

Title & Objective	Standard	Assessment ✓ Complies ✗ Does not comply N/A
<b>1. Development Context</b>		
<p>Objective 1.1</p> <p>To ensure development is in accordance with the Vision for Fishermans Bend and contributes to achieving the distinctive vision for each neighbourhood.</p>	<p><b>Standard 1:</b> Development must respond appropriately to the Strategic Directions for Fishermans Bend in order to maintain investor confidence and ensure future liveability and amenity of Fishermans Bend.</p> <p><b>Standard 2:</b> Development in Montague must respond to the neighbourhood vision that seeks to create a diverse and well-connected mixed-use precinct celebrating its significant cultural and built heritage, and network of gritty streets and laneways.</p> <p><b>Standard 3:</b> Development in Lorimer must respond to the neighbourhood vision that seeks to create a vibrant, mixed use precinct close to the Yarra River and connected to Melbourne’s CBD, Docklands and emerging renewal areas.</p> <p><b>Standard 4:</b> Development in Sandridge must respond to the neighbourhood vision that seeks to create one of Melbourne’s premium office and commercial locations, balanced with housing and retail.</p> <p><b>Standard 5:</b> Development in Wirraway must respond to the neighbourhood vision that seeks to create a family friendly inner city neighbourhood close to the Bay and Westgate Park.</p> <p><b>Standard 6:</b> Development must incorporate the planned facilities and assets outlined in the four key elements of the Strategic Framework Plan below:</p> <ul style="list-style-type: none"> <li>• Street Network</li> <li>• Sustainable Transport</li> <li>• Open Space</li> <li>• A Series of Places</li> </ul>	<p>✓ Complies</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>✓ Complies</p>
<b>2. Site Layout</b>		
<p><b>Objective 2.1</b></p> <p>To ensure an accessible, pedestrian friendly precinct through the creation of new streets and laneways that extend existing routes, lead to key destinations, and provide mid-block connections between</p>	<p><b>Standard 1:</b> Streets and laneways must not be more than 100 metres apart and should not be more than 50 metres apart in the vicinity of public transport stops, activity centres and ‘high streets’.</p> <p><b>Standard 2:</b> Pedestrian laneways and connections on smaller sites should be located along a side boundary to provide opportunity for integration and</p>	<p>N/A</p> <p>N/A</p>

<p>parallel streets.</p>	<p>potential widening with adjoining sites.</p> <p><b>Standard 3:</b> New streets and laneways must be fronted with active uses at ground level.</p> <p><b>Standard 4:</b> The pedestrian amenity of primary street frontages must be protected from garages and service access ways which must be accessed from side and rear laneways where possible.</p> <p><b>Standard 5:</b> Laneways must be designed as pedestrian friendly, low speed, shared zones with a maximum design speed of 10 km/h and be between 6-9 metres in final clear width.</p> <p><b>Standard 6:</b> For safety and wayfinding, laneways and pedestrian connections should be designed to enable views straight through the street block, be well-lit and open to the sky.</p> <p><b>Standard 7:</b> Developments must provide for universal access and ensure laneways and pedestrian connections reflect the access needs of all users.</p>	<p><b>N/A</b></p> <p>✓ <b>Complies</b> Vehicle access will be via the rear laneway.</p> <p><b>N/A</b></p> <p><b>N/A</b></p> <p>✓ <b>Complies</b> Entry into the building would be via steps from Gladstone Street and at grade from the laneway, with a lift providing universal access within the development. This is acceptable for a single dwelling.</p>
<p><b>Objective 2.2</b></p> <p>To ensure large developments are comprehensively planned to create integrated neighbourhoods and deliver high amenity, diversity and a good mix of land uses.</p>	<p><b>Standard 1:</b> Development on sites greater than 3,000m<sup>2</sup> or proposing more than 300 dwellings or proposing more than 1 building or tower, must prepare a master plan for the whole site that includes provision for:</p> <ul style="list-style-type: none"> <li>• Streets and laneways that connect the site to its surrounds in accordance with Objective 2.1;</li> <li>• Publicly accessible spaces that accommodate local passive recreation that is consistent with the Open Space Key Element of the Strategic Framework Plan;</li> <li>• Diversity of land uses, including non-residential floor space;</li> <li>• Diversity of dwelling types and sizes, including an affordable housing component; and</li> <li>• Diversity of built form typologies, including low and medium rise buildings.</li> </ul>	<p><b>N/A</b></p>
<p><b>Objective 2.3</b></p> <p>To ensure development facilitates new public transport infrastructure and supports further coordinated public transport investment</p>	<p><b>Standard 1:</b> Development gross floor to site area ratios (FAR) must not exceed 10:1 beyond 200 metres of existing or proposed 'high street' with potential public transport routes:</p> <ul style="list-style-type: none"> <li>• Plummer Street;</li> <li>• Fennell Street;</li> </ul>	<p>✓ <b>Complies</b></p> <p>The proposal has an FAR of 2.8:1.</p>

	<ul style="list-style-type: none"> <li>• Normanby Road;</li> <li>• Montague Street;</li> <li>• Ingles Street;</li> <li>• Lorimer Street;</li> <li>• Salmon Street; and</li> <li>• Buckhurst Street.</li> </ul> <p><b>Standard 2:</b> Setbacks or rights of way must be provided to accommodate planned public transport infrastructure and pedestrian access to it. This should be agreed with Public Transport Victoria before lodging an application.</p>	<p><b>N/A</b></p>
<p><b>Objective 2.4</b></p> <p>To ensure the creation of diverse, mixed use neighbourhoods.</p>	<p><b>Standard 1:</b> All development must provide a mix of dwelling sizes and opportunity for street level home occupation and non-residential use.</p> <p><b>Standard 2:</b> All development over 40 metres in height within the Montague and Lorimer neighbourhoods must provide a minimum amount of non-residential floor space equivalent to at least 15% of total habitable gross floor area.</p> <p><b>Standard 3:</b> All development on sites along Lorimer Street, Normanby Road, Fennell Street, Plummer Street, Buckhurst Street, Ingles Street, Montague Street and Salmon Street must provide non-residential uses along at least 60% of the ground level street frontage.</p> <p><b>Standard 4:</b> All development over 40 metres in height must provide at least 30% of dwellings as 3-bedroom units and allocate 6% of dwellings to a registered housing association or provider</p>	<p>✓ <b>Complies</b></p> <p>The proposal is for one dwelling only: a large, five bedroom dwelling that would add to the mix of dwelling typologies in the area.</p> <p><b>N/A</b></p> <p><b>N/A</b></p> <p><b>N/A</b></p>
<p><b>3. Building Design</b></p>		
<p><b>Objective 3.1</b></p> <p>To ensure that development creates a diverse cityscape, and maintains a human scale at street level that does not overwhelm the public domain.</p>	<p><b>Standard 1:</b> Building height along street frontages should be no greater than 20 metres or 5 storeys tall.</p> <p><b>Standard 2:</b> Developments should provide a degree of wall height variation along streets, especially on large sites, generally within the range of 4 to 6 storeys.</p> <p><b>Standard 3:</b> Development should avoid very low heights (1-2 storeys) which may reduce the definition of the street space, particularly in relatively wide streets.</p> <p><b>Standard 4:</b> Building heights should allow for sunlight to penetrate to the street and lower building levels, and must provide for this to the southern side of Fennell Street, Plummer Street</p>	<p>✓ <b>Complies</b></p> <p>The maximum overall height would be 16.99m.</p> <p>✓ <b>Complies</b></p> <p>The design would provide for a four storey street wall.</p> <p>✓ <b>Complies</b></p> <p>The design would provide for a four storey street wall, with two storey height abutting the rear laneway, which is acceptable.</p> <p>✓ <b>Complies</b></p> <p>The proposal would only cause additional shadow to the southern Gladstone Street footpath at 9 am. It would not affect any other streets (aside from the laneway).</p>

	and Buckhurst Street.	
<p><b>Objective 3.2</b></p> <p>To recognise the important contribution of heritage places to the character of Fishermans Bend.</p>	<p><b>Standard 1:</b> Existing heritage places (buildings, landmarks and elements of the urban structure (not just facades) should be retained and incorporated into new developments through contemporary responses and adaptive reuse.</p> <p><b>Standard 2:</b> Buildings must have heights and setbacks that do not compromise the heritage character of an adjoining heritage place.</p> <p><b>Standard 3:</b> Development adjacent to historically significant items should demonstrate a complementary design response and provide a gradual transition between the heritage place and new development.</p>	<p><b>N/A</b></p> <p>✓ <b>Complies</b></p> <p>The adjoining dwellings to the south west have heritage significance. Council's Heritage Advisor has advised that:</p> <p><i>"...they are likely to be so 'independent of their context' in accordance with accepted policy and so, to a greater extent' the development of this property (now that the original house has already been demolished) as proposed is unlikely to impact upon the significance of these houses, which already sit within an altered context."</i></p> <p>Council's Urban Designer has also considered this interface, and has not recommended any design changes on this ground.</p> <p>✓ <b>Complies</b></p> <p>Refer discussion above.</p>
<p><b>Objective 3.3</b></p> <p>To avoid undue visual dominance and overshadowing of the public environment.</p>	<p><b>Standard 1:</b> Buildings must transition in scale where interfacing with existing low rise residential areas, adjoining heritage buildings and existing or proposed public open spaces.</p> <p><b>Standard 2:</b> Buildings must not overshadow existing low rise residential areas of Port Melbourne between 11.00 am and 2.00 pm on 22 September (equinox).</p> <p><b>Standard 3:</b> Buildings must not overshadow existing public open space between the hours of 11.00 am and 2.00 pm on 22 September (equinox).</p> <p><b>Standard 4:</b> New development must not overshadow proposed neighbourhood or local recreational open space between the hours of 11.00 am and 2.00 pm on 22 September (equinox).</p>	<p>✓ <b>Complies (with conditions)</b></p> <p>The proposal provides an appropriate transition to the adjoining heritage dwellings, subject to some generally minor changes recommended by Council's Urban Designer.</p> <p>✓ <b>Complies</b></p> <p>This standard relates to areas outside of Fishermans Bend.</p> <p>✓ <b>Complies</b></p> <p>✓ <b>Complies</b></p>
<p><b>Objective 3.4</b></p> <p>To achieve direct surveillance, activation and visual interest of adjoining streets, laneways and public spaces.</p>	<p><b>Standard 1:</b> Buildings must be designed to provide a visual connection to public environments with windows, doors and balconies along street frontages within the first 5 stories.</p> <p><b>Standard 2:</b> Buildings with over 20 metres of frontage to a street, laneway or public space should be visually</p>	<p>✓ <b>Complies (with conditions)</b></p> <p>The building would have balconies facing both the street and laneway at the upper levels. At the ground and first floors, conditions would require that the screening be visually permeable to ensure views</p>

	<p>segmented to present a finer grain of street level diversity with multiple doors, windows and architectural strategies.</p> <p><b>Standard 3:</b> All ground floor uses must have individual ground level entries from the street.</p> <p><b>Standard 4:</b> Any ground level residential use should use raised floor levels (up to 1.0 metre) with windows and balconies to provide street activation without losing privacy.</p> <p><b>Standard 5:</b> Above ground car parking must be set back from public frontages and separated from those spaces by active land uses rather than simply being screened (e.g. the use of artwork and green walls is not supported).</p> <p><b>Standard 6:</b> Buildings on corner sites must address each street frontage with active uses and frontages and avoid blank walls.</p> <p><b>Standard 7:</b> Ground level frontages should be articulated with defined windows, door and wall combinations to provide transparency and visual interest and without creating continuously glazed frontages that appear blank.</p> <p><b>Standard 8:</b> Service spaces/storage areas must be located internally or centrally to service a block</p>	<p>to and from Gladstone Street. Conditions would also require that the first floor rear wall treatment allow views over the laneway.</p> <p><b>N/A (Standard 2)</b></p> <p>✓ <b>Complies (Standard 3)</b></p> <p>* <b>Does not comply (acceptable with conditions) (Standard 4)</b></p> <p>The dwelling does not have raised levels above the street, however this is acceptable. This is because the treatment of the front and rear boundaries provides a sense of privacy while allowing for views to and from the public realm through the use of screening, planting and glass blocks (subject to the conditions discussed above).</p> <p>✓ <b>Complies (Standard 5)</b></p> <p>The car parking fronts the laneway only.</p> <p><b>N/A (Standard 6)</b></p> <p>✓ <b>Complies (Standard 7)</b></p> <p>The ground level would have a unique screen design that provides some visual transparency and interest, while maintaining privacy and not appearing blank.</p> <p>✓ <b>Complies (Standard 8)</b></p>
<p><b>Objective 3.5</b></p> <p>To ensure tower designs achieve high levels of amenity for occupants and surrounding users and contribute to an attractive and legible urban environment.</p>	<p><b>Standard 1:</b> Proposals with more than one tower development must:</p> <ul style="list-style-type: none"> <li>• Provide a minimum of 20 metres separation between towers</li> <li>• Substantially vary the volume of each tower building envelope, and</li> <li>• Vary architectural form, materials and detail between towers to avoid repetition or identical towers.</li> </ul> <p><b>Standard 2:</b> Towers should minimise overlooking of adjacent towers by offsetting or angling views, staggering or turning tower footprints and alternating lower and higher tower forms.</p> <p><b>Standard 3:</b> Towers should have visually appealing, sculpted roof forms.</p> <p><b>Standard 4:</b> Plant, air-conditioning units and other service equipment must be integrated within the design of the building and appropriately visually screened.</p> <p><b>Standard 5:</b> Towers must limit perpendicular reflectivity to 20% and avoid any potentially sensitive impacts. Impacts on main roads must be the</p>	<p><b>N/A</b></p> <p><b>N/A</b></p> <p><b>N/A</b></p> <p><b>N/A</b></p> <p><b>N/A</b></p>

	subject of a specialist study.	
<p><b>Objective 3.6</b></p> <p>To ensure that towers are setback so that they avoid dominating the street and do not restrict the development potential of adjoining development sites.</p>	<p><b>Standard 1:</b> Built form taller than 20 metres must provide a minimum street setback of 10 metres.</p> <p><b>Standard 2:</b> Built form taller than 20 metres must provide minimum side and rear setbacks of 10 metres. The minimum setback of 10 metres along laneways (less than or equal to 9 metres wide) will be measured from the centreline of laneways.</p> <p><b>Standard 3:</b> All potentially enclosable or roofed spaces, such as balconies, must not project into the building setback.</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p>
<b>4. Microclimate</b>		
<p><b>Objective 4.1</b></p> <p>To ensure the provision of weather protection along streets with high levels of pedestrian activity.</p>	<p><b>Standard 1:</b> Development must provide continuous footpath canopies in any streets with commercial frontages, and specifically along:</p> <ul style="list-style-type: none"> <li>• Buckhurst Street,</li> <li>• Fennell Street, and</li> <li>• Plummer St</li> </ul> <p><b>Standard 2:</b> Canopies must maintain a height above pavement level of 3.0-4.5m and be consistent in height with adjoining buildings.</p> <p><b>Standard 3:</b> Canopies must be setback from street kerbs by at least 0.75 metre to avoid vehicle damage and service poles.</p> <p><b>Standard 4:</b> Canopies should provide greater setbacks or cut outs where necessary to accommodate existing or future street trees.</p> <p><b>Standard 5:</b> Canopies may be omitted or glazed in special circumstances to accommodate upward views, daylighting and/or protection of heritage places.</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p>
<p><b>Objective 4.2</b></p> <p>To ensure wind protection along streets with high levels of pedestrian activity.</p>	<p><b>Standard 1:</b> All developments must be designed to ensure safe and comfortable wind conditions in streets and other public spaces. For safety, wind gusts greater than 3 seconds must not exceed 20 m/sec for more than 0.1% of the time from all wind directions combined. For comfort, the mean wind speed from all directions combined must not exceed the following for more than 20% of the time, measured across</p>	<p>✓ <b>Complies</b></p> <p>The development would not result in any unreasonable wind impacts.</p>

	<p>all hours of the year:</p> <ul style="list-style-type: none"> <li>• walking comfort - 5 m/sec</li> <li>• standing comfort - 4 m/sec</li> <li>• sitting comfort - 3 m/sec</li> </ul> <p><b>Standard 2:</b> The addition of protective screens and other incidental add-ons to buildings and landscaping within open spaces are not acceptable design responses to wind mitigation.</p> <p><b>Standard 3:</b> Podiums and rooftops used for communal open spaces must be for purpose and similarly designed to mitigate against wind conditions.</p>	<p>N/A</p> <p>✓ Complies</p>
<b>5. Public Space and Landscape</b>		
<p><b>Objective 5.1</b></p> <p>To ensure open space is provided in a way that achieves a high standard of amenity for the whole neighbourhood.</p>	<p><b>Standard 1:</b> Public open space must be provided in accordance with the Open Space Plan in the Strategic Framework Plan.</p> <p><b>Standard 2:</b> New open spaces (and adjacent built form) must be appropriately sited to maximise solar access, be protected from wind and have adequate conditions for tree planting, including sufficiently deep soil zones and access to daylight and rainfall (without building overhangs or canopies).</p> <p><b>Standard 3:</b> New public open spaces must be a minimum of 300m<sup>2</sup> and a minimum dimension of 10 metres, and generally be in a location that is consistent with the Open Space Plan. Co-location with existing or proposed open space is preferred</p> <p><b>Standard 4:</b> Open spaces should be designed to accommodate a range of activities for a range of users, as well as incorporate any ecological and stormwater management function.</p> <p><b>Standard 5:</b> All open space proposals must be approved by the relevant local council to ensure coordination and integration with local open space strategies and standards. Open space should be unencumbered so they can be transferred to Council if publicly accessible.</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p>
<p><b>Objective 5.2</b></p> <p>To ensure that developments maximise the opportunity to create recreational spaces and contribute to the urban landscape character.</p>	<p><b>Standard 1:</b> All developments should provide for onsite communal open space in addition to the specified contribution towards public open space. For developments incorporating any dwellings without a private balcony, communal open space must be provided at a minimum rate of 2.5m<sup>2</sup> per dwelling.</p> <p><b>Standard 2:</b> At a minimum,</p>	<p>✓ Complies</p> <p>The proposal includes substantial POS for the dwelling across the development (over 150 sqm in total).</p> <p>✓ Complies</p>

	<p>developments must provide for the opportunity to develop open space on rooftops and podium level spaces for gardens and recreation areas.</p> <p><b>Standard 3:</b> Wall, facade and roof greening must be located and designed to enable planting to thrive with adequate light and water and reflect local microclimatic conditions.</p> <p><b>Standard 4:</b> Development is to maximise the retention of any existing mature trees on the site and street trees must be protected.</p> <p><b>Standard 5:</b> Any trees proposed for removal must be replaced with suitable planting as agreed by the relevant local council.</p>	<p>✓ <b>Complies</b></p> <p><b>N/A</b></p> <p><b>N/A</b></p>
<p><b>Objective 5.3</b></p> <p>To ensure streetscapes are developed as high amenity, biodiverse landscape corridors.</p>	<p><b>Standard 1:</b> All streets must be formally planted with canopy trees. This must be coordinated with the relevant local council.</p> <p><b>Standard 2:</b> Vehicle crossings along Plummer Street, Fennell Street, Normanby Road, Buckhurst Street and Lorimer Parkway should be limited in order to maximise the landscape opportunity along these corridors.</p> <p><b>Standard 3:</b> All public spaces must be designed in accordance with the relevant local council's technical standards for street furniture and finishings</p>	<p><b>N/A</b></p> <p><b>N/A</b></p> <p><b>N/A</b></p>
<b>6. Transport and access</b>		
<p><b>Objective 6.1</b></p> <p>To ensure that development site layouts facilitate and accommodate the future transport network for the wider area.</p>	<p><b>Standard 1:</b> Development that adjoins an existing or proposed public transport route must anticipate and provide for the ultimate infrastructure layout.</p> <p><b>Standard 2:</b> Breaks in street frontages along planned public transport routes must be limited by consolidating crossings to a single point, avoiding on-street queuing and ensuring continuity of pedestrian flows and public safety. This may include shared access for site servicing and for multiple buildings, or vehicular access from secondary streets or laneways.</p> <p><b>Standard 3:</b> All site servicing and loading areas should occur within site boundaries, away from public streets.</p> <p><b>Standard 4:</b> The width of vehicle crossovers should be minimised and must incorporate intermediate pedestrian refuges where crossovers are more than 6 metres wide.</p>	<p><b>N/A</b></p> <p><b>N/A</b></p> <p><b>N/A</b></p> <p>✓ <b>Complies</b></p> <p>The proposal includes a vehicle crossover from a laneway, not a</p>

		street or other pedestrian thoroughfare.
<p><b>Objective 6.2</b></p> <p>To actively encourage alternative transport modes and higher rates of walking, cycling, and car share use.</p>	<p><b>Standard 1:</b> Development must provide a minimum of one bicycle space per dwelling and one bicycle space per 50m<sup>2</sup> of net office floor area.</p> <p><b>Standard 2:</b> Visitor bicycle parking must be provided at ground level in a prominent and safe location.</p> <p><b>Standard 3:</b> Resident bicycle parking must be secure and located in the first level basement, ground level or first floor with dedicated cycle access directly from the street.</p> <p><b>Standard 4:</b> Change facilities and locker facilities must be provided to serve occupants of commercial uses at ratios of one shower per 10 bicycles and one locker per bicycle respectively.</p> <p><b>Standard 5:</b> Car share spaces should be provided and located in areas that allow for public access to the spaces from multiple buildings and developments.</p>	<p>✓ <b>Complies</b></p> <p>Two bicycle spaces have been shown within the garage.</p> <p><b>N/A</b></p> <p>✓ <b>Complies</b></p> <p>The bicycle parking would be secure within the ground level garage, easily accessible via the laneway.</p> <p><b>N/A</b></p> <p><b>N/A</b></p>
<p><b>Objective 6.3</b></p> <p>To reduce reliance on private car use, and limit provision of private car parking that would undermine the transport functionality of the neighbourhood</p>	<p><b>Standard 1:</b> Development within 200 metres of existing or proposed 'high streets' with potential public transport routes (see 6.1) must not exceed a rate of car parking provision equal to:</p> <ul style="list-style-type: none"> <li>• 0.5 spaces per dwelling, and</li> <li>• 1 space per 100m<sup>2</sup> of non-residential net floor area.</li> </ul> <p><b>Standard 2:</b> Development within 200 metres of existing or proposed public transport routes should provide parking as shared assets to maintain long term adaptability of its use.</p> <p><b>Standard 3:</b> The use of car lifts and stackers must not result in queuing onto the street or significant time delays in use.</p>	<p><b>N/A</b></p> <p><b>N/A</b></p> <p><b>N/A</b></p>
<p><b>Objective 6.4</b></p> <p>To ensure car parking is not visible from streets and public areas</p>	<p><b>Standard 1:</b> All parking not located in basements must be sleeved with active uses to a depth of 5-10 metres to all street frontages. When facing secondary laneways and adjoining sites, appropriately designed screening may be sufficient.</p> <p><b>Standard 2:</b> Car parking must be accessed from laneways wherever possible and not from primary street frontages</p> <p><b>Standard 3:</b> Above ground car parking should provide for natural ventilation without compromising activated street frontages.</p> <p><b>Standard 4:</b> Above ground car parks must have level floors and a floor-to-</p>	<p>✓ <b>Complies</b></p> <p>The car parking would face a secondary laneway and would be screened by a timber panelled door. This is acceptable in this context.</p> <p>✓ <b>Complies</b></p> <p>✓ <b>Complies</b></p> <p>✓ <b>Complies (with condition)</b></p>

	ceiling height of at least 3 metres to provide for future conversion from car parking to other uses.	The floor-to-ceiling height of 2.7 m would be required to be increased to 3 m to ensure future convertibility.
<b>7. Sustainability and Infrastructure</b>		
<p><b>Objective 7.1</b></p> <p>To protect buildings and occupants from the impacts of current and forecast flooding events.</p>	<p><b>Standard 1:</b> All buildings must maintain a minimum floor level of 3.0 metres AHD or 0.3 metres above the local overland flow flood level, whichever is the higher unless otherwise agreed by the relevant water authority.</p> <p><b>Standard 2:</b> Level changes required between street level and elevated ground floor levels must be integrated into the design of buildings to maintain good physical and visual connection between the street and internal ground floor spaces. This may include use of footpath level building entries with internal level changes.</p> <p><b>Standard 3:</b> Building entries must provide for universal access requirements.</p> <p><b>Standard 4:</b> The location of essential services, such as power connections, switchboards and other critical services should anticipate and address potential flooding events.</p>	<p>✓ <b>Complies</b></p> <p>Melbourne Water advised that the ARI flood level is 1.6 m. The floor levels would be 0.8 m above this.</p> <p>* <b>Does not comply (variation acceptable)</b></p> <p>The dwelling would be accessed via three steps. Although not ideal, because this is a single dwelling development this is acceptable. Further, at grade access is available via the laneway.</p> <p>* <b>Does not comply (variation acceptable)</b></p> <p>Refer discussion above.</p> <p>✓ <b>Complies (with condition)</b></p> <p>A condition will require that these essential services be located above the flood level.</p>
<p><b>Objective 7.2</b></p> <p>To reduce potable water consumption and prepare for a precinct-wide recycled water supply.</p>	<p><b>Standard 1:</b> Development must maximise the use of alternate water sources whilst awaiting connection to a future precinct wide recycled water supply once it is available. This should include the use of:</p> <ul style="list-style-type: none"> <li>• Best practice water efficient fixtures and appliances;</li> <li>• Rainwater collection and use, and</li> <li>• Grey water collection and reuse.</li> </ul> <p>Grey water collection and reuse is expected for all larger developments (300 dwellings and over).</p> <p><b>Standard 2:</b> New buildings must install a third pipe to supply non potable uses within the development for toilet flushing, fire services, irrigation and cooling, unless otherwise agreed by the relevant water authority.</p> <p>Provision of a third pipe must include an agreed building connection point.</p> <p><b>Standard 3:</b> The relevant water authority must be consulted when designing and constructing streetscapes to facilitate cost efficient and low-disruption provision of a third-pipe network.</p>	<p>✓ <b>Complies (with condition)</b></p> <p>As proposed, there is opportunity to improve water usage. Refer to ESD/ WSUD conditions.</p> <p>✓ <b>Complies (with condition)</b></p> <p>As proposed, there is opportunity to improve water usage. Refer to ESD/ WSUD conditions.</p> <p><b>N/A</b></p>

<p><b>Objective 7.3</b></p> <p>To reuse stormwater, minimise impacts on existing drains and create a greener urban environment while improving waterway health</p>	<p><b>Standard 1:</b> All stormwater generated on-site must be managed within the development footprint. Advice from the relevant water authority and local council will assist in determining the most appropriate strategy for each site.</p> <p><b>Standard 2:</b> All buildings must capture runoff from 100% of the roof area and successfully retain onsite at least 50% of the volume of runoff derived from a 5 year, 72 hour storm event.</p> <p><b>Standard 3:</b> Stormwater captured on site must be re-used in toilet flushing and irrigation or, as a last option, controlled release.</p> <p><b>Standard 4:</b> Surface generated stormwater should be minimised through maximising permeability and providing rain-gardens, swales and other water sensitive urban design which will also create a greener environment.</p> <p><b>Standard 5:</b> Stormwater treatment must meet best practice quality standards to the satisfaction of the relevant water authority prior to discharge to receiving waterways.</p>	<p>✓ <b>Complies (with condition)</b></p> <p>As proposed, there is opportunity to improve water usage. Refer to WSUD conditions.</p> <p>✓ <b>Complies (with condition)</b></p> <p>As proposed, there is opportunity to improve water usage. Refer to WSUD conditions.</p> <p>✓ <b>Complies (with condition)</b></p> <p>As proposed, there is opportunity to improve water usage. Refer to WSUD conditions.</p> <p>✓ <b>Complies (with condition)</b></p> <p>As proposed, there is opportunity to improve water usage. Refer to WSUD conditions.</p> <p>✓ <b>Complies (with condition)</b></p> <p>As proposed, there is opportunity to improve water usage. Refer to WSUD conditions.</p>
<p><b>Objective 7.4</b></p> <p>To minimise the energy consumption of all new development while maintaining high levels of occupant thermal comfort.</p>	<p><b>Standard 1:</b> Residential development should be designed to maximise cross ventilation through provision of dual aspect dwellings which must have openable windows.</p> <p><b>Standard 2:</b> All developments should maximise northern orientation and provide external shading to facades to reduce summertime heat loads.</p> <p><b>Standard 3:</b> Residential development must not rely on borrowed light within dwellings and all habitable rooms must have external, openable windows.</p> <p><b>Standard 4:</b> All developments must provide the ability to naturally ventilate communal areas, including the removal of hot air at night in commercial buildings.</p> <p><b>Standard 5:</b> Developments must include low energy lighting and appliances, and incorporate where possible, solar panels and photovoltaics to reduce energy needs</p>	<p>✓ <b>Complies (with condition)</b></p> <p>A condition is recommended to ensure windows are openable and additional windows are provided in some instances, to maximise cross ventilation.</p> <p>✓ <b>Complies (with condition)</b></p> <p>The proposal includes north facing living areas and areas of POS, however a condition is required to ensure the north facing glazing is shaded.</p> <p>✓ <b>Complies</b></p> <p>No habitable room windows would rely on borrowed light.</p> <p><b>N/A</b></p> <p>✓ <b>Complies (with conditions)</b></p> <p>There is opportunity to improve energy efficiency overall. Refer to ESD conditions.</p>
<p><b>Objective 7.5</b></p> <p>To ensure the development of Fishermans Bend as a low waste precinct through effective and efficient waste management and resource recovery.</p>	<p><b>Standard 1:</b> All developments must provide adequate waste management and resource recovery (recycling) facilities and procedures that are fully integrated within the design of buildings. Specific measures such as use of dual chute technologies for waste disposal and on-site storage and collection facilities must be incorporated into the design.</p>	<p>✓ <b>Complies</b></p> <p>Dual chutes are proposed within the building.</p>

	<p><b>Standard 2:</b> Developments must re-use existing buildings and materials wherever possible to reduce development waste.</p>	<p>✓ <b>Complies (with conditions)</b></p> <p>There is opportunity to increase the amount of recycled materials within this development. Overall, this would be considered acceptable subject to changes to improve the overall environmental performance, required through the sustainable development conditions.</p>
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