

## Statement of Changes for Section 87a Application

**495-511 Lygon St, Brunswick East, VIC 3057**

**Date: 31/10/2025**

The following changes to internal and external architectural planning/design elements listed in this document have been to facilitate an 87a Application to VCAT.

Some changes have been made to address structural, heritage, and compliance challenges.

### **Key architectural changes:**

- Extent and reconfiguration of the basement layout, including changes to car parking, bicycle parking, waste/ storage arrangements, services and minor ramp adjustments.
- A reduction in commercial car parking spaces and addition of bicycle parking allowance.
- Heritage structure retention/ demolition extents due to structural and heritage advice.
- Reconfiguration of the layout to Ground Floor, including spaces within the community hall, retail tenancies, amenities, services and back of house areas.
- A total reduction of apartments from 52 to 46.
- Updates to the façade design/ terraces due to reconfiguration of apartments/ privacy, sag and sway assessments, substation relocation and review of the construction methodology.

### **Key development summary changes:**

	<b>Previous</b>	<b>Proposed</b>	<b>Difference</b>
<b>Apartments</b>	<b>52</b>	<b>46</b>	<b>-6</b>
<b>Resi. Car Spaces</b>	<b>58</b>	<b>63</b>	<b>+5</b>
<b>Com. Car Parks</b>	<b>43</b>	<b>17</b>	<b>-26</b>
<b>Bike Parks</b>	<b>19</b>	<b>57</b>	<b>+38</b>

**The following table outlines planning & design changes made since the most recent submission for endorsement on the 15.04.2025:**

<b>Changes as per Planning Permit Conditions:</b>		
<b>Item</b>	<b>Summary of Change</b>	<b>Drawing</b>
<b>1(d)</b>	Remove & Reinstate 11m of original roof of the Liberty Theatre Building as nominated on the plans and elevations.	TP201, TP250, TP251, TP305, TP451 &TP452
<b>1(f)</b>	Dimensions added to confirm maximum wall height on the western site boundary (rear laneway) of 8 metres to adhere to the rear setback requirements of the Design and Development Overlay (Schedule 19).	TP450 & TP452
<b>1(i)</b>	Deletion of the statement 'Extent of heritage façade to be retained (refer to heritage report)' from the East Elevation.	TP451
<b>1(j)</b>	<p>Retention, conservation and restoration of the former Liberty Theatre heritage building in accordance with the Heritage Report required by Condition 4 as nominated on the South &amp; East Elevations.</p> <p>The project team examined whether the community hall space could be lowered to the pre-existing RL instead of the current RL documented due to the site's risk of flooding.</p> <p>Lowering the ground floor RL to match the existing would:</p> <ul style="list-style-type: none"> <li>• Introduce significant complexity in DDA compliance and impede functionality for back of house areas including access to the commercial kitchen, toilets and loading dock.</li> <li>• Add additional complex engineering and construction costs for the ground floor slab.</li> <li>• Impede the existing basement 1 car aisle which would render insufficient clearance for required services.</li> </ul>	TP303, TP304, TP451 & TP452



	<ul style="list-style-type: none"><li>• Add insurance and operational risk to the tenant that their premises given the risk of extreme flooding in the event of a 1:100-year storm.</li></ul> <p>The team has also examined whether the basement could also be lowered to accommodate this change. It was confirmed that excavating a deeper basement would add significant costs and additional risk to the project.</p> <p>These concerns are elaborated in further detail by our structural engineer in their supporting letter.</p> <p>In response to these concerns, KUD has redesigned the entry foyer, circulation and level 1 by:</p> <ul style="list-style-type: none"><li>• Reconfiguring the hall stairs and lifts to the entry. This provides appropriate DDA access to the community hall and unimpeded access to the remainder of the floor whilst ensuring the design responds to the lower level 1 window heights of the heritage façade.</li><li>• A double height void space has been introduced to separate the new raised level 1 slab from the heritage façade.</li><li>• The two rear windows which conflict with the raised level 1 slab are to be bricked in as detailed and supported by the updated heritage consultant report.</li></ul> <p>The proposed changes to the design ensure that all retained heritage windows work with our flooding RLs which have determined the height of level 1 and 2 slabs whilst providing a functional DDA compliant space</p>	
<b>1(k)</b>	Dimensions added to confirm the proposed verandas (to Lygon Street) have been setback a minimum of 750mm from the kerb and with a height of less than 3 metres above the level of the footpath in accordance with Clause 507 of the Building Regulations 2006.	TP304 & TP451
<b>1(l)</b>	The entry to the basement from the rear laneway has been designed with an apex height along the basement access ramp equivalent to 47.21AHD +150mm to prevent stormwater inundation of the basement from the road reserve.	TP303



<b>1(m)</b>	All project bike parking has been moved to avoid cyclists using stairs.	TP301 & TP303
<b>1(n)</b>	Dimensions, line-markings and bollard have been drawn in accordance with Australian Standard 2890.6 shown to the accessible parking bay on Basement Level 1(A) and adjacent shared space.	TP301 & TP302
<b>1(o)</b>	Dimensions shown to ensure a 1 metre offset for all car parking spaces to adjacent walls has been implemented in all areas where there is car parking.	TP301, TP302 & TP303
<b>1(p)</b>	The substation has been accommodated to the ground floor on the Lygon St frontage, due to requirements of the power company. It will be integrated into the stone façade with louvred access doors to match the colour of that façade.	TP303
<b>1(q)</b>	All residential and employee bike spaces are now secured to meet Australian Standard 2890.3.	TP301 & TP303
<b>1(r&amp;s)</b>	Environmentally Sustainable Design initiatives/ implemented that were previously missing. <ul style="list-style-type: none"> <li>• Solar system has been added to the roof.</li> <li>• 5% of car parking designed for electric vehicles.</li> <li>• Recycling &amp; garbage waste chutes.</li> <li>• Addition of a rainwater tank to the basement.</li> <li>• Window shading added to the North and West elevations.</li> <li>• Operable windows have been designated.</li> </ul>	TP301, TP302, TP309, TP450 & TP453
<b>1(t)</b>	Planter boxes added to all western balconies and the rooftop terrace planting.	TP304, TP305, TP306, TP307, TP308, TP309 & TP453
<b>1(u)</b>	Revised Basement 1 plan has been adjusted to incorporate waste consultant feedback and bin chutes have been nominated on the GA plans. <ul style="list-style-type: none"> <li>• Bin types and volumes illustrated</li> </ul>	TP302, TP303, TP304, TP305, TP306, TP307, TP308 & TP309



<b>1(v)</b>	Any changes required by the Accessibility Report in accordance with Condition 17 of this permit: <ul style="list-style-type: none"><li>Changes to the ground and level 1 retail tenancies and community hall to provide DDA access.</li></ul>	TP303
<b>1(x)</b>	The back of house areas on Ground Floor have been adjusted to allow for goods to be delivered from the loading zone.	TP302
<b>1(y)</b>	Balustrade heights where recommended have increased to mitigate any potential for adverse wind impacts.	TP305
<b>1(aa)</b>	Privacy screens have been added between all balconies as well as to levels 1 & 2 to avoid overlooking to 26-30 Stanley St.	TP304, TP305, TP306, TP307, TP308 & TP400
<b>1(bb)</b>	Please refer to sheet for screen diagrams.	TP400
<b>1(cc)</b>	Dimensions have been added to show bike parking meets Australian Standard 2890.3.	TP301 & TP303
<b>1(dd)</b>	The shared area of the accessible DDA parking space has updated to meet Australian Standard 2890.6.	TP302
<b>1(ee)</b>	Splay on the south-west corner of the building has been updated to the required dimensions to allow vehicles to turn from one laneway to the other.	TP302

**Other Architectural Design Changes:**

<b>Item</b>	<b>Summary of Change</b>	<b>Drawing</b>
<b>A</b>	Heights of the existing level 1 heritage windows have been confirmed and updated in the drawings accordingly.	TP250, TP252, TP451, TP452, TP472 & TP473
<b>B</b>	Apartment Reconfiguration and Reduction:  A reconfiguration of apartments across levels 01 to 05 has occurred to ensure required structure & services are incorporated in the design. There has been an overall	TP304, TP305, TP306, TP307 & TP308



	<p>reduction to the number of apartments - from 52 previously to a proposed 46. A total change of -6.</p>	
<b>C</b>	<p><b>Occupant Storage:</b></p> <p>Occupant storage has been relocated to Basement 1A, 2A and 2B. The previous location was in the Level 01 corridor.</p> <p>There is now an allowance for 1 storage cage per apartment unit on or directly adjacent allocated car spaces. Storage allocation allows for ease of access and use by apartment occupants.</p>	TP301, TP303 & TP304
<b>D</b>	<p><b>Car parking spaces:</b></p> <p>There has been an overall reduction of parking spaces from 101 to 80. This is due to the reduction in number of apartments, an over-allocation of commercial car spaces and the need for plant room, services rooms and storage space.</p> <p>The basements have been reconfigured to achieve an improved programmatic and functional layout. This includes location and reconfiguration of ramps, parking spaces, plant rooms, waste rooms and bicycle storage.</p> <p>The change in parking spaces is as listed below:</p> <p>Previous:</p> <ul style="list-style-type: none"><li>- Residential: 58 spaces</li><li>- Commercial: 43 spaces</li></ul> <p>New:</p> <ul style="list-style-type: none"><li>- Residential: 63 spaces (+5)</li><li>- Commercial: 17 spaces (-26)</li></ul>	TP301, TP302, TP301, TP400, TP471 & TP472
<b>E</b>	<p><b>Bicycle Parking:</b> Revision and addition</p> <p>All project bike parking has been moved to avoid cyclists using stairs.</p> <p>There has been a significant increase of bicycle parking spaces, on single and double stacked bike racks.</p> <p>Ground floor visitor bicycle spaces remain the same.</p>	TP301 & TP303



	<p>Bicycle storage for residents on ground floor has been relocated to the basement.</p> <p>New and revised counts are listed below:</p> <p>Previous: 19</p> <p>New: 57 (<b>+38</b>)</p>	
<b>D</b>	<p><b>D.1</b> Ground Floor Reconfigurations:</p> <p>Retail:</p> <p>The retail spaces have been reconfigured due to the substation and plant room re-positioning.</p> <p><b>D.2</b> Amenities/ Back of House:</p> <p>The Amenities (Bathrooms) have been reconfigured due to the addition of a storage room, and repositioning of the substation and plant room. Noting an additional urinal has been added to the men's bathroom. There is no change to the number of pans.</p> <p>The back of house areas on Ground Floor have been adjusted to allow for goods to be delivered from the loading zone.</p> <p><b>D.3</b> Substation &amp; Plant Rooms:</p> <p>The substation has been accommodated to the ground floor and positioned on the Lygon St frontage to comply with advice from CitiPower. The main switchboard (MSB) room has been repositioned adjacent to the substation. The fire pump room has been repositioned to allow for direct external access from Bluestone Laneway.</p> <p><b>D.4</b> Community Hall:</p> <p>The Food &amp; Beverage space has been removed in lieu of a storage room for the Community Hall. With a relocation of the Commercial Kitchen.</p>	TP303



<b>E</b>	<p>Façade treatments:</p> <p>There has been changes to the following facades:</p> <p><b>E.1</b></p> <p>North:</p> <p>The full height glazing at the terrace lightwell on Grid C now comprises of window wall and punched windows, with solid concrete panels. The curves to the corners also been removed.</p> <p><b>E.2</b></p> <p>East:</p> <p>Types &amp; locations of windows and façade features have been changed to improve the design, rationalise construction methodology and match the reconfiguration of apartments.</p> <p>Due to the Sag and Sway Analysis, the current canopy to the heritage façade was clashing with the power cables. The canopy has now been shortened in width to be a 600mm extension from the heritage frontage, to accommodate a safe clearance.</p> <p>A stainless-steel web net façade treatment has been added to the Level 01 balconies, to ensure safety requirements from the adjacent power lines.</p> <p>The substation move has resulted in having the louvred required doors to the Lygon St frontage. The door finish will match that of the façade. As well as the deletion of the canopy directly above the substation entry due to clashing elements. Subsequently the fire/ booster hydrant has been relocated to the Northeast corner.</p> <p><b>E.3</b></p> <p>South:</p> <p>The façade from Level 01 to Level 05 has been changed to house punched windows, in lieu of window wall.</p> <p><b>E.4</b></p> <p>West:</p> <p>Types &amp; locations of windows and façade features have been changed to improve the design, rationalise construction methodology and match the reconfiguration of apartments.</p>	TP450, TP451, TP452, TP453, TP460 & TP461
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	Façade on Ground Floor has also been updated to reflect internal planning & design changes.	
E.5	<p>Northeast:</p> <p>The curved corner of the North-Eastern façade has been removed.</p>	
F	Terrace treatment & reconfiguration:	TP304, TP305, TP306, TP307, TP308, TP309, TP451 & TP453
F.1	The terrace configurations on Level 01 (Lygon St facing) have been updated to accommodate the design changes to apartment layouts where they have reduced in area.	
F.2	A terrace has been added to the West Elevation at Grid D on Level 02.	
F.3	The terrace configurations on Level 02 (Lygon St facing) have been reduced to introduce a lightwell void to the Level 01 terraces. They have also been adjusted to accommodate revised apartment layouts.	
F.4	The lightwell void on Grid 5, from Roof to Level 03, has been extended through to the terraces, creating a clear break in geometry and allowance for natural light into bedrooms.	
G	<p>Apartment configurations:</p> <p>Apartment types have been reconfigured and rationalised due to structure &amp; services being incorporated into the design. There are now 24 types, compared to the previous 27 types. Relevant BADS compliance summaries have updated as per the drawings.</p>	TP304, TP305, TP306, TP307, TP308, TP309, TP600, TP601, TP602, TP603, TP604, TP605, TP606, TP607, TP608 & TP609
H	Shadow Diagrams have been re-plotted to encompass all design changes. Drawings have also been rotated to reflect true north.	TP700, TP701, TP702, TP703, TP704, TP705 & TP706
I	Basement Ramps:	TP301, TP302, &TP303



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	<p>The bottom of the entry basement ramp (wall and ramp) has been splayed to allow for clear swept paths, as per the traffic engineers advice.</p> <p>Ramp gradients have also been updated (basement 2b to 2a / basement 1b to 1a) from a 1:6 to 1:5 gradient. They have also been lengthened from 2880mm to 4850mm.</p>	
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