

Internal Department	Referral comments (summarised)
Acoustic Engineer	<p>No Objection, subject to conditions.</p> <p>The acoustic consultant (for applicant) has recommended decent glazing along the west façade however it also defers to this being confirmed during detailed design after application approval. For that reason, I recommend conditions similar to:</p> <ul style="list-style-type: none"> • All habitable rooms shall be designed to comply with Clause 58 (Standard D16) of the planning scheme. Prior to occupation of units, an acoustic report detailing testing within habitable rooms over a reasonable sample of units shall be provided to the satisfaction of the Responsible Authority confirming that the minimum internal noise levels have been met. Any further rectification to ensure compliance shall be at the cost of the applicant. <p>The only risk that has not been addressed (because there is no access yet) is once the proposed tower gets to a height above adjacent building rooftops, there may be noisy mechanical plant on those roofs that are an issue. This is hard to say now however I know it has been a problem for a couple of other developments along Queens Rd that overlook existing developments, in particular those with commercial plant on rooftops.</p> <p>To that end, it might also be worth adding the following condition:</p> <ul style="list-style-type: none"> • Prior to occupation of units, noise testing shall be carried out on upper level balconies overlooking adjacent building rooftop plant and tested in accordance with the Environmental Protection Regulations 2021 and EPA Publication 1826 (Noise Protocol). Any non-compliance measured shall be rectified at the cost of the applicant until compliance is demonstrated. <p>Other than that, I think this application can be approved.</p>
Urban Design Advisor	<p>No Objection</p> <p>Referral Overview</p> <p>From an urban design perspective, the overall proposal is supported as a high quality and elegant design response to its site.</p> <p>Summary of Recommendations:</p> <p>To gain full support the proposal should address the following concerns:</p> <ol style="list-style-type: none"> 1. Improve pedestrian safety and amenity on Queens Lane frontage. In particular, please review the combination of basement driveway, indented parking, building column locations and indented waste vehicle loading area. For example, can operable bollards protect the waste vehicle loading area when not in use by waste trucks? Please provide further information to demonstrate appropriate public realm treatment, with particular attention to pedestrian priority, amenity and safety. 2. Improve shading to western façade The western Queens Road façade is predominantly glass, which takes advantage of the extensive views, but also limits environmental response to afternoon sun. Please incorporate design strategies to reduce the high proportion of glazing and to incorporate external shading, such as operable shading, extended horizontal shading elements etc <p>Detailed Referral Comments</p> <p>The proposal is supported as a high quality and elegant design response</p>

to its site, with appropriate presentation to both the boulevard of Queens Road and the urban Queens Lane. The formal, symmetrical design with a generous garden forecourt is an appropriate contemporary residential model that references local exemplars, such as the 1936 streamline moderne 'Kia Ora' flats at 449 St Kilda Road.

Height

The building is approximately 8.6 metres higher than preferred height 40 metre height, about 20% higher, with the stepped arrangement complying with the 30 metre height within 25 metres of Queens Road. The massing creates the highest building section along the eastern Queens Lane frontage. In urban design terms, this small amount of additional height appears consistent with DDO objectives for medium rise buildings to Queens Road, particularly as the section with additional height is well recessed from that frontage. The extra height may be acceptable subject to further assessments of any overshadowing and wind impacts to the Queens Lane frontage and neighbouring sites.

Boundary Setbacks

The stepped side boundary setbacks provide appropriate visual articulation and spatial relief to these otherwise long, narrow spaces.

Queens Lane frontage

The main entrance location on Queens Lane is supported, with the double height entry spaces and views through to garden courtyard provide an appropriate entrance to a large residential building. The symmetrical upper levels of the laneway facade are broken into four sections via vertical breaks and indentations. The vertical facade rises approximately 8.6 metres higher than the preferred 40 metre height but complies with podium envelope controls and 5 metre laneway setback.

Please address the following concerns:

1. Pedestrian safety and amenity may be compromised by the combination of basement driveway, indented parking, indented waste vehicle loading area and building column locations. For example, can operable bollards protect the waste vehicle loading area when not in use?
2. A small commercial tenancy, such as retail or food & beverage, would benefit the ground floor frontage as it would increase and support pedestrian activity along the laneway and more clearly establish Queens Laneway as the development's main public address. However, it is noted that this use could be accommodated in future within one of the communal / service functions facing the ground floor.

Landscape

Please refer separate landscape design referral comments – particularly relating to Queens Lane frontage.

Facade

The laneway and side boundary facades have a combination of expressed horizontal slab edges and solid facade elements. This provides a degree of visual relief from an otherwise glass facade, and also improves environmental performance and residential amenity in the form of sun shading and privacy. In contrast, the western Queens Road facade is predominantly glass, which takes advantage of the extensive views, but also limits environmental response to afternoon sun. Please consider developing this scheme to reduce the high proportion of glazing and to incorporate external shading, such as operable shading, extended horizontal slabs etc

Residential amenity

The scheme appears to provide an appropriate amount and range of communal spaces. A detailed BADS assessment has not been undertaken here, however the scheme appropriately manages the residential amenity challenges of a large building:

- apartment layouts manage privacy interface on internal corner of courtyards
- common corridors are provided with light and ventilation
- design strategies provide cross-ventilation to a reasonable proportion of apartments

Referral comments on Amended VCAT Plan

The Amended VCAT plans were rereferred to Council's Urban Designer who has provided the following comments on the changes made on the amended VCAT plans:

From an urban design perspective, the proposed revisions are supported. Overall, the revised proposal offers a very high quality design response to its context. However, some suggested conditions of approval are included below to address some detailed design issues.

Changes to ground floor layout to Queens Lane

UD Response: this revision is supported with conditions

Relocating the waste enclosure to the basement and replacing it with a resident gym facility is a significant improvement in the streetscape presentation to Queens Lane. Relocating waste collection to basement also improves the pedestrian safety and amenity of the footpath.

However, the amendment's proposed widening of the 3 parallel lay-by parking bays is not supported because:

- The original suggestion for widening the bays was so that parking could be within private property boundary. However, the intended outcome will not be achieved in reality as cars will inevitably park in the middle of the layby space i.e. across the legal boundary. A section 173 agreement, or similar, is used to resolve legality of parking across public-private boundaries.
- Queens Lane is currently a vehicle dominated space and widening the vehicle bays is directly at the expense of opportunities to improve pedestrian space, safety and amenity. For example, the footpath in front of the main building entry was about 4 m wide and is now less than 3m. This is a significant "pinch point" across the frontage and appears to limit the width of awning over the front door.
- The proposed "barrier kerb" for the layby parking is not convenient for pedestrians and access and also not sufficient to stop vehicles accidentally or intentionally mounting the kerb and crashing into the front door. A rollover kerb at the street edge, with layby parking elevated to footpath level would be an improved urban design outcome. Parking spaces could be delineated by signage and, potentially, different pavement pattern (although same material as footpath is desirable). Bollards would protect the pedestrian space from vehicles.

Although it is unchanged from original scheme, please note that the bicycle parking location against the building is not preferred as this is normally the pedestrian circulation zone and is used by vision impaired

people. There is an opportunity to improve this outcome as part of the below recommendations.

Recommended urban design improvements include reverting the layby parking back to its standard width (approximately 2.3m) and away from the building (for example, in front of the gym where the waste collection area was previously designated.) A holistic approach to designing the public realm would greatly improve the public amenity and safety of this 5m wide plaza. This should consider pedestrian flows, bicycle hoop locations, furniture, planter boxes, artwork etc. Shelter from the elements and downwash wind should also be provided for pedestrians waiting in the space, which may include widening the awning over the main entrance or other solutions. This plaza deserves an innovative urban design response, such as including multipurpose elements like a sculpture that can be used for bike parking, planter boxes with integrated seating, or shelter/ pergola elements that are integrated with waiting areas.

Suggested conditions:

1. A section 173 agreement for parking across public-private boundaries.
2. The layby parking width reverts to previous standard width.
3. To create more pedestrian space in front of the main building entry, the layby parking is moved away from in front of the main building entrance.
4. A public realm plan for the Queens Lane pedestrian plaza is provided to the satisfaction of Council. The plan is to provide a high standard of pedestrian amenity, while integrating safe and efficient pedestrian movement and parking requirements. The plan is to coordinate all elements, such as bicycle hoops, seating, planter boxes, artwork, pavement types, bollards, awnings, and lighting.

The changes to the rear interface to Queens Lane (particularly in regard to the DDO requirement that tower widths should not exceed a width of 35m)

UD Response: this revision is supported with conditions

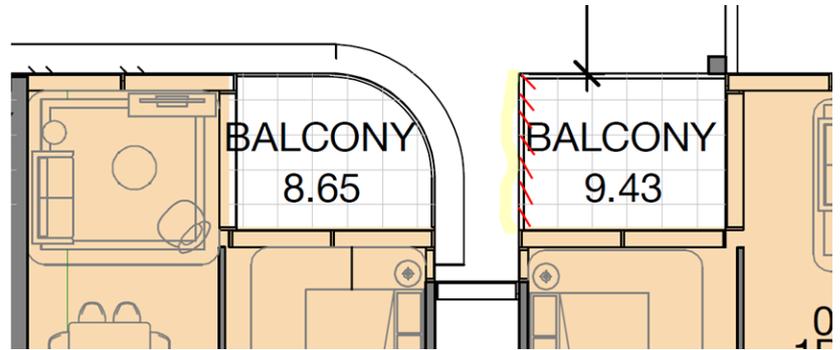
From an urban design viewpoint, the revised architectural design and proposed massing is supported. The revisions increase the amount of articulation, resulting in the streetscape presentation of three distinct building masses. The revision includes visually accentuating the widths and depths of the vertical breaks through darker materials, balcony detailing and facade detailing. Importantly, this articulation of building massing into 3 distinct parts will be apparent when viewed obliquely on approach from either north or south on Queens Lane – refer Figure 3 below. As each of these 3 building sections is less than 35 metres long, this arrangement is considered to be consistent with the DDO requirements.

However, the revised plans have created a new residential amenity issue: balconies of separate dwellings face each other across the 2 vertical articulation gaps. Refer figures below.

It is considered appropriate to resolve this issue through a condition of approval. For example, a 1700 high thin metal vertical privacy screen, either solid, glazed or with vertical louvres, would achieve privacy on the side of the rectilinear balcony. If the materials and colours are integrated with the balcony, it would not be considered to detract from the facade composition or building articulation.

Suggested condition:

1. Provide privacy screen to the balcony on one side of the Queens Lane vertical articulation break, with detailing, materials and colours integrated into the overall façade design.



Plan of balconies on either side of vertical articulation – suggested privacy screen location marked up in yellow/red.



Suggested location of balcony privacy screens annotated in red.

The overall change to the design of the building

UD Response: these minor revisions are supported with no conditions.

Increased Side Setbacks

UD Response: these revisions are supported with no conditions.

Note: the revised setbacks will improve the urban design outcome, particularly the physical separation from the existing neighbouring apartment buildings to the north and south. Importantly, the minimum setback of 9m is increased to greater amounts along the side boundary towards Queens Road. This generous design strategy will significantly increase views, daylight, and the sense of separation between buildings.

Landscape Architect

No Objection

Landscape Comments

The plans have been amended to address previous landscape concerns and comments regarding:

- Design of the ground level of the Queens Lane interface with reference to the interaction between pedestrians and vehicles
- Whether the proposed shelters in the front setback facing Queens Road were enclosed or open
- Access control along the southern and northern boundaries
- Maintenance of the landscape

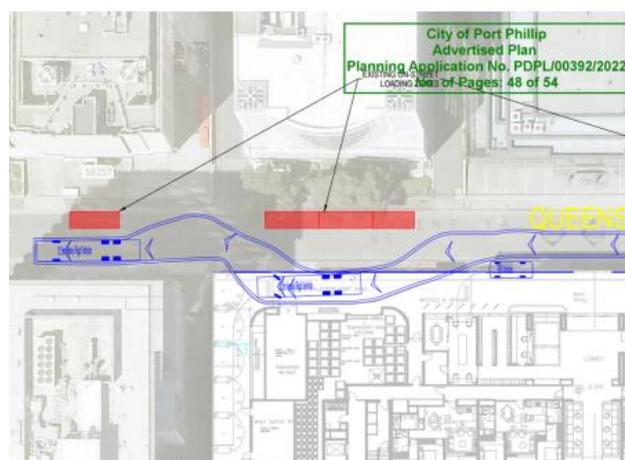
The ground level of the Queens Lane frontage has been modified to remove the 'shared zone' treatment and introduce a typical 150mm kerb along the existing alignment but with indented pick-up/drop-off for four vehicles in front of the main entry. Pedestrian pavement is shown as textured stone in multiple shades of grey.

This should be confirmed as sawn, locally sourced bluestone.

The proposed change to the general layout is appropriate as it removes some of the ambiguity between pedestrians and vehicles evident in the previous scheme.

However, the detailed plan on page 19 of the Arcadia Landscape Architectural Town Planning Report indicates a 'loading zone' on the northern end of the footpath in front of the bin store. The traffic report includes this and shows a swept path for a waste collection Heavy Rigid Vehicle traversing across the pedestrian path to park in the area in front of the bin store. We recommend confirmation of the adequacy of stone pavement and kerb profiles for this area to ensure they can accommodate and are not damaged by frequent and regular heavy truck access for waste collection.

We note that the landscape plans do not show details for vehicle crossovers in this area which should be confirmed. We also recommend confirmation of details to ensure safety for pedestrians during the collection of waste.



The plans indicate that the proposed shelters in the Queens Road frontage are unenclosed which is appropriate and supported.

The plans indicate that 1.8m high palisade security fencing and gates will be located on the Queens Lane frontage to restrict access to the sides of the building for maintenance, and along the Queens Road frontage to

	<p>provide access for residents. In both cases this treatment is appropriate and supported.</p> <p>Details are provided outlining the requirements for maintenance and establishment of the landscape for a period of 26 weeks following practical completion. These are considered acceptable given that ongoing maintenance following final completion will become the responsibility of the Owners Corporation.</p> <p>Conclusion</p> <p>The proposed amendments to the landscape scheme are generally supported. To gain full support further information in response to the above notes in italics should be provided</p>
<p>Arborist</p>	<p>Not satisfactory, conditions required for additional information.</p> <p>The plans show removal of all vegetation on the site.</p> <p>Palms are noted as included in CoPPs Local Law significant trees permit requirement. <u>Significant tree permit - City of Port Phillip</u> Tree survey data included in the Arborist report indicates that tree ID 1, 11 and 12 (all Canary Island Date Palms) are of a size requiring retention and protection. Any tree or palm on adjacent properties or Council land are considering highly significant in the context of this development. The above palms must be retained and protected throughout the development in accordance with Australian Standard 4970-2009 Protection of Trees on Development Sites. For palm relocation on the site, see below (Existing Palms).</p> <p>Trees on neighbouring properties and Council land may be impacted by the proposal. An Arborist report is required, as outlined on the next page.</p> <p>There is insufficient detail to show compliance with Clause 58.03-5 Landscaping Objectives, which specifies canopy cover and deep soil requirements. I have provided further comments on this in table format at the end of this document. Updated landscape plans are required, as outlined on the next page.</p> <p>Arborist report</p> <p>An Arboricultural Impact Assessment report is required for review, prior to approval of the permit for works at this site. The report must be prepared by a suitably qualified Arborist (AQF level 5 or equivalent) and include:</p> <ul style="list-style-type: none"> • Any onsite trees which meet the definition of a significant tree under Council's Local Law • Trees on neighbouring properties with TPZs that fall within the subject site • The nature strip tree(s) adjacent the property <p>The report must follow the guidelines from Council Arboriculture Victoria and comply with the Australian Standard 4970:2009 Protection of Trees on Development Sites.</p> <p>Should the report find that any works encroach into 10% or more of the Tree Protection Zone, or into the Structural Root Zone of any tree the design is to be modified to reduce the incursion, unless a non-destructive root investigation (NDRI) can demonstrate that the tree will not be negatively impacted. The NDRI is to be conducted along the line of the proposed works and documented with a root map to show the location,</p>

	<p>depth and diameter of all roots found. The findings, photographs and recommendations should be presented in the impact assessment report.</p> <p>Following council arborist approval of the Arboricultural Impact Assessment, a Tree Protection and Management Plan that details how the trees will be protected, in accordance with AS4970-2009, will be required for endorsement and form part of the permit.</p> <p>Existing Palms</p> <p>Where palm location hinders development, the palm may be moved to a more appropriate location on site subject to approval of a Significant Tree Permit by City Permits. The Significant Tree Permit application to relocate a palm on site will require a report from a suitably qualified Arborist, with a minimum 3 years' experience in palm relocation, certifying that the palm is suitable for transplant.</p> <p>The permit application must be reviewed and approved by the relevant Council Arborist.</p> <p>Following approval of the Significant Tree Permit and before the development starts, a management plan for relocation of the existing palm must be prepared by a person with a minimum 3 years' experience in palm relocation, must be submitted to, and approved by, the relevant Council Arborist.</p> <p>The management plan must include detailed recommendations about how best the palm should be relocated, including detailed methodology, any off-site storage if required, and post-transplant re-establishment. The recommendations of the management plan must be carried out by a contractor with extensive experience in relocation of this species of palm and completed to the satisfaction of the Responsible Authority prior to the completion of the development.</p> <p>Updated Landscape Plans</p> <p>Updated Landscape Plans are required to show compliance with canopy cover and deep soil requirements, as per Clause 58.03-5 Landscaping Objectives</p> <p>Plans need to clearly show:</p> <ul style="list-style-type: none"> • Minimum area of deep soil provided for each type b and type c tree (as per table D3), including minimum soil plan dimensions. • Dimensions of all planters that will make up the remaining deep soil area including minimum required planter soil volume, minimum soil plan dimension and minimum planter soil depth. <p>Where there has been a reduction in soil area requirement for clusters of trees</p>
<p>City Strategy</p>	<p>City Strategy object to the proposal and have noted:</p> <p>City Strategy has reviewed the additional information provided on 19 December 2022 and consider that this new information has not sufficiently demonstrated that the proposal provides an adequate transition down in height from St Kilda Road (refer to the image below), with the proposal more closely reflecting the building heights along St Kilda Road.</p> <p>It is noted that the previous referral comments did not support the application. To address these concerns further information was provided to demonstrate that the additional height would be consistent with the requirement of the DDO26.</p>

	<p><u>Previous Comments:</u></p> <p>The proposal seeks to exceed the preferred maximum building height requirement of 40m. While DDO26 does not provide an exemption for building services from the overall maximum height, given the screening around the plant is not fully enclosed, the proposed building height is taken from the natural ground level to the roof (approx. 49m).</p> <p>A proposal to vary the specified heights should respond to the design objectives at Clause 1.0 and the sub-precinct requirements at Clause 2.2 before a height variation can be supported. In summary, the sub-precinct objectives and requirements seek a consistency of building scale and siting that creates a cohesive streetscape and to ensure that buildings are of a medium scale with towers setback above a podium. To ensure new buildings reinforce the primacy of St Kilda Road, DDO26 specifies a discretionary height requirement of 40m.</p> <p>Based on the information provided, it is considered that the proposal may not support the transition down in-built form from St Kilda Road to Queens Road. The average height of the properties adjacent to the site, along St Kilda Road is approximately 33m (with the tallest being 50m). At 49m high, the development would more reflect the heights of St Kilda Road than Queens Road. While, ostensibly, the large allotment could accommodate taller built form, the objectives seek buildings of a “medium scale” or compared to the higher built form on St Kilda Road.</p> <p>The large site is located mid-block, between 1 Roy Street (approx. 32m) and 54-55 Queens Road (approx. 43m). The development at 54-55 Queens Road was approved in 2008, before the current controls were approved. At 49m high, the proposal may be visually prominent when viewed from Queens Road and neighbouring streets. It could also potentially create an inconsistent and incohesive streetscape.</p> <p>The applicant should provide further information to demonstrate how the proposal achieves the sub-precinct objectives of DDO26, including how it;</p> <ul style="list-style-type: none"> • Provides a transition down in height from the high-rise buildings along St Kilda Road to medium rise buildings along Queens Road • Frames long ranging views along Queens Road and Albert Park • Establishes a scale consistent with the broader Queens Road character
<p>Development Engineer</p>	<p>No Objection subject to conditions</p> <p><u>Special Building Overlay</u></p> <p>The designated flood level for the above property is 7.918 AHD. The SBO2 is encroaching slightly into the frontage of the property as shown below.</p> <p>The minimum required finished floor level for the habitable area is 8.218 AHD (7.918m AHD + 300mm) and non-habitable area is 8.068m AHD (7.918m AHD +150mm)</p> <p>The proposed work includes construction of 15 storey building for mixed use including dwelling and retail accessing via Queens Lane.</p> <ul style="list-style-type: none"> • We are satisfied with the level requirement as the proposed plan meets the required finished floor level for proposed habitable and non- habitable area.

	<p><u>Accessways</u></p> <ul style="list-style-type: none"> • Part of the indented pick up-drop off zone extends into the public realm at the frontage on Queens Lane. From a safety perspective and to avoid conflict between the pedestrians and vehicles movement this is not supported and hence is strongly recommended that the pick up- drop off area be proposed within the property boundary. It may be suitable to install the bollards within the property boundary (Along Blue line below) to allow the delineation between the private and public realm. • Due to the expected increase movement of vehicles, installation of bollards is suggested in Waste collection area as well for similar intentions as above. The waste collection area may be used by the local taxis as a pick up or drop off area. The bollards within the property boundary (Along purple line below) would delineate it as a private property from the public realm. • Traffic to comment further on the appropriate signage requirement required for the pick/drop access routes, waste collection zone so that pedestrian and cyclists are aware of these zones. <p><u>Lighting Aspects</u></p> <ul style="list-style-type: none"> • The proposed development will likely result in a marked increase in the number of vehicles movements along Queens Lane and an increase in vehicles entering/exiting the property each day via Queens Lane. This will likely increase the potential for negative interactions/conflict between vehicles and pedestrians, vehicles and cyclists. Therefore, it is appropriate the developer provides to Council with an external lighting plan that considers the light levels and light spill at: <ul style="list-style-type: none"> ○ The cross-over to the carpark and carpark entrance (including the bike parking area) ○ The proposed pick-up/drop-off area in front of the building entrance ○ The garbage truck parking/waste collection area • It is appropriate for the developer to consider light spill from their property into the surrounding properties, especially where outdoor illuminates sign/s are planned and where building-mounted lights may cause a nuisance or be obtrusive to abutting/nearby properties. Installation of outdoor illuminated signs (if any) need to be considered to the suitable lighting standard. • As part of the lighting plan, the developer shall submit to council a lighting report, prepared by a suitably qualified person, demonstrating the proposed lighting layout complies with relevant Australian Standards, e.g., AS1158.3.1 – 2020 and AS4282.
Waste Management	<p>No Objection, subject to conditions</p> <ul style="list-style-type: none"> • Great to see the inclusion of 'organic processing unit' and separate chute system for organic material collection. • Allocated room for Charity bin would be great to encourage residents to donate before they can dispose of any items that could get reused or repurposed. • Would be great to have a compactor to reduce the number of recycling bins/collections.

	<ul style="list-style-type: none"> • Regarding Council collection services, please note, that the council contractors will only collect bins that are on display at the loading zone, ready for collection. Council contractors will not go into the private property to access bins. <ul style="list-style-type: none"> ○ Development will be responsible for ensuring that the bins are ready for collection at the loading bay and are collected back from the loading bay to the bin room ○ Council can provide multiple collection days (2 to 3 times a week) for general waste only ○ Recycling will be collected once a week only • MUDs are eligible for six free hard waste collections per year. Booking instructions and requirements can be found here https://www.portphillip.vic.gov.au/council-services/waste-recycling-and-rubbish/hard-and-green-waste-collection-services <ul style="list-style-type: none"> ○ Residents can dispose of e-waste and range of recycling materials at the council's Resource Recovery Centre for free - https://www.portphillip.vic.gov.au/council-services/waste-recycling-and-rubbish/resource-recovery-centre-and-depot ○ Please note the hard waste collection arrangement in this WMP.
Environmental Sustainable Development	<p>No objection, subject to conditions.</p> <p><u>Outcome:</u></p> <p><input checked="" type="checkbox"/> The application almost demonstrates an acceptable outcome for ESD</p> <p><u>Suggested Action:</u></p> <p><input checked="" type="checkbox"/> ESD improvements required prior to decision > Re-Refer to Sustainable Design</p> <p><u>ESD improvements required prior to decision:</u></p> <p>The following key ESD matters must be improved/addressed prior to approval, this can be completed as part of the condition 1 submission if you are close to issuing a permit. Please re-refer to Sustainable Design Advisor:</p> <p><u>Energy</u></p> <p>Proposed 43kWp photovoltaic system size and location needs to be shown on roof plans.</p> <p>SMP to include meeting NatHERS maximum cooling load requirements as per Clause 58.03-1 Energy efficiency objectives.</p> <p>Indicate on plans the commitment that the apartments will achieve a 7.5-star average NatHERS rating and maximum cooling load as per above.</p> <p>For all non-residential spaces, include a commitment to achieving a 10% improvement on Section J Energy Efficiency building fabric requirements of the National Construction Code (NCC).</p> <p>Energy reduction measures relevant to the pool facilities needs to be included in the SMP</p> <p><u>Water</u></p> <p>Appendix C Green Star Potable Water Calculator need to have pool consumption included in the calculations. This is giving the development a higher score than what is proposed.</p>

Water reduction measures relevant to the pool facilities needs to be included in the SMP

Urban Ecology

Urban Heat Island Effect calculations to be provided together with material specifications reflecting the calculations on plans. Alternatively, provide a green factor tool assessment achieving an equivalent score with material specifications reflecting the calculations on plans.

Stormwater

Local Policy 22.12: Stormwater Management applies to this application size. Refer to <https://www.portphillip.vic.gov.au/media/mxmfqs1s/sustainable-design-compliance-guidelines-stormwater-management-2.pdf> on how to provide an appropriate response. This includes addressing the following:

- Proposed stormwater management strategy needs to be clearly reflected on plans:
- 40,000L tank collecting of 3,415m² of non-trafficable roof area connected to all toilets in the development.
- 40,000L tank collecting of 3,602m² of trafficable areas connected to all irrigation systems.
- Provide a maintenance manual for each type of water sensitive urban design device proposed. These must set out future operational and maintenance arrangements for all WSUD (stormwater management) devices appropriate to the scale and complexity of the project. The manual should including inspection frequency, cleanout procedures and as-installed design details/diagrams including a sketch of how the system operates. This manual needs to be incorporated into any Building Maintenance Guide/ Building Users' Guide.
- Construction Site Management Plan – Current statement does not provide sufficient details for a development of this size. Refer to Council's guide mentioned above and example in Appendix C.

Conditions required:

ESD2 – Updated Sustainability Management Plan

ESD3 – Implementation Report for ESD

WSUD2 – Stormwater Treatment Maintenance Plan

WSUD3 – Implementation of Water Sensitive Urban Design Initiatives

WSUD4 – Construction Management Water Sensitive Urban Design

Planner Comments

The ESD advisor is generally supportive of the application and notes that it almost demonstrates an acceptable outcome. The applicant has provided a response to the outstanding issues and the ESD officer agrees that the outstanding issues can be address via conditions (**as noted above**), without the need for re-referral prior to a decision. (**Refer Condition 4, 5, 6, 7 and 9**)

<p>Traffic Engineer</p>	<p>No Objection</p> <p>The previous traffic referral commenter generally supportive of the proposal. There were no concerns raised to the accessway and ramp/ headroom. From those comments there were four outstanding issues. The applicant has responded to the issues raised. Below are the traffic engineers latest comments on the outstanding issues (in italics) after the applicants provided additional information.</p> <p><u>Most Recent Comments:</u></p> <p><i>“As the proposed indented parking will function as a pick-up / drop-off servicing the subject site, it is expected that it will be the responsibility of the subject site to maintain this space. It is expected that this be included as a Condition of Permit.”</i></p> <p>It is still unclear how the parking will be managed at the frontage of the property given the parking spaces will be straddling public and private land. It is unclear if comments were sought from our Parking Enforcement Unit. If this has not occurred, it is highly recommended comments be sought.</p> <p>The site may or may not need to enter a private parking agreement to allow enforcement of the parking spaces depending on comments received from our Parking Enforcement Unit.</p> <p>Further, while unlikely to be used by users outside of the site, standard parking restrictions would only be considered and given most of the vehicle envelope would be on public land, the spaces could be used by the general public. Specific wording for parking to be used by site users only would not be considered acceptable.</p> <p><i>“Whilst the pedestrian connection along the site frontage is provided on private land, the site will provide a high amenity pedestrian area along an activated frontage that clearly connects to the existing footpaths on both sides of the site. It is expected that this connection on Queens Lane along the site frontage will be intuitive to pedestrians and is considered an acceptable outcome from a traffic and transport perspective.”</i></p> <p>The pedestrian path along the Queens Lane frontage has been amended and is deemed acceptable. As per previous comments, appropriate provisions need to be in place to ensure pedestrian access along the west side of Queens Lane is not affected if the property undergoes development in the future.</p> <p><i>Appropriateness of waste collection and loading facilities on the Queens Lane frontage.</i></p> <p>The traffic report states that waste collection is anticipated to occur once a week and the loading area in this section is intended to cater for infrequent use of larger loading vehicles.</p> <p>The report states that designated loading zones proximate to each lift core within Basement 1 exists have been provided for frequent loading activities of smaller vehicles.</p> <p>The report states proposes that staff will place temporary barriers around the vehicle using the waste and loading zone on Queens Lane, to ensure pedestrians are protected and help guide pedestrians. This is considered reasonable and a formal waste and loading management plan is to be included as part of the planning permit to ensure the development continues to implement necessary measures to separate pedestrians from waste/loading vehicles and create a safe environment for pedestrians. It is also recommended that as part of the waste and loading management plan, that the development is required to direct smaller loading vehicles</p>
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capable of accessing the basement level do so and do not use the waste/loading area on Queens Lane purely for convenience. We would like to ensure minimal use of this area, and for the area to only be occupied when absolutely necessary.

The report has updated the expected traffic generation and assessed impact of nearby intersections.

The updated (conservative) peak hour traffic generation is 85 vehicles per hour. The report has assumed an equal distribution to all four nearby intersections which approximately equates to 21 vehicle movements at each intersection. Of the 21 vehicle movements expected at each intersection, an 80/20 outbound/inbound split is expected during the AM peak and 40/60 outbound/inbound split is expected during the PM peak. Noting the above, the traffic report expects that the traffic generated by the development can be readily accommodated by the existing surrounding road network in a safe and satisfactory manner without creating detrimental traffic safety or operational impacts.

While the site is expected to generate a reasonable level of daily traffic, an objection based on traffic volumes is unlikely to be sustained. Further, the above assessment made in the traffic report indicates that the development will not detrimentally impact the surrounding road network which is considered acceptable.