3. This is a statement of compliance issued under section 21 of the Subdivision Act 1988. Council Delegate Council seal Date / / Re-certified under section 11(7) of the Subdivision Act 1988 Council Delegate Council Seal Date / /	LTO use only Statement of Compliance / Exemption Statement / Received <input type="checkbox"/> 14 MAR 2013 Date / / LTO use only PLAN REGISTERED TIME DATE / / Assistant Registrar of Titles		
Easement Information Legend: A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)		Notations Depth Limitation: DOES NOT APPLY Purpose of the Plan TO VARY THE EASEMENT E-3 ON LP140111			
Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/In Favour Of	Grounds for easement removal BY DIRECTION IN PLANNING PERMIT No.
E-1	CARRIAGEWAY	1.50	THIS PLAN	LOTS ON PS518891X	Survey: This plan is / is not based on survey. This survey has been connected to permanent marks no(s) _____ in proclaimed Survey Area no. 5
					
ORIGINAL SCALE 1:250		SCALE 2.50 0 2.50 5 7.50 10 LENGTHS ARE IN METRES		Sheet 1 of 1 Sheets	
TGM GROUP Pty Ltd Geelong 27-31 Myers Street Geelong, VIC 3220 Ph: (03) 5202 4600 Web: tgmgroup.com A.B.N. 11 125 568 461		BSI Quality ISO 9001 ONAS AS/NZS 4801 Environment AS/NZS 14001		LICENSED SURVEYOR (PRINT) RAYMOND JAMES DUNN SIGNATURE _____ DATE / / REF GP-005203-01 VERSION 1	
TGM				COUNCIL DELEGATE SIGNATURE Original sheet size A3	



APPENDIX 2 (CONFIDENTIAL) – SUBMISSIONS, 57-59 Point Lonsdale Road, Point Lonsdale

Provided to Councillors under separate cover.



APPENDIX 3 – AMENDED APPLICATION DOCUMENTS,- 10-18 Hesse Street, Queenscliff



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office@mrtn.com.au

Amended Plans - Statement of Changes – 10-18 Hesse Street, Queenscliff

A-00 Location Plan

- Ground floor footprint updated as per planning amendments
- Area table updated as per planning amendments

A-02 Proposed Site Plan

- Building setback 3.0m from western boundary to be clear of drainage easement running along this boundary.
- Vehicle entry off laneway from Symonds Street deleted and relocated to Hesse.
- Vehicle entry to basement car park added from Hesse Street.
- Swimming pool location moved west to allow for car park ramp.

A-03 Basement Floor Plan

- Building setback 3.0m from western boundary to be clear of drainage easement running along this boundary.
- Vehicle entry off laneway from Symonds Street deleted and relocated to Hesse.
- Apartment car spaces reduced to one per unit due to apartments being reduced from 3 bedroom units to 2 bedroom units.
- Visitor car space added.
- Apartment access from basement to shared outdoor space added.

A-04 Ground Floor Plan

- Building setback 3.0m from western boundary to be clear of drainage easement running along this boundary.
- Vehicle entry off laneway from Symonds Street deleted and relocated to Hesse.
- Hotel reduced in size to allow for vehicle access ramp.



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-Apartments reduced from 3 bedroom to 2 bedroom units.

A05 First Floor Plan

- Building setback 3.0m from western boundary to be clear of drainage easement running along this boundary.
-Screened terrace added to Apartment 4 over drainage and sewerage easement.

A-06 Roof Plan

- Building setback 3.0m from western boundary to be clear of drainage easement running along this boundary.

A-07 East and West Elevations

-In-line tilt up garage door added from Hesse Street.
-Opening to hotel amended to include vertically battened gates.
-West elevation amended to include screened glazing at the first floor and openings at ground floor.

A-08 North and South Elevations

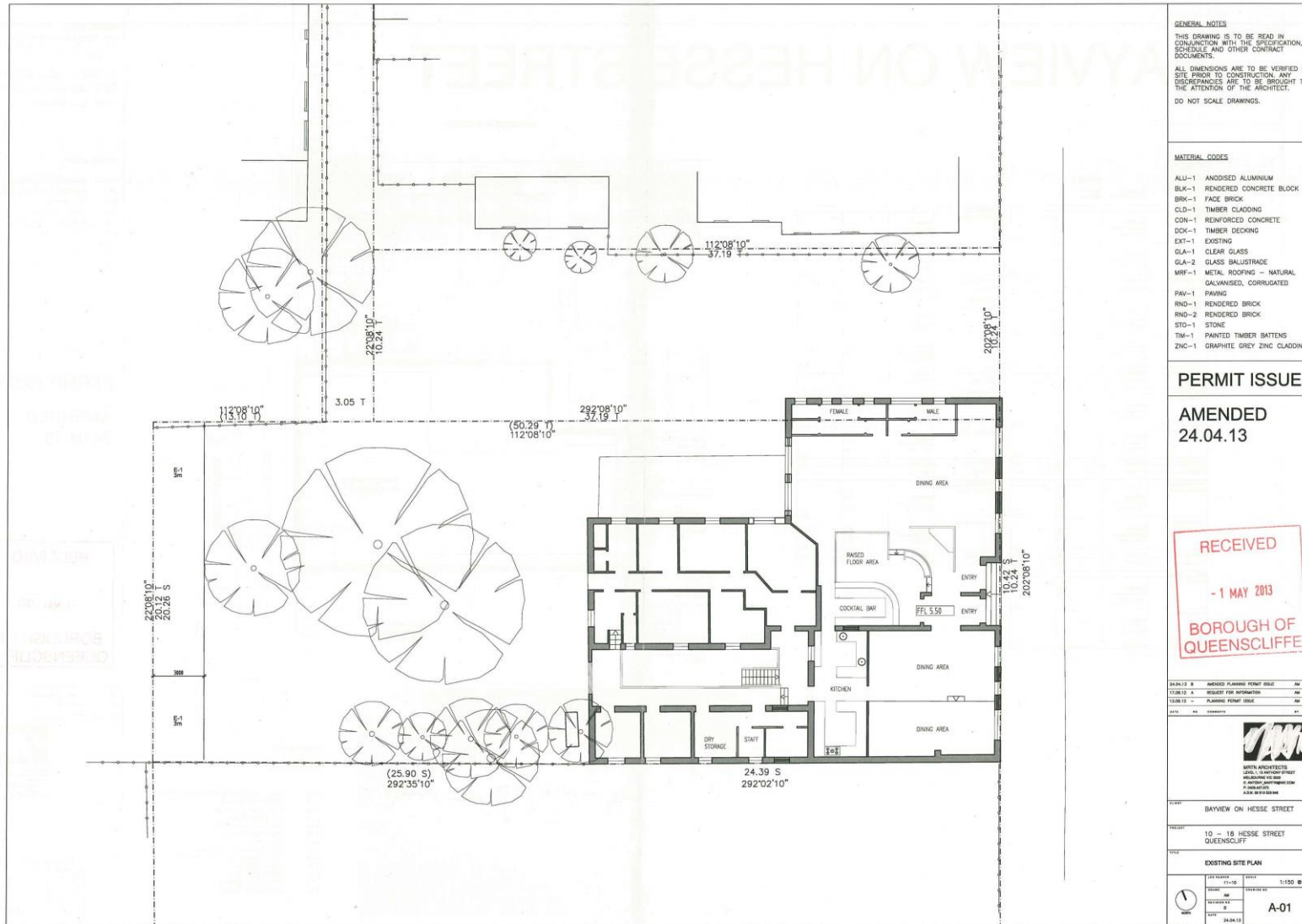
-Building setback 3.0m from western boundary to be clear of drainage easement.
-Vehicle entry off laneway from Symonds Street deleted and relocated to Hesse.
-Screened terrace added to Apartment 4 over easement.
-Swimming pool location moved west to allow for car park ramp.

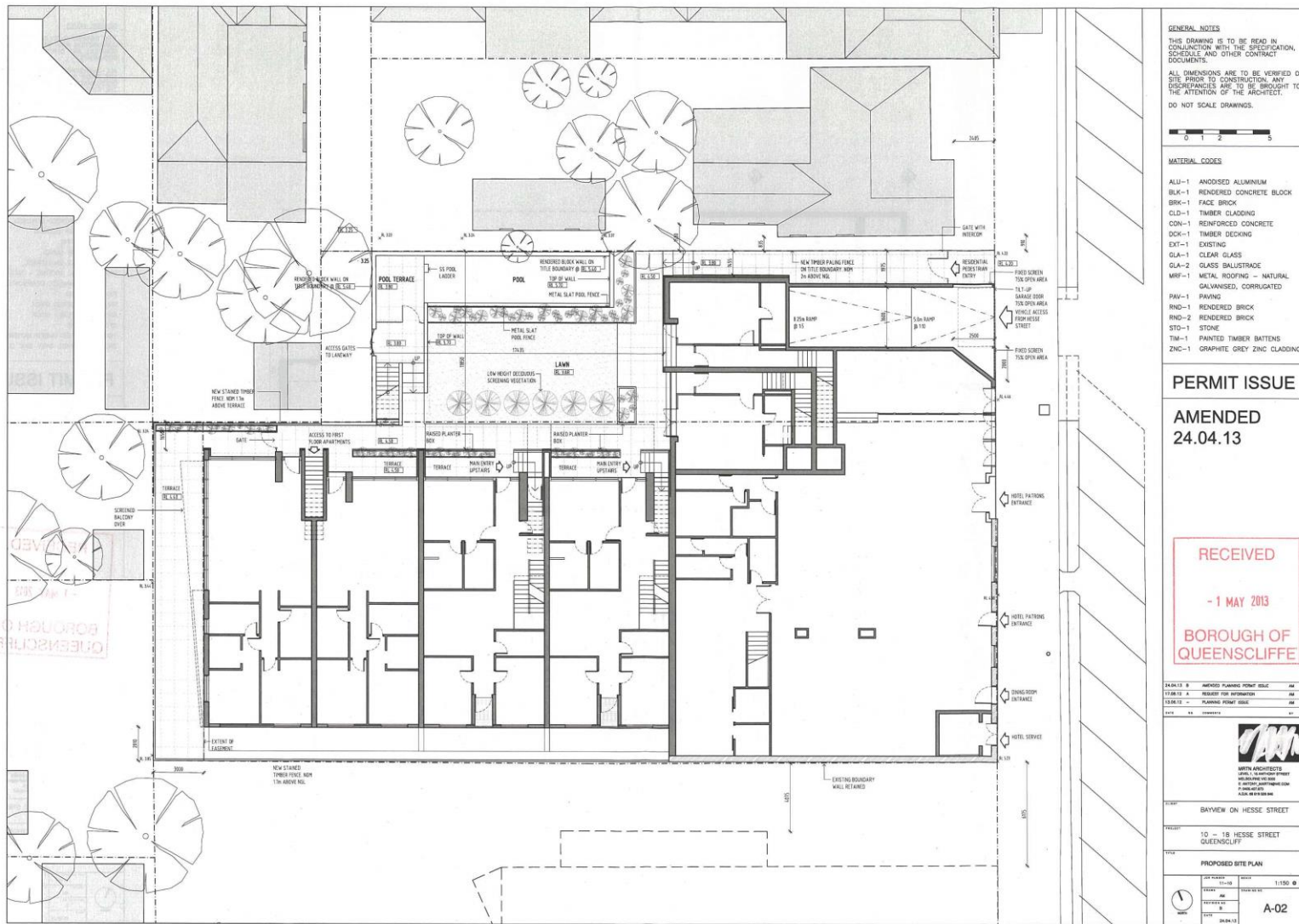
A-09 Long Section

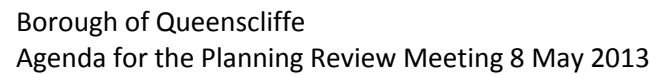
- Building setback 3.0m from western boundary to be clear of drainage easement running along this boundary.

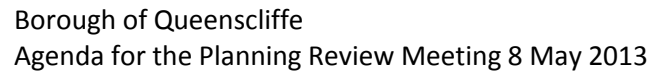
A-10 Cross Sections

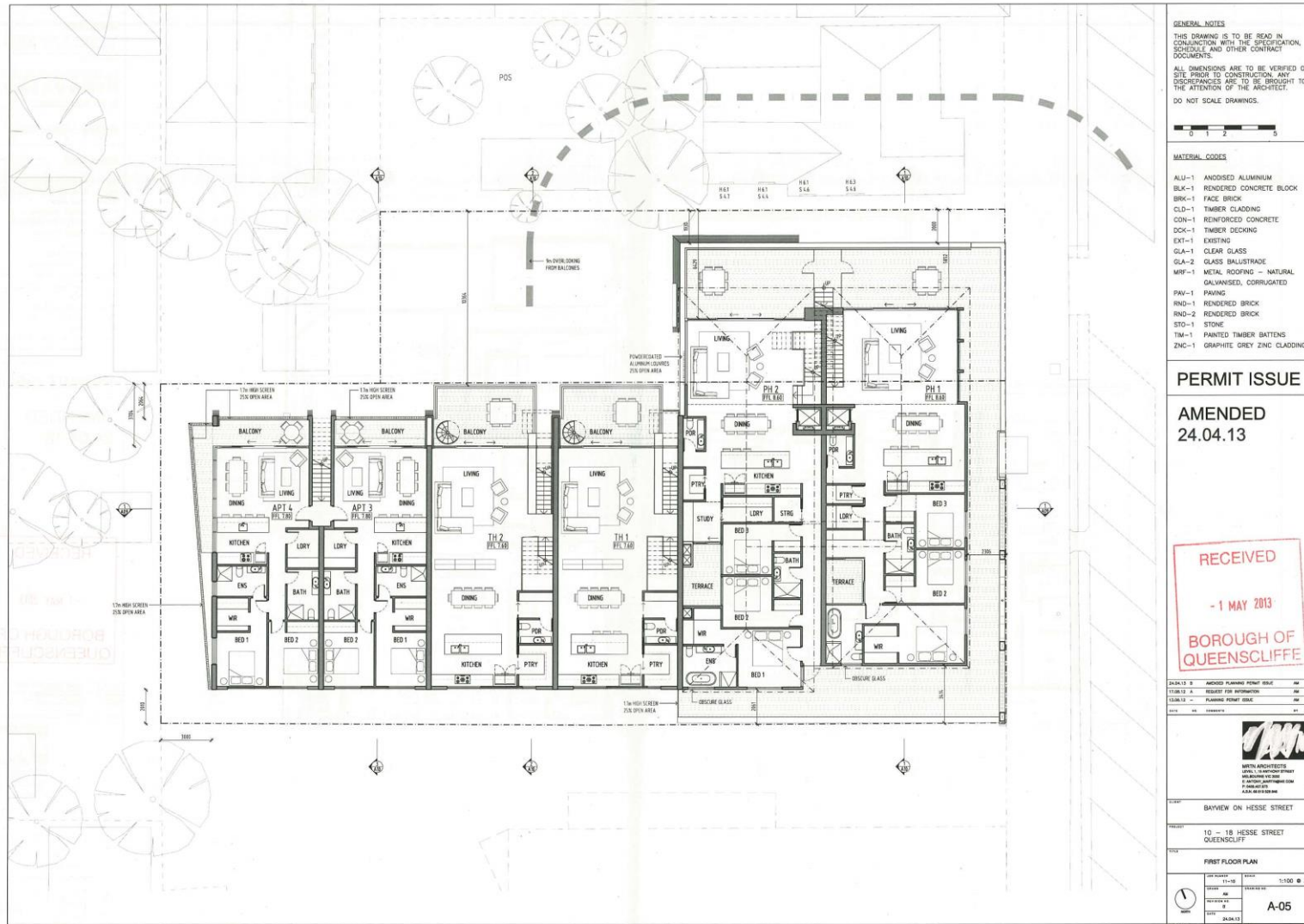
-Vehicle entry off laneway from Symonds Street deleted and relocated to Hesse.

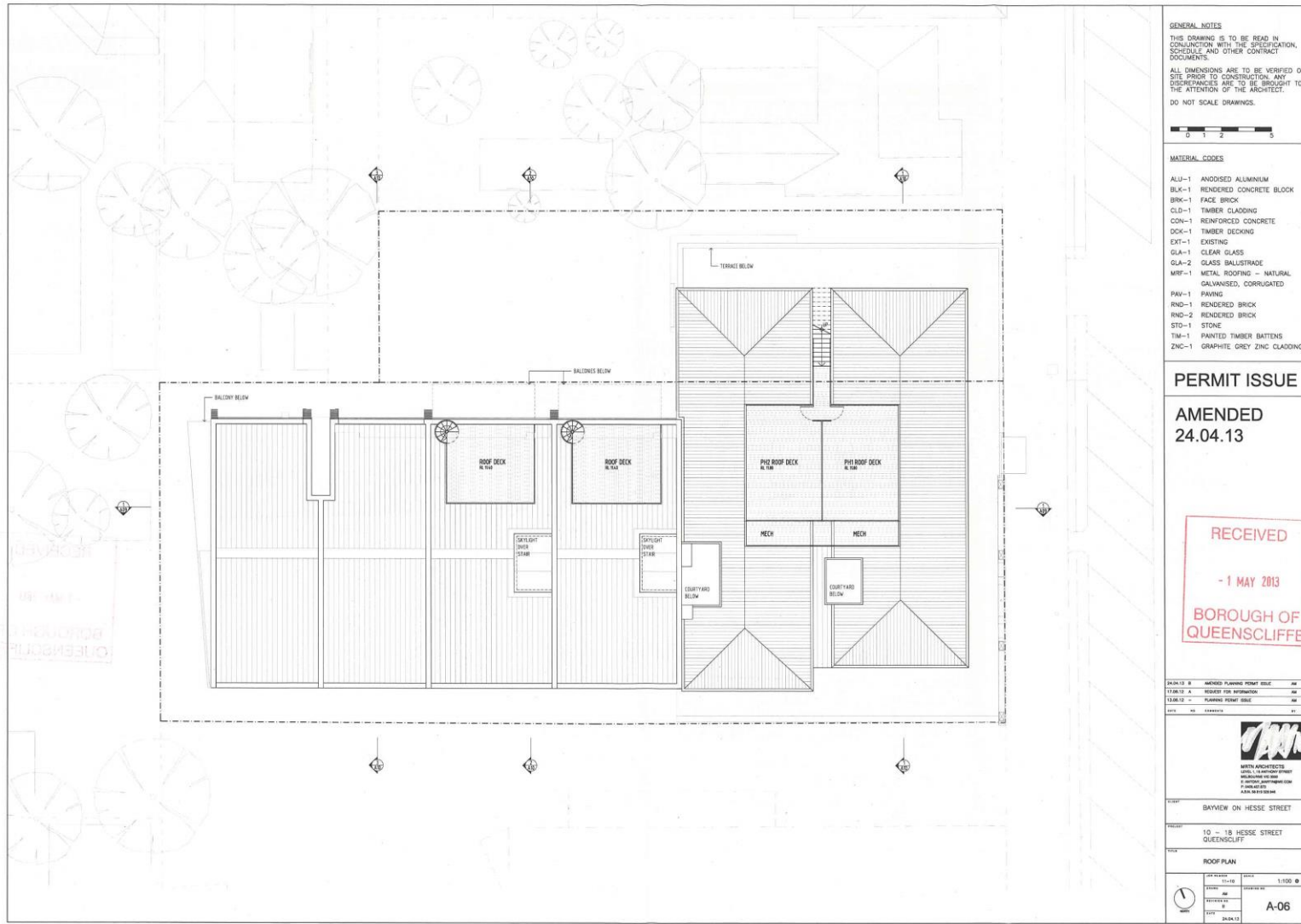


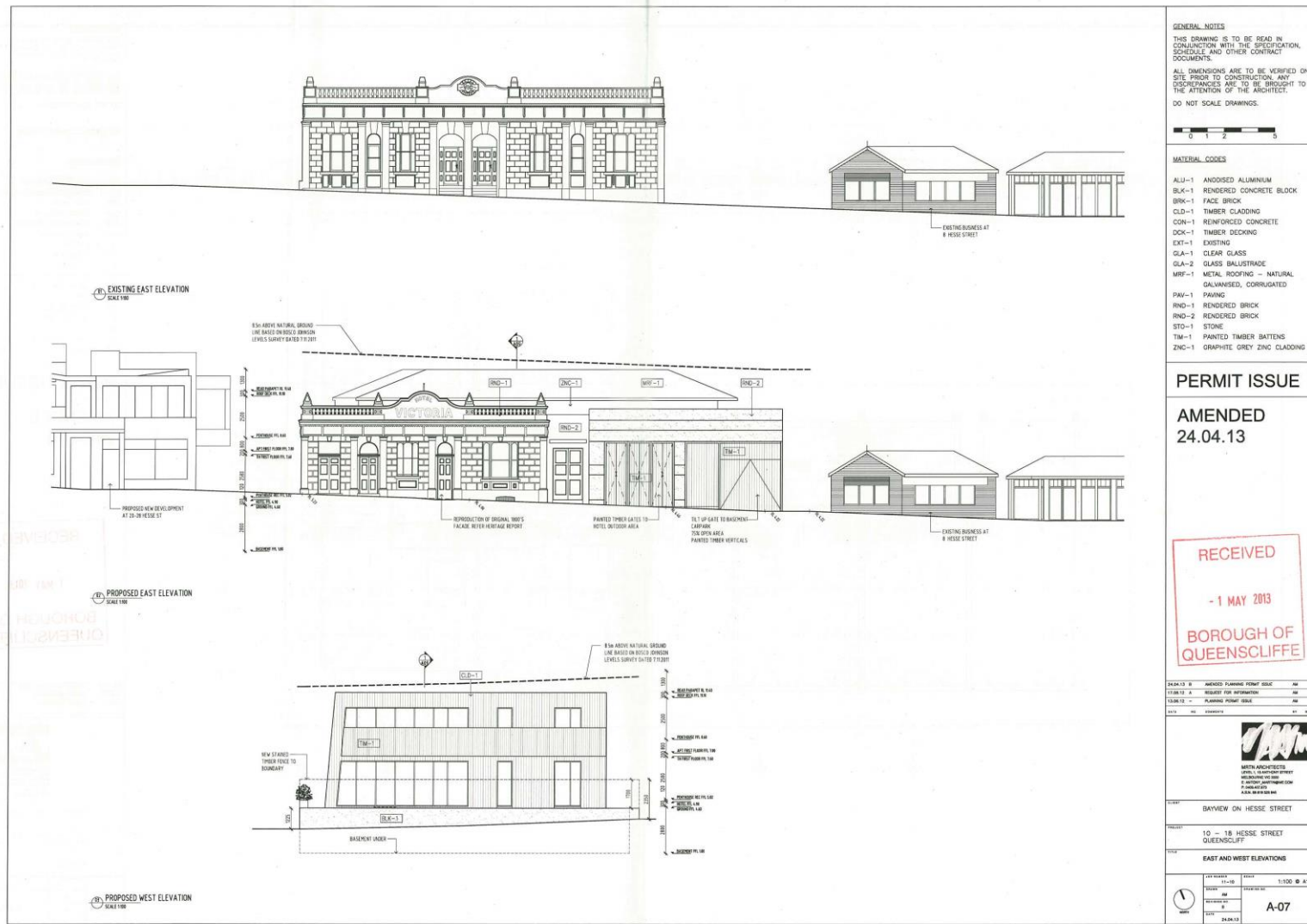


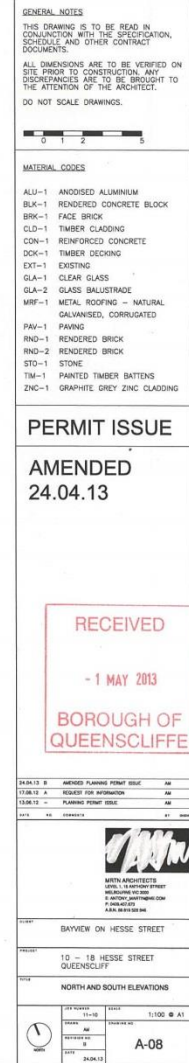
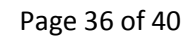


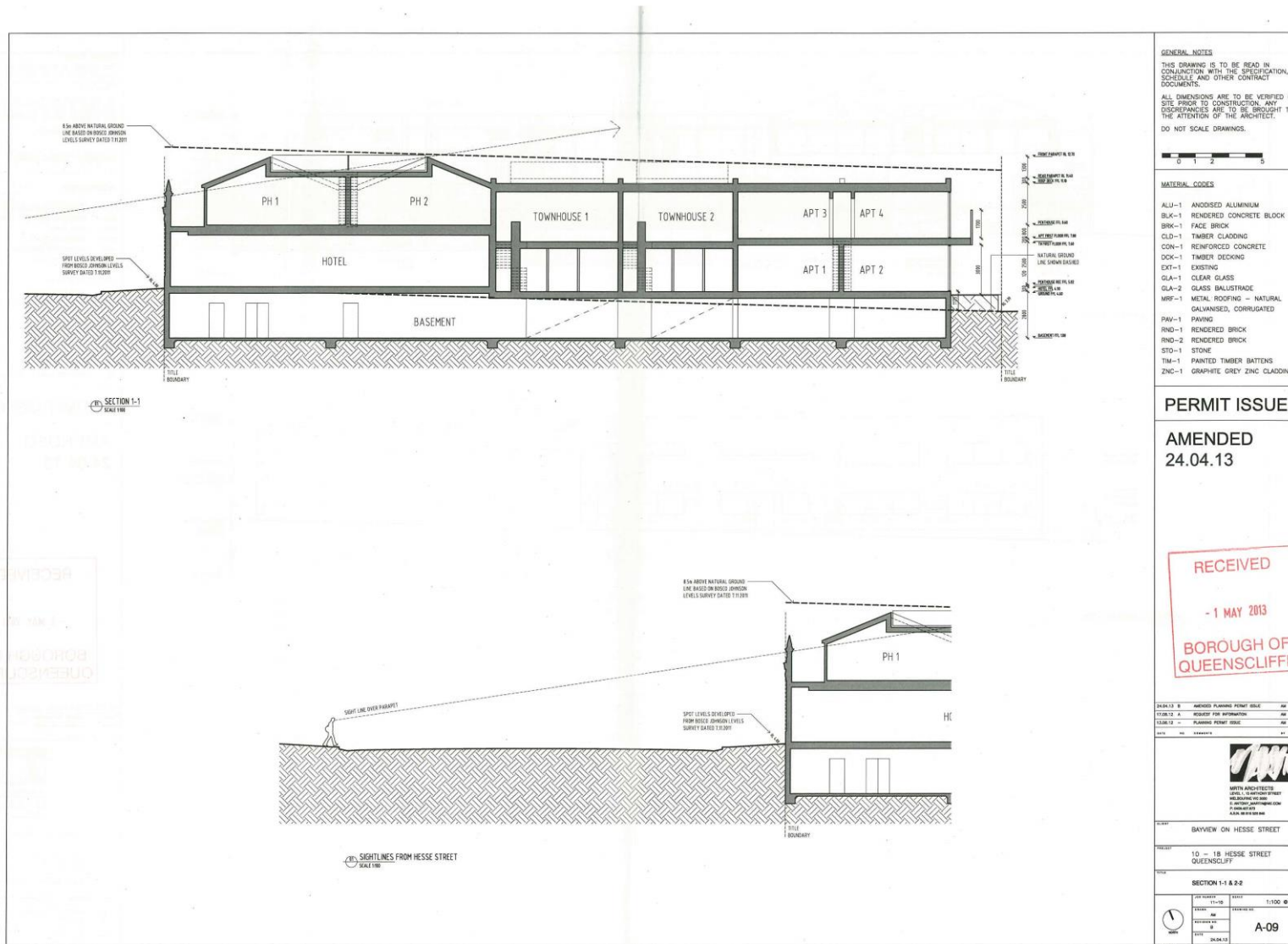


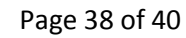


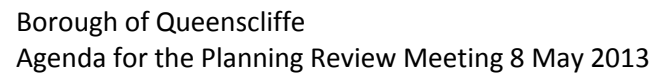












This architectural floor plan shows the layout of the first floor. The plan includes a large 'STORAGE' area on the left, a central 'COURTYARD' with a small structure, and a 'KID STORE' on the right. There are several rooms and corridors connecting these areas. A small inset plan in the top right corner shows a grid of rooms, likely representing the overall site plan or a different level of the building.

A-12

A-12