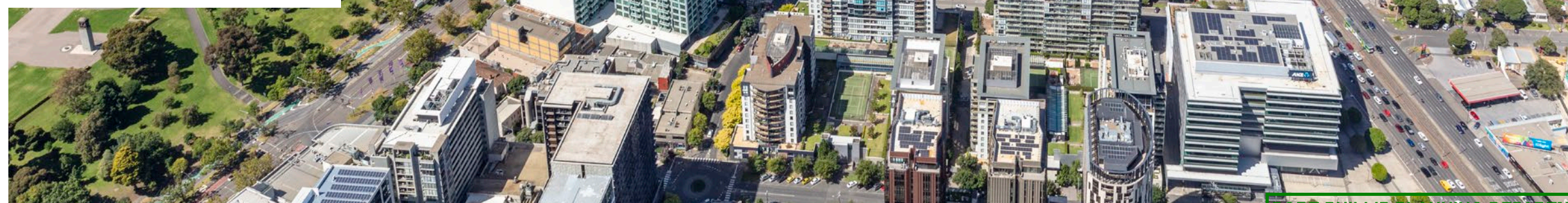


200 Wells Street Town Planning Report

Wells Street Developments Pty Ltd

April 2021

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Pomeroy Pacific on behalf of The Punvec Group
Wells Streets Developments Pty Ltd

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Urban Planner Ratio

Building Surveyor PLP

Land Surveyors Hellier McFarland

ESD Consultant SD Consultants

Wind Engineer RWDI

Structural Engineer Robert Bird Group

Services/Fire IGS

Traffic/Waste Traffix Group

Landscape John Patrick

Project Number M12487

Disclaimer

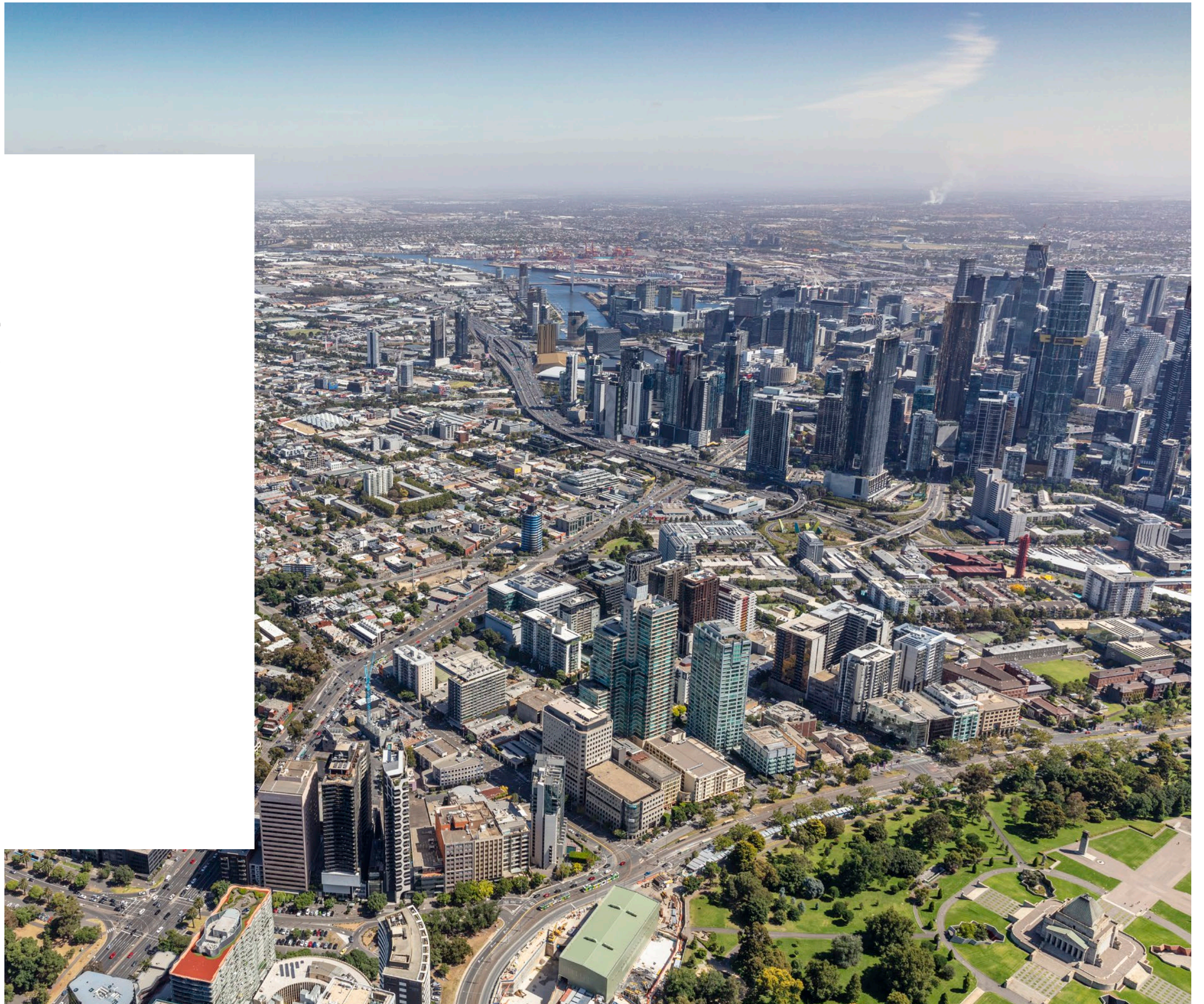
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Contents

1.0	Executive Summary	4	5.9	Typical Basement Plan	
	1.1 Key Concepts		5.10	Podium Terrace - Apartments Level 05	
2.0	Endorsed Scheme	6	5.11	Residential Amenities Level 06	
	2.1 Town Planning Permit		5.12	Typical Apartments Levels 07-15	
	2.2 Basement Floor Plan		5.13	Look & Feel Residential	
	2.3 Ground Floor Plan		5.14	Upper Level Apartments Level 16-17	
	2.4 Level 1 Floor Plan		5.15	Concept Images	
	2.5 Level 2 Floor Plan		5.16	Sculpted Surface	
	2.6 Level 3 Floor Plan		5.17	Artistic Impressions	
	2.7 Level 4 Floor Plan		6.0	Area Schedule	73
	2.8 Level 5 Floor Plan		7.0	Comparison Shadow Studies	75
	2.9 Level 6 Floor Plan		7.1	22nd September 9am	
	2.10 Level 12-16 Floor Plan		7.2	22nd September 10am	
	2.11 Level 17 Floor Plan		7.3	22nd September 11am	
	2.12 Roof Level		7.4	22nd September 12pm	
	2.13 South & West Elevations		7.5	22nd September 1pm	
	2.14 North & East Elevations		7.6	22nd September 2pm	
			7.7	22nd September 3pm	
3.0	Site and Context	25	8.0	Material Board	83
	3.1 Location Analysis		9.0	BADS Assessment	85
	3.2 Site Location		9.1	Building Setback	
	3.3 The Future Anzac Station Precinct		9.2	Landscaping	
	3.4 Amenities		9.3	Building Entry & Circulation	
	3.5 View Analysis		9.4	Noise Impacts	
	3.6 Site Photographs		9.5	Energy Efficiency	
	3.7 Streetscape Elevations		9.6	Waste & Recycling	
4.0	Design Vision	32	9.7	Integrated Water & Stormwater Management	
	4.1 Garden State		9.8	Functional Layout	
	4.2 Historical Context - St Kilda Rd Boulevard		9.9	Room Depth	
	4.3 Historical Context - Mansions of St Kilda Rd		9.10	Windows	
	4.4 Quality Apartments		9.11	Natural Ventilation	
	4.5 New Ways Working		9.12	Private Open Space	
	4.6 Rich Ground Plane		9.13	Accessibility	
	4.7 Timeless Order Proportion		10.0	Architectural Drawings	99
	4.8 Materiality				
	4.9 Sculptural Humanistic Forms				
	4.10 Sustainability				
5.0	Design Response	44			
	5.1 Aerial Context View				
	5.2 Massing Comparison				
	5.3 Massing Stack				
	5.4 Plan Comparisons				
	5.5 Ground Plane & Building Entry				
	5.6 Ground Floor Plan				
	5.7 Typical Podium Plan				
	5.8 Basement Plan B2 - End of Trip Bike Parking				

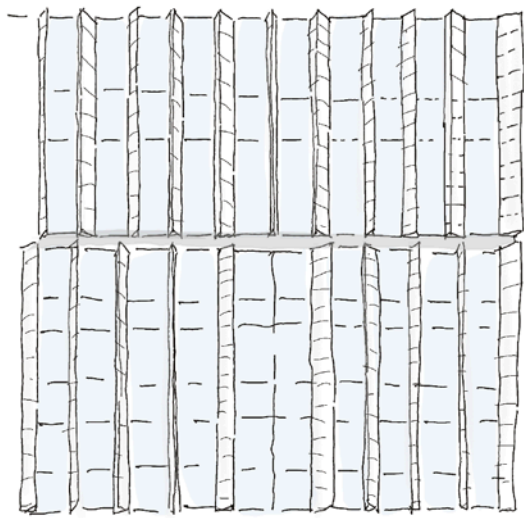
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Executive Summary



Executive Summary

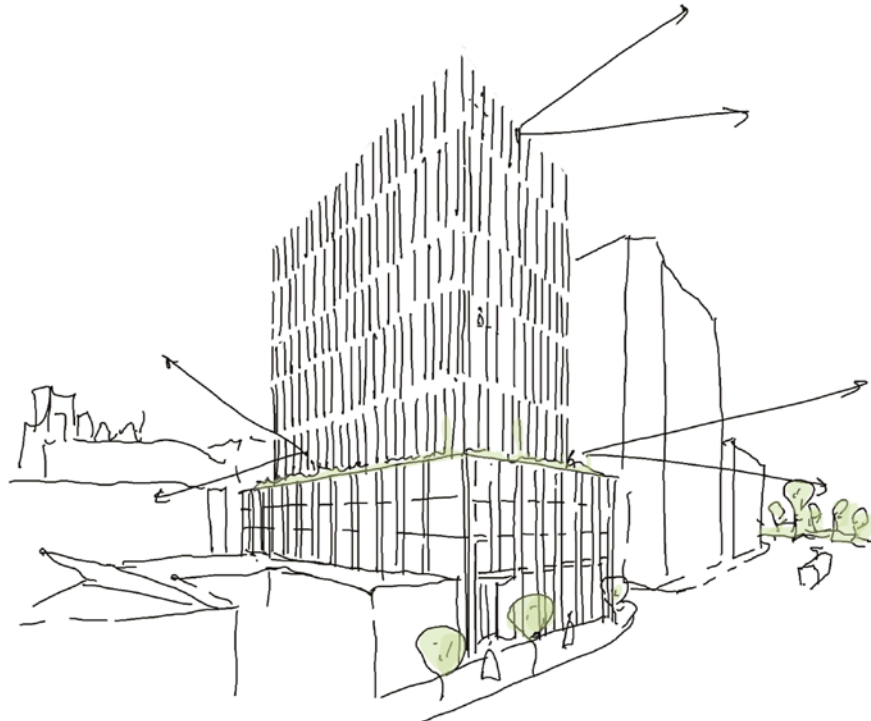
Architectural Statement



200 Wells Street holds a strategic position within the evolving Domain Precinct, located a short stroll away from the imminent Anzac Station and its tram superstop. It is positioned off the main St Kilda Rd Boulevard, on the corner of Park and Wells Streets and is within walking distance to several of Melbourne's treasured parks, gardens and the Shrine of Remembrance.

This mixed-use proposal represents a new generation of development that will define the future character of the neighbourhood. Contextually aware and reflecting the changing needs of the community, this updated scheme looks to create an elevating and welcoming contribution to the immediate precinct.

Our approach to the design of 200 Wells Street takes cues from the site's wider context, drawing from the historic mansions of St Kilda Rd with their grounded and established disposition. We have created a timeless and crafted building that encompasses its different uses in a warm and tactile material palette, with a sense of depth and articulation through a variety of gently pivoting planes that negotiate the site's various interfaces for a sustainably-minded outcome.



The proposed development looks to create a rich and dynamic ground plane, maximising active street frontages along Park and Wells Streets with curated retail tenancies and celebrated building entrances to provide a safe and engaging public realm.

All previous above ground car parking for the development has been relocated to five basement levels to allow for four levels of commercial office tenancies within the podium that will provide passive surveillance for the surrounding streets and cater to a growing demand for inner city fringe office options.

The podium is expressed as a grounded interplay of masonry and metal, featuring a heavier double height order at the base of the building which defines canopied vitrine windows and entrances. Above, a layered composition of delicate screening, an array of pivoting facade planes and perimeter rooftop planting creates a sense of depth and movement through a play of light and shadow.

The tower features a mixture of generously sized residences with high levels of amenity, through good access to natural light and ventilation, desirable apartment depths, usable balconies



and no snorkel bedrooms. A fine array of well proportioned, multi-storey vertical facade elements punctuate the form every two or three storeys, creating more intimately scaled framed views out toward the surrounding parks and gardens.

As a whole, this proposal establishes a new trajectory for development in the neighbourhood, providing quality, well designed spaces to live and work. It represents a considered and mannered contribution to the precinct that is a contemporary reflection of its context and a celebration of quiet beauty and integrity.



2.0

**Endorsed
Scheme**



Application Number: 906/2016

Town Planning Permit

/ Pages 1 to 8 of approved permit (application number 906/2016) included for reference

/ Refer corresponding Architectural Plans produced by Ewert Leaf Issued for Endorsement 13.12.2018



PLANNING PERMIT

Application Number: 906/2016
Planning Scheme: Port Phillip
Responsible Authority: City of Port Phillip

ADDRESS OF THE LAND:

200-204 WELLS STREET, SOUTH MELBOURNE VIC 3205

THE PERMIT ALLOWS:

Use of the land for the purpose of a food and drink premises and offices, construction of a multi-storey mixed use building over a basement level, containing dwellings with communal facilities, food and drink premise, offices and a reduction of the standard car parking requirement generally in accordance with the endorsed plans and subject to the following conditions.

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

Amended Plans Required

- 1 Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and an electronic copy must be provided. The plans must be generally in accordance with the plans lodged with the VCAT appeal prepared by Ewert Leaf marked Revision A dated 26 March 2018 but modified to show the following, to the satisfaction of the Responsible Authority:
 - a) The following changes agreed to on 4 September 2018, which are generally shown on the plans prepared by Ewert Leaf marked Revision C dated 10 September 2018:
 - i. Tower setbacks clearly detailed on the plans and a minimum of:
 - a.5 m from Wells Street.
 - b.5 m from Park Street.
 - c.4.5 m from the west boundary.
 - d.6 m from Little Bank Street.Architectural features are an allowable encroachment into these setbacks, to a maximum of 300mm from Park Street, Little Bank Street and the western boundary and 430mm from Wells Street.
 - ii. A 1:50 detail plan showing the material, colour and design treatment to the podium parking on Wells Street.
 - iii. All balconies having minimum dimensions in accordance with the requirements of Standard D19 at Clause 58.05-3 Private open space objective.

DATE 27 June 2017

Planning and Environment Regulations 1988 Form 4.4

906/2016

CITY OF PORT PHILLIP
Kathryn Pound
Signature for Responsible Authority

Page 1 of 8

- iv. An additional pedestrian entry into the ground floor food and drink premises from Wells Street.
 - v. The height of parapets to be clearly indicated.
 - vi. DDA compliant bathrooms on communal areas.
 - vii. Grease trap adjacent to the rise in the lower levels.
 - viii. Alteration to the internal layouts of the corner apartments at levels 6 to 11 so as to have habitable rooms facing onto Wells Street.
 - ix. Provision of a door into the air-conditioning room.
 - x. Provision of a roof access hatch.
 - xi. Annotation that no telecommunication towers or lighting will be installed on the roof.
 - xii. Relocation of roof plant area and inclusion of screening to plant..
 - xiii. Shadow diagrams correctly drawn and annotated.
- b) The loading bay and the access way to it from Little Bank Street having a height clearance of at least 3.3 m. It may be relocated to be accessed directly off Little Bank Street. A loading bay with minimum dimensions of 4.5 m width x 5 m length x 3.3 m height, accessed off Little Bank Street. This may include a consequential reduction in up to three car parking spaces.
- c) The minimum levels for the ground floor of the car park must be 3.346 m AHD.
- d) The main vehicle access ramp off Little Bank Street (excluding the loading bay) with an apex above the flood level to avoid flood water entering (the flood level for the property is 3.196 m AHD).
- e) All switches and electrical boxes installed 600 mm above the flood level.
- f)Lighting scheme for the building façade including ground floor and podium levels.
- g) Permeable material for the proposed garage door.
- h) The treatment of the substation incorporated into the building façade.
- i) The ground wall facing Park Street fully abutting the title boundary with any change in levels resolved within the building, to remove indents within the frontage.
- j) All communal corridors being DDA compliant.
- k) The provision of a typical bathroom layout for a one, two and three bedroom apartment to demonstrate the ability for those bathrooms to be adapted for disability access.
- l) All external glazing must be of a type that does not reflect more than 20% of visible light when measured at an angle of incidence normal to the glass surface.
- m) Any changes required by conditions 4, 6, 7 and 10.
- n) Designation of the accessible car parking spaces required for the commercial premises.

CITY OF PORT PHILLIP

Kathryn Pound

Signature for Responsible Authority

DATE 27 June 2017

Planning and Environment Regulations 1988 Form 4.4

906/2016

Page 2 of 8

No Alterations

- 2 The layout of the site and the size, levels, design and location of buildings and works shown on the endorsed plans must not be modified for any reason without the prior written consent of the Responsible Authority, unless the Port Phillip Planning Scheme exempts the need for a permit.

Walls on or facing the boundary

- 3 Before the development is occupied, all walls on or facing the boundary of adjoining properties and/or the laneway must be cleaned and finished to a uniform standard. Unpainted or unrendered masonry walls must have all excess mortar removed from the joints and face and all joints must be tooled or pointed to the satisfaction of the Responsible Authority. Painted or rendered or bagged walls must be finished to a uniform standard to the satisfaction of the Responsible Authority.

Plant and equipment on roof

- 4 The only plant or equipment shown on the endorsed plan must be erected on the roof top level and the area occupied by all plant and equipment must be in accordance with DDO26.

Project architect

- 5 Unless otherwise agreed by the Responsible Authority, Ewert Leaf must be retained as the supervising architect for the development.

Sustainable Management Plan

- 6 Before the development starts (other than demolition or works to remediate contaminated land) a Sustainable Management Plan generally in accordance with the Plan prepared by Sustainable Design Consultants dated August 2018 that outlines proposed sustainable design initiatives must be submitted to, be to the satisfaction of and approved by the Responsible Authority. When approved, the Sustainable Management Plan will be endorsed and will then form part of the Permit. The development must incorporate the sustainable design initiatives listed in the approved Sustainable Management Plan to the satisfaction of the Responsible Authority. The plan should be revised so that the project is benchmarked against the Green Building Council of Australia's Green Star 'Design and As-built' rating tool to a 4 star Green Star standard and to include:
- a) An itemised summary of the credits that were successfully pursued for the project.
 - b) A description of the initiatives involved in each credit and the evidence provided as required by the Green Star credit's standards set forth in the Technical Manual
 - c) A statement by the report's author that the credits nominated were achieved to the scope and standard set forth in the Green Star Technical Manual.
 - d) A point tally evidencing the credits achieved meet or exceed the points required for the nominated star rating.

Water Sensitive Urban Design

- 7 Before the development starts (other than demolition or works to remediate contaminated land) a Water Sensitive Urban Design Report that outlines proposed water sensitive urban design

CITY OF PORT PHILLIP

Kathryn Pound

Signature for Responsible Authority

DATE 27 June 2017

Planning and Environment Regulations 1988 Form 4.4

906/2016

Page 3 of 8

initiatives must be submitted to, be to the satisfaction of and approved by the Responsible Authority. The Water Sensitive Urban Design Report must demonstrate how the development meets the water quality performance objectives as set out in the Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO) as amended from time to time.

When approved, the Water Sensitive Urban Design Report will be endorsed and will then form part of the permit. The development must incorporate the sustainable design initiatives listed in the approved Water Sensitive Urban Design Report to the satisfaction of the Responsible Authority.

Maintenance Manual for Water Sensitive Urban Design Initiatives (Stormwater Management)

8 Before the development starts (other than demolition or works to remediate contaminated land) a Maintenance Manual for Water Sensitive Urban Design Initiatives to the satisfaction of the Responsible Authority must be submitted to, and approved in writing by, the Responsible Authority. The program must include, but is not limited to:

- (a) inspection frequency
- (b) cleanout procedures
- (c) as installed design details/diagrams including a sketch of how the system operates

The Maintenance Manual for Water Sensitive Urban Design Initiatives may form part of a broader Maintenance Program that covers other aspects of maintenance such as a Building User's Guide or a Building Maintenance Guide. The approved Maintenance Manual for Water Sensitive Urban Design Initiatives must be implemented to the satisfaction of the Responsible Authority.

Site Management Water Sensitive Urban Design

9 The developer must ensure that:

- (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; and
- (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

all to the satisfaction of the Responsible Authority.

DATE 27 June 2017

Planning and Environment Regulations 1988 Form 4.4

906/2016

CITY OF PORT PHILLIP
Kathryn Pound
Signature for Responsible Authority

Page 4 of 8

Waste Management

10 Before the development starts (other than demolition or works to remediate contaminated land), a Waste Management Plan must be submitted to, and approved by, the Responsible Authority. The Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Strata Plan dated 28 March 2018 but modified to address the following:

- a) Commercial uses listed separately with related waste/ recycling generation rates from CoPP's WMP Guidelines for developments.
- b) Separation of residential and commercial bin rooms.
- c) Provide for hard waste storage.
- d) Where bins will stand for collection.
- e) Limitation of noise from use of rubbish shoots (i.e. from bottles etc).

Once approved, the Waste Management Plan will be endorsed and will then form part of this Permit. The approved Waste Management Plan must be implemented to the satisfaction of the Responsible Authority

Landscape Plan

11 Before the development starts (other than demolition or works to remediate contaminated land), a detailed Landscape Plan for the communal terraces must be submitted to, be to the satisfaction of and approved by the Responsible Authority. When the Landscape Plan is approved, it will become an endorsed plan forming part of this Permit. The Landscape Plan must incorporate:

- (a) all street trees and/or other trees on Council land;
- (b) a planting schedule of all proposed vegetation including botanical names; common names; pot sizes; sizes at maturity; quantities of each plant; and details of surface finishes;;

Completion of Landscaping

12 The landscaping as shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority before the development is occupied and/or the use starts, or at such later date as is approved by the Responsible Authority in writing.

Landscaping Maintenance

13 The landscaping as shown the endorsed Landscape Plan must be maintained, and any dead, diseased or damaged plant replaced in accordance with the landscaping plan to the satisfaction of the Responsible Authority.

Urban Art Plan

14 Before the development is occupied, an Urban Art Plan in accordance with Council's Urban Art Strategy must be submitted to, be to the satisfaction of and approved by the Responsible Authority. The value of the urban art must be at least 0.5% of the total building cost of the

DATE 27 June 2017

Planning and Environment Regulations 1988 Form 4.4

906/2016

CITY OF PORT PHILLIP
Kathryn Pound
Signature for Responsible Authority

Page 5 of 8

development to the satisfaction of the Responsible Authority. Urban art in accordance with the approved Urban Art Plan must be installed before the development is occupied to the satisfaction of the Responsible Authority.

Parking and Loading Areas must be available

- 15 Car and bicycle parking and loading areas and access lanes must be developed and kept available for those purposes at all times and must not be used for any other purpose, such as storage, to the satisfaction of the Responsible Authority.

Vehicle Crossings

- 16 Before the development is occupied, vehicle crossings must be constructed in accordance with Council's current Vehicle Crossing Guidelines and standard drawings to the satisfaction of the Responsible Authority. All redundant crossings must be removed and the footpath, naturestrip, kerb and road reinstated as necessary at the cost of the applicant/owner and to the satisfaction of the Responsible Authority.

Applicant to pay for Reinstatement

- 17 Before the development is occupied, the applicant/owner must do the following to the satisfaction of the Responsible Authority:
- (a) pay the costs of all alterations/reinstatement of Council and Public Authority assets necessary and required by such Authorities for the development;
 - (b) obtain the prior written approval of the Council or other relevant Authority for such alterations/reinstatement;
 - (c) comply with conditions (if any) required by the Council or other relevant Authorities in respect of alterations/reinstatement.

Public Services

- 18 Before the development is occupied, any modification to existing infrastructure and services within the road reservation (including, but not restricted to, electricity supply, telecommunications services, gas supply, water supply, sewerage services and stormwater drainage) necessary to provide the required access to the site, must be undertaken by the applicant/owner to the satisfaction of the relevant authority and the Responsible Authority. All costs associated with any such modifications must be borne by the applicant/owner.

Car Parking Allocation

- 19 Without the further written consent of the Responsible Authority car parking for the approved development must be allocated as follows:
- (a) A minimum of three spaces for the food and drink premises.
 - (b) A maximum of two spaces for each three bedroom dwelling.
 - (c) A maximum of one space for each one and two bedroom dwelling.
 - (d) No less than four car parking spaces for visitors.

DATE 27 June 2017

Planning and Environment Regulations 1988 Form 4.4

906/2016

CITY OF PORT PHILLIP
Kathryn Pound
Signature for Responsible Authority

Page 6 of 8

- (e) A minimum of twelve spaces for the offices.
- (f) The loading bay to be shared by all occupants (commercial and residential) and used for loading and unloading purposes.

No equipment and services

- 20 Except with the written consent of the Responsible Authority, no equipment, services and exhausts other than those shown on the endorsed plan must be erected above the roof level of the building.

Lighting baffled

- 21 All lighting of external areas both during construction and after completion must be suitably baffled so as not to cause nuisance or annoyance to nearby properties or roads, to the satisfaction of the Responsible Authority and all illuminated advertising lighting on cranes must be turned off between the hours of 10PM and 7AM.

Privacy screens must be installed

- 22 Before the development is occupied, privacy screens in accordance with the endorsed plans must be installed to the satisfaction of the Responsible Authority. The privacy screens must be maintained to the satisfaction of the Responsible Authority.

Green Transport Plan

- 23 Before the development starts (other than demolition or works to remediate contaminated land), a Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to, and approved in writing by, the Responsible Authority. The Green Travel Plan must be prepared by a suitably qualified professional and must provide detailed advice regarding how traffic movements and staff parking will be managed and how any alternative, non-private vehicle transport modes will be encouraged. The Green Travel Plan should also identify specific opportunities for the provision of more sustainable transport options and encouragement of their use. The Green Travel Plan must include, but not be limited to:
- (a) a requirement that tram, train and bus timetables be installed in prominent locations in lifts and public areas (on noticeboards, etc);
 - (b) a requirement that bicycle parking areas be installed in well secured and prominent locations;
 - (c) the installation of signs in prominent locations advising of the location of existing and proposed share car schemes, bicycle parking facilities for residents and visitors, tram stops, taxi ranks, railway stations, bus stops and bicycle paths;
 - (d) a requirement that access to the on-site parking is restricted and controlled;
 - (e) establishment of a car-pooling database for residents;
 - (f) specific targets to guide the plans ongoing implementation;
 - (g) identification of persons responsible for the implementation of actions;
 - (h) estimate timescales and costs for each action;

DATE 27 June 2017

Planning and Environment Regulations 1988 Form 4.4

906/2016

CITY OF PORT PHILLIP
Kathryn Pound
Signature for Responsible Authority

Page 7 of 8

- (i) a plan for monitoring and review of the Green Travel Plan on an annual basis for at least three years.
- The approved Green Travel Plan must be implemented to the satisfaction of the Responsible Authority.

SEPP N1

- 24 All air conditioning and refrigeration plant must be screened and baffled and/or insulated to minimise noise and vibration to ensure compliance with noise limits determined in accordance with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 to the satisfaction of the Responsible Authority.

Noise Attenuation for Dwellings

- 25 External traffic noise intrusion within bedroom and living areas (upon completion; with furnishing within the spaces and with windows and doors closed) and measured in accordance with AS/NZS2107/2000 *Acoustics – Recommended Design Sound levels and Reverberation Times for Building Interior* must comply with the following:
 - (a) between 10pm and 7am in bedrooms areas must not exceed LAeq, 9hour 40dB(A);
 - (b) between 7am and 10pm in living rooms must not exceed LAeq (15hour) 45dB(A)

to the satisfaction of the Responsible Authority.

PTV Conditions

- 26 The permit holder must take all reasonable steps to ensure that disruption to tram operation along Park Street is kept to a minimum during the construction of the development. Foreseen disruptions to tram operations during construction and mitigation measures must be communicated to Yarra Trams and Public Transport Victoria fourteen days prior.
- 27 The permit holder must ensure that all track, tram and overhead infrastructure is not damaged. Any damage to public transport infrastructure must be rectified to the satisfaction of Public Transport Victoria to the full cost of the permit holder

Expiry

- 28 This permit will expire if one of the following circumstances applies:
 - (a) The development is not started within three years of the issued date of this permit.
 - (b) The development is not completed within two years of the date of commencement of works.
- In accordance with Section 69 of the *Planning and Environment Act 1987*, an application may be submitted to the Responsible Authority for an extension of the periods referred to in this condition.

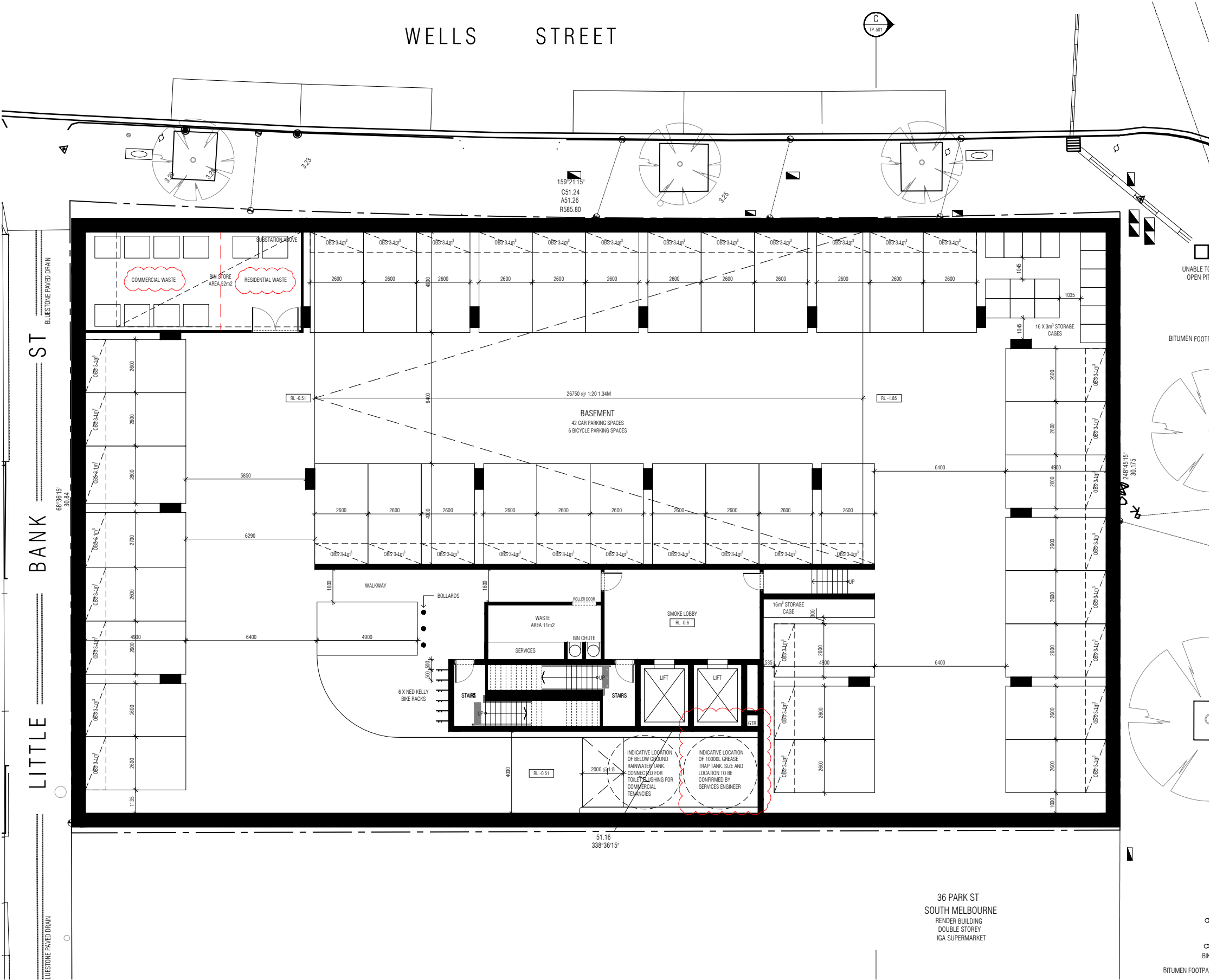
Note: This permit was amended on 1 October 2018 pursuant to s 91 of the *Planning and Environment Act 1987* in accordance with the Tribunal’s order dated 27 September 2018 (VCAT referenced P1028/2018), to make various changes to conditions.

DATE 27 June 2017

CITY OF PORT PHILLIP
Kathryn Pound
Signature for Responsible Authority

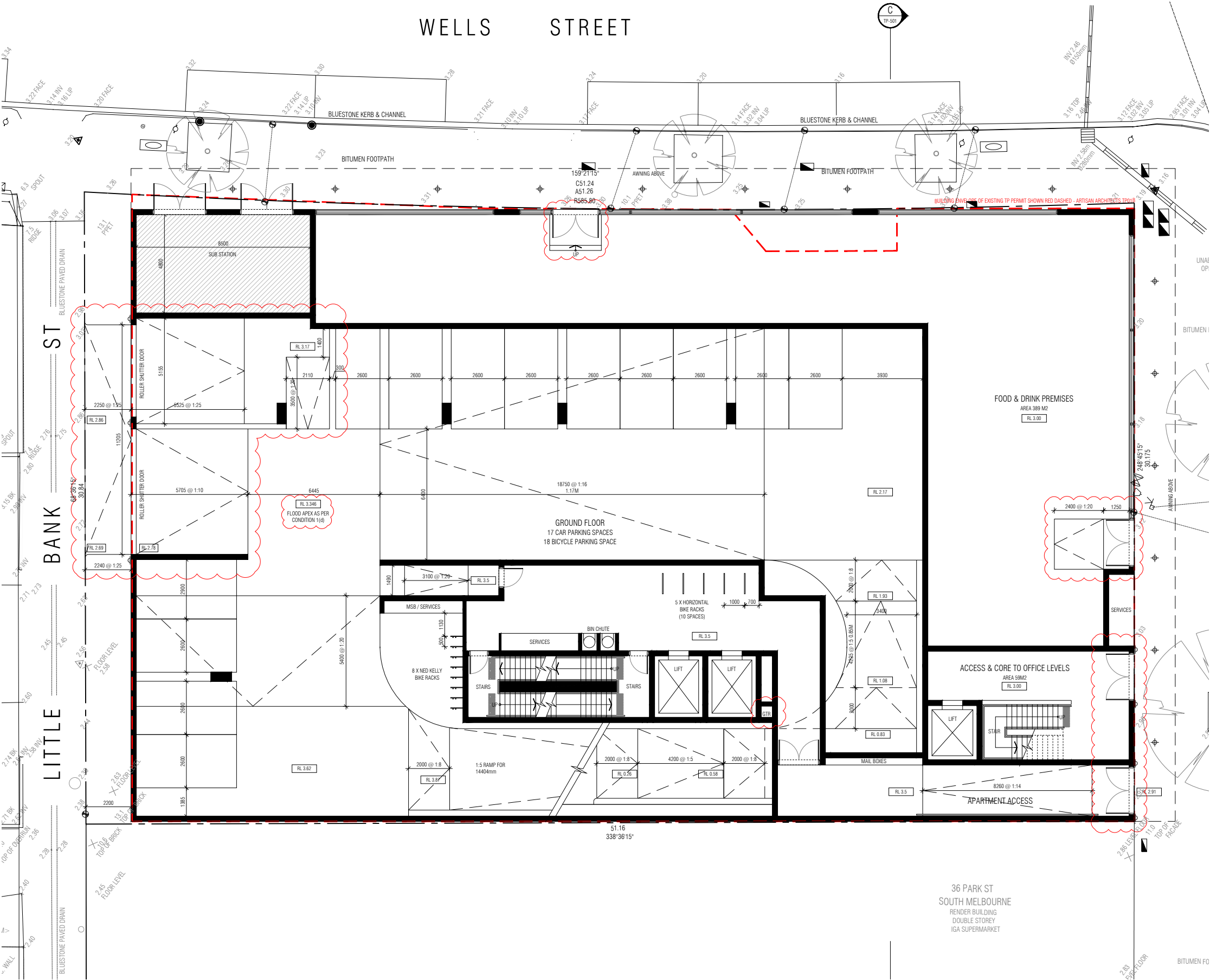
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906/2016
Basement 01

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Application Number:
906/2016
Ground Floor

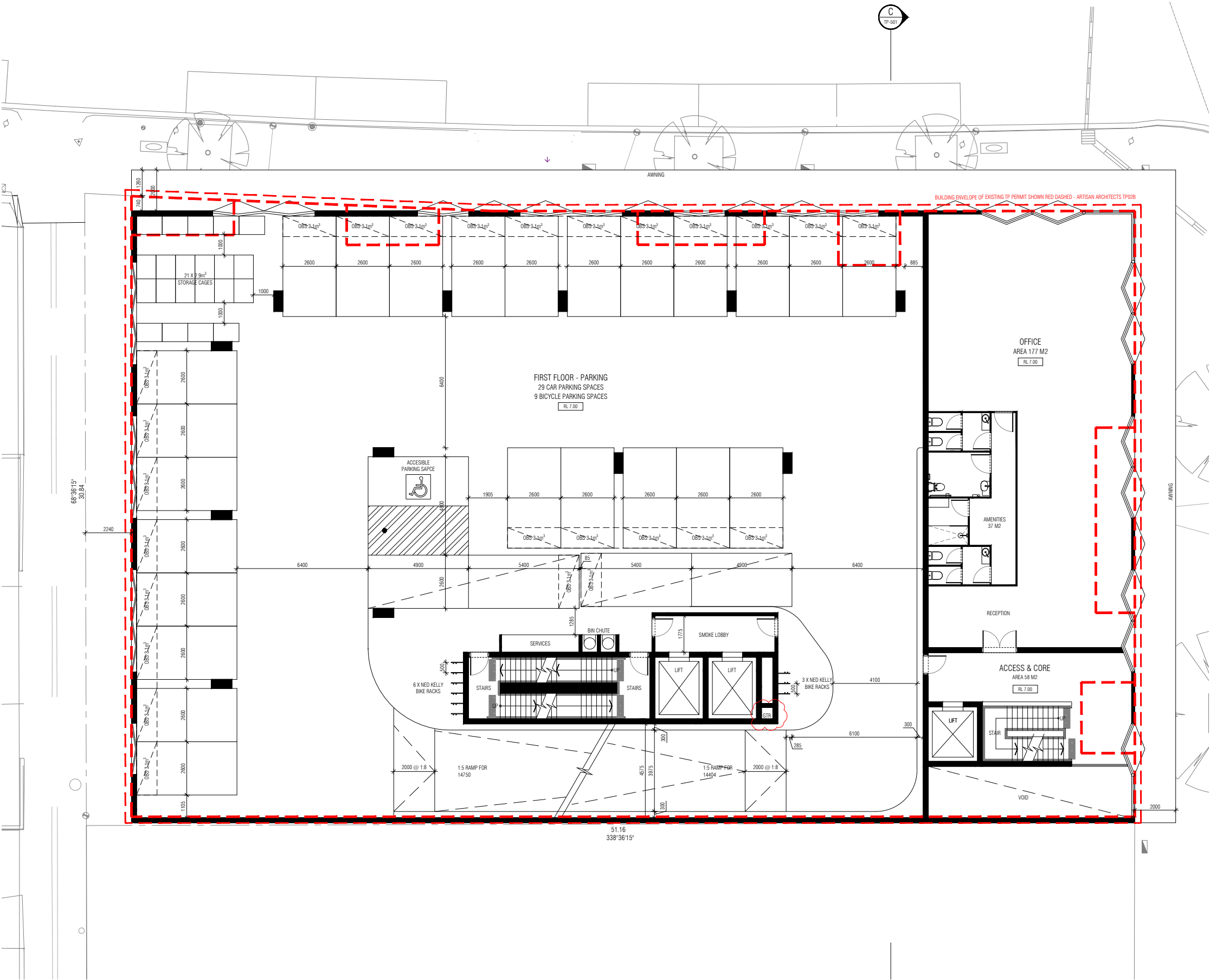
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906/2016
Level 01

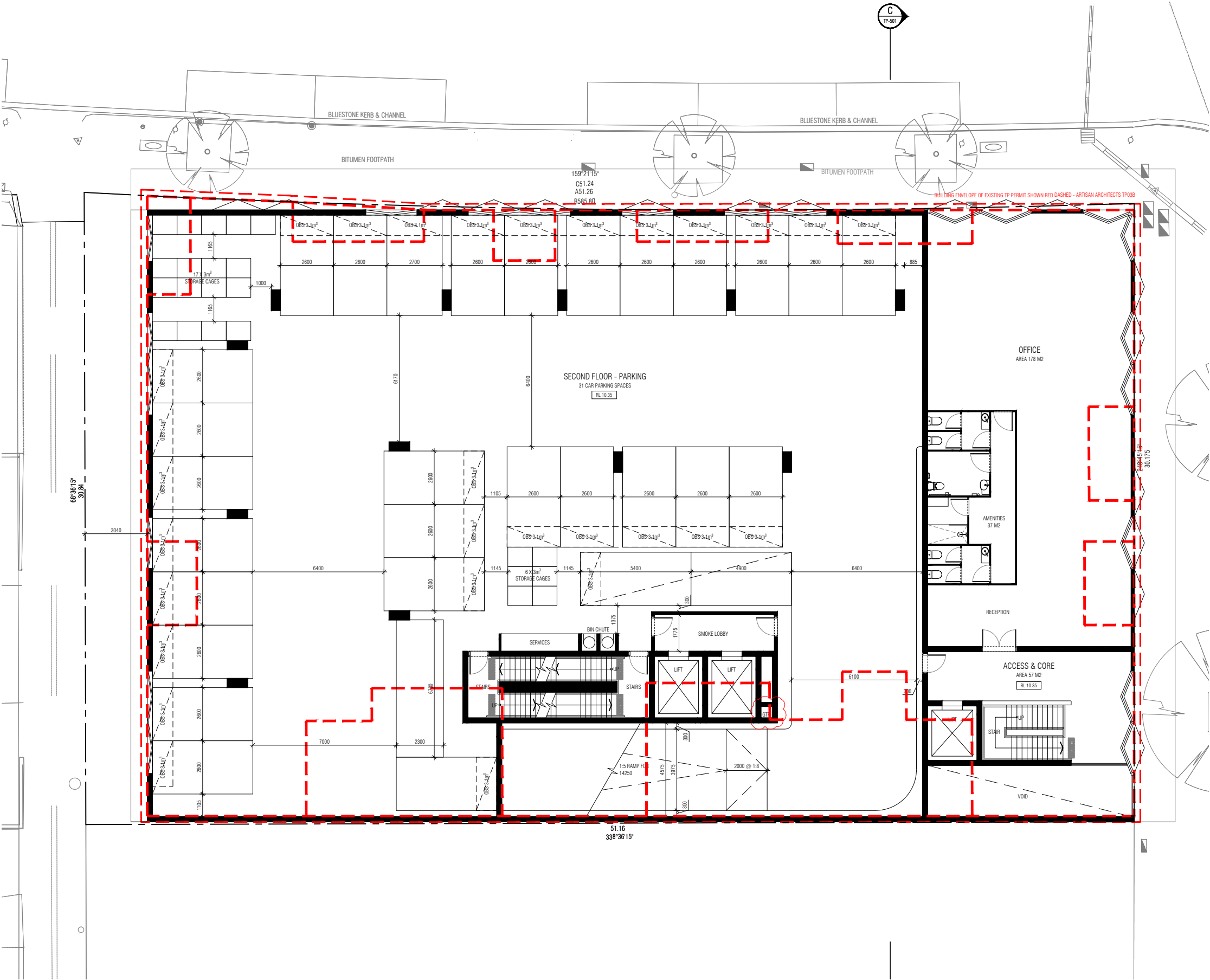
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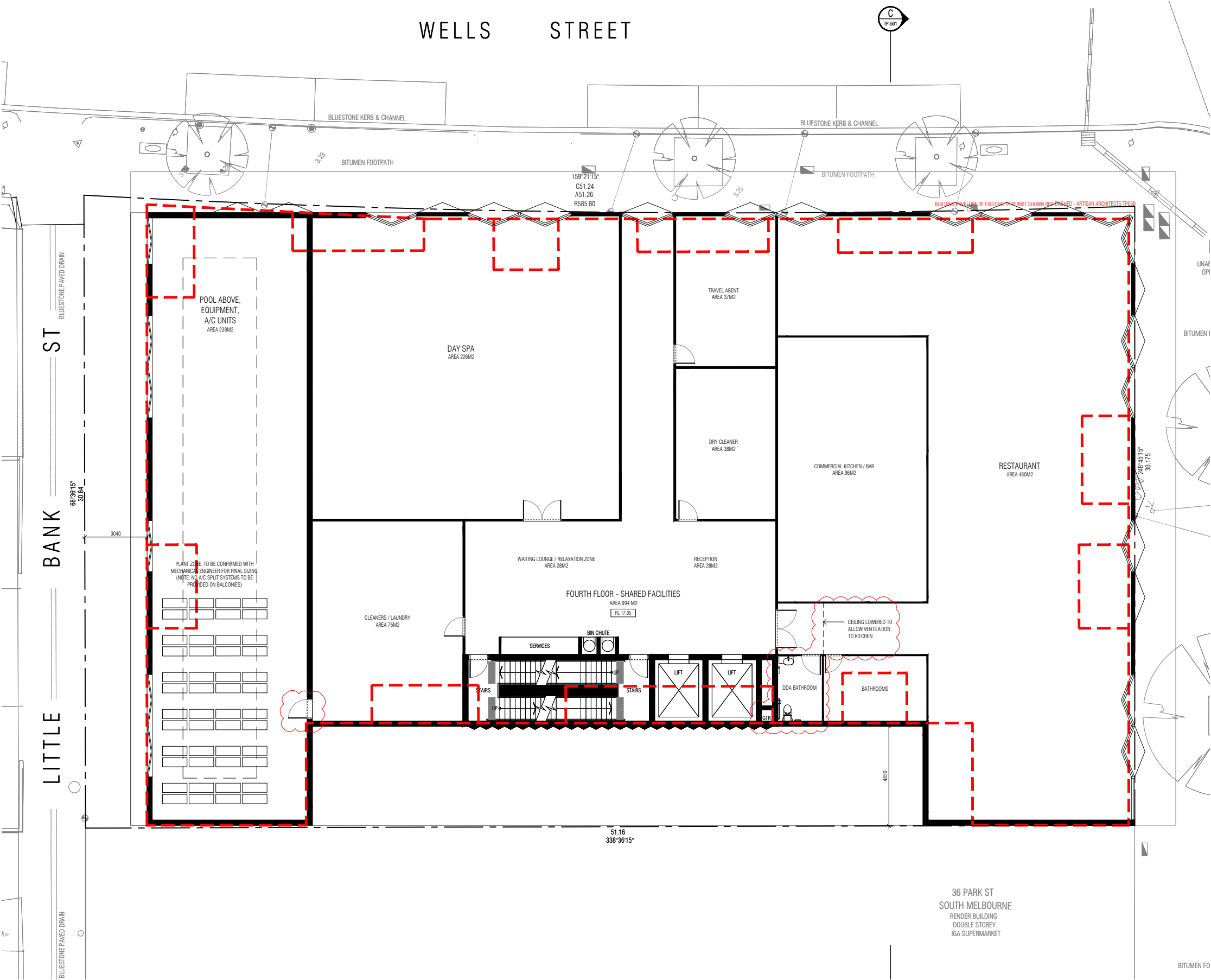


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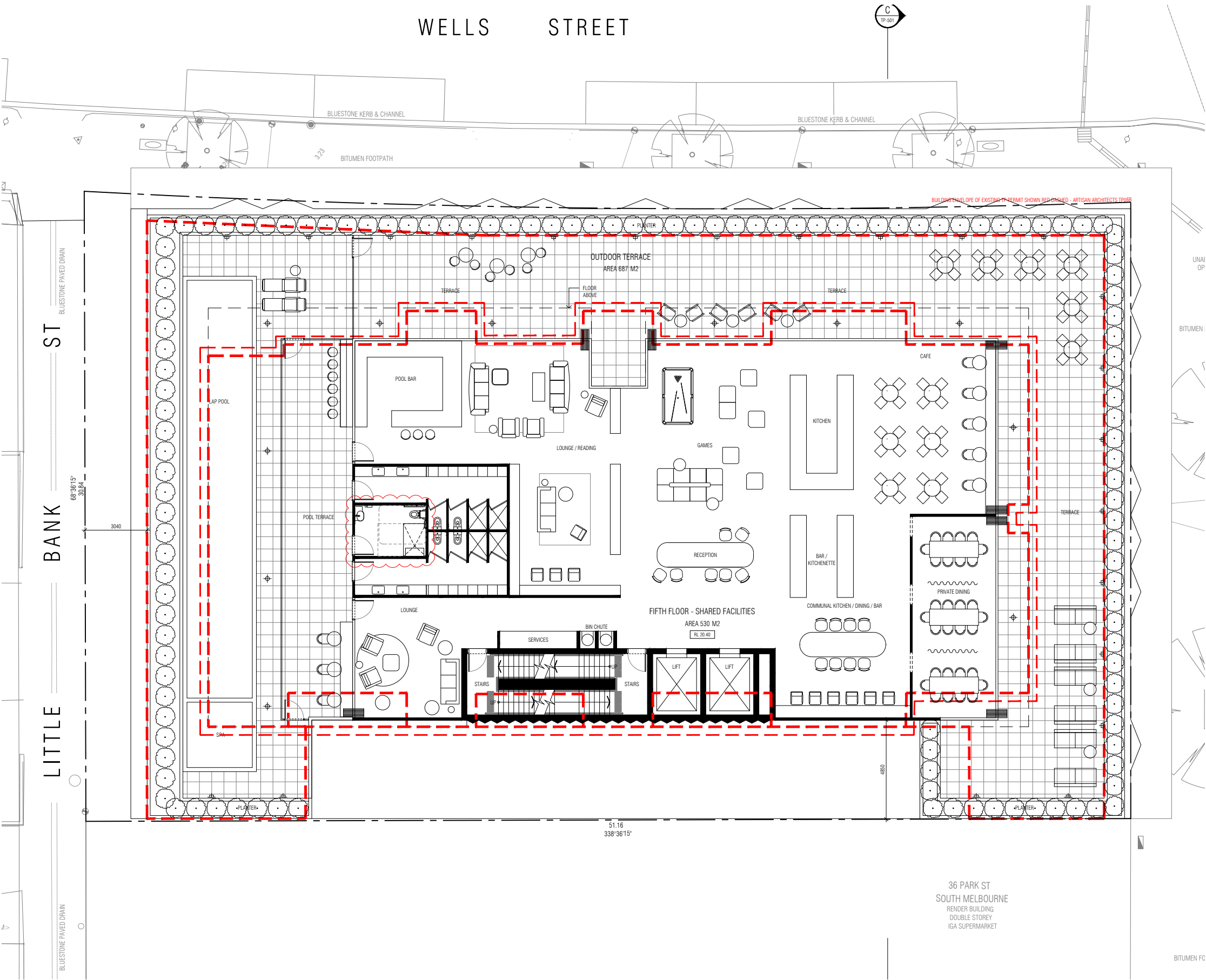
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Level 05

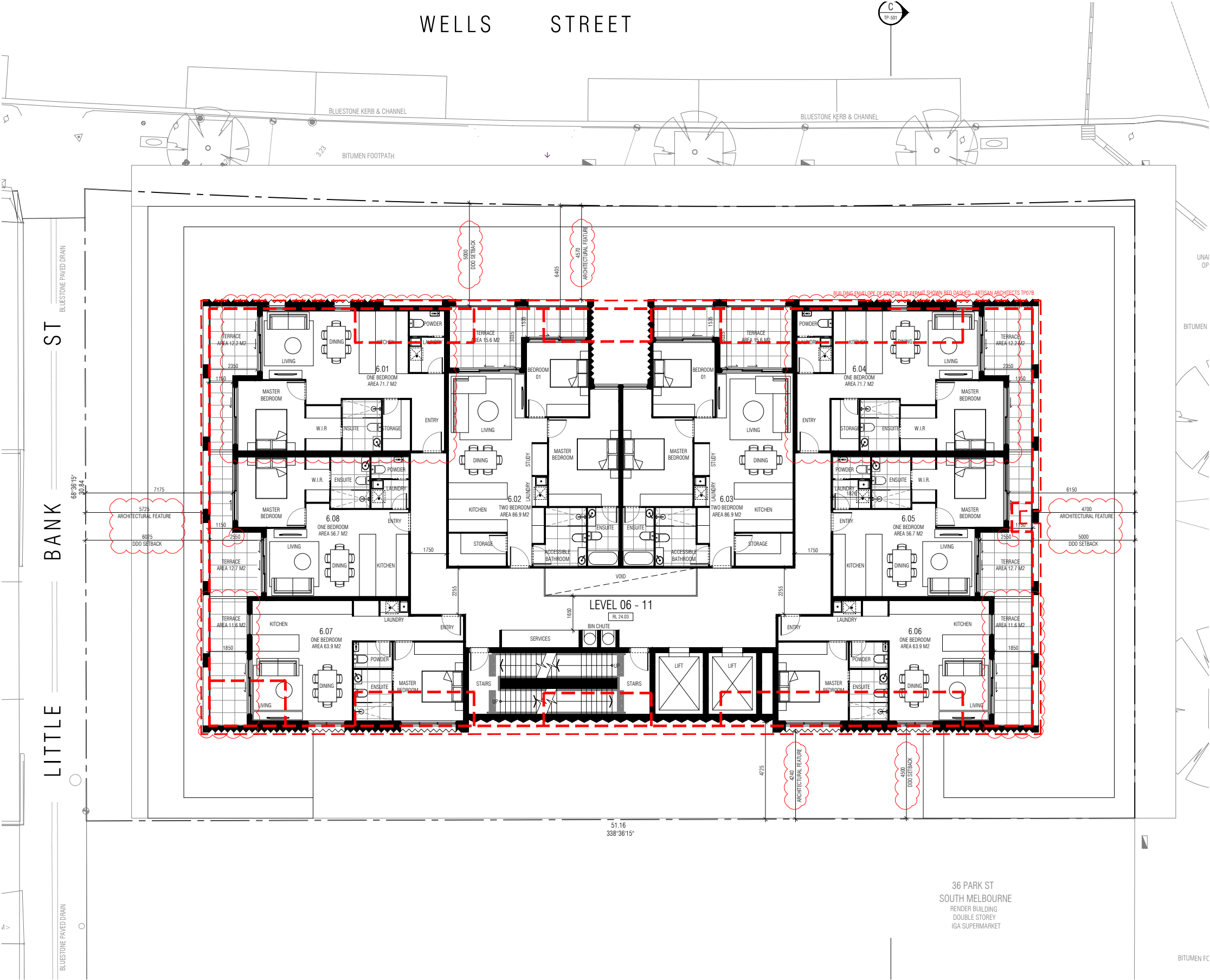
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Application Number:
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Level 06

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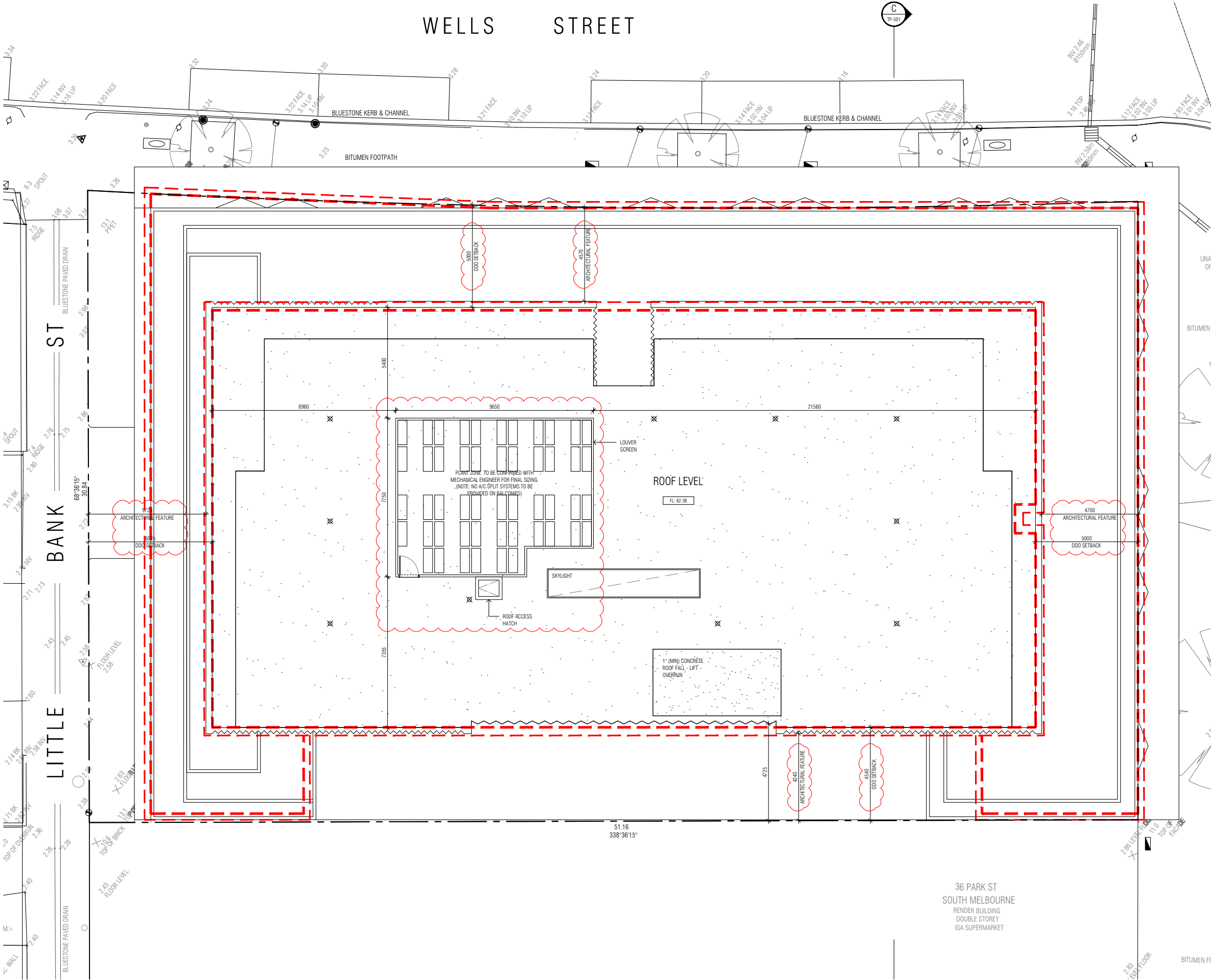
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Application Number:
906/2016
Roof Level

/ Refer Architectural Plans produced by Ewert
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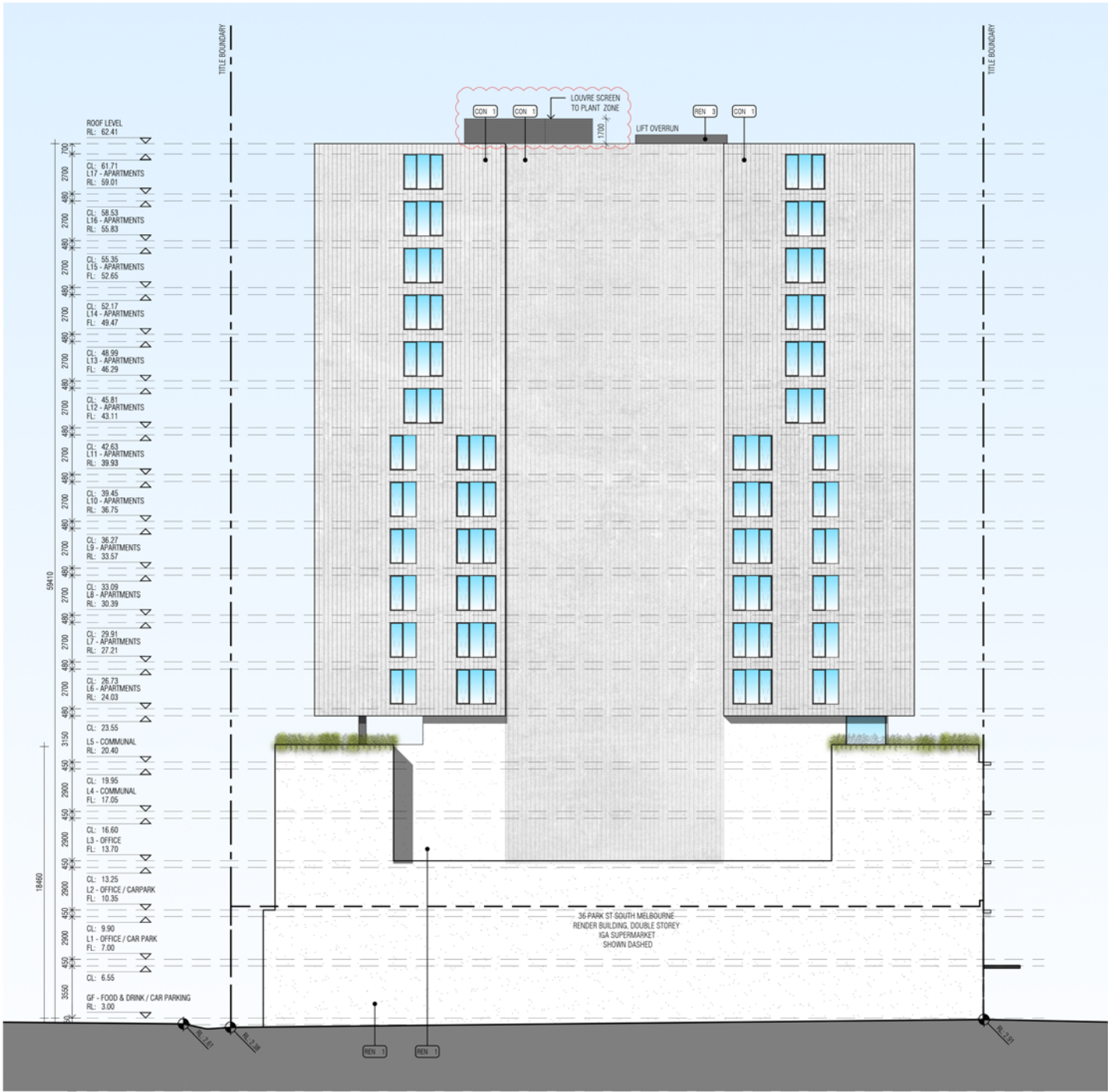
Scale 1 : 200 @ A3

Application Number:
906/2016
South & West Elevations

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Leaf Issued for Endorsement 13.12.2018



1 SOUTH ELEVATION



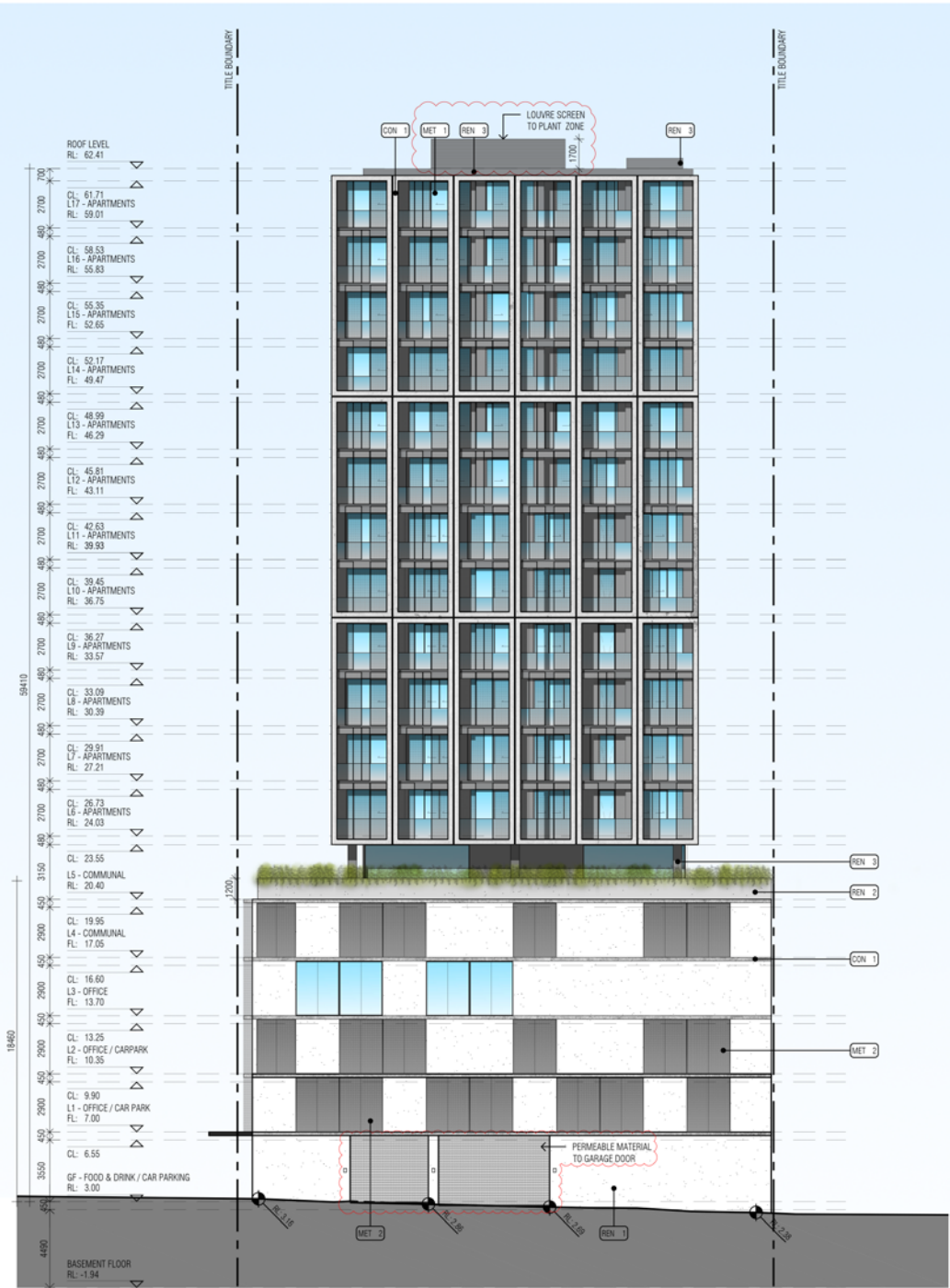
2 WEST ELEVATION



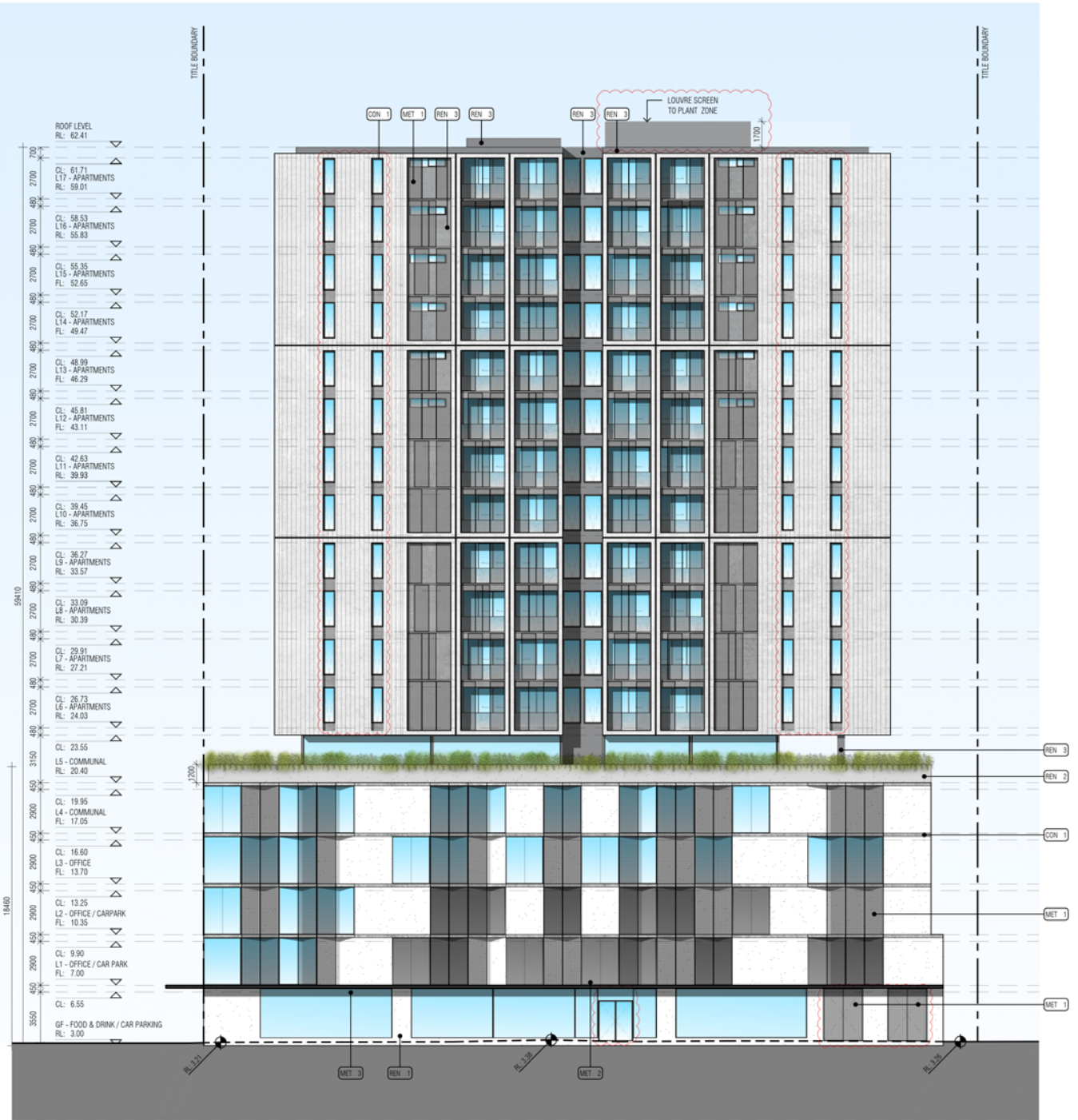
Scale 1 : 400 @ A3

Application Number:
906/2016
North & East Elevations

/ Refer Architectural Plans produced by Ewert
Leaf Issued for Endorsement 13.12.2018



1 NORTH ELEVATION



2 EAST ELEVATION



Scale 1 : 400 @ A3

3.0

Site and Context

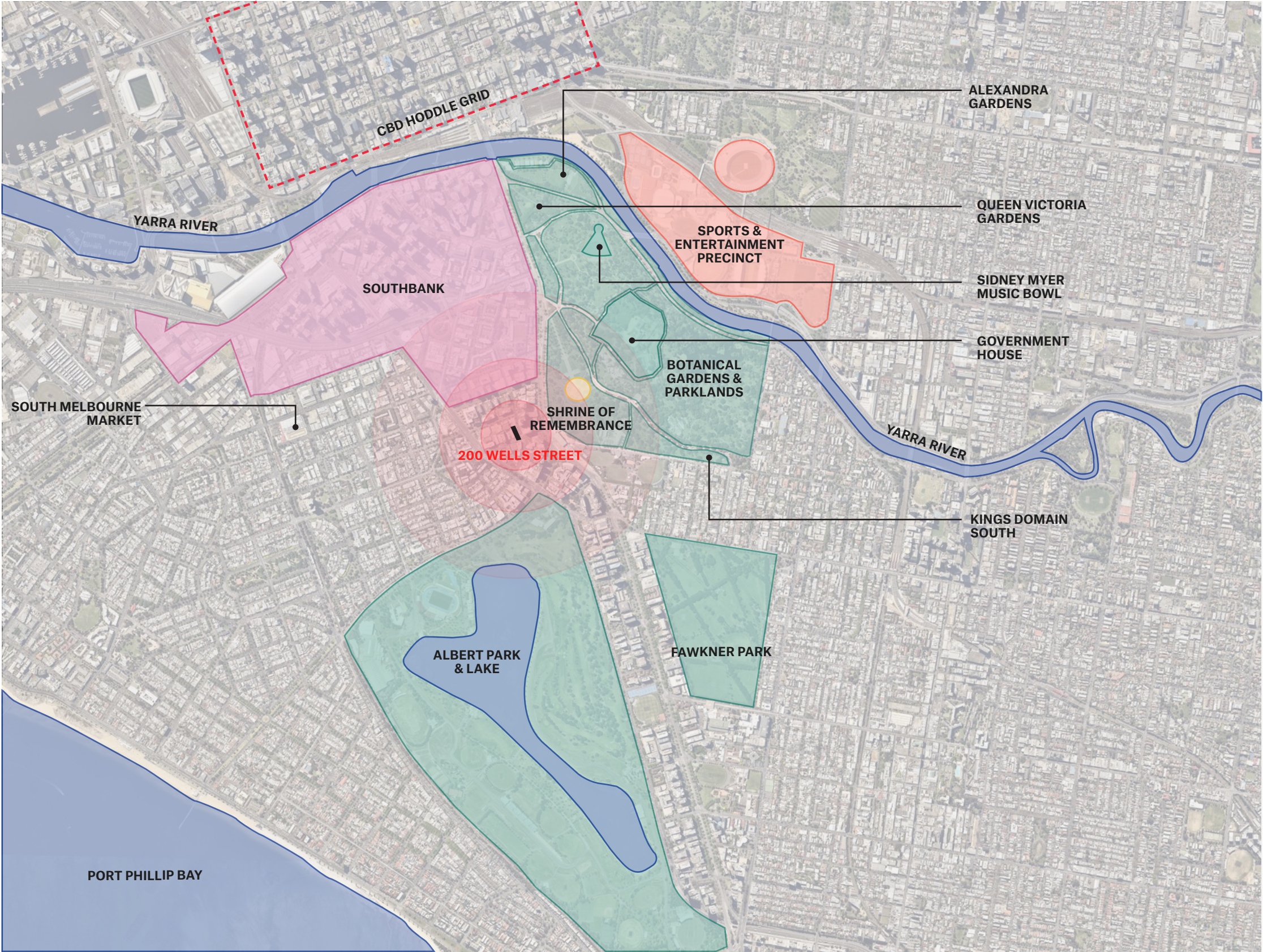


Site Context

Location Analysis

- / 200 Wells Street located in St Kilda Road/ Domain Precinct
- / Surrounded by Melbourne’s finest parks, gardens & reserves
- / 2.8km to CBD
- / Walking distance to future Anzac Station & public transport
- / Close proximity to abundance of cafes, retail & dining amenity

Key	
<div></div>	Site
<div></div>	Parklands
<div></div>	Lake/ River/ Bay
<div></div>	Shrine of Remembrance
<div></div>	Melbourne CBD
<div></div>	Sports & Entertainment Precinct
<div></div>	Southbank

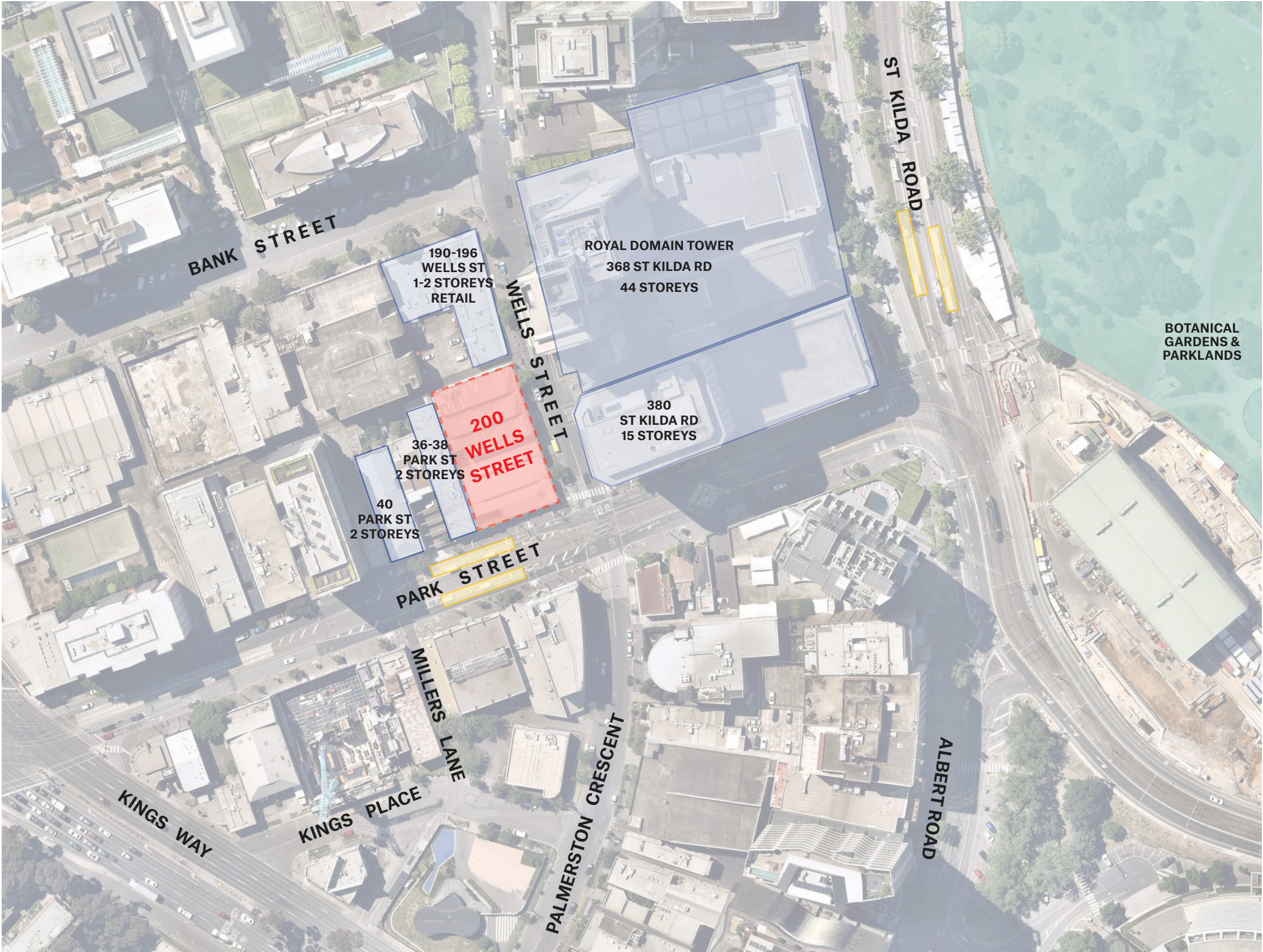


Site Context

Site Location

- / Site is located on the corner of Wells Street and Park Street
- / Close proximity to Wells St Tram Stop 119

Key	
<div></div>	Site
<div></div>	Parklands
<div></div>	Context Buildings
<div></div>	Tram Stops



Design Vision

The Future Anzac Station Precinct

- / Expected completion date 2025
- / Anzac Station will be located along St Kilda Road near the intersection of Albert Road and Domain Road.
- / A new tram interchange, the first in Melbourne with a direct platform-to-platform connection between the train and tram network, accommodating four trams at any one time for events such as Anzac Day and the Grand Prix.
- / New bus stops with shelters on St Kilda Road to enable passengers to easily connect with trains and trams.



Site Context

Amenities

- Restaurants/Bars

100

Been Seen There

101

Pho Vietnam Yummy

102

Don Don

103

Celestial Dumpling & Bar

104

Peko Peko

105

Kebabs R Yummy

106

Mister Margherita

107

Tempura Hajime

108

The Olive Tree

109

Nara Street Thai Food

110

Park Street Deli

111

The Kettle Black

112

Blau Blume Cafe

113

Sushi Lane

114

Zoumi

115

The Crux & Co

116

Bowen's Deli

117

Squire's Loft Albert Park

118

Einstein's on Albert

119

Long Dragon Dumpling House

120

Bedi's Indian

121

Wise Guys Pizza 'n' Pasta

122

Europa Coffee Drive-Dru

123

Uomasa Japanese Restaurant

124

Human Beans

125

Ayam Chef

126

Humbaba

127

August Cafe & Restaurant

128

Royal Domain Cafe

129

Papa Souv Melbourne

130

Greeny's

131

Arkibar Cucina

132

Rising Sun Hotel

133

The Eastern Road Terrace

134

Mr Albert Eastern Cafe

135

Wingara Wine Group

136

Philocoffee Espresso Bar

137

Ve Nha
- 138

McDonald's St Kilda Road
- 139

Bistro Gitan
- 140

Entrecôte Parisian Steak House
- 141

Matilda
- 142

Botanical Hotel
- 143

Gilson South Yarra
- 144

Bacash Restaurant
- 145

Domaine Brasserie
- 146

Baker D. Chirico
- 147

The Golden Triangle

● Gardens/ Parks / Reserves

200

Shrine of Remembrance

201

Kings Domain South

202

Royal Botanic Gardens

203

Eastern Reserve

204

Dorcas Street Reserve

205

Sturt Street Reserve

206

Albert Park & Lake

207

Fawkner Park

● Transport

300

Future Anzac Station

301

Wells St Station Stop 119

● Grocers & Small Supermarkets

400

Food Puzzle Asian Grocery

401

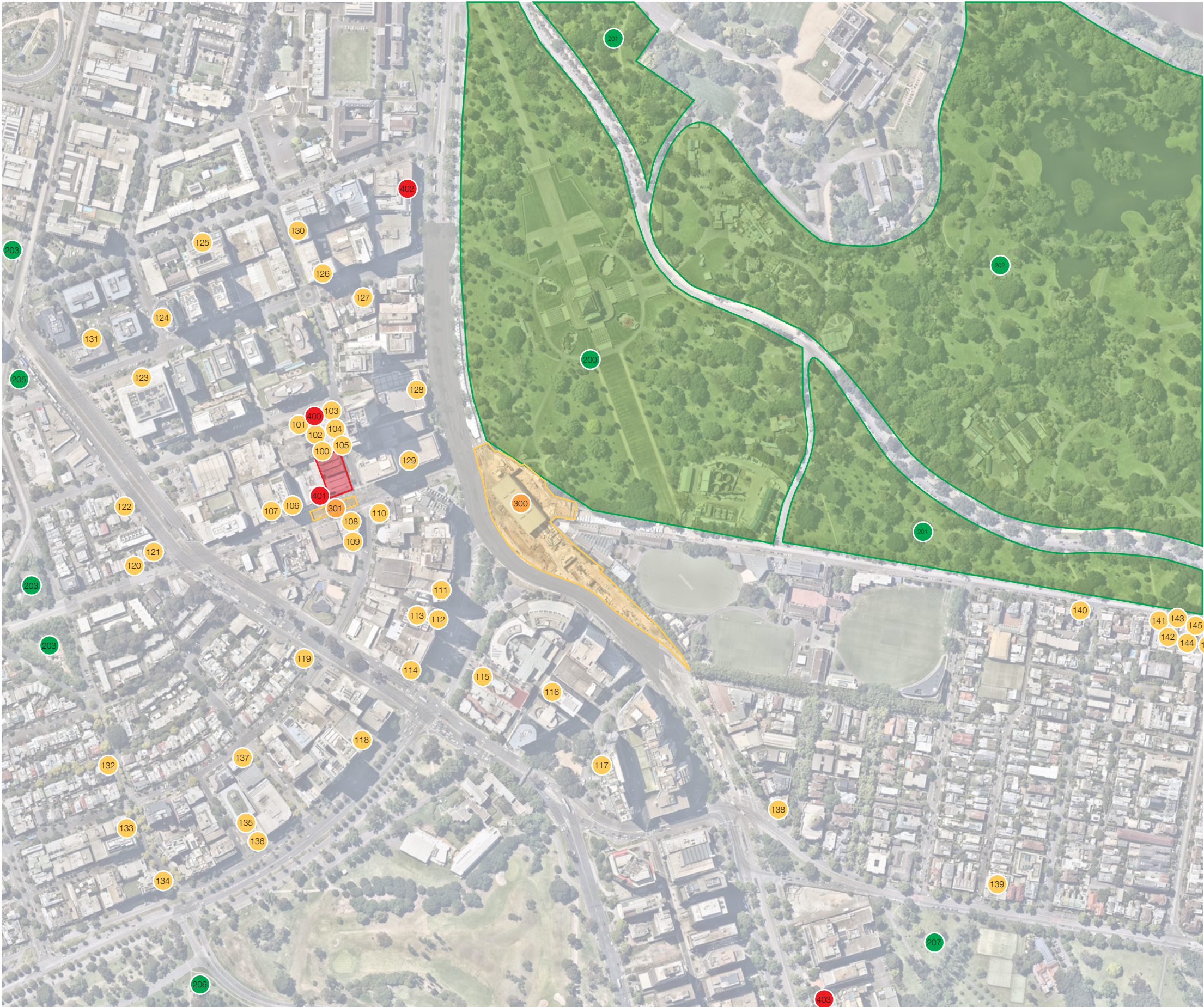
IGA Xpress South Melbourne (Park St)

402

IGA Xpress Melbourne (St Kilda Road)

403

Fawkner Express Grocery Store



Site Context

View Analysis

/ Site located amongst Melbourne’s lungs

Key

Site



Aerial view to South



Aerial view to North-East



Aerial view to North-West



Aerial view to North

Site Context

Streetscape Elevations

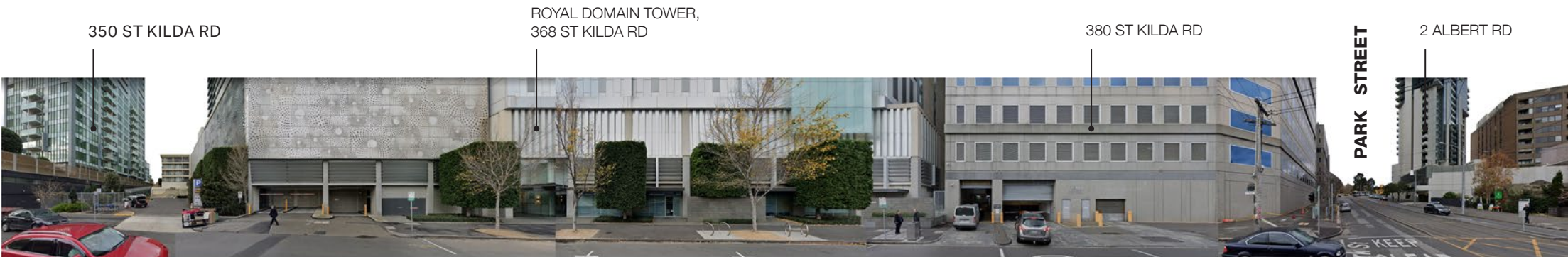
/ Wells Street West Elevation is comprised of smaller scale built forms varying between 1-2 storey buildings - 190-196 Wells Street primarily retail use

/ Wells Street East Elevation is comprised of significantly taller street wall; 380 St Kilda Road (15 Storeys), 368 St Kilda Road (44 Storeys) & 348 St Kilda Road (~30 Storeys) - ground floor is not pedestrian friendly and primarily dedicated to BOH and loading

/ Park Street North Elevation varies in building scale significantly, with buildings east of Wells Street much taller than the subject site



Wells Street West Elevation



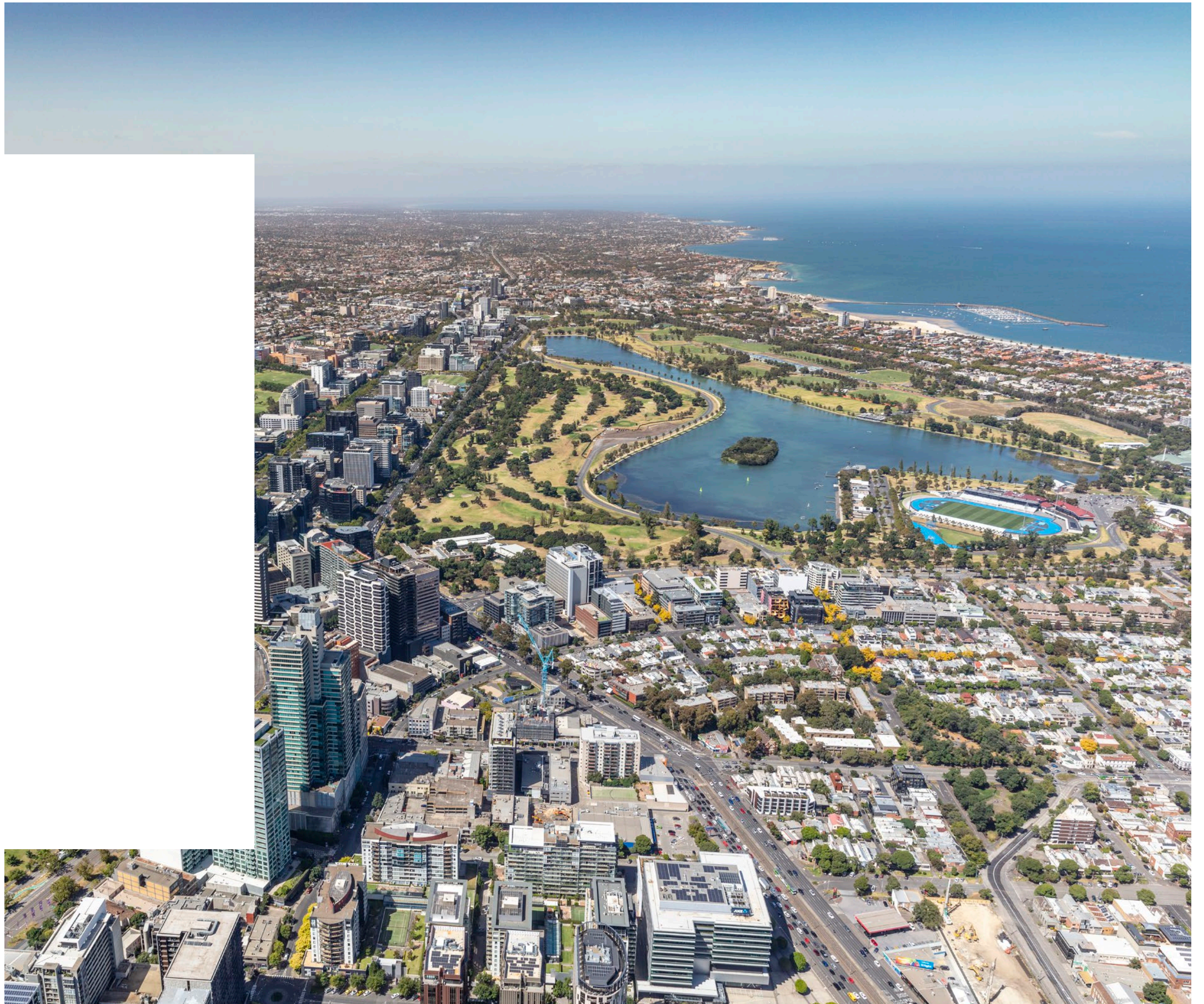
Wells Street East Elevation



Park Street North Elevation

4.0

Design Vision



Design Vision
Garden State

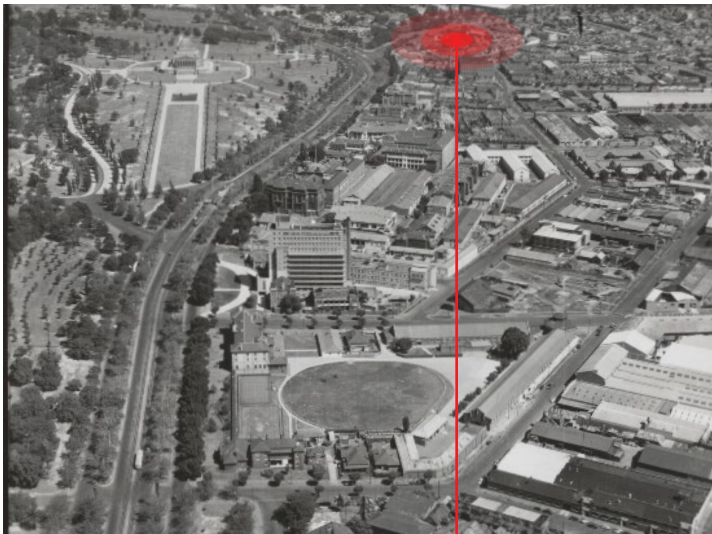


Design Vision

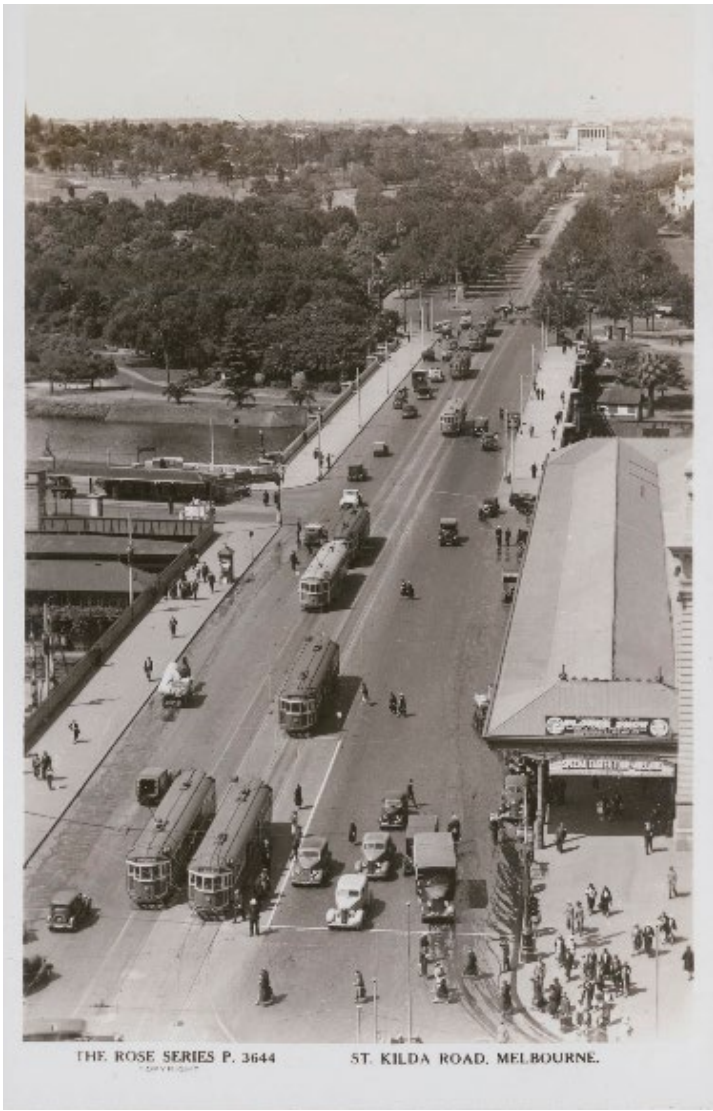
Historical Context

St Kilda Rd Boulevard

- / St Kilda Road was originally named Baxter's Track, after Melbourne's first postmaster
- / The Shrine of Remembrance sits atop the undulating lawns inclining from St Kilda Road
- / Major spine of the city



200 Wells Street

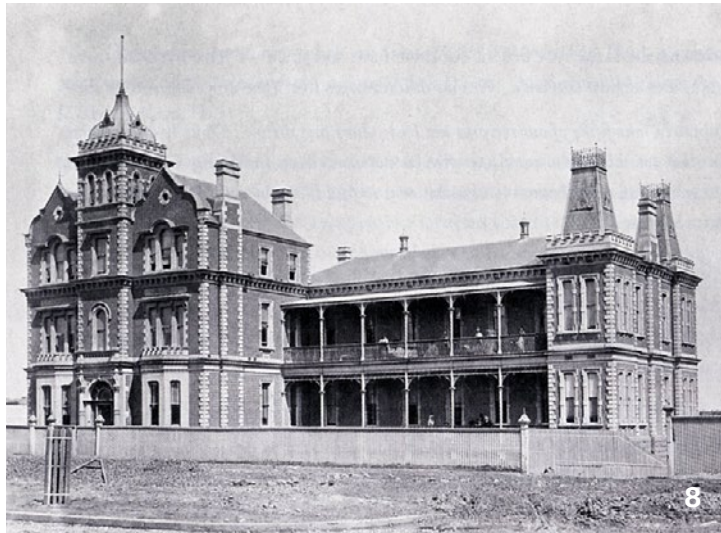
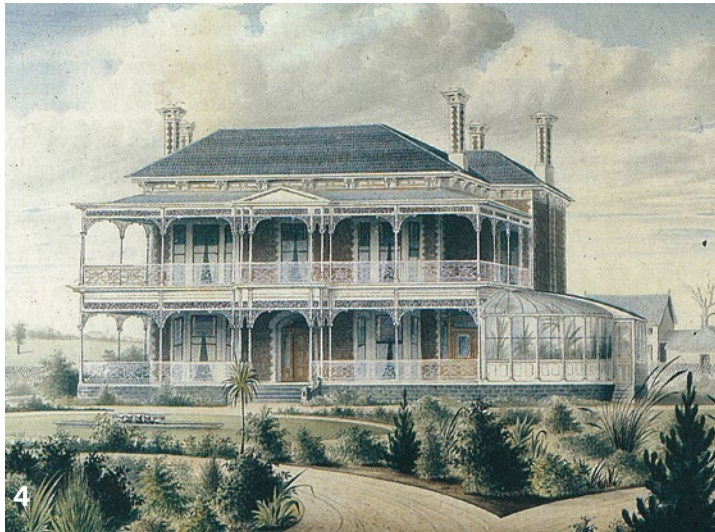


Design Vision

Historical Context

Mansions of St Kilda Rd

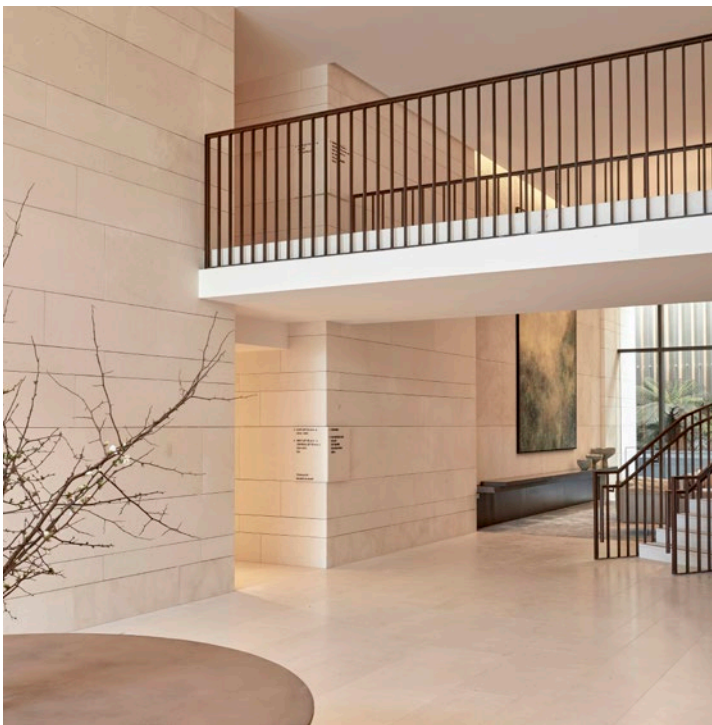
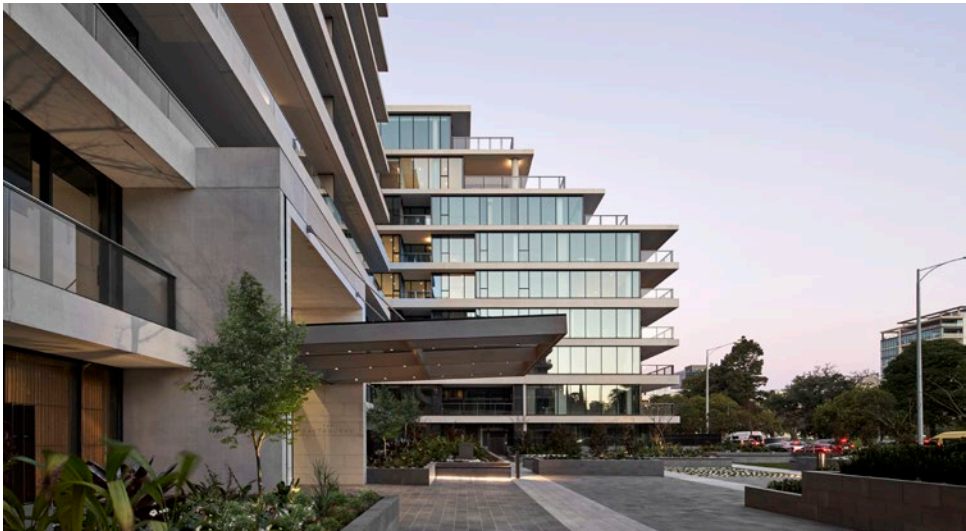
- / Heritage
- / Classic order & colonnade
- / Hierarchy of form and expression
- / Mass and gravitas



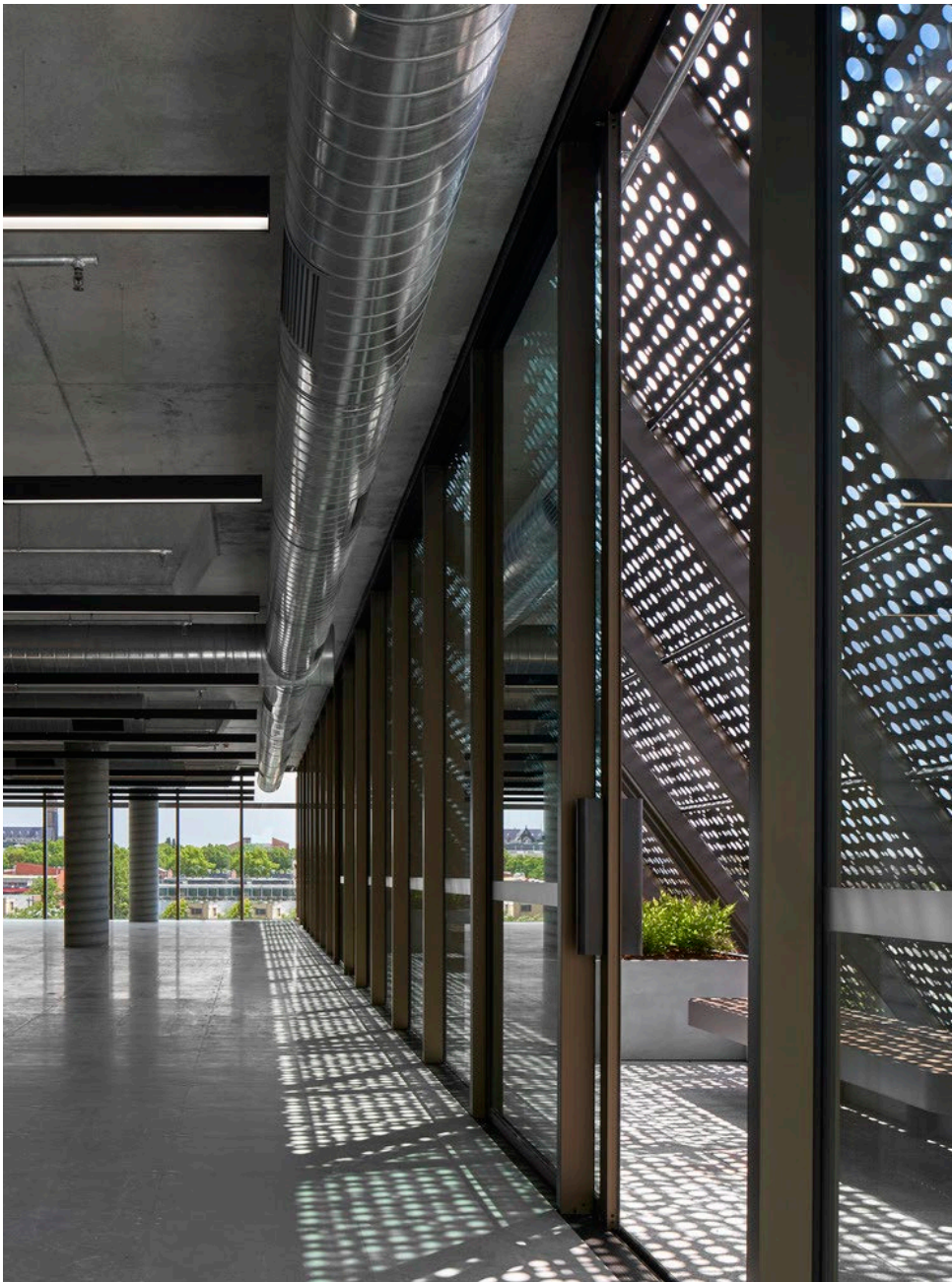
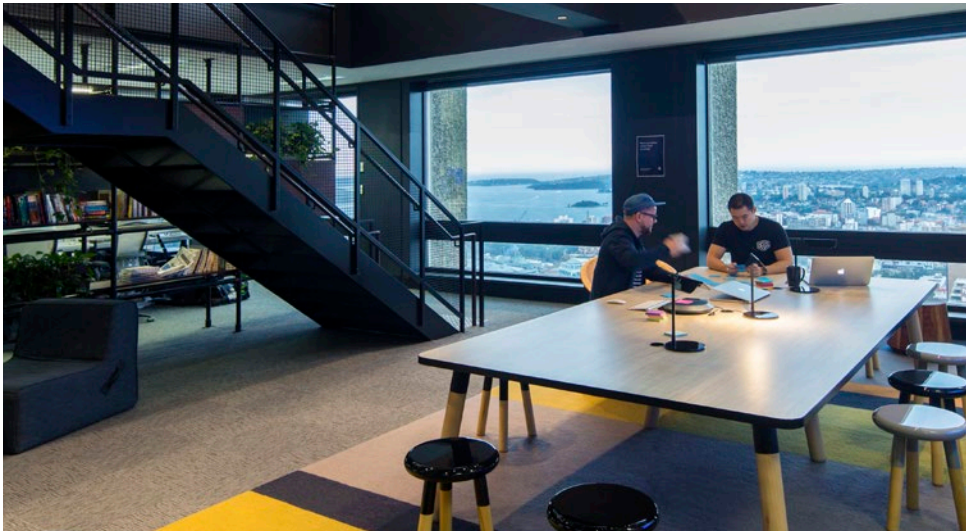
Pictured

1. Koonwarra Mansion, 1912 - 1913
2. Armadale Mansion, built 1867, demolished 1976
3. Warwillah, 572 St Kilda Rd, built 1896
4. Offington Mansion, 1873
5. Illoura Mansion, 1889
6. Chelmer, 1860
7. The Willows, 1900
8. Prince Henry's Hospital, 1885 - 1991

Design Vision
Quality Apartments



Design Vision
New Ways Working



Design Vision

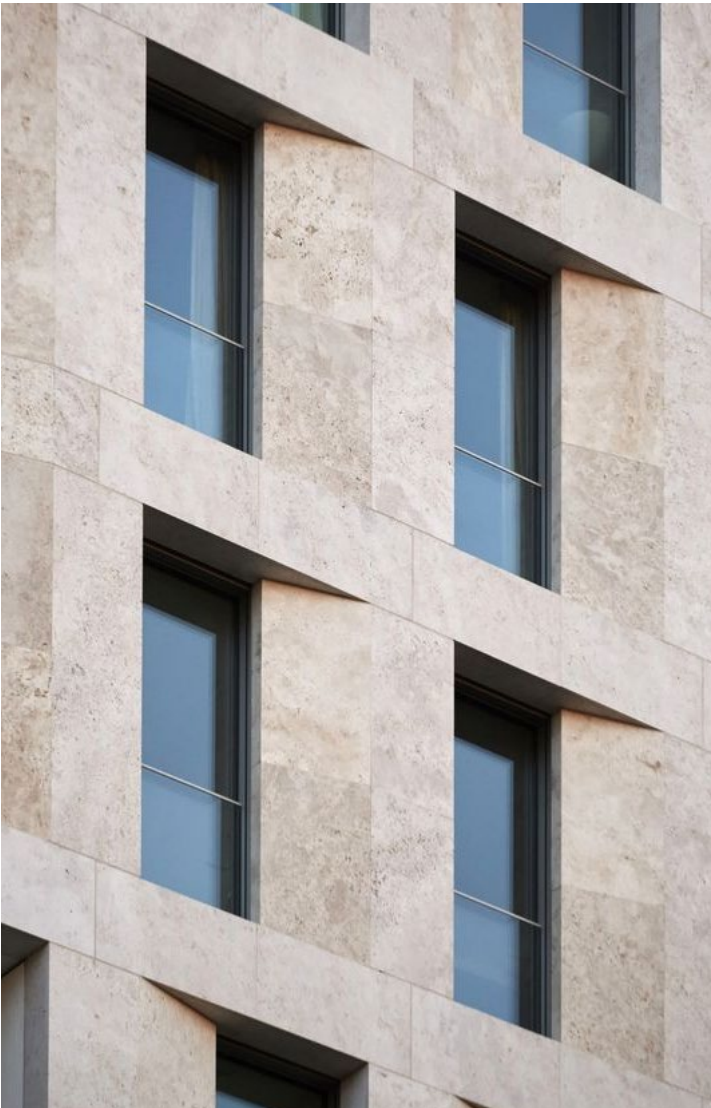
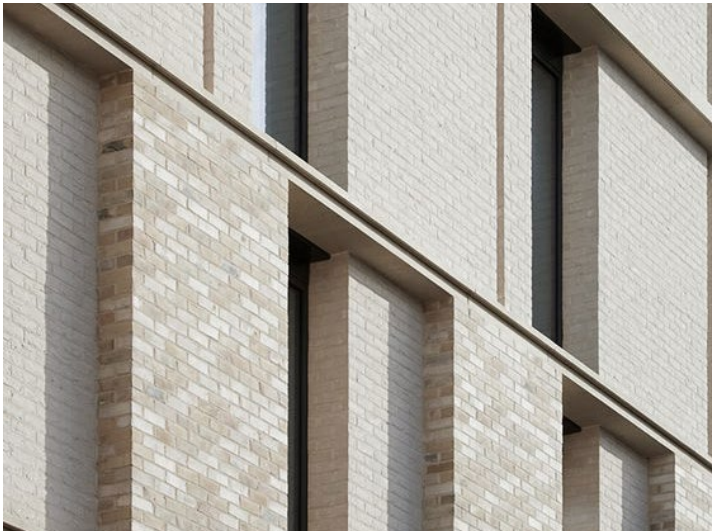
Rich Ground Plane

- / Active frontage retail
- / Celebrated entrances
- / Canopies over retail windows
- / Animated yet grounded facade



Design Vision
Timeless Order
Proportion

/ A contemporary yet classic response to the site,
establishing a rhythm and order

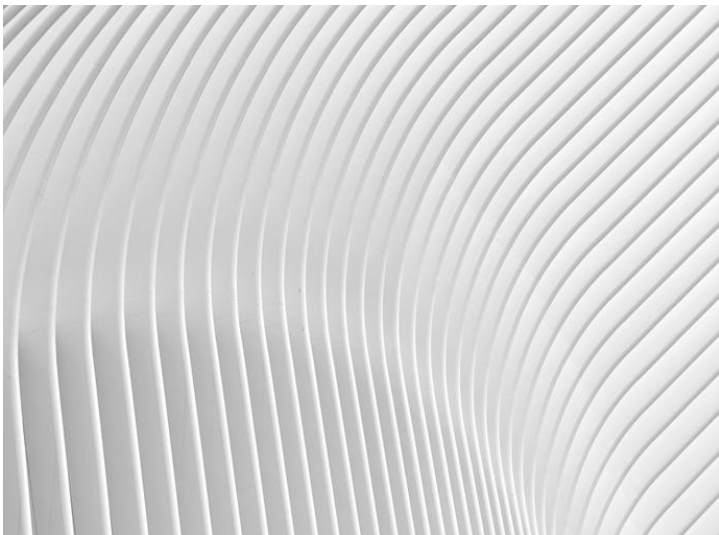


Design Vision

Texture

/ Textured Masonry Materiality

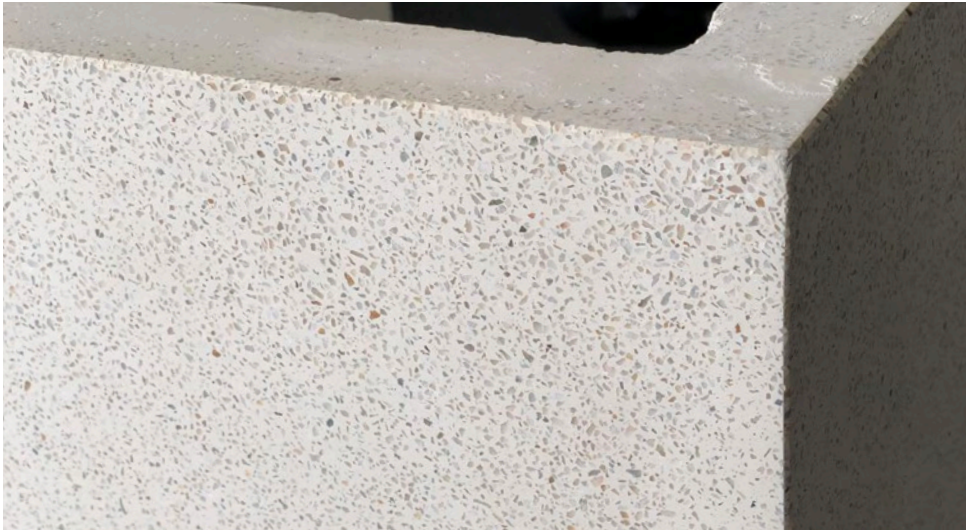
/ A grounded and refined material palette that reflects the quality and permanence of St Kilda Road’s historic buildings



Design Process

Materiality

- / Starting with the material to inform the design
- / Masonry materiality imbuing a sense of quality and refined timeless character
- / In dialogue with the mansions of St Kilda Road



Design Vision

Pivoting Planes

- / Shadow play | Directionality | Articulation
- / Creating a sense of depth
- / Opportunities for directing of views away from undesirable interfaces, while creating a dynamic and animated expression through shadow play



Design Vision

Sustainability

/ The proposed mixed-use development at 200 Wells Street, South Melbourne, demonstrates 'Australian Best-Practice' with a benchmark 4 Star rating using the Green Star Design & As Built v1.3 tool which assesses the overall ESD features of the development.

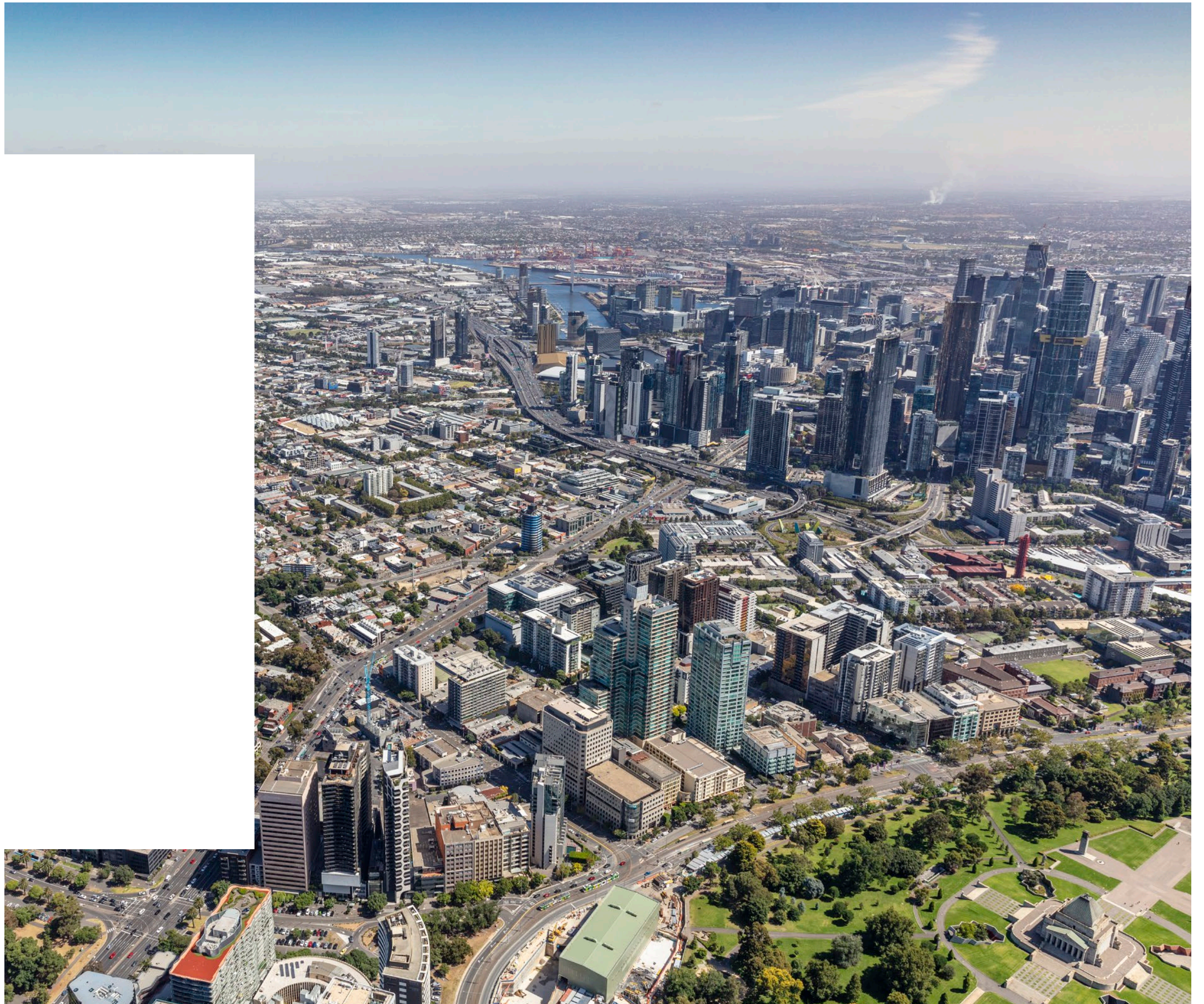
/ The thermal efficiency of the residential building fabric has scored a weighted average energy score of 7.1 Stars, where a sample of 14 of the 81 apartments were modelled using the modelling software FirstRate5. This meets minimum BCA (National Construction Code) requirements and minimum Green Star building benchmarks.

/ Best practice stormwater management is demonstrated via preliminary STORM modelling. The project meets stormwater management targets required by the City of Port Phillip with the implementation of a 25,000L rainwater tank(s) which captures the entire roof area and will be connected for toilet flushing for all podium level commercial amenities.



5.0

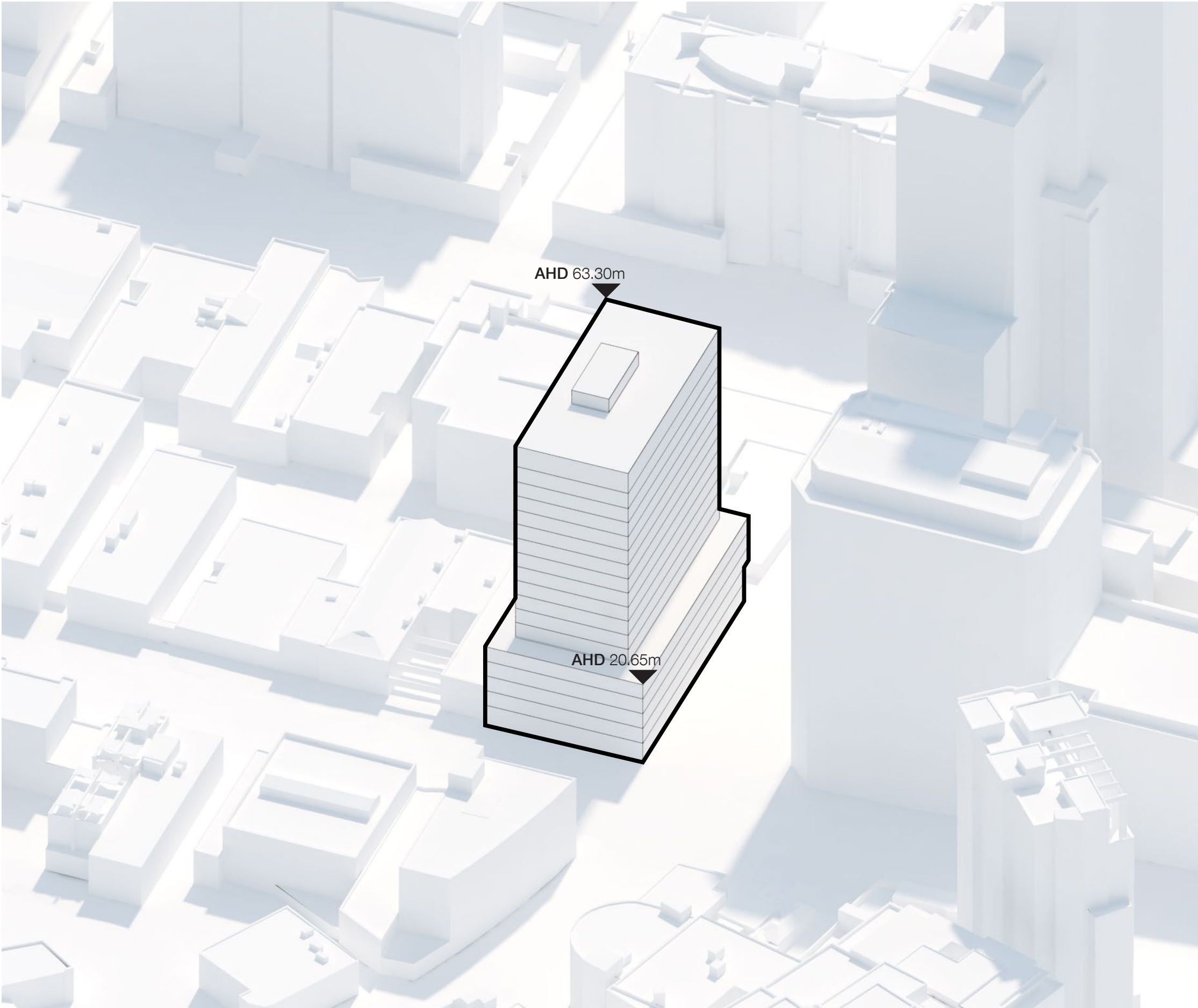
Design Response



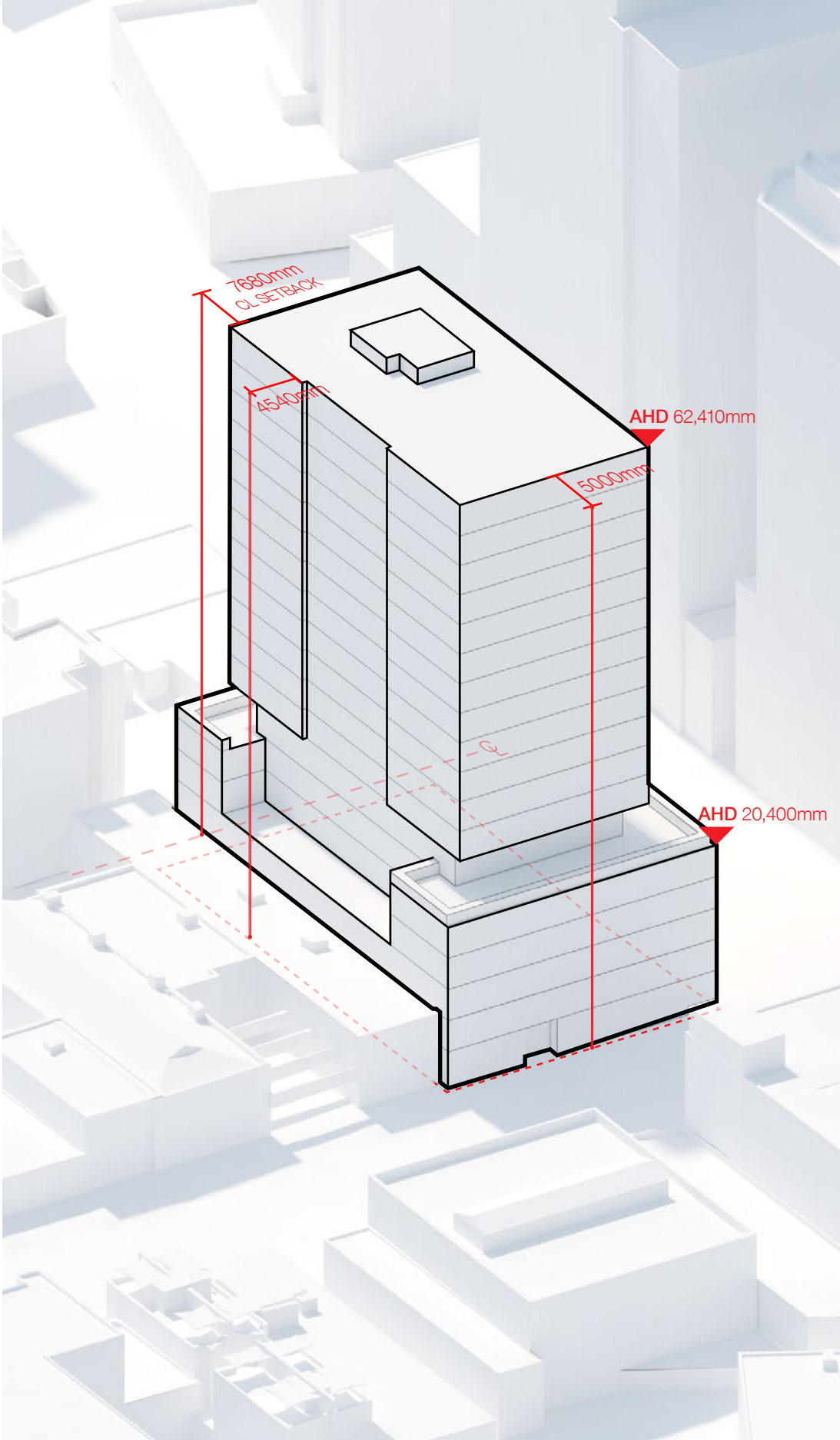
Design Response

Aerial Context View

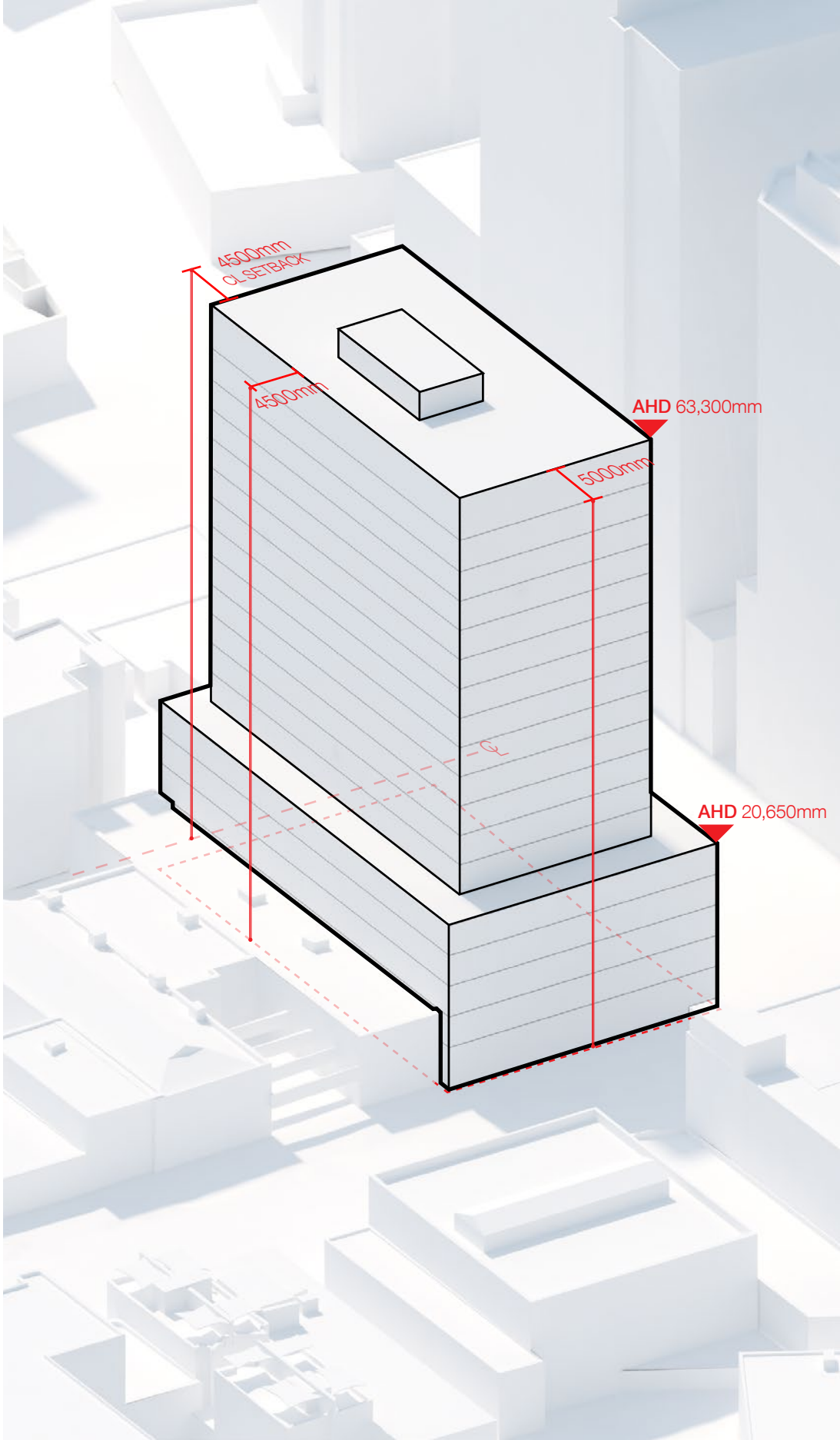
- / 18 Storeys
- / Podium Height AHD 20.65m (17.35m above ground)
- / Tower Height AHD 63.30m (60m above ground)
- / Within approved development heights



Design Response
Massing Comparison



APPROVED SCHEME

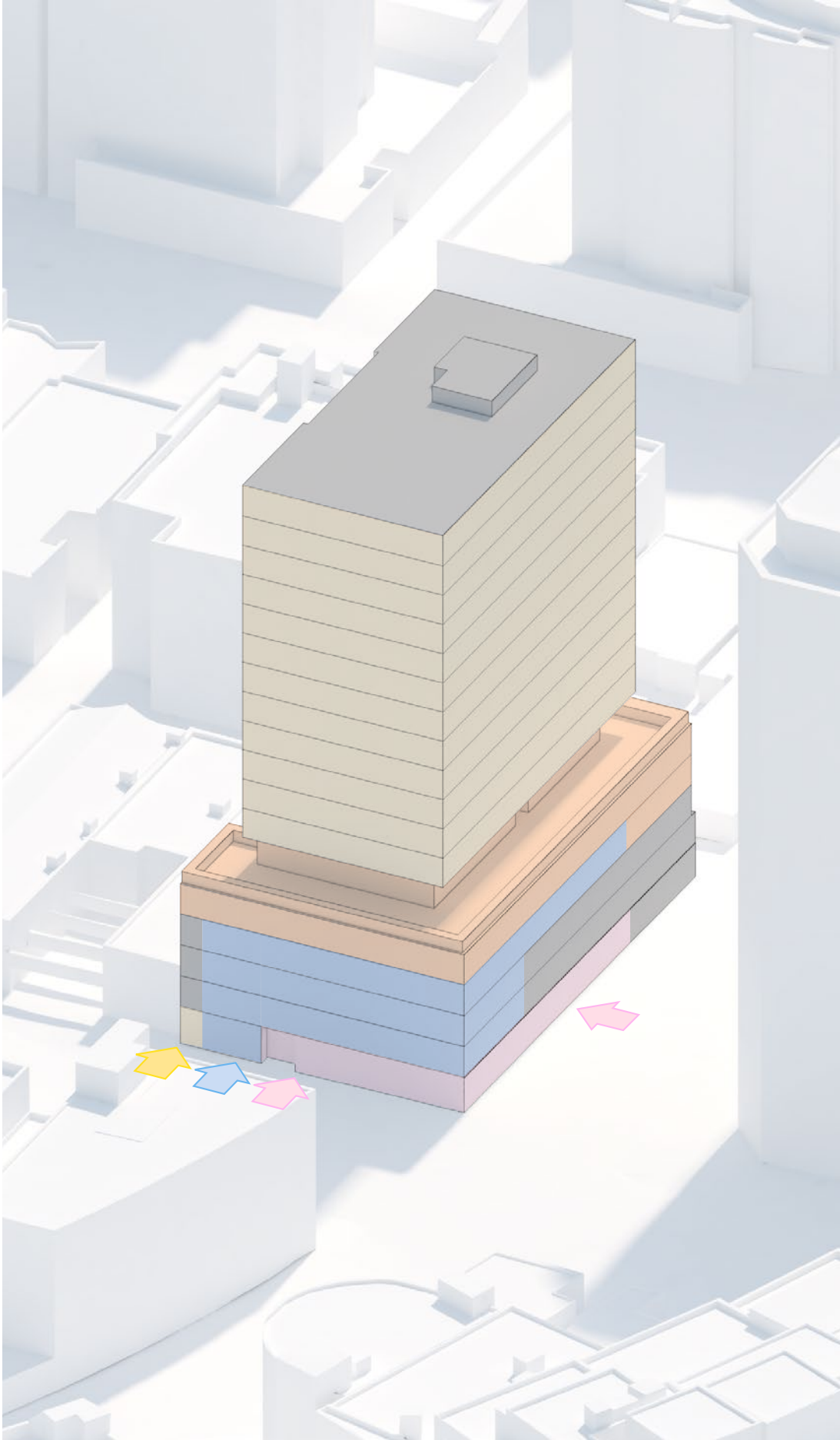


PROPOSED SCHEME

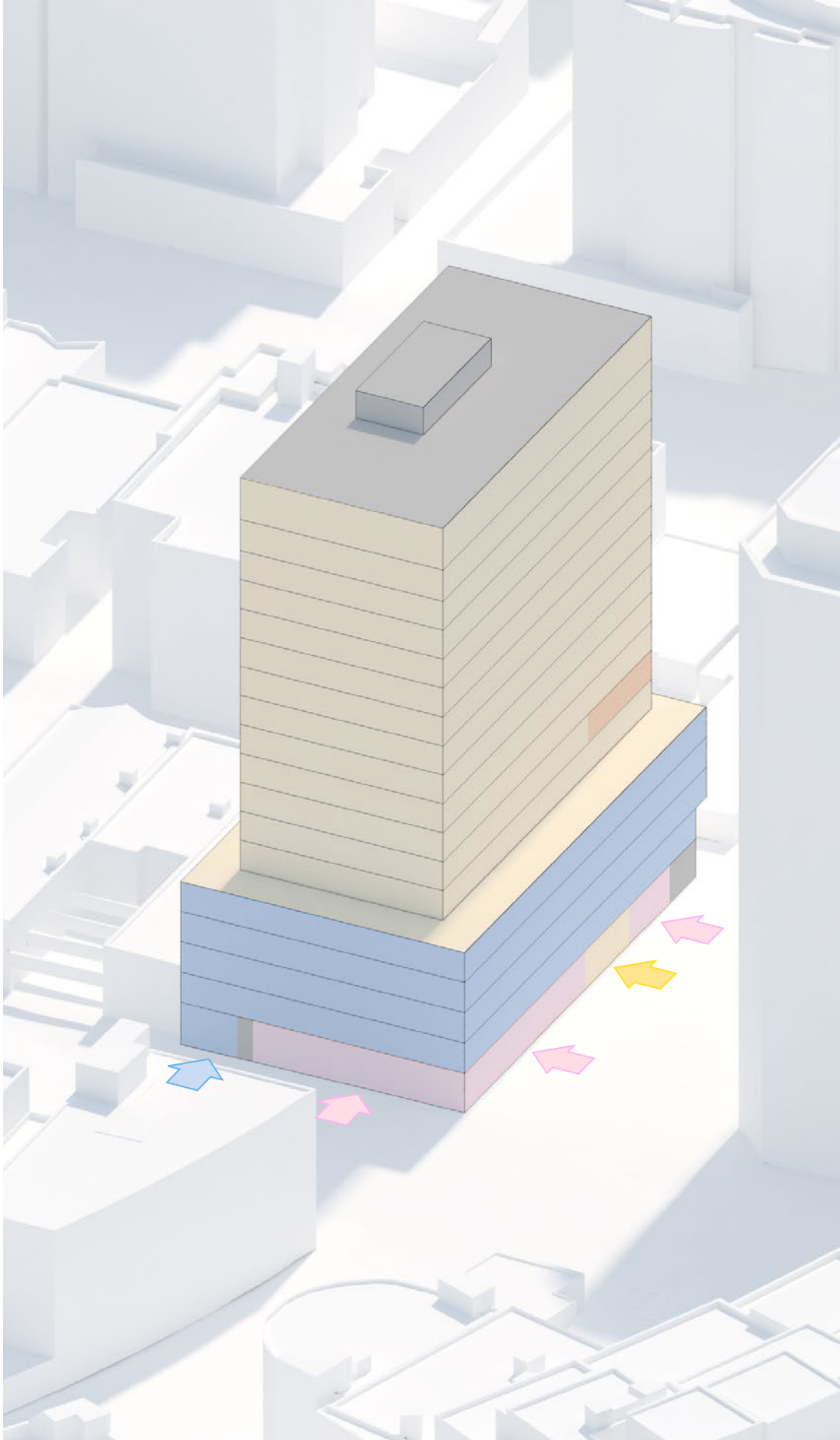
Design Response

Massing Program Stack

Key	
<div></div>	Residential
<div></div>	Amenities
<div></div>	Commercial
<div></div>	Retail
<div></div>	Services/ BOH/ Carparking



APPROVED SCHEME



PROPOSED SCHEME







Design Response

Ground Floor Plan

/ Extensive and continuous active frontages with retail and residential/commercial lobbies along Park Street and Wells Street.

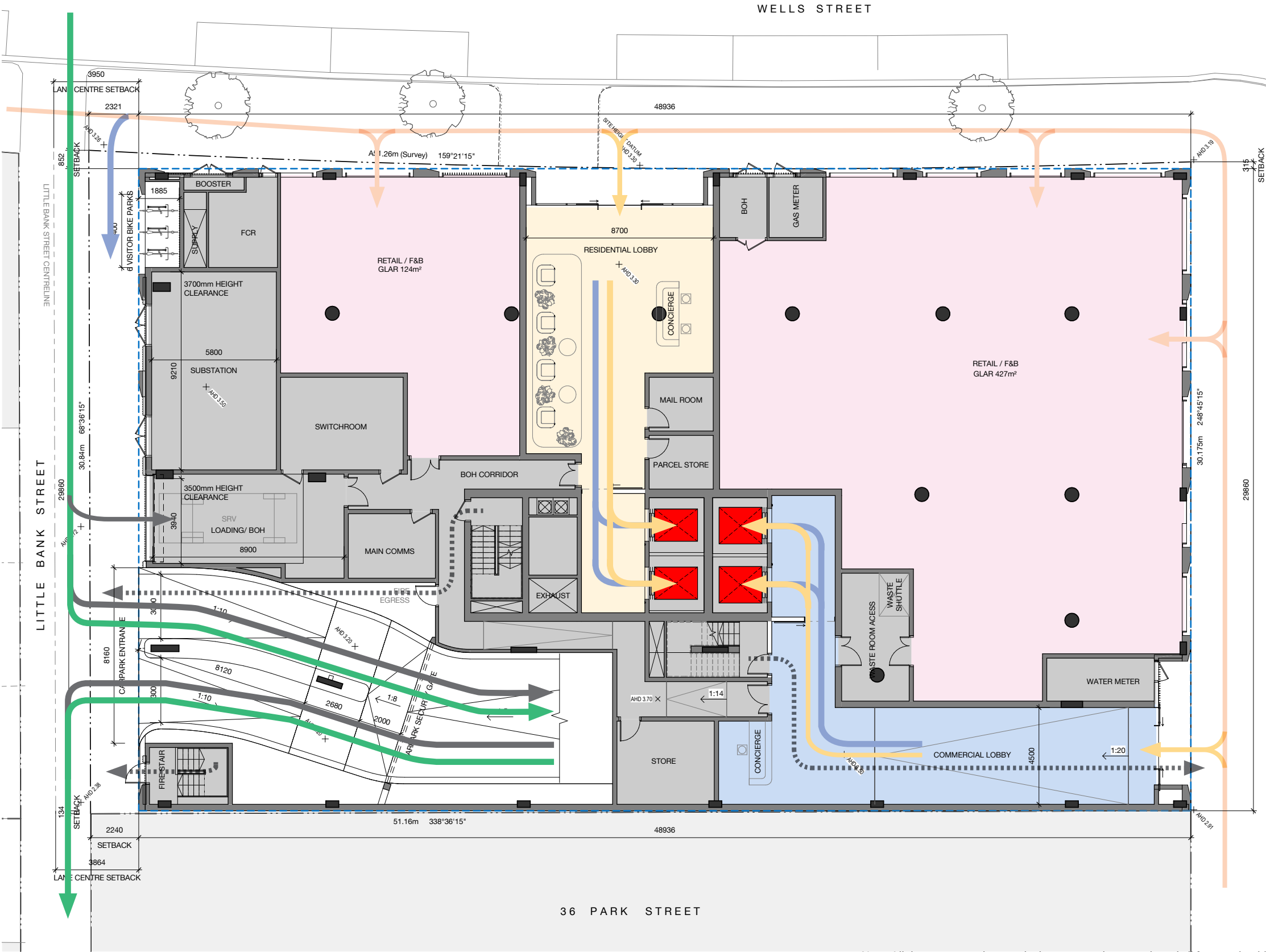
/ Consolidated loading, back of house/services and carpark access from Little Bank Street

Key

-  Pedestrian Circulation
-  Internal Circulation
-  Cars
-  Bicycle
-  BOH / Services / Loading / Waste
-  Egress



Scale 1 : 200 @ A3



Note: All dimensions and area calculations are advisory only and all figures should be checked and verified by a licensed surveyor

Design Response

Basement Plan B01


Waste Collection

/ Commercial, residential & retail waste collection via carpark access ramp from Little Bank Street


/ Fire pump and tank direct access from stair to Little Bank Street

/ Visitor & Residential carspace allocation


Key




Internal Circulation




Cars



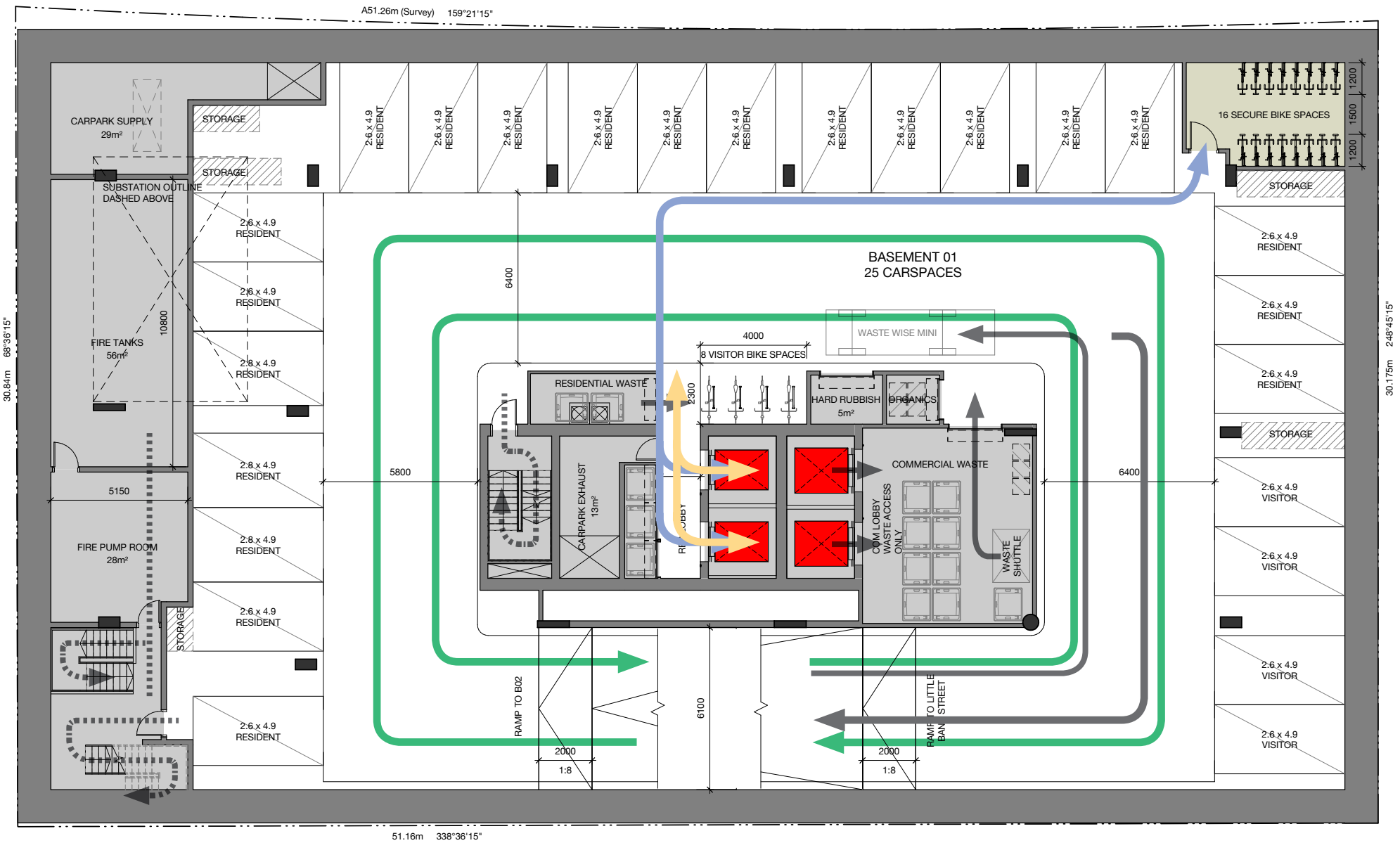
Bicycle




BOH / Services / Loading / Waste



Egress



 Scale 1 : 200 @ A3

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Design Response

Basement Plan B02

End of Trip Bike Parking

/ Parking relocated from podium to 5 basement levels

/ Efficient and rational layout with ramp behind building core

/ Commercial users End of Trip and bicycle facilities accessed via lifts

- 50 commercial bicycle spaces
- 81 residential bicycle spaces (distributed by level)

Key

Internal Circulation

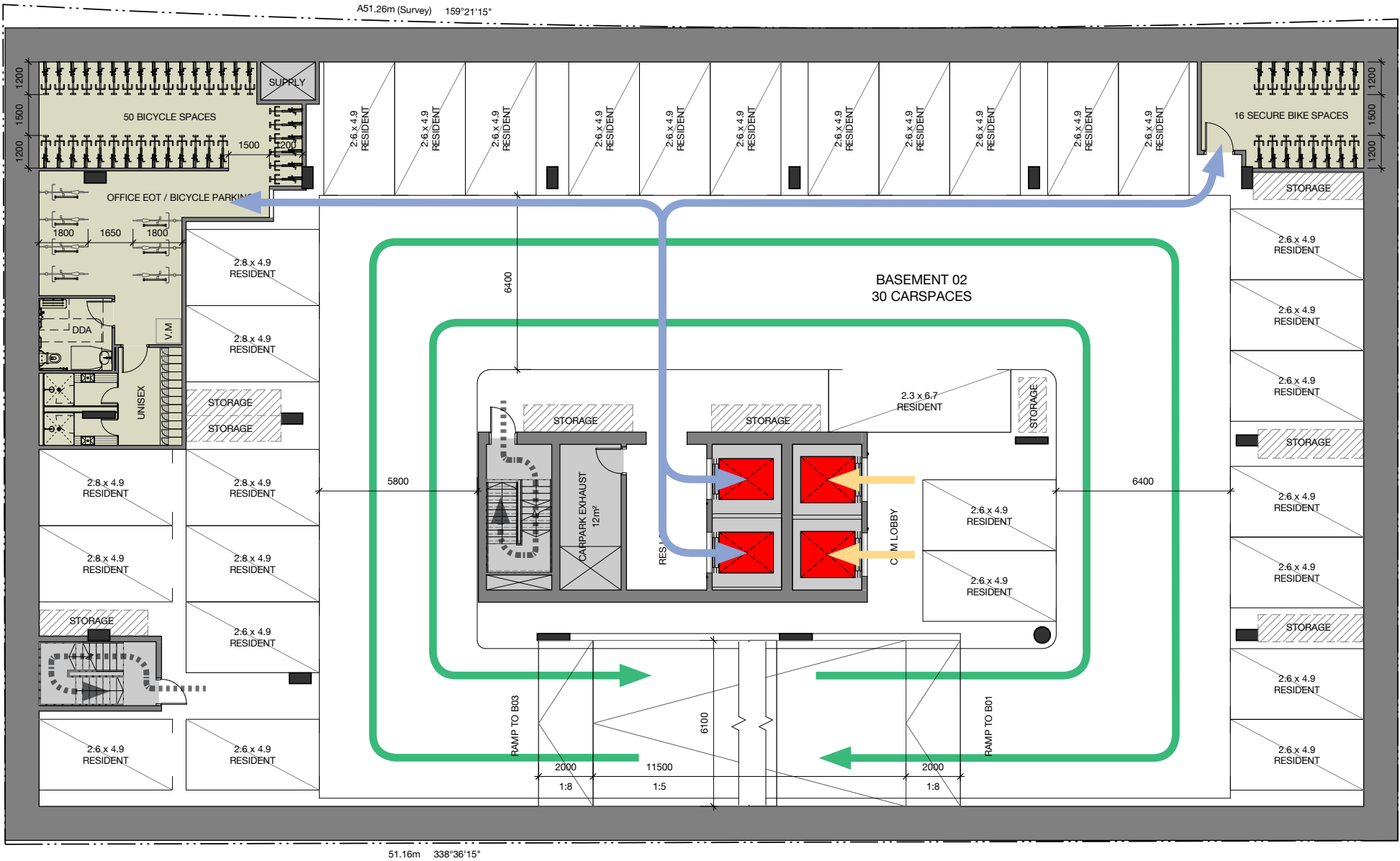
Cars

Bicycle

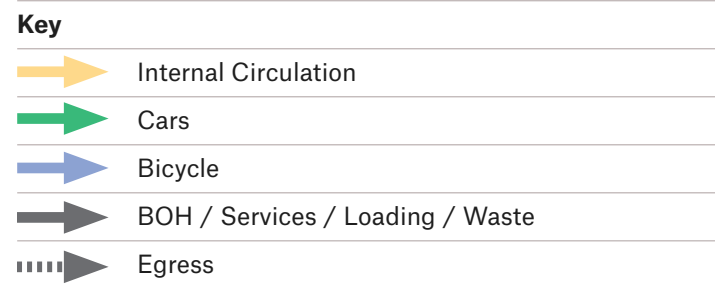
BOH / Services / Loading / Waste

Egress

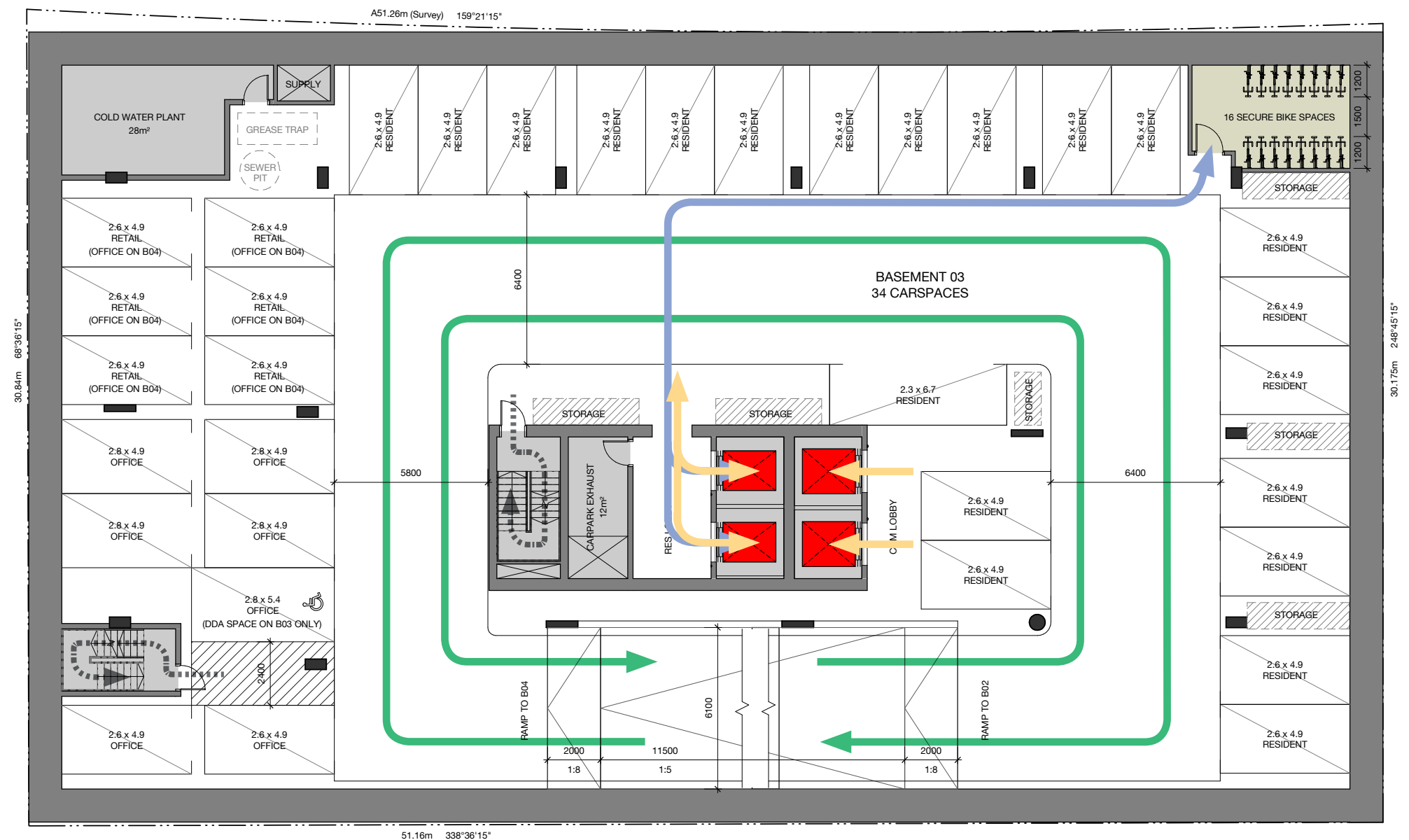
Scale 1 : 200 @ A3



/ Residential bicycle spaces distributed accross
basement levels adjacent to carspaces



Scale 1 : 200 @ A3




Note: All dimensions and area calculations are advisory only and all figures should be checked and verified by a licensed surveyor


Design Response


Typical Podium Plan


- / No above ground parking
- / Level 01 is set back 2.2m from the northern boundary
- / Podium built to northern boundary
- / Core built up to western boundary
- / Desirable commercial floor-plate depth with good access to natural light
- / Typical Commercial NLA 1,310m²
- / Total Commercial NLA 5,076m²

Key

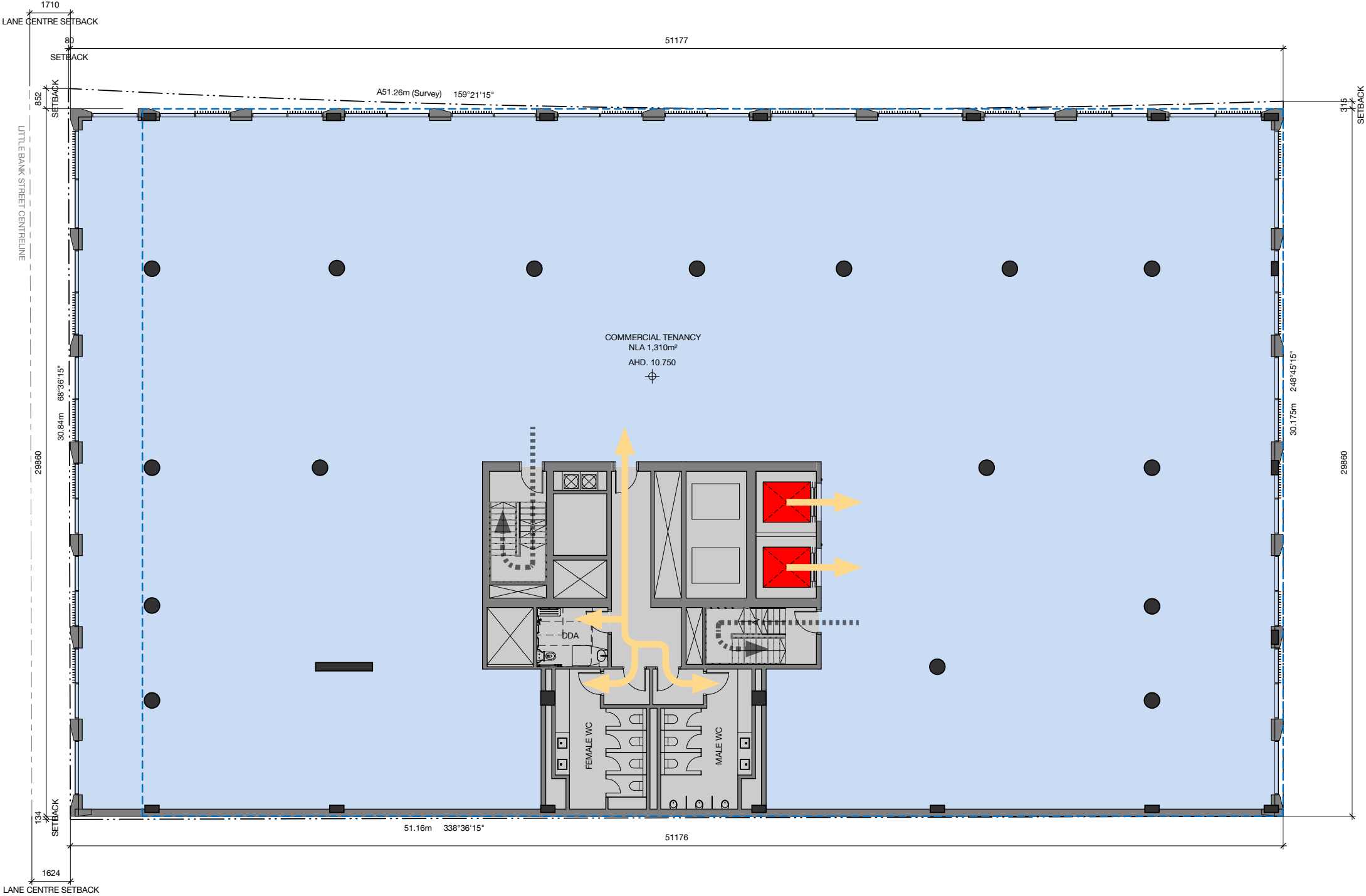
 Internal Circulation

 BOH / Services / Loading / Waste

 Egress



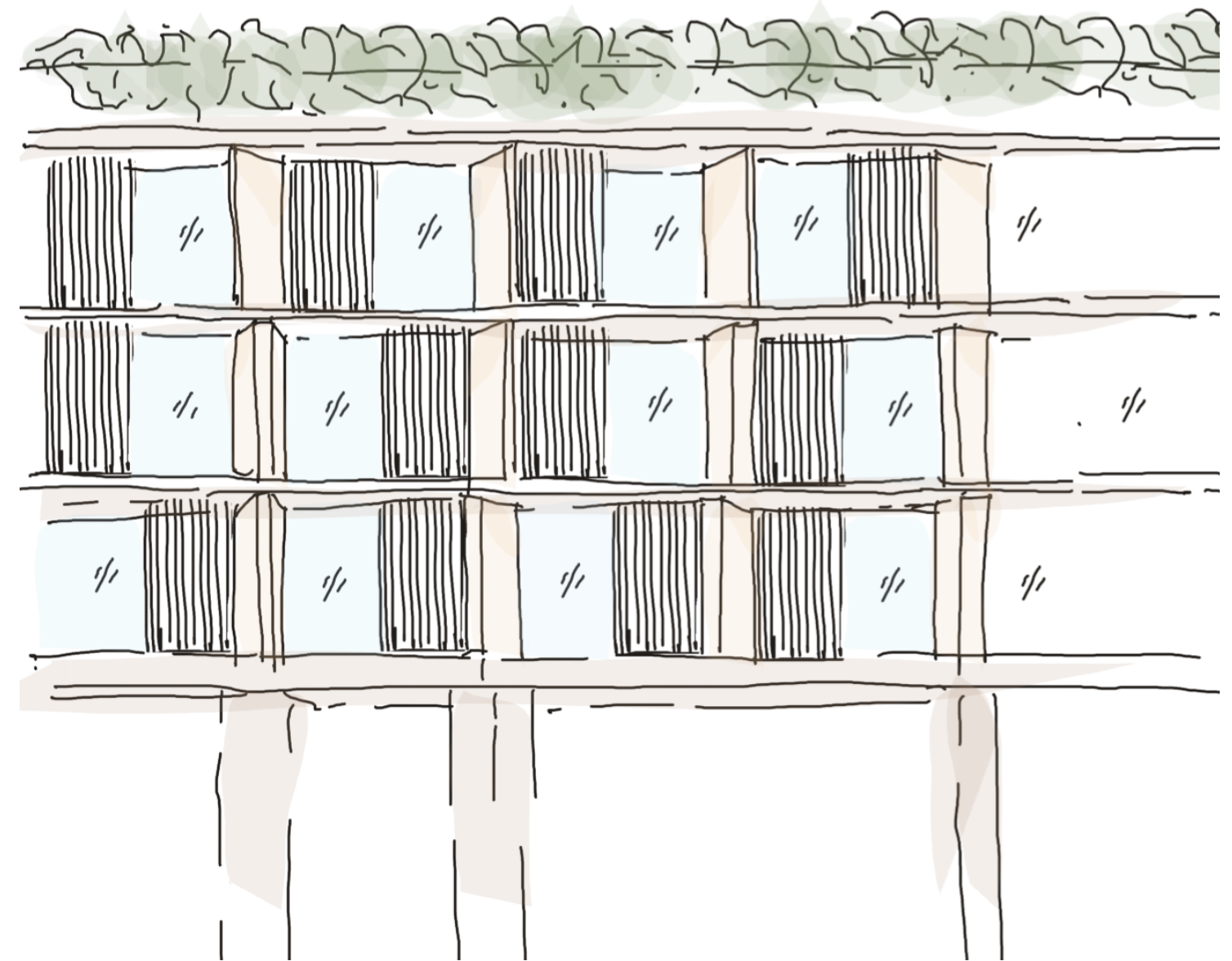
Scale 1 : 200 @ A3



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Concept Sketches

Ground Plane & Building Entry



Design Response

Ground Plane & Building Entry

- / Large windows into ground floor tenancies for greater street activation and engagement
- / Distinct commercial and residential entries
- / A grounded colonnade order frames entry thresholds



Podium Expression
Rich / Textured / Activated



Podium Expression

Park Street Elevation



Design Response

Podium Terrace

Apartments Level 05

/ Level 05 Apartments Total: 6


/ Apartment Mix (Level 05):

- 2 Bed: 29% (2 no.)
- 3 Bed: 71% (4 no.)


/ Level 05 Total NSA: Approx. 700sqm

/ Level 05 Terrace: Approx. 360sqm


Key




Internal Circulation



BOH / Services / Loading / Waste

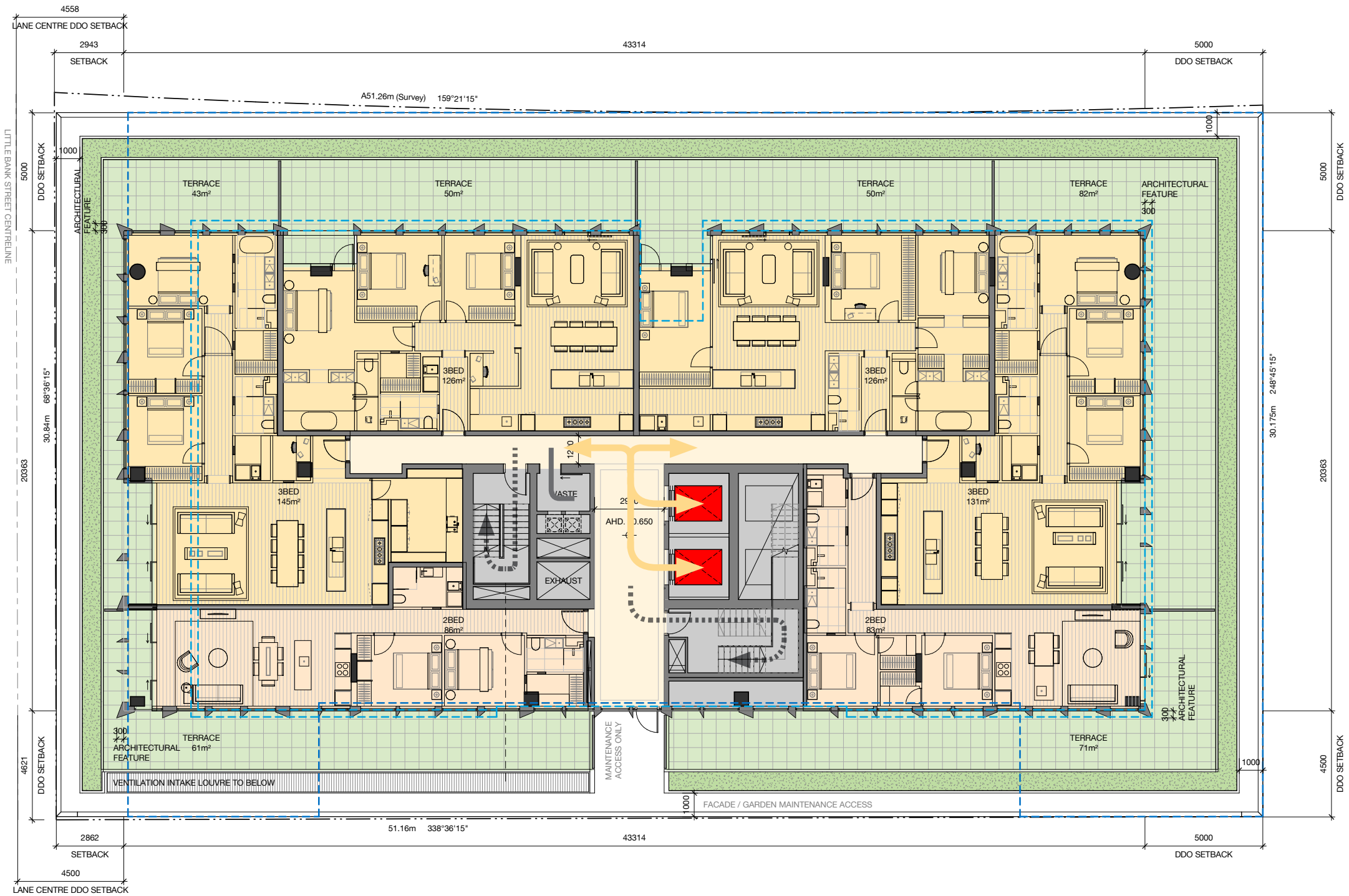


Egress



Scale 1 : 200 @ A3

Note: All dimensions and area calculations are advisory only and all figures should be checked and verified by a licensed surveyor



Design Response

Residential Amenities

Level 06

/ Generous residential amenities: Approx. 280sqm

/ Desirable apartments with generous terraces located along a private corridor


/ Level 06 Apartments Total: 4


/ Apartment Mix (Level 06):


- 2 Bed: 75% (3 no.)
- 3 Bed: 25% (1 no.)


/ Level 06 Total NSA: Approx. 400sqm

Key

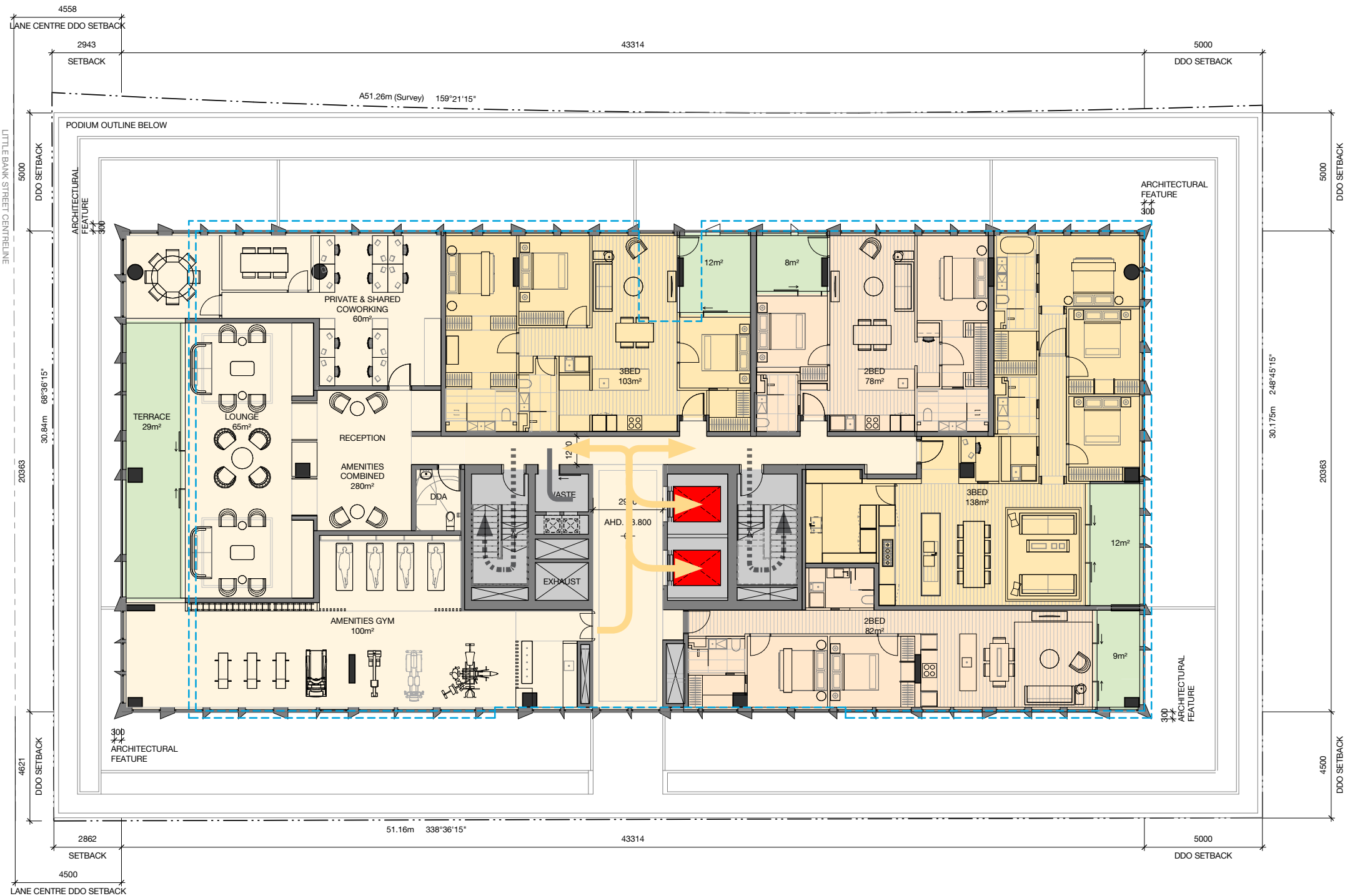
 Internal Circulation

 BOH / Services / Loading / Waste

 Egress



Scale 1 : 200 @ A3



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Design Response

Typical Apartments

Levels 07-15


/ Typical Level Apartments Total: 7

/ Apartment Mix (Levels 07-15):


- 2 Bed: 71% (5 no. typical)
- 3 Bed: 29% (2 no. typical)

/ Typical Level Total NSA: Approx. 676sqm


Key




Internal Circulation



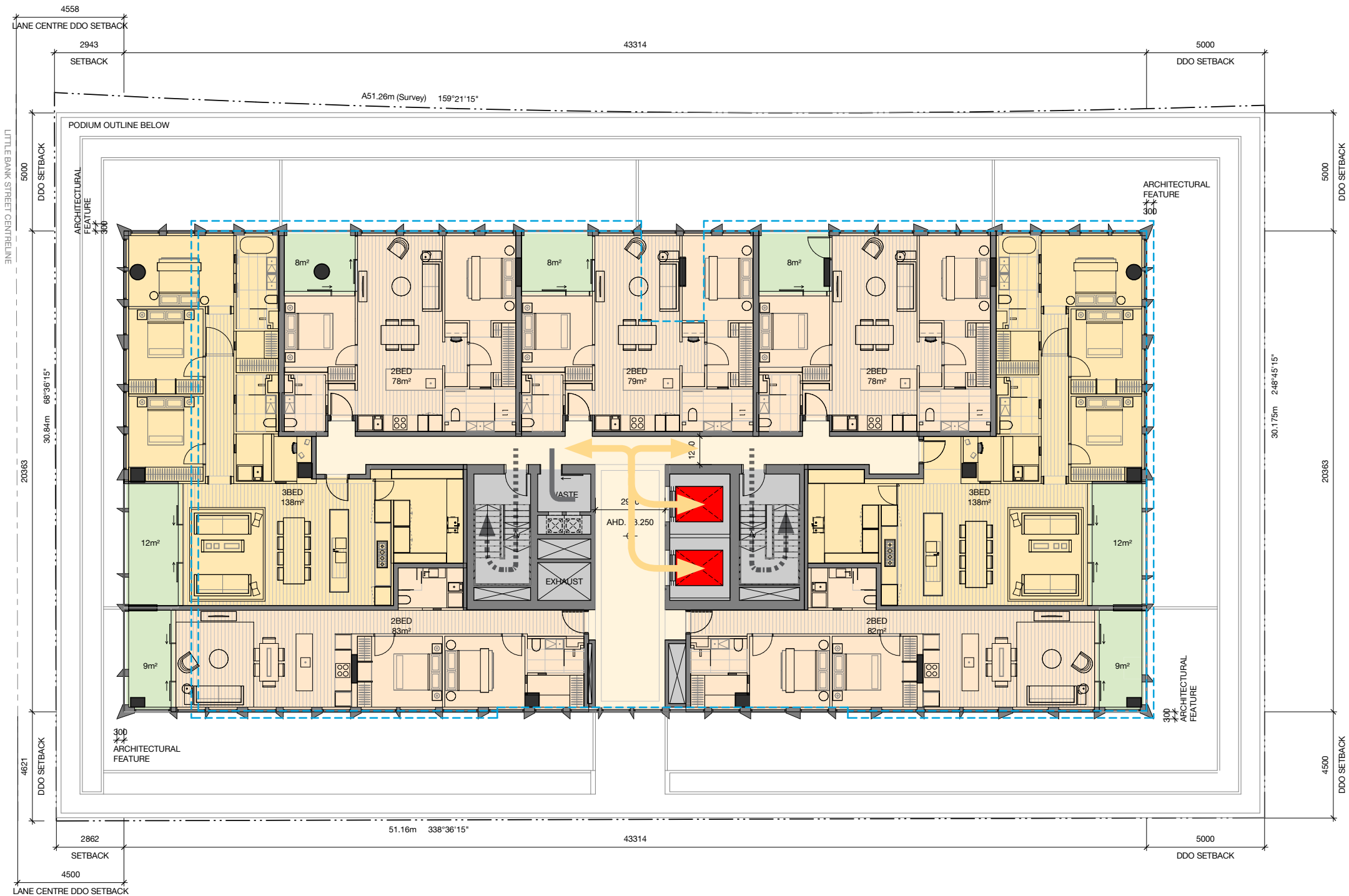
BOH / Services / Loading / Waste



Egress



Scale 1 : 200 @ A3



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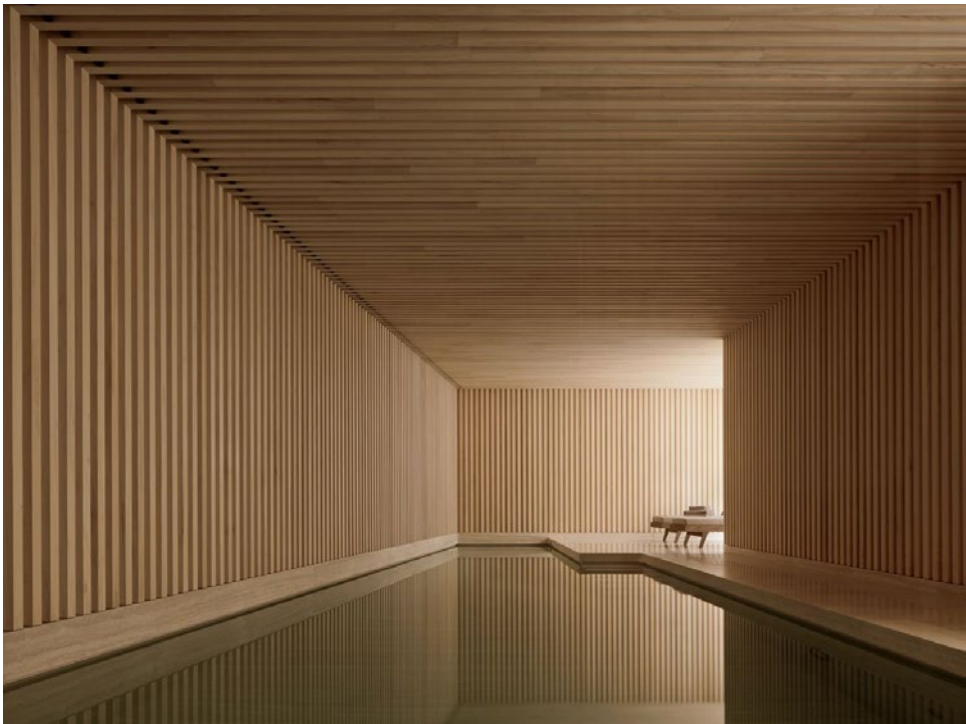
Design Process

An Inward Looking Oasis

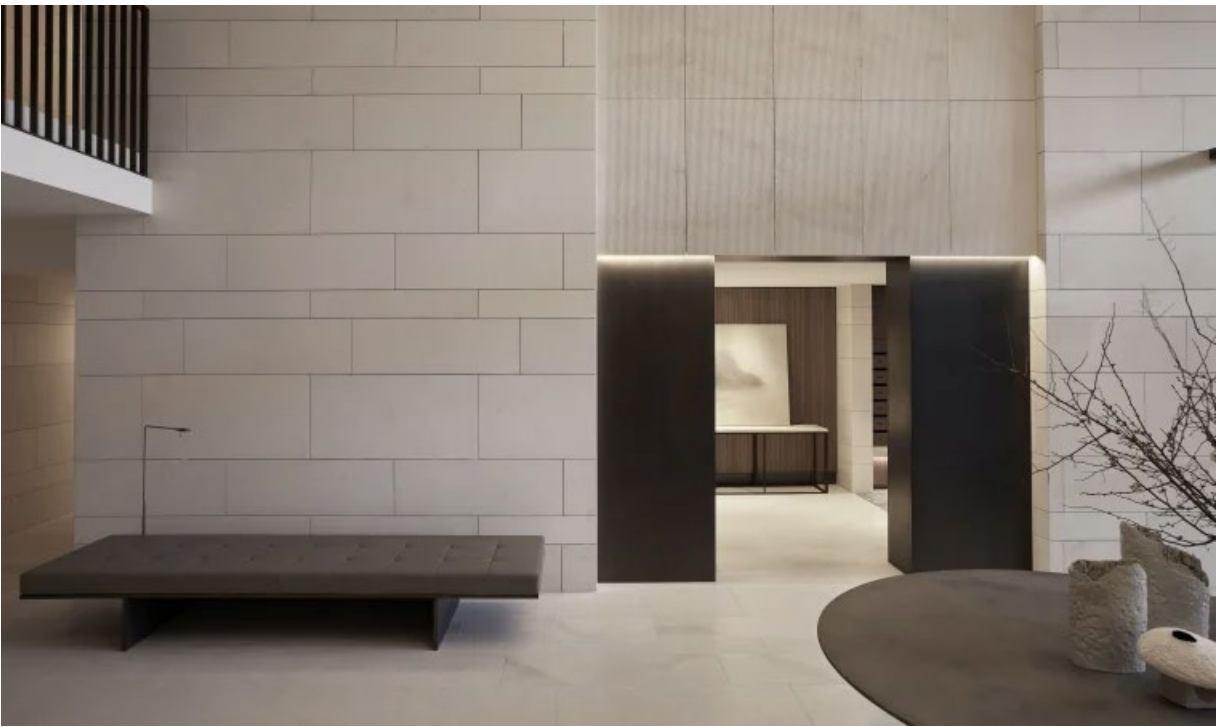
/ Framing views

/ Privacy | Intimacy

/ A celebration of private spaces and a sensory, introspective approach to the design of apartments and interiors



Design Response
Look & Feel Residential




Design Response

Upper Level Apartments


Levels 16-17

- / Level 16 Apartments Total: 4
- / Apartment Mix (Levels 16-17):
 - 3 Bed: 100% (4 no. typical)
- / Typical Level Total NSA: Approx. 700sqm


Key




Internal Circulation



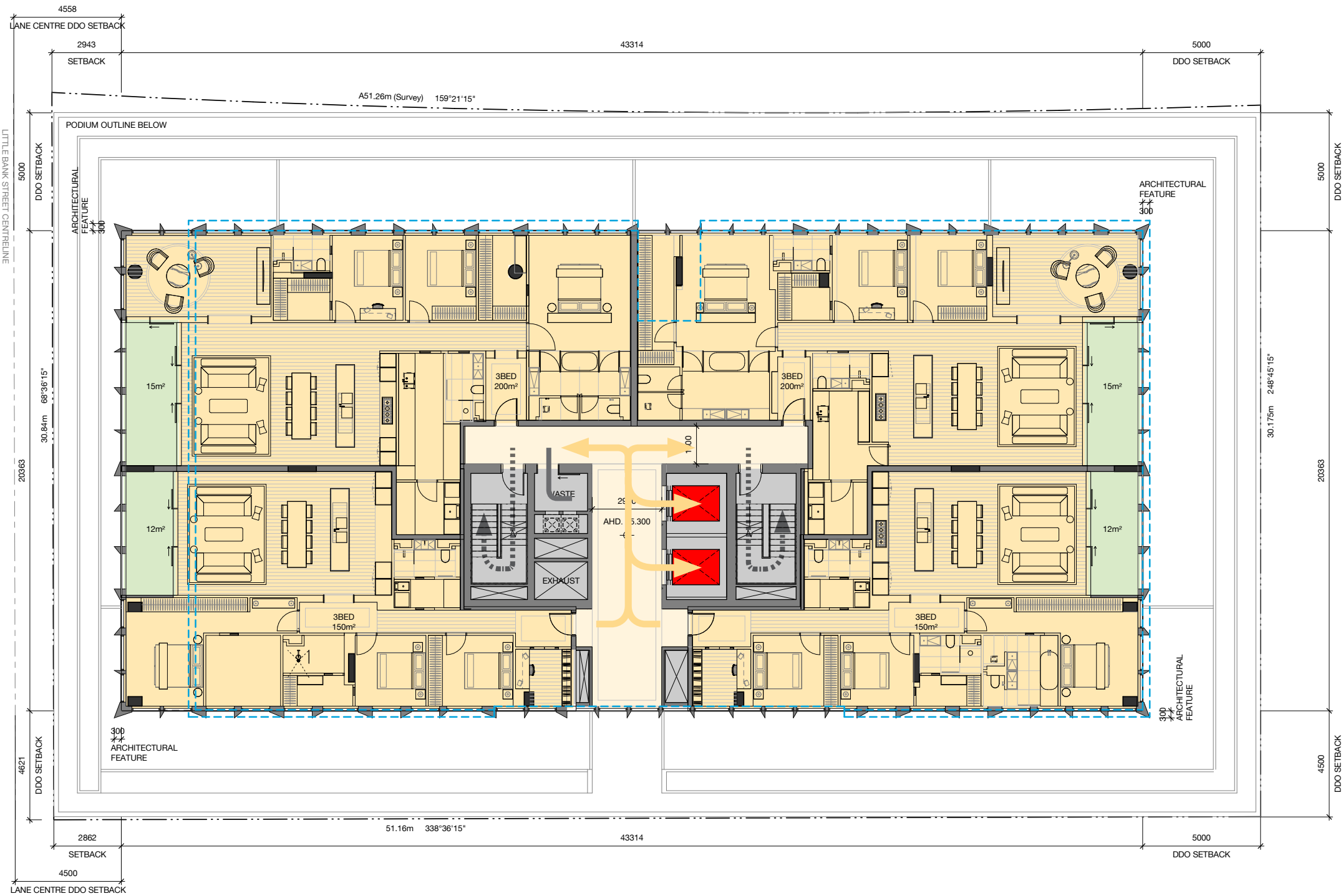
BOH / Services / Loading / Waste



Egress



Scale 1 : 200 @ A3



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Design Process

Concept Sketches

/ Light tower expression featuring ample glazed surfaces

/ Varying width and angled verticals create dynamic shadow play, animating the facade in different ways throughout the day

