

Urban Design Officer

This referral is updated to respond to updated plans (advertised plans, referenced above) and follows earlier referral advice (4 November 2021).

Summary

In urban design terms, the proposed amendment is supported as maintaining a very high standard of design that responds well to its central, prominent site at Waterfront Place. This support is subject to the following detailed conditions being met:

1. Integration of public lighting into the public colonnade areas.
2. Ensuring transparent glazing is provided and maintained to the ground floor retail windows.
3. Ensuring design integrity is maintained with the continuation of same architects into subsequent construction stages.
4. Coordination of finished levels around the building to integrate public access with new Melbourne Water requirements for elevated floor levels as protection against future sea level rise.
5. Contributing to off-site landscape and public realm improvements.

Proposed Additional Height

The proposed revision, which included additional height of one storey, results in an appropriately scaled building to its context. The provision of detailed sun shadow diagrams has demonstrated that the additional overshadowing impacts of this increased height, relative to the approved permit, are considered minor and acceptable, which is explained below

- The submitted scaled shadow diagrams accurately demonstrate the proposed amendment's additional overshadowing impacts at hourly intervals during both the Equinox and Winter Solstice times to adjoining dwellings, including balconies, and the key public realm spaces of the Bay Trail and Waterfront Plaza.
- The Equinox shadow diagrams clearly demonstrate that the proposed amendment does not significantly alter the amount of overshadowing than would have been generated from the approved permit.
- The Winter Solstice shadow diagrams illustrate the times of greatest overshadowing in the year, that is the 'worst case'. The increase in overshadowing impacts of the proposed revisions are mainly restricted to the outside margins of the shortest day, that is before 11am and after 2pm.

Architectural Form and Design

Overall, the proposed built form has a high standard of architectural design that responds well to its urban context of the central, prominent gateway site at Waterfront Place. In particular, the southern elevation presents a lively and well-articulated facade that will welcome visitors arriving at Station Pier. The gently undulating curves of the projecting upper level facades is an appropriate, unifying motif for a waterfront pavilion. The more informal northern facade provides an appropriate transition to the residential areas. The proposed material and colour palette is appropriate, including the proposed timber battens to service areas and timber soffit lining. The service areas are well located and concealed within the building fabric.

The design successfully integrates functional residential amenity requirements within the overall pavilion-in-the-round design. The pergola structures and retractable canvas awnings support use of the upper level terraces and provide an animating element to the facade that responds to weather and patterns of occupation. However, the extent of the roof top pergolas need to be reviewed in terms of their potential overshadowing and visual impacts, particularly if the structure is used to form a more permanent kind of enclosure.

Conditions of approval are recommended that support the continuation of architectural design integrity into the next detailed design and construction stages.

Ground Floor Colonnade

In the approved scheme, the upper level building overhang over the ground floor ('colonnade') provides a high standard of pedestrian shelter and amenity on three sides of the building. Compared with the approved scheme, this application reduces the amount of building cantilever over the southern wall down to less than 1 metre (width varies according to undulating facade). This reduction is considered proportionate to the more private residential use allocated to this area in the revised scheme.

The proposed Sandridge Trail colonnade area is similar in section to the approved permit, except for the introduction of four new columns. The revised locations are supported as they do no longer interfere with sightlines.

Appropriate public lighting should be integrated into the public colonnade areas.

Supermarket Façade

The proposed arrangement requires the public to travel from the main plaza area of Waterfront Place to the northern side of the building to access the supermarket. This is a significant change from both the existing arrangements and approved plans. However, the applicant has argued that the community need for a small local supermarket is higher than the need for providing another food and beverage place. In accepting this strategic justification, the design response to the very public site is successful in integrating a degree of transparency and openness with the supermarket's key requirements, such as a single public entrance.

Conditions demonstrating incorporation of appropriate visual permeability into the facade, as well as integrating signage into the architecture will be required for this arrangement to be a successful urban design response. In particular, the condition should restrict the common practice of covering shop windows with vinyl advertising that creates a very poor relationship to the public realm.

Residential Amenity

The revised proposal has an appropriate privacy interface to the neighbouring apartment building and does not reduce the amenity of these dwellings when compared with the approved permit. The proposed apartment entry on the ground floor is well located and resolved. On the upper levels, access to apartments is via a generously proportioned lobby, with a maximum of four dwellings served by each lobby. The revised design achieves a high standard of residential amenity to all apartments. The design successfully balances needs for reasonable amount of privacy for lower level dwellings with achieving appropriate levels of outlook and opportunities for casual surveillance of adjoining public realm. Every dwelling has an appropriate amount of private outdoor space, with suitable arrangements for weather protection. Residents will also benefit from access to a swimming pool in the basement.

Floor and Site level Integration

The revised application has responded to Melbourne Water's latest sea level rise advice (which did not apply to approved permit). In particular, the raised ground floor levels are integrated with slight raising of new paving levels at key building entrances is supported. However, some further details are required to demonstrate an integrated outcome is being achieved by the proposal. For example, the approximate 0.5m finished ground level difference between the booster and the driveway, and associated steps, appears unresolved.

Public Realm

The current planning permit excludes any off-site works. The proponent's interest in contributing to off-site works is very welcome because an integrated design and delivery process for public realm works adjoining the site would deliver clear public benefits. City Design will work to coordinate and progress this issue.

Transport Safety Engineer

Key Issues:

- Queueing concerns at the property frontage due to increased residential movements.
- Loading arrangement in the laneway adjacent to the development.

Car Park Layout:

Access ways:

- Access to the basement carpark is proposed via a modified vehicle crossing on Beach Street.
- It is noted that the modified vehicle crossing will require the removal of two street lighting poles. Any costs associated to the removal and/or relocation of the street lighting poles are to be borne by the applicant.
- Access way dimensions are in accordance with Clause 52.06 of the planning Scheme.
- The Traffic Engineering Assessment (TEA) undertaken by Traffix Group notes that appropriate sight triangles have been provided at the accessway ramp on the ground level, in accordance with Clause 52.06. While the architectural plans do not formally show sight triangles, it appears appropriate sight distance is available. Please ensure the proposed corner splays located adjacent the driveway are kept at least 50% clear of visual obstructions and any obstructions are less than 900mm in height.
- The dimensions of the passing area at the property frontage is unclear. Swept path diagrams provided in the TEA show that two B99 vehicles can simultaneously pass each other. However, there is a concern that the passing area may be too tight and will not be functional.
- The applicant is to consider widening this area to allow two B99 design vehicles to comfortably pass each other.
- A traffic signalling system is proposed at the entrance to the access way ramp, with preference given to vehicles entering the development. There is a concern with the increased intensity and increased parking provision, that conflicts/queueing may occur at the property frontage. As such, the applicant is to undertake a conflict/queueing assessment confirming that the proposal is satisfactorily acceptable from a traffic management perspective.

Car parking spaces:

- Proposed parking spaces are generally 2.8m wide, 4.9m long and accessed from an aisle at least 5.8m wide.
- Tandem spaces are 10.3m long.
- Appropriate clearances have been applied to parking spaces abutting walls.
- Appropriate blind aisle extensions have been applied to end of aisle spaces.
- The TEA states that columns are sited between 0.25 metres and 1.25 metres from the open end of the relevant standard car spaces. This is acceptable.
- The proposed car park layout is considered acceptable. The swept paths indicate suitable access/egress to all critical spaces can be undertaken with suitable clearance and number of corrective manoeuvres

Headroom and ramp grades:

- Minimum headroom within the basement carpark and access ramp exceeds Clause 52.06 of the planning scheme. This is considered acceptable.
- Proposed ramp grades have been checked and have been provided in accordance with the planning scheme. Whilst a 1 in 8 grade or greater is proposed within the first 5 metres of the access ramp, the section before the ramp with length exceeding 5 metre is flat and setback from the pedestrian areas. This is considered reasonable and in-line with the currently approved plans.

Bicycles

- Clause 52.34 of the planning scheme requires 6 bicycle parking spaces to be provided for the proposed development, comprising of 4 resident spaces; and 2 visitor spaces.
- Given it is proposed to provide a total of 46 bicycle spaces onsite, this exceeds the planning scheme requirement and is considered acceptable.
- All bicycle spaces must be installed in accordance with the Australian standards, ensuring each space has a clear 1.5m access aisle.
- Horizontal rail spaces are to be 1.8m long with 1m centres.

Loading and Waste Collection

- As per the existing approved planning permit (P673/2015/B – Condition 35), no off-street loading area has been provided. It is proposed to utilize the adjacent public laneway for all loading/waste collection activities associated with the development. Loading operations must be conducted in a manner which does not cause any interference with the circulation and parking of vehicles.
- The TEA has provided swept path diagrams of an 8.8m MRV design vehicle reversing into the loading area from Beach Street.
- Similar to previous traffic comments made on this arrangement, we have safety concerns given potential conflicts between loading/waste vehicles and either pedestrians using the laneway or vehicles using Beach Street. The swept paths provided show the 8.8m MRV is required to use the eastbound right-turn lane along Beach Street while reversing into the laneway. This represents a very poor design outcome. It was previously recommended that the loading area be relocated to ensure loading vehicles can enter/exit Beach Street in a forward's direction. This recommendation still applies.
- Waste Management plan to be referred to Council's Waste Management department for assessment.

Traffic Generation and Impact:

- The TEA indicates that the traffic generated by the proposed commercial land use is likely to be similar to the existing use. This is considered acceptable given the similarity in land uses.
- The TEA has adopted a traffic generation rate of 4 vehicle movements per dwelling, with peak hour rates 10% of daily volumes. This rate has been applied to all dwellings.
- Based on these rates, the increase of 10 dwellings from the previous application is expected to generate 4 additional movements to the road network during peak periods. Overall, the residential component of the development is expected to generate 9 vehicle movements during peak periods and 88 vehicle movements per day.
- The combined residential and commercial traffic generation is expected to be 10 vehicle movements per peak hour. This can be accommodated by the surrounding road network.

On Street Parking:

- The existing on-street parking is a mixture of 2-hour, Permit Zone and unrestricted parking.
- Residents/visitors of the development will not be eligible for resident parking permits and will need to abide by on-street restrictions. Should on-street parking be further restricted in the future, residents and their visitors will not be exempt from the restrictions through the use of parking permits.
- Staff/visitors to the commercial use will not be eligible for resident parking permits and will need to abide by on-street restrictions.

Parking overlay and parking provisions:

- Clause 52.06 of the planning scheme requires 62 off-street parking spaces to be provided for the proposed land uses, comprising:
 - o 28 supermarket spaces; and
 - o 34 resident spaces.
- It is proposed to provide 51 off-street car parking spaces, within a basement carpark, comprising:
 - o 2 retail spaces for staff;
 - o 47 residential spaces; and
 - o 2 residential visitor spaces.
- The provision of residential parking exceeds the requirements of the planning scheme.
- The previously approved permit already allows for a reduction in retail parking provisions (23 parking spaces). The amended proposal seeks a further parking dispensation of 1 parking space.
- The consolidation of the retail tenancies to a single tenant is not expected to significantly alter the demands from that already endorsed.
- The size and location of the mini-supermarket will continue to operate under a convenience model, with the majority of its trade expected to be from dwellings above and other nearby developments.
- The existing council car park is expected to maintain 10 parking spaces.
- Therefore, a parking dispensation of 1 additional parking space associated to the retail use can be considered reasonable.

- Noting that the assessment for the appropriate rate for car parking provision lies with Statutory Planning. Reference should be made to CoPP's Sustainable Parking Policy. We also suggest comparing previous approved parking provision rates of adjacent developments as part of the Planning team's assessment / determination.

Other:

- Any redundant crossovers must be reinstated to Council satisfaction.
- Any proposed crossovers must be installed to Council satisfaction.
- The Applicant is responsible for all costs, including those incurred by Council for associated on-street parking signage, line-marking changes and/or infrastructure changes.

Heritage

The site is outside the Heritage Overlay and thus no heritage considerations.

Sustainable Design

The plans and supporting documents listed in the referral above have been reviewed. The proposed amended plans and accompanying SMP demonstrate that the proposal would achieve an acceptable outcome for ESD and WSUD. Recommended conditions for an amended permit are provided below.

Sustainable Design Planner Outcome: The application demonstrates an acceptable outcome for ESD Approve subject to conditions as listed below

Items required to be addressed via conditions:

Details for condition 1 plans:

The north-west corner of the site to be noted as permeable on the ground floor plan and the landscape plan, in accordance with the stormwater management response details in the SMP.

A light, reflective colour roof ballast noted on the roof plan and materials schedule.

Other conditions required:

ESD3 Implementation Report for Environmentally Sustainable Design

Prior to occupation of the development approved under this permit, an ESD Implementation Report (or reports) from a suitably qualified person or company, must be submitted to and endorsed by the Responsible Authority. The Report must confirm that all ESD initiatives in the endorsed SDA/SMP and WSUD report have been implemented in accordance with the approved plans to the satisfaction of the Responsible Authority. The ESD and WSUD initiatives must be maintained throughout the operational life of the development to the Satisfaction of the Responsible Authority. Version: 1

WSUD4 Construction Management Water Sensitive Urban Design

The developer must ensure that throughout the construction of the building(s) and construction and carrying out of works allowed by this permit;

a) No water containing oil, foam, grease, scum or litter will be discharged to the stormwater drainage system from the site;

b) All stored wastes are kept in designated areas or covered containers that prevent escape into the stormwater system;

c) The amount of mud, dirt, sand, soil, clay or stones deposited by vehicles on the abutting roads is minimised when vehicles are leaving the site.

d) No mud, dirt, sand, soil, clay or stones are washed into, or are allowed to enter the stormwater drainage system;

e) The site is developed and managed to minimise the risks of stormwater pollution through the contamination of run-off by chemicals, sediments, animal wastes or gross pollutants in accordance with currently accepted best practice.

Waste

I've reviewed the plan and have following comments

- Allocation of waste bin for supermarket is not suffice
- all other allocations are fine.
- Allocation of Charity bin will be highly recommended.
- Bins for Supermarket needs to be drawn clearly including the baler location.

Supermarket waste generation is estimated as below

- Convience Supermarket 300L/100m² floor area/day (Waste)
- 150L/100m² floor area/day (recycling)

In this WMP, there is a baler for cardboard so recycling bins allocated should be suffice but still needs to be drawn on the map (the size and colour of the bins, and space for baler). Allocation of waste bins however is not sufficient for this supermarket, so the number of bins needs to be increased.