

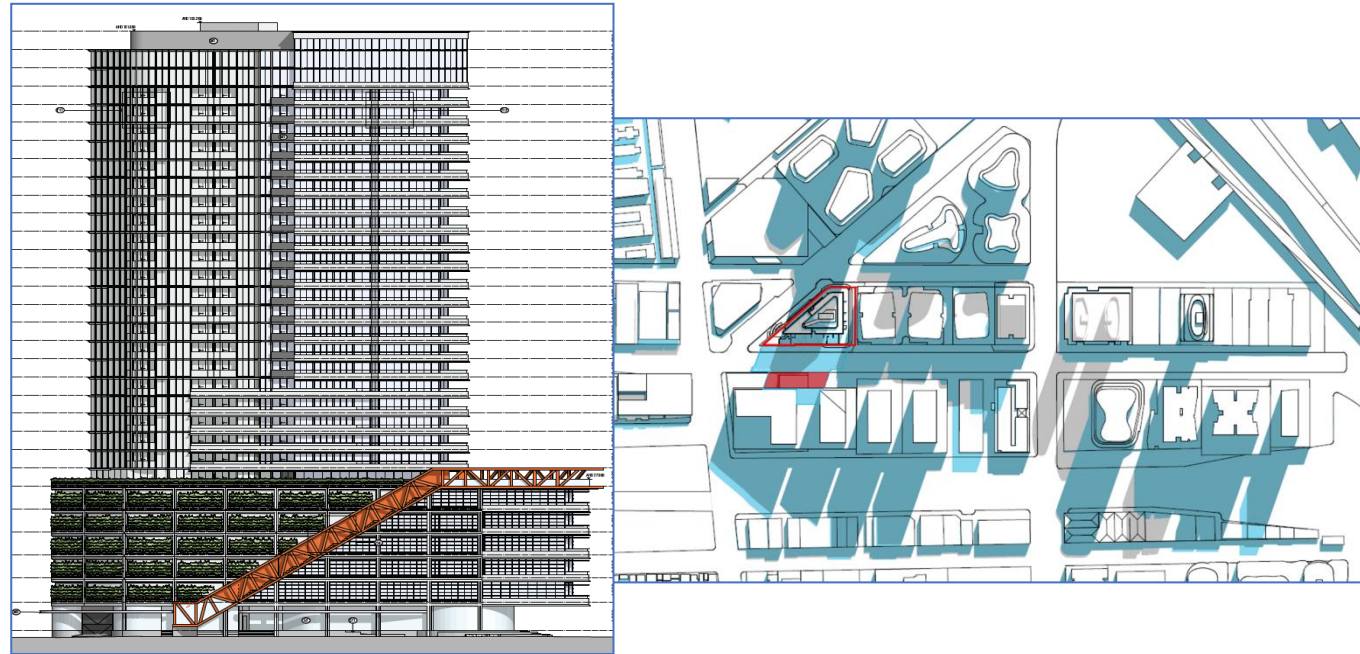
Referral Responses

Department	Comments
Urban Design	<p>In response to the DDO30 provisions, the proposal is excessive.</p> <p>DDO30 vision seeks to ensure that buildings in Montague North are “a mix of mid and high-rise scales with hybrid and podium–tower typologies” and, among other things “to encourage adaptable floorspace to facilitate a reduction in car dependence and an increase in commercial floor space over time.” Further, Area M1 in DDO30 suggests that predominately mid-rise development of 7-15 storeys, with some taller elements of around 20 storeys is envisaged.</p> <p>The proposal of 30 storeys diminishes the preferred building height of predominantly 7-15 storey developments and presents a proportion and form that should seek to diminish its visual impact. It is recommended the proposal quote the roof form from the development at 253 Normanby Road that reduces its massing and visual bulk with a sloping upper level facet providing visual interest at upper levels and reducing its overshadowing potential.</p> <p>The podium presents 5 storeys of un-sleeved carparking that is not appropriate for the precinct and provides an interface to a proposed public space foregoing the expected passive surveillance opportunity. Any over development of the site should be required to demonstrate design excellence and work towards the vision of the precinct and ensure that the public private interface is appropriate for its location. The current proposal does not demonstrate design excellence and the off-site amenity impacts are pronounced due to the car parking facing the park and is therefore not supported. It is recommended some housing diversity such as walk-up apartments with doors to the park be incorporated in the design to help activate this space and create diversity in housing types on offer. This will also help provide an active edge to the park and encourage a social mix rather than only providing apartment housing options that could induce homogeneity and social isolation.</p> <p>It is noted that the ground floor levels have been elevated beyond practical entry or activation. The ground floor requires universal access and dignified entry for people with limited mobility. To achieve this, it is expected that people can enter and exit the building and public areas in the same location and without separate areas designated for people with limited mobility. With the subject site including links to the park, it is important that parks are also accessible and inclusive. Universal design principles should underpin any connection to public open spaces.</p> <p>It is recommended more detail be forthcoming to understand where the entry and exit points are intended to be, who may use it, how emergency services can access it and whether it is accessible to the public.</p>

	<p>The 30 storey proposal presents modified setbacks to Johnson Street (5m & 4m in part) and to the eastern boundary (6m). The reduced setbacks are not supported. The podium terrace is landscaped for communal open space and recreation and a reduced setback is likely to induce adverse wind impacts that affect opportunities for planting and communal uses.</p> <p>Any reduction in the setbacks required in DDO30 should ensure no adverse amenity impacts are induced by the resultant form or any amenity impacts are offset with improved public space outcomes.</p> <p>RFI</p> <ul style="list-style-type: none"> • Revised 3D model with insertion point georeferenced in MGA55 • 3D views illustrating the 30 storey proposal including north and south views along Johnson Street from a height of 1.7m • Circulation diagram illustrating publicly accessible access and private pedestrian movements in and out of the site. An access and circulation plan to be supplied with visualisations of the external stairwell entrance at all levels including ground and podium levels. • Updated 3D model with proposed building height with an annotated MGA55 insertion point.
<p>Fishermans Bend Strategy / Strategic Planning</p>	<p>June 2020 Key Issues</p> <p>1. The proposal has a maximum height of 31 storeys and 99.84m (measured to top of plant, as plant appears to extend to the façade line on Drawing No. TP200). There may be strategic planning justification for a building with a height greater than the 68m / 20 storey maximum height sought in DDO30, due to the heights of approved buildings in the immediate area. The proposal, however, includes the following setbacks above the street wall that do not comply with the 10m minimum setback <u>mandated</u> in Clause 2.8 of DDO30:</p> <ul style="list-style-type: none"> (a) New laneway along the northeast boundary – 5.5m minimum (excluding encroaching columns, as discussed below). Note: this laneway will have an ultimate 9m width, so the setback is to be measured from the new property boundary, not the centreline; (b) Munro Street – 5m; and (c) New park / Johnson Street – 4m minimum.

It is considered that the proposed **height and setbacks of the tower** in combination do not achieve the built form outcomes in Clauses 2.5, 2.8 and 2.9 of DDO30:

- (a) The proposal does not adequately respond to the **preferred precinct character** of Area M1, which is; *“Mid to high-rise developments. On larger sites, a hybrid of perimeter blocks with slender towers that create fast moving shadows and minimise the perception of visual bulk when viewed from streets”*. It is considered that the tower form and proposed setbacks does not result in a ‘slender’ tower. The slenderness of a tower is not defined in the planning controls. It is noted, however that the tower achieves a slenderness ratio of 1.9:1 (i.e. the height is approximately twice its width), which is not considered to be slender. Another Indicator of the apparent slenderness (or lack thereof) of a building is the proportion of building mass along the site’s frontage against the proportion of space / separation between buildings. For the subject proposal, its tower takes up 68% of the Normanby Road site frontage. It is considered that the tower element of the proposal does not achieve the following outcomes of the preferred precinct character:
- Overshadowing – the tower will not create *“fast moving shadows”*. Further, its width impacts on *“sunlight access to the southern side of Normanby Road at September equinox”*, as required by Clause 21.06-8 (Strategy 6.8.23). This outcome is evident in the shadow diagrams in the architectural plans. As an example, the shadow diagram provided below shows that the tower will overshadow a significant portion of the southern footpath (red shading) at 1:00pm on 21 September (noting that should be modelled for 22 September).
 - Visual bulk – the tower form and proposed setbacks will not *“minimise the perception of visual bulk when viewed from streets”*. There is concern that the tower will overwhelm the public realm, particularly the visual bulk of upper floors when viewed from streets and laneways (refer to Clause 2.8 of DDO30). The elevation provided below shows how the building will appear from the new park to the west (Johnson Street closure);
- (b) There is concern that the proposal will not *“limit impacts on the amenity of the public realm as a result of wind”*. The amended wind assessment discussed in item 2 is required to respond to this matter.



It is noted that the floor plans for the tower levels and the roof indicate that horizontal 'sills' encroach (approximately 300mm) into the setbacks above the street wall that are specified on the architectural plans. Whilst there is no strategic planning objection to this articulation, there is no provision in DDO30 for exemptions to the mandatory upper level setbacks (unlike the exemptions for building and street wall heights). On this basis, setbacks above the street wall need to be measured from the edge of these sills, rather than the façade. It is acknowledged, however, that these sills would likely have minimal impact on visual bulk and overshadowing.

Under the Terms of Reference of the Standing Advisory Committee (SAC), the proposal needs to meet the requirements of DDO30. In this regard, it would be expected that the SAC will establish a standard approach to varying mandatory requirements.

It is recommended that the building footprint of the tower be reduced to present a more 'slender tower' that reduces the shadowing impacts on Normanby Road footpaths and visual bulk as seen from surrounding

public realm. Further changes to the tower may also be required to adequately manage wind impacts resulting from the development, subject to the amended wind assessment recommended in Item 3 below. This matter should be addressed through amended plans prior to a decision being made.

City Design may have other urban design advice in relation to this matter.

2. There is significant concern with the extent of un-sleeved **car parking** located on Levels 1-6 that face the new park. This outcome limits the level of interaction with the public realm and impacts on opportunities for passive surveillance. It is acknowledged that the size and configuration of the site poses challenges to alternative car parking layouts. I defer to others for advice on the appropriateness of the car parking numbers and layout. Any possible reduction in car parking should be focussed on removing parking scapes overlooking the park (particularly on Levels 1 and 2). If significant reductions to car parking numbers are not possible, a compromise outcome could be for office tenancies on Levels 1-3 to be relocated to overlook the park, with car parking facing Normanby Road (as illustrated in diagram below). City Design may have other urban design advice in relation to this matter.



3. **Floor levels.** The proposal plans indicate that the entire Ground Floor will be at 3.0m AHD. Whilst this floor level should adequately manage flood risk, the resultant level differences will require the following height transitions up from street level:

- Munro Street – 0.8-1.1m
- New Park – 1-1.2m
- Normanby Road – 0.8-1.2m
- New laneway – 0.5-0.8m.

This outcome results in a **street level presentation and activation** to the public realm that does not adequately “*maintain good physical and visual connection between the street and internal ground floor*”, as required by Clause 22.15-4.5. It also impacts on equitable access outcomes for future users. This issue is exacerbated by the location of bicycle parking and access ramp in front of Tenancies 3 and 5 respectively.

The following changes are recommended:

- (a) The floor levels of the Ground Floor retail tenancies should be reduced as much as possible. Melbourne Water should be consulted for the minimum allowable floor level requirements, but it is understood that floor levels of 2.4m may be supported for retail tenancies, rather than 3.0m as currently proposed. This 0.6m reduction could result in the following improvements, which would provide a greater connection to the public realm and enable equitable access with less interventions:
- Tenancy 1 – 0.4m level difference to Normanby Street and 0.4-0.6m level difference to new park
 - Tenancy 2 – 0.4-0.5m level difference to new park and Munro Street
 - Tenancy 3 – 0.0-0.2m level difference to new laneway. This would result in effectively at-grade access and remove the need for stairs and a platform lift
 - Tenancy 4 – 0.2-0.4m level difference to Normanby Street and new laneway. Depending on the location of the access point, this would result in effectively at-grade access
 - Tenancy 5 – 0.5m level difference to Normanby Street.
- (b) Provide more generous internal transition areas to the Apartment Lobby (to remain at 3.0m AHD FFL). In particular:

- A gradual ramp access could be provided from the new park (1.0m level difference). The disabled ramp in front of Tenancy 1 could be removed or shortened; and
- A gradual ramp access could be provided from the new laneway (0.5m level difference). The disabled ramp in front of Tenancy 5 could be removed (or replaced with a shorter disabled ramp wrapping around the front of Tenancy 4).

(c) In addition, there is an opportunity to raise the height of the new park (Johnson Street closure) as part of its development (e.g. increase of 0.4-0.6m). This outcome would enable at-grade access to Tenancies 1 and 2 and the Apartment Lobby. The Strategy & Design Department is currently investigating alternative design outcomes for interfaces such as this and will be pleased to work with the proponent to develop a suitable design outcome.

4. **Bicycle parking.** Access to the bicycle parking area on the Ground Floor is via either stairs or a ramp shared with people requiring mobility devices (e.g. wheelchairs). This route and potential for conflict in the lobby area will likely discourage people from using active transport. Entry to and from the parking area and associated end-of-trip facilities is through one door, which seems inadequate for the number of bicycle parks. Bicycle parking on Levels 1-5, which requires cyclists to share access ramps with motor vehicles, is also considered unsafe and undesirable. The proposal should be amended to provide more accessible bicycle parking area/s.

Issues that could be conditioned

1. With the limited detail provided in the architectural plans, there is concern with the **street level presentation** of the building, which essentially consists of the full height clear glazing. It is considered that the design outcomes for the retail tenancies could be improved to better achieve the following development outcomes:
- Create activated building façades with windows and legible entries (Clause 2.12 of DDO30 – built form outcome);
 - Encourage opportunity for social interaction at interfaces between the public and private realms (Clause 21.05-3);
 - Provide openable windows and balconies within the street wall along streets, new park and the new laneway (Clause 2.12 of DDO30 – built form requirement);
 - Contribute to a fine grain, pedestrian scale environment (Clause 22.15-4.4);

- Present an appropriate human scale and detail to the street frontage (Clause 21.05-3); and
- Achieve a diversity of fine-grain frontages (Clause 2.12 of DDO30 – built form requirement).

On this basis, the following changes are recommended, which could be conditioned as part of a façade plan:

- (a) Provision of more legible and pedestrian scale entries to retail tenancies.
- (b) Provision of openable windows and balconies / outdoor seating areas along street frontages (similar to the Ground Plane examples provided in the architect’s Urban Context Report, but not provided in the architectural plans).
- (c) Extension of the canopies to the full frontage of Tenancies 1 and 5 and Apartment Lobby off Normanby Road (effectively resulting in canopy coverage for the entire development).

City Design may provide further advice on this matter.

2. **Laneway encroachments.** Provision of half the new laneway (i.e. 4.5m width) along the northeast boundary between Normanby Road and Munro Street is supported. It appears, however, that columns encroach approximately 200mm into the laneway for the height of the podium. Encroachment into the public realm is not supported. The proposal plans need to be amended to remove these encroachments.
3. It is unclear how the **ground level retail premises** will access back-of-house / service areas for car parking, deliveries, waste disposal, etc. Rear entries and accessway should be provided in the proposal plans.
4. Varied form of the **tower ‘crown’** should be explored to “contribute to a varied and architecturally interesting skyline” sought in Clause 2.5 of DDO30. This outcome would take advantage of the “*unique opportunities for a dramatic built form*” on this site (refer to Section 1.7 of the Urban Context Report).
5. Clause 22.15 requires development to provide **communal open spaces** that “*include a range of facilities, garden and recreation areas, with consideration given to opportunities for a range of users*” and to “*deliver spaces, including open spaces, for people to meet, gather, socialise, exercise and relax*”. The detailed design of the proposed internal and external communal areas on Level 06 needs to include areas for people to interact casually, children to play, etc., taking in account that the resident population of the development will likely consist of a variety of household types, ages and abilities. The indoor communal spaces should allow more flexibility to be fitted out and equipped as required to meet the diverse needs of future residents. Confirmation is also needed that residents of affordable housing dwellings will have equitable access to communal facilities.
6. **Visitor bicycle parking spaces** for the development are proposed to be located within the new laneway and the verge of Normanby Road. I defer to Transport Choices for advice on the acceptability of this

outcome. It is recommended, however, that the final location of any bicycle parking within the public realm be determined as part of detailed design of the new laneway and Normanby Road streetscape works, to ensure minimal conflicts with other users and activities in these areas.

7. The proponent's aim to integrate the development with the **new park** to be formed by partially closing Johnson Street is support. It is also admirable that the proponent would like to be involved in the design and development of this park (refer to Section 7.5 of the Planning Report). The function and resultant design / improvements to the park should be led and approved by Council.
8. The appropriateness of the proposed **public viewing platform** on Level 6 is unclear, particularly its access via a 6-storey high external stairway. This area may be better suited as communal open space for residents and tenants of the retail / office tenancies.
9. Location of the **substation** on Level 1 is supported, however it is unclear how this space will be accessed.

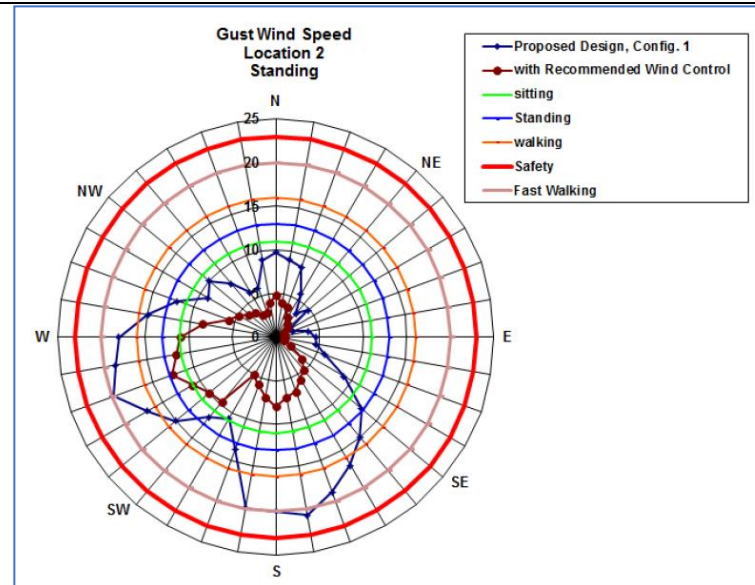
Wind Assessment June 2020

5. The **wind assessment** accompanying the amended application (letter by Vipac; dated 29 May 2020) (*Pedestrian Wind Environment Study*; dated 11 May 2020) does not comply with the policy requirements of DDO30. Clause 2.11 requires development to; "*Maintain a safe and pleasant pedestrian environment on footpaths and other public spaces for walking, sitting or standing*". This requirement is reiterated in Clauses 2.5 and 2.8, relating to building height and upper level setbacks. The following issues need to be addressed in an amended wind assessment:
 - (a) A new wind tunnel assessment should be undertaken to verify the consultant's predictions of how the amended proposal changes wind conditions, noting that the consultant stated that; "*Considering the changes to the building design, we recommend wind tunnel testing be undertaken to verify these assessments and optimise the necessary wind control treatments.*" (refer to p. 2 of the letter). In particular, the footprint and setbacks of the tower element need to be assessed.
 - (b) Configuration 2 of the assessment needs to include all developments in the area that are under construction, approved or under assessment (particularly at 2-29 Normanby Road & 50 Munro Street) (refer to Section 2.4 of the Planning Report). The latest building envelopes of Sites 1, 2 and 3 (east along Normanby Road) also need to be incorporated (noting that these proposals are still under various stages of assessment);
 - (c) The assessment area shown in Figures 7 and 10 of the 2016 wind assessment does not align with the assessment distance required in Clause 2.11 of DDO30. Based on the proposed building height, the assessment area should extend approximately 50m from the site boundaries. This area would include a

greater extent of the pedestrian areas on Normanby Road (to the east and west), Munro Street (to the east and west) and Johnson Street (to the north). The more exposed areas of the new park immediately to the west (Johnson Street closure) also needs to be assessed.

- (d) The assessment criteria specifications used need to accord with those required under Clause 2.11 of DDO30. A comparison with those adopted in the 2016 wind assessment (refer to Section 3) in the table below, which highlights the discrepancies (refer also to Figure 12 from report, provided below):

Criteria	Wind Impact Assessment	DDO30 Requirement	Difference
Safety	>23m/s annual maximum gust speed (Table 1 and Appendix A)	20m/s hourly maximum 3 second gust with a corresponding probability of exceedance	DDO30 more stringent
Walking	<16m/s annual maximum gust speed (Table 1 and Appendix A)	<= 5m/s hourly mean wind speed with a 20% probability of exceedance	DDO30 different measurement
Standing	<13m/s annual maximum gust speed (Table 1 and Appendix A)	<= 4m/s hourly mean wind speed with a 20% probability of exceedance	DDO30 different measurement
Sitting	<11m/s annual maximum gust speed (Table 1 and Appendix A)	<= 3m/s hourly mean wind speed with a 20% probability of exceedance	DDO30 different measurement



- (e) The mandatory wind safety criteria in DDO30 must be achieved in the amended wind assessment. Where the safety criterium is already exceeded under existing conditions, the development must not increase the extent of non-compliance;
- (f) The assessment criteria applied for pedestrian comfort need to be revised in accordance with the intended use of an area. As required in Clause 22.15-4.4, developments should contribute to a “*high quality public realm and deliver spaces, including open spaces, for people to meet, gather, socialise, exercise and relax*”. This outcome is particularly relevant for sites located in within the Montague Core Area (such as the subject site) where a “*high quality, high amenity public realm is to be delivered*” (Clause 21.06-8). Further, Normanby Road is to be “*transformed into a landscaped, pedestrian friendly boulevard*” (Clause 21.06-8). On this basis, the following areas within the assessment distance should meet the wind comfort criteria outlined in Clause 2.11 of DDO30:
- Sitting – the new park (Johnson Street closure) and areas in the public realm / publicly accessible private areas that are designed for outdoor seating (as recommended under Item 1 of Issues that could be conditioned in previous email);

	<ul style="list-style-type: none"> ▪ <u>Standing</u> – both footpaths of Normanby Road, the new laneway and areas outside building / tenancy entries on Munro Street (including proposed developments); and ▪ <u>Walking</u> – remaining publicly accessible areas. <p>(g) Any proposed wind treatments need to be located within the development (not on public land); and</p> <p>(h) Any proposed changes to the built form and/or wind control measures need to be qualified to demonstrate how an amended proposal will achieve the policy requirements in Clause 2.11 of DDO30. Control measures must also not compromise other outcomes of the proposal (e.g. screens along the new laneway need to maintain function and amenity of this space).</p> <p><u>It is recommended that an amended wind assessment should be prepared that complies with the relevant planning scheme requirements. The required wind treatments will need to be incorporated into the proposal plans. It is preferred that this change be addressed through amended plans prior to a decision being made.</u></p>
Sustainable Design	<p>The application does not demonstrate best practice for ESD. ESD improvements required prior to decision.</p> <p>The ESD Opportunities Assessment (SMP) refers to many ESD initiatives that could be implemented in order to achieve planning scheme requirements for FBURA. However, no definite commitments are provided and no Green Star Scorecard is provided. The proposal does not address the integrated water management requirements for FBURA. There are no details of how the third pipe and raintank requirements of Clause 4.3 of the Capital City Zone Schedule 1 will be met. No WSUD report has been provided. Please see detailed comments below.</p> <p><u>FULL REFERRAL COMMENTS BY CATEGORY:</u></p> <p>Development proposals in the Fishermans Bend Urban Renewal Area (FBURA) are subject to the following requirements for Environmentally Sustainable Design:</p> <p>Schedule 1 to the Capital City Zone (CCZ1) – Clause 4.3 Clause 22.12 Water Sensitive Urban Design Clause 22.13 Environmentally Sustainable Development Clause 22.15 Fishermans Bend Urban Renewal Area Policy</p> <p>The ESD Opportunities Assessment (SMP) includes design recommendations to improve the sustainable design outcome. These recommendations are supported. However the report should clearly state the ESD commitments that are proposed, rather than listing potential options. The final endorsed version of the report</p>

cannot contain recommendations. If planning approval is granted the SMP must clearly list all the agreed ESD commitments.

Some of the ESD recommendations in the report relate to design modifications, which must be agreed to prior to planning approval. These have been highlighted in the comments below.

Green Star:

Mandatory certified Green Star Design & As Built ratings are specified at Clause 4.3 of the Capital City Zone, Schedule 1, which apply as follows:

- *Developments of 10 or more dwellings or 5,000m² or more of floor space = 5 star*

- Section 8 of the SMP confirms that the proposed development is committed to achieving a 5 star Green Star Design & As Built certified rating, in accordance with the mandatory conditions of the Capital City Zone Schedule 1.
- However, there is no indicative Green Star scorecard in the SMP. **The Sustainable Management Plan (SMP) should be amended to show how the development will achieve a five star Green Star Design & As Built rating, by including a Green Star Scorecard, with a 10% buffer above the minimum 60 point requirement.** 60 + 6 = 66 points = Five Star “Australian Excellence”. General alignment to the Fishermans Bend Framework should also be followed as outlined in the Arup Report Fisherman’s Bend [Review of Sustainability Standards](#) refer Appendix A for 5 star Pathway for 66 points.

IEQ:

- The external finished legend on the elevations shows that tinted glass will be used. More detail is requested about this. **What will the VLT (visible light transmittance) of the different glazing types be?**
- Glazing tints reduce natural daylight to internal spaces. Therefore, while the majority of apartment layouts shown on the plans indicate that habitable rooms should receive reasonable natural daylight, this is based only on the use of clear glazing. The use of tinted glazing, as noted on the drawings, will reduce internal natural daylight. **On this basis, daylight modelling of the following apartment types is required:**
 - B06
 - B11
 - B12
 - C04

○ C06

Daylight modelling should demonstrate whether the open plan living areas of these apartment types can achieve a daylight factor of 1% for at least 90% of the floor area of the room.

Energy:

- *The application must demonstrate how the project will achieve a 20% increase on minimum NCC energy efficiency standards, as required in the Fishermans Bend Urban Renewal Area Policy at Clause 22.15-4.5. For residential developments, this includes achieving an average 7 star NatHERS rating for all buildings. – Not achieved:* The Energy section of the SMP does not refer to the above policy requirement. The SMP must demonstrate how the development will achieve an increase of at least 20% on the minimum energy efficiency standards.
- *The application must demonstrate how the proposal incorporates renewable energy generation, on-site energy storage and opportunities to connect to a future precinct-wide or locally distributed low-carbon energy supply. – Not achieved:* The SMP states that the development should include solar PV (pg. 5). This is insufficient in the FBURA. The proposal must include solar PV and battery storage and the location and capacity of the system should be determined at the planning stage, as part of the application's response to both the mandatory Green Star conditions at Clause 4.3 of the Capital City Zone Schedule 1, and the energy efficiency objectives in the FBURA policy at Clause 22.15 of the Port Phillip planning scheme (specifically Clause 22.15-4.5, which states that developments should incorporate on site renewable energy generation, on site energy storage and demonstrate the ability to connect to a future precinct-wide/locally distributed low-carbon energy supply.
- The Energy & Thermal Performance section of the SMP states that greenhouse gas considerations associated with materials selection is not considered here and will be considered later (pg. 4). If it's not considered here at the planning stage, when will it be considered? Planning is the appropriate stage to agree on materials and to lock in the outcomes via the planning approval. I note that the planning drawings include an external finishes legend on the elevations, indicating that key decisions regarding materials type are already known. **The potential to reduce greenhouse gas emissions through materials selection should be addressed in the SMP.**
- The SMP recommendations for passive/ thermal design should both be taken-up (pg. 4), namely; reduce extent of glazing on east & west facades, and adjustable external shading to east and north-west facing

glazing. **Note: These recommendations will include design changes that must be considered at the planning stage.**

- The operable shading recommendation for terraces should be taken up (pg. 5). This would involve the installation of operable louvred pergolas to terraces, allowing dynamic shading and lighting levels dependent on user preference. This would increase the year-round functionality of the terraces. **Suggest a permit condition to require this.**
- The SMP recommends that split system heating and cooling be installed within one star of the best available (pg.5). **This should be a commitment, not a recommendation.**
- The SMP recommendation for installation of ceiling fans (pg. 5) should be taken up. **This can be demonstrated on floor plans with a circular fan icon.**
- The SMP recommendation for heat pump hot water systems with minimum COP 3.5 **should be a solid commitment in the SMP** (pg. 5).
- The SMP recommendation to install appliances within one star of the best available and to install electric induction cooktops **should be a solid commitment in the SMP**, both to enable energy efficiency and to contribute to the development's ability to be gas-free (pg. 5). (Gas being a fossil fuel that will need to be offset throughout the life of the building in order to meet Victoria's requirement to have net-zero carbon emissions by 2050, as legislated in the Climate Change Act Vic 2017.)
- The SMP recommendation for an embedded network **should be a commitment**, not just a recommendation (pg. 5).

Integrated Water Management (IWM):

- The application must address the third pipe and rain tank requirements set out at Clause 4.3 of Schedule 1 to the Capital City Zone, as set out below. The SMP acknowledges that mandatory requirements exist but doesn't confirm what the requirements are or demonstrate how these will be met by the proposed development. **There is no rain water tank shown on the plans.**
- **The application must demonstrate how these requirements are accommodated into the proposed design, through commitments stated in the SMP and via details on plans, such as water tank location and capacity, a catchment area plan and notation for a third pipe building connection point.** For clarity, the mandatory requirements to be addressed are:
 1. *A third pipe must be installed for recycled and rain water to supply all non-potable outlets within the development for toilet flushing, irrigation and washing machine unless otherwise agreed by the relevant water authority.*

2. *An agreed building connection point must be provided from the third pipe, designed to the satisfaction of the relevant water supply authority, to ensure readiness to connect to a future precinct-scale recycled water supply.*
 3. *A rainwater tank must be provided that:*
 - *Has a minimum effective volume of 0.5 cubic metres for every 10 square metres of catchment area to capture rainwater from 100% of suitable roof rainwater harvesting areas (including podiums);*
 - *Is fitted with a first flush device, meter, tank discharge control and water treatment with associated power and telecommunications equipment approved by the relevant water authority.*
 4. *Rainwater captured from roof harvesting areas must be re-used for toilet flushing, washing machine and irrigation or, controlled release.*
 5. *Modelling – For sites above 1000m², we do not accept STORM calculations as appropriate stormwater modelling. Provide MUSIC modelling that demonstrate conformance with Melbourne Water’s MUSIC modelling guidelines (www.melbournewater.com.au/sites/default/files/2018-02/Music-tool-guidelines-2018.pdf)*
- The SMP recommendation for water efficient fixtures and fittings **should be a solid commitment**, rather than a recommendation (pg. 6).
 - The SMP recommendations for water efficient landscaping, namely installation of low water use plants, rainwater use for irrigation and installation of irrigation with moisture sensors **should be solid commitments**, not just recommendations (pg. 6). This **should also be referred to in the Landscape Concept Report by Tract**, to ensure that water efficient landscape measures are integrated into the final landscape design.

Waste:

The proposal must respond to the waste requirements of Clause 22.15-4.5 including the following:

- *Optimise waste storage and efficient collection methods.*
 - *Combine commercial and residential waste storage.*
 - *Share storage or collections with adjacent developments.*
 - *Separate collection for recycling, hard waste, and food and green waste.*
- The SMP refers to on site processing of organic waste, which is supported, but it doesn't confirm how this would be implemented (pg. 7). This **should be a solid commitment** and the SMP should explain

how it will be achieved. This would respond to the Clause 22.15 objective for developments to enable separate collection for different waste streams including organic waste.

Urban Ecology:

The application must demonstrate how the proposal is designed to reduce the urban heat island effect, in accordance with the requirements of Clause 22.15-4.5, as follows:

- *At least 70 per cent of the total site area should comprise building or landscape elements that reduce the impact of the urban heat island effect including:*
 - *Vegetation, green roofs and water bodies.*
 - *Roof materials, shade structures, solar panels or hard scaping materials with high solar reflectivity index.*
- **The above is not addressed in the SMP or on the plans.**
- *Non-glazed facade materials exposed to summer sun should have a low solar absorptance. – Not addressed.*

The application must also respond to the landscape requirements in accordance with Clause 22.15-4.7, as follows:

Landscape areas should;

- *Incorporate innovative approaches to flood mitigation and stormwater run-off, and best practice Water Sensitive Urban Design.*
- *Plant selection should;*
- *Support the creation of complex and biodiverse habitat that includes native and indigenous flora and fauna.*
- *Balance the provision of native and indigenous plants with exotic climate resilient plants that provide resources for biodiversity.*
- *Support the creation of vegetation links within Fishermans Bend to surrounding areas of biodiversity through planting selection and design.*
- *Incorporate food plants.*

- The SMP refers to reducing the urban heat island effect (pg. 9). However it doesn't detail which measures will be employed to implement the required reduction to meet the requirements of Clause 22.15-4.5. **This should be demonstrated on a plan** showing the proposed combination of vegetation and appropriate materials reduce UHI for at least 70% of the site area.

- The SMP recommendations for habitat construction via use of native species for landscaping (pg. 8) **should be a solid commitment and this should be reflected in the Landscape Concept Report** by Tract.
- The SMP recommendation to integrate a green roof with solar PV for combined benefits of heat reduction and increased PV efficiency is welcomed (pg. 8 under Innovation heading). This **should be a solid commitment** with the SMP containing details of the location and extent of green roof and solar PV system.

Transport:

- The no. of bike spaces proposed appears to meet the bicycle parking requirements in Table 2 of the Capital City Zone Schedule 1, Clause 4.2. The SMP recommendation that a bike workshop be provided is welcomed. If this is going to be provided it needs to be clearly stated in the SMP and its **location must be shown on the plans.**

Materials:

- Section 7 (pg. 11) of the SMP lists various options for the selection of environmentally sustainable materials. However, the **SMP should state which ESD initiatives will be implemented for materials** at a minimum.

Building Management & Construction:

- The SMP's construction waste management recommendation **should be a solid commitment** with a minimum target set for construction and demolition waste recycling (pg. 7). It is currently only a recommendation with no target set. Consideration should be given as to how the target would integrate with the Green Star Design & As Built framework.
- The SMP recommendation to install electric vehicle charging infrastructure **should be a solid commitment** and this should be detailed on the plans (pg. 7). The life of the building will extend well beyond 2050, when Victoria must reach net-zero emissions. Therefore the car parking should incorporate electric vehicle charging into the design. It is difficult to retrofit electric vehicle charging, therefore it should be designed in now **and clearly indicated on the plans.**
- The SMP recommends that a period to building tuning should be implemented to ensure optimal operating efficiency of building systems (pg. 7). This **should be a solid commitment** not just a recommendation and the SMP should consider how this commitment could align with the Green Star Design & As Built rating tool.

Innovation:

- The SMP recommendation for geothermal heat exchange **should be a solid commitment** (pg. 8).
- The SMP recommendation for use of solar glass balustrades to balconies **should be a solid commitment** (pg. 8).

Traffic

1. Parking Provision:

- The site proposes to provide 222 car parking spaces. Summary of the proposal and planning scheme requirements:

Car Parking

Use	Size/Number	Proposal	Planning Scheme Clause 45.09	Traffic Comments
1- Bedroom Dwellings	57	0	28	Satisfy Clause 45.09
2- Bedroom Dwellings	190	134	95	Exceed Clause 45.09. Parking rate used 0.71 spaces per dwelling.
3- Bedroom Dwellings	33	66	33	Exceed Clause 45.09. Parking rate used 2 spaces per dwelling.
Visitor Car Parking	280 dwellings	0		Clause 45.09 has no visitor parking rate
Retail Shop	902sqm	9*	9	Satisfy Clause 45.09
Office	1368sqm	13	13	Satisfy Clause 45.09

Total		222**	178	
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*Proposal includes 1 disable accessible parking space allocated to retail premises.

**Inclusive of 2 car share spaces

Motor Cycle and Car Share

	Size/Number	Proposal	Planning Scheme Clause 37.04
Dwellings	280 dwellings	8 motorcycle spaces 2 car share spaces*	6 motorcycle spaces 13 car share spaces
Retail Shop	902sqm	0	NA
Office	1368sqm	0	NA

*Proposal to share the car share with retail, office and residents

- To justify a higher parking rate the Applicant notes the following:
 - The site currently has limited accessibility to public transport service.
 - ABS car ownership in South Melbourne and general Port Phillip LGA indicate a higher parking rate used.
 - The higher parking rate is to meet current market demand.
 - The podium car parking levels allows for future repurposing.
- Car Share spaces proposed is less then Clause 37.04. I suggest you seek further feedback from Kathleen Kemp in Strategic Transport team.
- The Applicant notes there are on-street parking availability for visitor to use in the future.
- It is noted streetscape will change thus reduce the overall on-street parking supply.
- Number of disable parking spaces need to satisfy Building Code of Australia.
- Note that the assessment for the appropriate rate for car parking provision lies with Statutory Planning.

2. Parking Layout and Access Arrangements:

- Plans indicate a 6.5m wide crossover. As per Clause 45.09 all crossovers should include intermediate pedestrian refuges if the crossover is more than 6.1m. I suggest reducing the crossover width to satisfy CI 45.09.
- New crossover will need to be design/constructed to Council standard drawings.
- Full pedestrian sight triangles have been provided in accordance with Clause 52.06.
- Does the site propose to provide a boom gate (or a similar barrier) near the entry?
 - I advise a barrier will need to be setback to ensure vehicles queuing do not overhang onto the footpath.
- Update plans to label residents, retail and office car parking spaces, car space number reference and location of car share.
 - I recommend location/installation of car share spaces is consistent with CoPP Car Share Policy 2016 to 2021. Also, I suggest you seek further feedback from Kathleen Kemp in Strategic Transport team.
- Update plans to show ramps length, width and RLs.
- Does the proposal include a distinguish area for resident and commercial car parking spaces?
- Car parking spaces (not in a mechanical stacker) are 2.6m wide x 4.9m long via an accessway 6.4m wide. This is considered acceptable. It is recommended they show the dimensions of the plans.
- Can they provide a swept path assessment for critical car parking spaces? Such as end of aisle.

Mechanical Stacker

- 133 spaces will be provided via Klaus TrendVario 4200 (independent system)
 - Available platform: width 2.4m, length 5.4m
 - Car height upper level 1.8m
 - Car height lower level 1.7m
 - 41 of 133 spaces accommodate a height clearance of 1.8m (satisfy CI 52.06)
- Can the applicant confirm if:
 - the model proposed is Klaus TrendVario 4200-**180**?
 - If a sliding or roll door will be provided?
 - Both the upper and lower level can provide a 2.4m useable platform width?
- Specification sheet indicate the height clearance required for the mechanical stacker is 3.8m. Can the Applicant confirm if there is sufficient clearance within each car parking levels? I note the cross section indicate 3.8m inclusive of floor/ceiling slab.
- It is recommended they update plans to clearly show the outline of the mechanical stackers.
- Clearance adjacent to walls/columns will need to be provided as required.

- The Applicant must have an action plan in place for when scheduled maintenance occurs or are temporarily unavailable
- 3. Loading Provision / Waste Collection Area**
- Loading area is provided via a 10m diameter turntable.
 - No information was provided regarding the turntable.
 - I suggest the Applicant select and confirm with the manufacture of a suitable turntable model.
 - Can the Applicant confirm the loading area headroom clearance? As per AS 2890.2 2018 MRV require a 4.5m headroom clearance.
 - Swept path assessment demonstrate a MRV can manoeuvre into and out of the loading area.
 - Can the Applicant confirm if the loading area is accessible to future residents too?
 - Waste Management plan to be referred to Council's Waste Management department for assessment.
- 4. Traffic Generation**
- Traffix Group notes:
 - 2-Bedroom dwellings to generate in the order of 3 vehicles trips per day
 - 3-Bedroom dwellings to generate in the order of 4 vehicles trips per day
 - Retail and Office Premises can generate 0.5 vehicle movement per staff car parking spaces during peak hours

	AM peak	PM peak	Daily
Dwellings	10% of daily trip 20% arrival and 80% departures 11 arrivals and 42 departures	10% of daily trip 70% arrival and 30% departures 37 arrivals and 16 departures	534 vehicle trips
Retail/Office	11 arrivals	11 departures	53 vehicle trips

Total	64 vehicle trips	64 vehicle trips	587 vehicle trips
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- It is noted, no cumulative traffic impact assessment has been undertaken.

Munro Street:

- Currently there are no footpath along Munro Street. We suggest a new footpath to be constructed along this section.

Bike Facilities:

- Summary of bicycle facilities proposed and planning scheme requirements:

	Size/Number	Proposal	Planning Scheme Clause 37.04 and 52.34
Dwellings	280 dwellings	280 resident spaces 20 visitor spaces	280 resident spaces 28 visitor spaces
Retail Shop	902sqm	13 spaces	3 staff spaces 2 visitor spaces
Office	1368sqm		5 staff spaces 1 visitor spaces

- Can the Applicant confirm the number of bike racks proposed for this site? The number of bike racks shown on the plan seems different than in the traffic report.
- Along Normanby Road plans indicate 13 visitor bike racks are proposed along the footpath (adjacent to the building). The location of these bike racks is not supported.
- I suggest you confirm with Jeremy Addison if the proposed 15 visitor bike racks along the proposed laneway will have any impact.

	<ul style="list-style-type: none"> • The plans indicate the Ground Level bike storage area is access via staircases? Can this be clarified? I recommend ramps are provided. • Update plans to show at least 1.5m aisle is provided within the bike storage area. • The Applicant has provided bicycle facilities on the Ground Level and install least 20% of bike racks horizontal (i.e. not wall mounted) as per AS 2890.3. • Bicycle facilities change room are provided on ground level.
Assets	<p>I have reviewed the documents and below are my comments from asset perspective: Incorporated Document:</p> <ul style="list-style-type: none"> • Under Section 173 Agreement for the Proposed Laneway control in the Incorporated Document, it stated that “The owner must, at its cost, maintain the laneway to the same standards as is reasonably required by the City of Port Phillip for the adjoining road(s)”. Based on this, is it correct to assume that other assets such as street furniture, lighting and servicing infrastructure within the laneway will be also privately owned and maintained? • Under Landscaping and Public Realm control can we included the wording “servicing infrastructure” to cover other new assets such as the three conduits that we would like to install as a contingency for additional electrical assets within the public realm.
Waste	<ul style="list-style-type: none"> • Please advise if the commercial bin room has door/roller door, open bin room could potentially be a safety risk, it is important that the bin room is secure, • Please provide width of the lobby and residential bin storage entrance room. • Number of bins stored in the commercial and residential bin rooms, doesn’t match with the number of bins noted on the WMP. • Highly recommend allocation of organic/green waste bin storage for future council services.
Open Space	<ul style="list-style-type: none"> • Six (6) Council owned nature strip trees on Normanby Rd are proposed to be retained. Further information will be required as a condition of the permit (see below), discussing the impacts to these trees and how they will be protected. <ul style="list-style-type: none"> ○ To satisfy Council that the street trees will not be adversely impacted and protected during development. Before demolition begins, a tree protection management plan (TPMP), setting out how the street trees will be protected during construction, must be submitted to and approved by the responsible authority. When approved the TPMP will be endorsed and form part of the permit. The TPMP should generally follow the layout of Section 5 (i.e. General, Tree Protection Plan, Pre-

	<p>construction, Construction stage and Post Construction) of AS4970 'Protection of trees on development sites'.</p> <ul style="list-style-type: none"> • Four (4) Council owned nature strip tree on Johnson St are proposed to be removed to facilitate the design. As it is unlikely that these trees can be retained as part of the development, please include the below as a condition of the permit. <ul style="list-style-type: none"> ◦ Any Council owned trees shown on the endorsed plans to be removed must not be removed, lopped or pruned without prior consent from the City of Port Phillip. If removal is approved, the amenity value along with removal and replacement costs must be reimbursed to Council by the developer. • One (1) tree within the property is considered significant under the local law and a permit will be required to facilitate its removal. Given the extent of proposed landscaping works and provided larger canopy trees are planting to offset the canopy loss. It is likely that Council would approve the tree's removal. • The remaining trees within the subject site are not considered significant under the local law. Therefore, Council would not generally object to their removal. • Any new street tree planting is generally undertaken by Council as we have more control over when the trees are planted and their post construction maintenance. Any money reimbursed from the removal of Council trees would be used to fund any new street tree plantings. Therefore, the applicant isn't required to include street trees along Munro St or Normanby St as part of the Landscape plans. <p>This proposed development appears to be well oriented on site, and has limited impact with shadowing of nearby open spaces. The proposed closure of a section of Johnson St will be a key part of the overall amenity of the area around this development.</p> <p>The Recreation and Open Space Planning Team has no objection to the proposed development.</p>
Heritage	No heritage issues.
Housing Officer	While the offer of 12 social housing dwellings gifted in perpetuity, based on 4.3% of the total 280 dwellings, is a positive offer, in line with the 6% policy objective I recommend that the 12 units be increased by 5 dwellings to equal 6% (17 dwellings).