



6.2 **255-271 BANK STREET SOUTH MELBOURNE**
LOCATION/ADDRESS: **255-271 BANK STREET SOUTH MELBOURNE**
EXECUTIVE MEMBER: **LILI ROSIC, GENERAL MANAGER, CITY STRATEGY AND SUSTAINABLE DEVELOPMENT**
PREPARED BY: **KATE WOOLLER, SENIOR URBAN PLANNER**

I PURPOSE

- 1.1 To consider and determine a planning application for partial demolition of the existing Telstra exchange (while continuing the existing Telstra exchange operation), the construction of a building and the carrying out of works to extend the existing 2 part 3 storey building to 11 levels for the purpose of a café (ground) and dwellings above (53 dwellings and 40 car spaces), construct a fence, and reduction in the standard car parking requirements.

2. EXECUTIVE SUMMARY

WARD:	Gateway
TRIGGER FOR DETERMINATION BY COMMITTEE:	Application called in by Ward Councillor
APPLICATION NO:	P200/2017
APPLICANT:	URBIS
EXISTING USE:	Operating Telstra exchange
ABUTTING USES:	Residential development
ZONING:	Residential Growth Zone
OVERLAYS:	Heritage Overlay (HO440)
STATUTORY TIME REMAINING FOR DECISION AS AT DAY OF COUNCIL	Expired

- 2.1 It is proposed to principally retain the existing Telstra Exchange building and operations at ground and first floor, and construct a multi-level residential development above. The additions would increase the height of the building to eleven storeys or a height of approximately 45m above ground level, accommodating 53 apartments comprising a mix of 1, 2 and 3 bedrooms. A small Cafe is proposed at ground level, providing street level frontage activation in conjunction with the new pedestrian entry to the building.
- 2.2 The subject site is located on the southern side of Bank Street near the corner of Ferrars Street. The site is surrounded to the west, south and east by the Park Towers Estate. The Park Towers Estate comprises an existing public housing high rise building (31 storeys) which has a 'Significant' heritage grading under Council's Heritage Policy and has an individual local heritage citation. Land surrounding the site is predominantly residential in nature including properties opposite to the north and east. Commercial zoned land located along Clarendon Street and Park Street and beyond,



forms part of the South Melbourne Central Activity area. The site is in an area identified for future growth, with the subject site and the adjacent Park Towers site being specifically located in the Residential Growth Zone, Schedule 1 whilst other surrounding residential land is in either the Neighbourhood Residential Zone Schedule 2 or the General Residential Zone Schedule 1. The site and surrounding area is also affected by a Heritage Overlay (HO440) Emerald Hill Residential Precinct. The subject site also has a 'Significant' grading pursuant to Council's Heritage Policy maps and an individual local Heritage citation.

- 2.3 Following notice of the application, 8 objections were received. Concerns raised largely relate to amenity impacts arising from the height of the proposed development and the associated visual, overlooking, daylight and shadowing impact particularly to the adjoining Park Towers building; and the impact of the proposed reduction in car parking requirements and traffic movements associated with the development on the surrounding area.
- 2.4 A consultation meeting was held on 19 March 2019. No changes to the proposal were made following the consultation meeting.
- 2.5 A permit is required to reduce the number of car spaces associated with the proposed residential and commercial components of the development. The proposal would include 40 parking spaces in a stacker arrangement on Level 2, accessed via an auto car cabin lift accessed from Bank Street. The proposal would result in a 20 car space reduction to the standard parking requirements associated with the residential use and cafe. No visitor parking would be provided. Given the site's location with good access to public transport, noting the constraints of the site (namely retention of the Telstra operation) and subject to a recommended reduction in apartment numbers, a reduction in the standard car parking requirement is considered acceptable in this instance.
- 2.6 Another key consideration of the application relates to the proposed built form, and whether the proposal responds to the significant heritage grading of the existing building on site and adjacent Park Towers Estate, and whether the height and design is an appropriate response in this location. While the Schedule to the Zone has no mandatory maximum height limit specified, the discretionary height provisions in the Zone state that a building height should not exceed 13.5m. The proposed height would be over 45m, which is considered to be excessive.
- 2.7 The retention and conservation of the significant graded Telstra building is considered a positive element of the application, while the proposed additions are considered to be a generally appropriate response in this setting. Some refinement to the design is recommended such as providing a setback and articulation to the western elevation, further clarification of some materiality, and detailing necessary repairs to the facade where some of the existing building is to be removed. Consequently, it is considered that with these changes and a reduction in the height of the building, the proposal would achieve an appropriate built form outcome and this view is supported by Council's Urban Design Officer and Heritage Advisor.
- 2.8 It is recommended that the application be supported subject to conditions included on any permit issued.



3. RECOMMENDATION

- 3.1 That the Responsible Authority, having caused the application to be advertised and having received and noted the objections, issue a Notice of Decision to Grant a Permit
- 3.2 That a Notice of Decision to Grant a Permit be issued for partial demolition of the existing Telstra telephone exchange (buildings & associated works), increase the height of the existing building to 11 levels, for the purpose of a cafe (ground floor) and dwellings, in association with an existing telephone exchange, the construction of a fence, and a reduction in the standard car parking requirements at 255-271 Bank Street South Melbourne.
- 3.3 That the decision be issued as follows:

1 Amended Plans Required

Before the use and/or 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 and reports 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 submitted with the application but modified to show:

- a) Details of the materiality of the pump room and stairwell to be included on the plans.
- b) Notations on plans identifying proposed fencing and an elevation of same.
- c) Details of work necessary to repair the façade from the removal of the metal addition to the eastern elevation.
- d) The proposed location of the urban art, not protruding above the parapet of the heritage building.
- e) The western elevation modified to show:
 - i. A minimum 3.0 metre setback from the western title boundary (including balconies) for the corner apartments (Type A and K) from levels 3 and above.
 - ii. The balconies for the apartments of level 3 and above relocated to the south west corner.
 - iii. The continuation of the rebate to level 6 along the western elevation.
 - iv. The provision of consistent detailed façade expression (concrete, solid metal panel and expanded metal screen materials.)
- f) A full schedule of materials, finishes and paint colours, including colour samples.
- g) A revised Sustainable Management Plan in accordance with Condition 11 including improvements to Energy provisions and commitment to Green Star rating.
- h) A revised WSUD response in accordance with Condition 15 including a Stormwater Layout Plan.
- i) A splay to the left-hand side of the western crossover to Bank Street.
- j) Revisions to the Telstra car spaces including:
 - i. A minimum offset of the spaces of 500mm from the street frontage;
 - ii. The spaces widened and lengthened to enable shared use as a loading space.



- k) Nomination of the minimum length and width of a vehicle to be accommodated within the mechanical car parking bays.
- l) Any relevant details and changes required by the Tree Protection Management Plan required by condition 4.
- m) Detail of the proposed garage door and access door from the car cabin area into the building, including visual permeability.
- n) Deletion of the proposed air conditioning units adjacent to the communal deck area at Level 6 and subsequent expansion of the communal space to this area, incorporating a planter along the southern boundary.
- o) Deletion of on street café seating and the bi-fold window projection over the street.
- p) A revised acoustic report as per condition 18.
- q) Identification of the key acoustic treatments required to the building in accordance with the recommendations of the revised Acoustic report required by condition 18.
- r) Deletion of Level 9.
- s) Detailed illustrations of screening proposed to external plant and service areas in accordance with the approved Acoustic report and identifying a cover to reduce the visual impact when viewed from above.
- t) Storage in full compliance with Clause 58.05-4 (Apartment Developments, Standard D20) of the Port Phillip Planning Scheme.
- u) Dimensions included to all secluded open space areas in full compliance with Clause 58.05-3 (Apartment Developments, Standard D19) of the Port Phillip Planning Scheme.
- v) A revised landscape plan including detail of planting no higher than 900mm to the west of the ground level parking spaces.
- w) Privacy measures to Apartment 6.05 adjacent to the communal open space area.
- x) Details of privacy screens or other suitable measure to prevent unreasonable downward views to Apartment 5.10 from levels directly above.
- y) Identification of any necessary changes to the layout as per the waste management system identified in the approved Waste Management Plan pursuant to Condition 6.
- z) A demolition method statement as per Condition 9.

2 No Alterations

The layout of the site and the size, levels, design, external materials, finishes and colours, 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.

3 Car Stacker

Prior to the commencement of the development, a report must be submitted to the satisfaction of the Responsible Authority that details the make, model and specifications of the automated parking system that is proposed.

4 Tree Protection Management Plan

Before demolition begins a tree protection management plan (TPMP) setting out how the neighbouring and street tree's will be protected during construction and which generally follows the layout of Section 5 (i.e. General, Tree Protection Plan, Pre-construction, Construction stage and Post Construction) of AS4970 'Protection



of trees on development sites' must be submitted to and approved by the responsible authority. When approved the TPMP will be endorsed and form part of the permit.

5 Urban Art Plan

Before the occupation of the development allowed by this permit, 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 development to the satisfaction of the Responsible Authority. Urban art in accordance with the approved plan must be installed prior to the occupation of the building to the satisfaction of the Responsible Authority.

6 Waste Management

Before the development starts (other than demolition or works to remediate contaminated land), a revised Waste Management Plan generally based on the City of Port Phillip's Waste Management Plan Guidelines for Developments must be prepared by a Waste Management Engineer or Waste Management Planner to the satisfaction of the Responsible Authority and endorsed as part of this permit. The Plan must include reference to the following:

- Land use type.
- The estimated garbage and recycling volumes for the whole development.
- Bin quantity, size and colour.
- The garbage and recycling equipment to be used.
- Collection frequency.
- Collection must be after 10am on any day.
- The location and space allocated to the garbage and recycling bin storage area and collection point.
- The waste services collection point for vehicles.
- Waste collection provider.
- Scaled waste management drawings.
- Signage.

The report must also identify adequate waste and recycling measures for collection from each level to the satisfaction of the Responsible Authority.

Once submitted and approved, the waste management plan must be carried out to the satisfaction of the Responsible Authority.

7 Completion of Landscaping

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

8 Landscaping Maintenance

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.



9 Demolition Method Statement

Before the works permitted by this permit start, including any demolition works, a fully detailed 'demolition method statement' must be submitted to and approved by the Responsible Authority. When approved, the statement will be endorsed and will then form part of the permit. The 'demolition method statement' must:

- a) Fully describe and clearly demonstrate the methods of dismantling of the heritage fabric, restoration and repair and the subsequent reconstruction of the building.
- b) Include reference to the staging of demolition and reconstruction works on the site.
- c) Detail the necessary protection works required during the demolition works to protect those parts of the building to be retained.

Once approved by the Responsible Authority, all buildings and works must be in accordance with the demolition method statement.

10 Hours of Operation

Without the further written consent of the Responsible Authority the food and drink premises (café) use must operate only between the hours of 7am and 6pm Monday to Sunday.

11 Sustainable Management Plan

Before the development starts (other than demolition or works to remediate contaminated land) a Sustainable Management Plan that outlines proposed sustainable design initiatives must be submitted to, be to the satisfaction of and approved by the Responsible Authority. When approved, the Plan will be endorsed and will then form part of the permit and the project must incorporate the sustainable design initiatives listed

12 Incorporation of Sustainable Design initiatives

The project must incorporate the sustainable design initiatives listed in the endorsed Sustainable Design Assessment to the satisfaction of the Responsible Authority.

13 Implementation of Sustainable Design Initiatives

Before the occupation of the development approved under this permit, a report from the author of the Sustainable Design Assessment/Sustainable Management Plan approved pursuant to this permit, or similarly qualified person or company, must be submitted to the satisfaction of the Responsible Authority. The report must confirm that all measures and recommendations specified in the Ecologically Sustainable Design report have been implemented and/or incorporated in accordance with the approved report to the satisfaction of the Responsible Authority.

14 No equipment or services

No plant, equipment or domestic services (including any associated screening devices) or architectural features, other than those shown on the endorsed plan are permitted, except where they would not be visible from the primary street frontage (other than a lane) or public park without the written consent of the Responsible Authority.



15 Water Sensitive Urban Design

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 initiatives must be submitted to, be to the satisfaction of and approved by the Responsible Authority. The 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) or as amended.

When approved, the Report will be endorsed and will then form part of the permit and the project must incorporate the sustainable design initiatives listed.

16 Incorporation of Water Sensitive Urban Design initiatives

Before the occupation of the development approved under this permit, the project must incorporate the water sensitive urban design initiatives listed in the endorsed Water Sensitive Urban Design Report to the satisfaction of the Responsible Authority, and thereafter maintained to the satisfaction of the Responsible Authority.

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

Before the development starts (other than demolition or works to remediate contaminated land) a Maintenance Manual for Water Sensitive Urban Design Initiatives must be submitted to and approved by the Responsible Authority.

The manual must set out future operational and maintenance arrangements for all WSUD (stormwater management) measures. The program must include, but is not limited to:

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

The WSUD Maintenance Manual 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.

18 Acoustic report

A revised Acoustic Assessment report must be submitted to the satisfaction of the Responsible Authority. The report must be generally consistent with the report prepared by Marshall Day Acoustics as submitted with the application but amended to include final detail of all acoustic measures.

19 Vehicle Crossings

Before the occupation of the development allowed by this permit, 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.



20 Privacy Screens Must be Installed

Privacy screens as required in accordance with the endorsed plans must be installed prior to occupation of the building and thereafter maintained to the satisfaction of the Responsible Authority.

21 Vehicle Crossings – Removal

Before the occupation of the development *allowed by this permit*, all disused or redundant vehicle crossings must be removed and the area re-instated with footpath, nature strip and kerb and channel at the cost of the applicant/owner and to the satisfaction of the Responsible Authority.

22 Site Management Water Sensitive Urban Design (larger Multi-Unit Developments)

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;
- 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.

23 Parking and Loading Areas Must Be Available

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.

24 Car Parking Allocation

Without the further written consent of the Responsible Authority car parking and storage for the approved development must be allocated on any Plan of Subdivision as follows:

- Not less than one car space for each three bedroom apartment;
- All remaining spaces allocated to two bedroom apartments
- Storage spaces (where applicable) must be allocated to the apartments in accordance with the endorsed plans.

25 Car Parking Stacker Maintenance and Provision

The mechanical car stackers are to be maintained in a good working order and be permanently available for the parking of vehicles in accordance with their purpose, to the satisfaction of the Responsible Authority.

26 On-Site Bicycle Parking

Before the development is occupied, the approved bicycle racks must be provided on the land to the satisfaction of the Responsible Authority.



27 Parking and Loading Areas must be available

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.

28 Time for Starting and Completion

This permit will expire if one of the following circumstances applies:

- a) The development is not started within two (2) years of the date of this permit.
- b) The development is not completed within two (2) years of the date of commencement of works.
- c) The use is not commenced within two (2) years of the completion of the development.

The Responsible Authority may extend the periods referred to if a request is made in writing:

- before or within 6 months after the permit expiry date, where the use or development allowed by the permit has not yet started; and
- within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

Permit notes:

- **Building Approval Required**

This permit does not authorise the commencement of any demolition or construction on the land. Before any demolition or construction may commence, the applicant must apply for and obtain appropriate building approval from a Building Surveyor.

- **Building Works to Accord with Planning Permit**

The applicant/owner will provide a copy of this planning permit to any appointed Building Surveyor. It is the responsibility of the applicant/owner and Building Surveyor to ensure that all building development works approved by any building permit is consistent with this planning permit.

- **Drainage Point and Method of Discharge**

The legal point of stormwater discharge for the proposal must be to the satisfaction of the responsible authority. Engineering construction plans for the satisfactory drainage and discharge of stormwater from the site must be submitted to and approved by the Responsible Authority prior to the commencement of any buildings or works.

- **Other Approvals May be Required**

This Planning Permit represents the Planning approval for the use and/or development of the land. This Planning Permit does not represent the approval of other departments of the City of Port Phillip or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit.

- **Environmental Health**

a) The premises must comply with the Food Act 1984 and the Food Standards Code and must be registered with Council's Health Services Unit before the use starts.



- **Asset Protection**

Before the development starts (including demolition) an Asset Protection Permit must be obtained from Council's City Permits Unit.

- **Construction Management**

All construction activities associated with the development must comply with the requirements of Council's Local Law No. 1 (Community Amenity) 2013.

- **Days and Hours of Construction Works**

Developers

Except in the case of an emergency a builder must not carry out building works outside of construction hours:-

- Monday to Friday: 7.00am to 6.00pm; or
- Saturdays: 9.00am to 3.00pm.

An Out of Hours permit cannot be obtained for an appointed public holiday under the Public Holidays Act, 1993.

Owner Builders

An owner builder must not carry out building works outside of construction hours:-

- Monday to Friday: 7.00am to 8.00pm; or
- Saturdays, Sundays and public holidays: 9.00am to 6.00pm.

An Out of Hours permit may be considered pursuant to Local Law No. 1 (Community Amenity) 2013, Clause 31. For further information, contact Council's City Permits unit on Ph: (03) 9209 6216.

4. RELEVANT BACKGROUND

The following relevant applications have previously been considered for the subject site:

Application No.	Proposal	Decision	Date of Decision
P476/2003	<i>Buildings and works associated with the construction of mechanical plant room and external alterations by providing new mechanical louvres, bricking-up window and replacement of exhaust flue</i>	<i>Approved</i>	<i>16 May 2003</i>

5. PROPOSAL

- 5.1 It is proposed to retain the existing Telstra Exchange building on site including its continued operation and to construct a multi-level residential development above it. Some parts of the main building and other ancillary structures and works would be

demolished with new facilities and works constructed for the Exchange to compensate for the lost areas. A cafe would be provided at ground level, and adjacent to this a new pedestrian access to the building. Vehicular access would be provided from Bank Street to a car cabin that would take cars associated with the residential component to the new parking area above the existing Telstra facility at the new Level 2 of the building. Eight levels of apartments would be provided above the car parking level, including a communal roof deck at Level 6.

5.2 A summary of the key elements of the proposal is included in the table below.

	Proposal
Site area	1532m ²
Type of development	Mixed use development within a modified existing Telstra Exchange building.
Land uses	Residential Dwellings, Food and drinks premises (Café) and Telecommunications Facility (Telstra Exchange)
Demolition	Demolition of part of the brickwork to the ground floor façade and perimeter of substation in north west corner. Lightweight cladding to the façade and west at first floor, external stair to east and part of southern wall plus two windows. First floor plant room. Part of the roof.
No of dwellings	53 dwellings comprising 10 x 1 bedroom, 37 x 2 bedroom, 6 x 3 bedroom including a penthouse at the top.
Setbacks	<p>The building is designed to part align with the existing footprint but then taper as it increases in height, with the proposed varied minimum setbacks as detailed below:</p> <p>South: 1m – 2m at Level 3-Level 7 then a minimum of 6.652m up to 8.99m from Level 8 to Level 10.</p> <p>West: 0m to 4.455m typically.</p> <p>East: 11.125m from Level 3 to 5 increasing to 25.692m from Level 6 to Level 10.</p> <p>North: Level 2 car park area 0.879m then 0.734m from Level 3 to Level 5. Level 6 at 1.634m. Level 7 to Level 9 at 0.734m. Level 10 1.633m.</p>
	 <p>Front (Bank Street) perspective</p>



Overall height	11 storeys with a height of 45.078m (57.25m AHD as measured to top of penthouse as per west elevation). There would be 8 levels of residential development.
Commercial floor area	42sqm cafe on the ground floor facing Bank Street.
Loading bay	Nil.
Car parking	40 on site car parking spaces would be provided for the dwellings in a shuttle/stacker system. Parking would be accessed from a car cabin at ground floor, with the spaces to be located on Level 2. 2 car spaces would be provided at ground level in the north-east corner of the site for use by Telstra employees.
Bicycle parking	40 bicycle spaces would be provided at ground level of the building.
Private open space	Each apartment would be provided with secluded private open space in the form of a balcony off the main living area, ranging in size from 9m ² to 164m ² (for the penthouse).
Storage	A minimum internal storage area of 5.5m ³ . A total of 25 storage units at level 8 and 9 of between 1m ³ and 6.5m ³ .

Demolition

- 5.3** The brickwork to the north-west corner of the building (except for the expressed columns), the maintenance control room to the south located on the boundary, the shed abutting the eastern elevation, the external stair to the eastern façade, the perimeter of the substation in the north-west corner would all be demolished at ground level. The edging to the car parking area at the western side of the site would be demolished, the wire fencing and gates, and the eastern edge of both vehicle crossovers would also be demolished.
- 5.4** At first floor level, the light weight cladding to the northern façade and western façade, a door to the west and portions of the southern wall including two windows, would all be demolished.
- 5.5** The existing raised plant room in the south-western corner of the building and at the eastern portion of the building would be demolished. Part of the existing roof over the building would be removed adjacent to the eastern raised plant room, and capping to the centre of the roofline for the western portion of the building.

Ground level

- 5.6** Internal modifications are proposed to facilitate the conversion of the Telstra Exchange. This includes the north-west corner of the building where the proposed cafe, pedestrian entry, lift and stairwell, bike area and plant and booster rooms would be accommodated.
- 5.7** A cafe would be provided facing Bank Street. The cafe would be approximately 42m² and is proposed to include a small amount of seating on the footpath subject to local law approval. The main pedestrian entry would be provided immediately to the west of the cafe. An awning would be constructed over the entry extending over part of the footpath. A new lift and stairwell would be provided off the new pedestrian entry. A separate bike parking access would be provided to the east of the main water metres that would be located next to the cafe, with further bike parking and a maintenance



station located to the southern portion of the new entry area. A total of 40 bikes would be accommodated on site.

- 5.8** In the western portion of the site, a new plant area for Telstra, bin area and a distribution and main switchboard, would be provided, built adjacent to the existing substation abutting Bank Street. A new escape stair for the apartment levels would be located to the south of the building where the maintenance control room would be removed.
- 5.9** The existing western crossover would be widened to accommodate access to the cabin entry for the new carparking area, with a holding area provided for waiting cars. The eastern crossover would be widened to accommodate access to two Telstra car parking spaces directly adjacent to the northern boundary, at the eastern side of the site.
- 5.10** A new fire pump room would be built at the eastern edge of the site, with an adjacent external escape stair. Fire services water tanks would be located to the south side of the building. New pathways would be provided around the building, and a new fence constructed to the south side of the new Telstra car spaces and to the perimeter of the site. New landscaping would be provided along sections of the southern and eastern boundaries including planting of two canopy trees, various shrubs, strap leaf planting, and climber planting.

First floor

- 5.11** A new plant area would be constructed at the western side of the first floor, with the car cabin to extend through this space. The plant would be built to the north, west and south boundaries.

Second Floor

- 5.12** The new second floor would include a new plant area on the southern side of the building, offset from the southern boundary.
- 5.13** The remainder of this level would be dedicated to a new 40 car space shuffle car stacker system, with no public access allowed. At the south-eastern corner of the space a water tank and fan room would be provided.

Third Floor and above

- 5.14** The third floor and above would accommodate the proposed 53 apartments, including one bedroom, two-bedroom, two bedroom plus genuine study, and three bedroom apartments. Each level would vary in the number of apartments from ten at Level 3 to Level 5, seven at Level 6 and Level 7, four at Level 8, four at Level 9 and a penthouse at Level 10.
- 5.15** Each of the apartments would include a balcony area, varying between a minimum of 9m² and up to 164m² to the top-level penthouse apartment. A communal garden area of 153m² would be provided at the north-eastern corner of Level 6 and would include bbq's, seating, pergola structures, garden beds, an edible garden area, two feature canopy trees and a wind mitigation barrier. Cascading ground covers are proposed at

Level 6 across the northern frontage. Cascading ground covers and planting to an arbour are also proposed at the penthouse level, to the north and eastern sides of the open space areas.

- 5.16** A non-accessible rain garden would be provided to the south side of level 3 of the building incorporating two canopy trees.
- 5.17** To the south of the communal garden area at Level 6 would be a designated air conditioning unit plant area screened to all sides. A further screened services area including an air conditioning plant, would be built on Level 8 at the south-western corner of the site, and a plant area would be located at the south-east corner.
- 5.18** A total of 25 storage areas would be provided at Level 8 (14) and Level 9 (11). These storage areas would vary between 1m² and 6.5m²

General description:

- 5.19** The apartment levels would include varying setbacks to the south, with a typical setback of 1m to 2m at Level 3 to Level 7, then increasing to a minimum of 6.652m to Level 8 to Level 10. From Level 3 to Level 9, some construction would occur on the western boundary at the northern corner of the site but increasing to 4.455m for the southern half typically. With respect to the eastern boundary, a consistent minimum setback of 11.125m would be applied from Level 3 to Level 5, increasing to 25.692m from Level 6 to Level 10. To the north, a setback of 0.879m would be provided to the new Level 2 car parking area, decreasing to 0.734m from Level 3 to Level 5. At Level 6 the setback to the north would extend to 1.634m. From Level 7 to Level 9 the northern setback would reduce back to 0.734m, increasing a further minimum of 0.889m at Level 10 to 1.633m at the western corner to 2.79m at the eastern corner.
- 5.20** The overall height of the apartment additions would be over 45m, to AHD 57.25 to the top of the Penthouse level.
- 5.21** The façade of the apartment levels facing Bank Street would be mainly clad with a mix of warm white/sand coloured fibre cement panels, with grey panels to Level 6 and the Penthouse. Powder coated sheet metal sections in a dark grey colour would be applied above the pedestrian and vehicular entry and to the façade of the booster and gas metre and new façade to the existing substation at the north-western corner of the site. An acoustic screen in dark grey with a horizontal detail would be applied to the replaced cladding section at Level 1. Pressed red brickwork with expressed vertical banding would be applied to the new plant room at Level 1. The car parking level at Level 2 would be finished with a perforated screen in a dark grey colour, which would also be applied to the eastern elevation of the parking area. Sections of warm white expanded metal screening would also be applied to the façade over sections of window and balcony areas. Clear glazing would be applied to windows and doors to the north façade. Grey concrete supporting pillars would be provided.
- 5.22** The remaining elevations would include a mixture of the same materials, including application of brickwork to the western elevation up to Level 2 for the boundary construction of the plant and carparking area, and altering to white/sand fibre cement panels to the apartments above this, except at Level 6 and the Penthouse where the



material would be altered to the grey fibre cement panels as per the northern façade. The pressed red brickwork to be applied to the new plant area and part of the carpark would be extended to the southern elevation of these areas also, as well as the new escape stairwell for the apartments. The southern elevation of the new plant room on Level 2 would be finished with dark grey horizontal acoustic screening. This treatment would also be extended to the southern elevation of the fan room. The carparking area and water tank area facing south would be treated with the grey perforated screening. Expressed vertical rear columns would be finished in a white concrete to the south elevation up to Level 3. Some windows to the southern façade would be fitted with reeded glass, whereas those facing east and west would be clear glazed. Other screens proposed to the southern façade for balcony and window areas would be the expanded metal screen as per the façade, albeit in dark grey colour. Screening to the south of the communal garden area and plant and services areas would be of a perforated screen type in dark grey.

6. SUBJECT SITE AND SURROUNDS

Description of Site and Surrounds	
Site Area	Approximately 1532m ²
Existing building & site conditions	<p>The subject site is located on the south side of Bank Street, approximately 50m east of Ferrars Street and 75m west of Cecil Street. The site is contained within one lot and has a frontage of 70.44m and depth of 21.74m and a total site area of approximately 1532m². The site includes a two, part three storey industrial type brick building incorporating a functioning Telstra Exchange with a footprint that consumes a large portion of the site, with its front elevation facing east, and sideage to Bank Street. A small substation is located at the north western corner of the site. A colorbond shed is located at the north eastern corner of the site and is attached to the building. The remainder of the site includes informal areas used for storage and car parking. The site is surrounded by a tall wire mesh fence. Two crossovers provide access to the site at the eastern and western corners of the frontage to Bank Street.</p> <p>The Telstra Exchange building is a Significant graded building in Council's Heritage Policy maps and has an individual local citation (#2312). The citation describes that the building was originally erected in 1923-1925 as one of a number of automatic telephone exchanges built in the metropolitan area at that time, with the second floor added in 1928.</p>
Surrounds/neighbourhood character	<p>The site is surrounded to the south, east and west by the Park Towers site which spans the entire block from the Light Rail adjacent to Ferrars Street, to Cecil Street to the east, and Park Street to the south. Park Towers is a residential building 31 storeys high and 83m tall built in 1967-1969. A child care centre is provided on the south side of the building facing Park Street. Car parking associated with Park Towers is located adjacent to the western boundary of the subject site and wraps around to the south, with an access driveway and pedestrian pathway also provided to the east. Some mature vegetation on the Park Towers site abuts the south west corner and eastern periphery of the subject site. Beyond the accessway to the east is parkland associated with the Park Towers Building including community gardens, basketball courts, play equipment and general open space areas. The Park Towers building is also a Significant graded building pursuant to Council's</p>

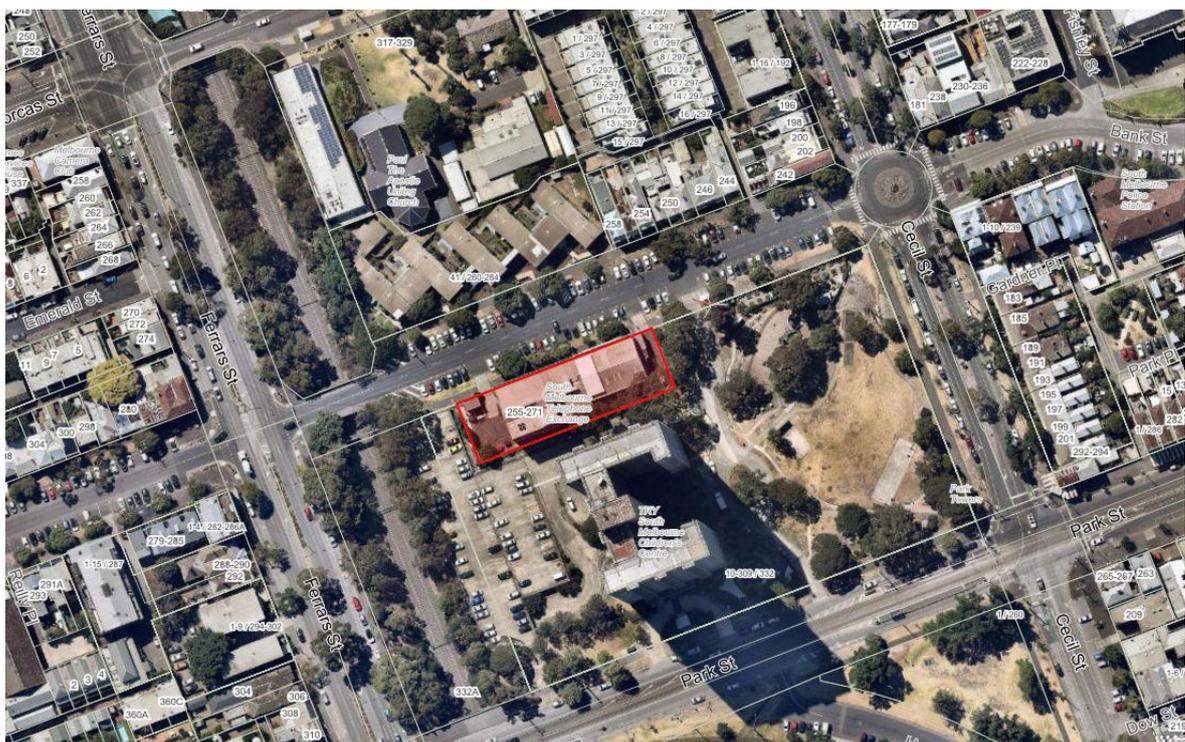
Heritage Maps and has an individual local citation (#2310) as per the Port Phillip Heritage Review - Volumes 1-6 (Version 28, June 2019).

In regards to the application site, given the “E” shape of the Park Tower building, the dwellings to the northern end have a direct interface with the subject site. A separation distance of approximately 14-15m is provided between the southern boundary of the site and the closest portion of the Park Towers building.

Directly to the north of the site is 90 degree parking and this is also replicated to the other side of the two-way Bank Street road formation. Directly to the north of the subject site facing Bank Street is a residential development known as Crawford Court. This 1960’s era development consists of interconnected two storey brick buildings set on an angle to the site and including communal garden areas. No vehicular access is provided to Bank Street from this site. This site and land beyond it to the north stretching to Dorcas Street is contained within the General Residential Zone Schedule 1.

Further east of Crawford Court on Bank Street are typically narrow fronted double and single storey Victorian terrace houses. These properties are contained within the Neighbourhood Residential Zone Schedule 2.

The South Melbourne Major Activity Centre is located further east of the site, beyond Council’s South Melbourne Town Hall building, the Police station and Library, at Clarendon Street and surrounds. This area includes a mix of commercial and residential uses, and is serviced by the tram line running along Clarendon Street. Other transport services are located in walking distance including the Light rail adjacent to the Park Towers site, tram services further south in Park Street and buses along Dorcas Street.



Aerial photograph of the site and surrounds (Source Nearmaps 2019)



7. PERMIT TRIGGERS

The following zone and overlay controls apply to the site, with planning permission required as described.

Zone or Overlay	Why is a permit required?
<p>Clause 32.07 Residential Growth Zone</p>	<p>Pursuant to Clause 32.07-2 a planning permit <u>is</u> required to use the land for a Food and Drink Premises (Café).</p> <p>Pursuant to Clause 32.07-5 a permit is required to construct two or more dwellings on a lot and a residential building. An Apartment development of five or more storeys must meet the requirements of Clause 58.</p> <p>Pursuant to Clause 32.07-8 a planning permit <u>is</u> required to construct a building or carry out works for a Telecommunications facility.</p>
<p>Clause 43.01 Heritage Overlay</p>	<p>A planning permit is required to demolish or remove a building; and construct a building or construct or carry out works (including a fence visible from the street), pursuant to Clause 43.01-1 of the Port Phillip Planning Scheme.</p> <p>No internal alterations controls apply to the site pursuant to the Schedule but external paint controls apply to the site.</p>
<p>Clause 52.06 Car Parking</p>	<p>Pursuant to Clause 52.06-3 a permit is required to:</p> <ul style="list-style-type: none"> - Reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay. <p>Pursuant to Clause 52.06-2, Before:</p> <ul style="list-style-type: none"> - a new use commences; or - the floor area or site area of an existing use is increased; or - an existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use, the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be provided to the satisfaction of the responsible authority in one or more of the following ways: <ul style="list-style-type: none"> - on the land; or - in accordance with a permit issued under Clause 52.06-3; or - in accordance with a financial contribution requirement specified in a schedule to the Parking Overlay. <p>A Dwelling requires 1 car space to each one or two bedroom dwelling plus 2 spaces to each three or more bedroom dwelling. Given the sites location within the Principal Public Transport Network, there is no visitor car parking requirement. Based on the proposed 53 apartments (10 x 1 bedroom, 37 x 2 bedroom and 6 x 3 bedroom dwellings), this would generate a parking requirement of 59 spaces.</p> <p>A food and drink premises (Café) requires 3.5 spaces per 100m² of net floor area. Based on the proposed 42m² of floor area, 1 space would be required for this component of the application.</p> <p>A Telecommunications Facility is not specified in Table 1 at Clause 52.06. Clause 52.06-6 states that where a use is not specified in the table to the clause, car parking spaces must be provided to the satisfaction of the responsible authority. Therefore, pursuant to Clause 52.06-3, a planning permit would be required to reduce the car parking requirements. As 40 spaces are proposed on site for the proposed apartments, and with parking requirements for the apartments and Cafe proposed totalling 60 spaces, permission is sought to reduce the parking requirement by 20 car parking spaces in total.</p>



<p>Clause 52.19 - Telecommunications Facility</p>	<p>Pursuant to Clause 52.19-1 a permit is required to construct a building or construct or carry out works for a Telecommunications facility.</p>
<p>Clause 52.34 Bicycle Facilities</p>	<p>Pursuant to Clause 52.34-1 a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land. Where the floor area occupied by an existing use is increased, the requirement for bicycle facilities only applies to the increased floor area of the use. A permit may be granted to vary, reduce or waive the required number of bicycle facilities and the design requirements of those spaces. Pursuant to Clause 52.34-5 the required bicycle facilities a Dwelling in developments of four or more storeys requires 1 bike space to each 5 dwellings, plus 1 visitor space to each 10 dwellings. Based on the provisions of this clause, this would generate a requirement of 10.6 dwelling plus 5.3 visitor spaces = 16 bicycle spaces. Hence no planning permit is required pursuant to this provision, as the proposed number of bike spaces would exceed the amount required.</p>
<p>Clause 63.05 – Sections 2 and 3 uses</p>	<p>Pursuant to Clause 63.05, a use in Section 2 or 3 of a zone for which an existing use right may continue provided:</p> <ul style="list-style-type: none"> - No building or works are constructed or carried out without a permit. A permit must not be granted unless the building or works complies with any other building or works requirement in this scheme. - Any condition or restriction to which the use was subject continues to be met. This includes any implied restriction on the extent of the land subject to the existing use right or the extent of activities within the use. - The amenity of the area is not damaged or further damaged by a change in the activities beyond the limited purpose of the use preserved by the existing use right.

8. PLANNING SCHEME PROVISIONS

8.1 State Planning Policy Frameworks (SPPF)

The following State Planning Policies are relevant to this application:

Clause 11: Settlement, including Clauses:

11.01-1R1: Settlement - Metropolitan Melbourne

11.02: Managing Growth

Clause 15: Built Environment and Heritage, including Clauses:

15.01-1: Built Environment

15.01-1S: Urban Design

15.01-1R: Urban design - Metropolitan Melbourne

15.01-2S: Building Design

15.01-5S: Neighbourhood character

15.02-1: Sustainable development

Clause 16: Housing, including Clauses:



- 16.01: Residential development
 - 16.01-1S: Integrated housing
 - 16.01-1R: Integrated housing - Metropolitan Melbourne
 - 16.01-2S: Location of residential development
 - 16.01-3S: Housing diversity
 - 16.01-3R: Housing diversity - Metropolitan Melbourne
 - 16.01-4S: Housing affordability

Clause 18: Transport

Clause 19.03: Development infrastructure, including:

Clause 19.03-4S - Telecommunications

8.2 Local Planning Policy Framework (LPPF)

The following local planning policies are relevant to this application:

- Clause 21.03 Ecologically Sustainable Development, including
 - Clause 21.03-1 Environmentally Sustainable Land Use and Development
 - Clause 21.03-2 Sustainable Transport
- Clause 21.04 Land Use, including:
 - Clause 21.04-1 Housing and Accommodation
- Clause 21.05 Built Form, including Clauses
 - Clause 21.05-1 Heritage
 - Clause 21.05-2 Urban Structure and Character
 - Clause 21.05-3 Urban Design and the Public Realm
 - Clause 21.05-4 Physical Infrastructure
- Clause 21.06 Neighbourhoods, including
 - Clause 21.06-5 South Melbourne
- Clause 22.04 Heritage Policy
- Clause 22.06 Urban Design Policy for Non-Residential Development and Multi Unit Residential Development
- Clause 22.12 Stormwater Management
 - Clause 22.13 Environmentally Sustainable Development

8.3 Other relevant provisions

- Clause 43.01: Heritage Overlay Schedule 440 (HO440)
- Clause 52.06: Car Parking
- Clause 52.19: Telecommunications Facility



- Clause 52.34: Bicycle Facilities
- Clause 58: Apartment Developments
- Clause 63: Existing Uses
- Clause 65: Decision Guidelines

8.4 Relevant Planning Scheme Amendment/s

There are no current amendments proposed that would affect assessment of this proposal. It is noted however that during the process of this application, the zoning of the land was altered from the General Residential Zone to the Residential Growth Zone via Amendment C123 in December 2017. Further, Amendment VC142 to the Scheme in January 2018 has resulted in the removal of the loading bay provisions at Clause 52.07 of the Scheme. Amendment VC148 approved in July 2018 altered amongst other things, the car parking provisions of the Scheme, including deletion of visitor parking as applicable to this application.

9. REFERRALS

9.1 External referrals

None were required.

9.2 Internal referrals

The application was referred to the following areas of Council for comment. The comments are discussed in further detail in Section 11 of the report.

Strategic Planning

1 Apartments

- The proposed addition of 53 dwellings in this location is consistent with the purpose of the Residential Growth Zone to provide increased housing densities in locations offering good access to transport and services. The site is proximate to the South Melbourne Activity Centre and adjacent to the light rail tram line and in walking distance of a number of other tram and bus services.
- The apartment mix provides a range of bedroom types.
- A detailed assessment against Clause 58 apartment design standards has not been made in this referral.

2 Food and drink premises use

- The proposed Food and drink premises is consistent with state policy to give preference to locations on the border of an activity centre, in highly accessible locations on the PPTN and that are small scale and serve community needs (Clause 17.02-2S – Out-of-centre development).
- It is also consistent with local policy to be within easy walking distance of public transport. The nature and intensity of the proposed use is considered compatible with the residential context and will serve the needs of the local community (Clause 22.01 - Non-residential uses in the residential zone).



- The proposed Cafe is very small and crowded, ideally, the floor area would be larger with a wider active frontage to Bank Street if this can be achieved by rearranging services.

3 Built form & heritage

- The proposed 11-storey tower exceeds the discretionary height limit of 13.5m in the Residential Growth Zone. However, the site is surrounded by the Park Towers block with pre-existing 31 storey towers (83m), and the proposal is considered to provide an appropriate transition down to the low-density surrounding residential areas on the northern side of the street.
- Greater activation of Bank Street is supported with the café frontage, however relocation or reduced services to this frontage should be explored.
- The proposed bulk and scale of the additions need to be considered in relation to the heritage fabric of the Telstra exchange itself and the impact on views towards Park Towers, both of which are of individual heritage significance.
- The proposed design of contemporary architecture and a visual separation from the historical building through use of setbacks and contrasting materials is supported, subject to concerns regarding the location of car parking (see below)

4 Treatment of car parking

- The location of the carparking (screened by perforated metal cladding) is not ideal directly above the significant heritage building.
- Greater setbacks of this level and the consideration of more attractive, contrasting materials should be considered to differentiate between the heritage and new building.

5 Western boundary setback

- In order to avoid an uninterrupted “wall” of buildings along the southern side of Bank Street, and to maintain views to the historically significant Park Towers, any potential future development on the adjoining western car park site should incorporate an upper level setback from the proposal.
- It is suggested that the proposal incorporate a 4.5m setback from the upper levels (possibly above the ‘redbrick street wall’) to be matched by potential future development on the car park site. This would ensure a visual break between buildings along Bank Street, and ensure an equitable development outcome where the adjoining site is not unreasonably ‘burdened’ by solely accommodating the setback.
- In addition, an upper level setback could accommodate greater articulation and activation of the north-western corner which is highly visible on approach.

6 Other

- Ensure minimal overshadowing of the open space of Park Towers gardens.

7 Recommendation

It is recommended that the proposal be supported, subject to the following modifications:

- Greater articulation of the western flank wall and setback.
- Introduction of an active use to ‘sleeve’ the upper level car parking
- Improved active frontage and shop size if possible.



Planner Comment:

Whilst the small size of the commercial tenancy is noted, the applicant has confirmed that there would be no opportunity to increase its size largely due to the footprint of the existing exchange to be retained at ground level. Similarly, the constraints resulting from the retention of the Telstra Exchange would limit the opportunity to revise service provision. The concerns raised regarding the views to Park Towers, greater setbacks and varied materials to the car parking level, and articulation to the building are noted, Council's Heritage Advisor and Urban Designer have been consulted for specific design advice. Notably, the plans have been revised since their original submission to better express columns and slightly recess the screen elements to the car parking area so as to improve articulation and separation. Further contrasting of materials would serve to draw a greater focus to the parking level which is not encouraged. Increased setbacks and presentation to the west are discussed in Section 11.3 of the report.

Heritage Advisor

As part of the Heritage Advisor's comments on the Further Information submission of plans, he provided a detailed analysis of the potential impacts of this development upon both the host building, Park Towers (an individual heritage place) and the surrounding HO440 heritage precinct. His comments also include details of the significance of the site and the neighbouring Park Towers Estate which are as follows:

Significance and context

This site has an individual citation and also forms part of the broader HO440 Heritage Precinct. It is also adjacent to the individually significant Park Towers.

In terms of the individual significance, the building is described as

....a double-storey red brick building in a stark Stripped Classical style, with plain pilasters, rendered stringcourses, projecting cornices and large rectangular windows. It is aesthetically significant:

... as a representative example of the inter-war Stripped Classical style. Often used for Commonwealth buildings during that time, the style is characterised by symmetry and regularity, with a stylised or minimal use of Classical motifs to evoke a conservative but progressive character. Architecturally, the building is significant as an example of the work of Commonwealth architect, John Smith Murdoch, a leading exponent of the Stripped Classical style and best known for Canberra's Provisional Parliament House (1927).

Although part of the HO440 precinct, I note that the immediate surrounds of this site does not exhibit the historic character that is typical of the precinct (with the exception of the terraced houses on the opposite side of Bank Street and diagonally to the north).

In relation to Park Towers, it is of both historic and aesthetic significance. The aesthetic significance is:

Aesthetically, Park Towers is of significance for its scale, setting and distinctive form and finishes. Still the tallest building in the area, it remains a local landmark and a prominent element in the streetscape. These qualities are enhanced by its bold siting on a 3-acre landscaped block within an otherwise closely-grained



urban area. Compared to earlier HCV flats, it is notable for its unusual form (with a unique E-shaped plan), and its attempt to introduce visual interest through textured finishes, red and white tinted cement (echoing the local football team colours), and mosaic tiles. The survival of the original rock fountain and circular garden beds is also of note.

Specifically, Council's Heritage Advisor comments on the plans are as follows:

In relation to the host building, I considered the design approach was appropriate for a robust, industrial building of this type. However, I did have some specific concerns about aspects of the design. As the design has evolved, some of these have been resolved, while new issues have emerged. Please refer to my most recent comments for the key issues with the most recent design response. In summary, they are:

- Issues with infrastructure (pump room etc.) at the northeast end (façade) of the heritage building
- Design of the addition.

I also provide comments in relation to the proposed 'Urban Art' location.

My comments in response are as follows:

Infrastructure at the northeast end

Further information has been provided as to why the stairwell at the north east end must remain, and why the pump room building and water tanks are required. As these are related to the continuing operation of the Telstra exchange, and fire safety matters, and given the constraints that have been explained (e.g., location of underground services preventing a below-ground structure) I understand the need for them.

Also, the new pump room has been designed to be a relatively discreet, low-rise building that will not interfere with key views of the façade from Bank Street. It appears to be simply designed with expressed poles in the façade linking the structure to the proposed new boundary fence. The surrounding area will be landscaped to complement the adjoining area that forms part of the Park Towers property. Taken together with the proposed removal (sic) of the existing non-original metal addition, which will reveal the façade, this will result in an improved outcome for the setting of the building.

However, I can't find details on the plans about the materiality of the new fence, pump room and stairwell and to give certainty about the outcome I would like detail plans of this area clearly showing:

- The dimensions and materiality of the pump room, fence and new stairwell (A 3D image could be helpful).
- Any works necessary to 'make good' the façade following the removal of the metal addition.

Design of the addition

The proposed changes have gone some way to restoring the original design intent. In particular the reinstatement of the balconies at the corners has reduced the perception of visual bulk in the section above the significant heritage building,



and the changes to materiality have better defined the additions and provide a clearer delineation between old and new. On balance, I feel this is a better design outcome in relation to heritage.

Urban Art location

A location for urban art has been identified on the side of the building immediately behind the heritage section. This appears to be an appropriate location. However, the plan shows the location projecting slightly above the parapet height of the adjoining heritage building. To maintain the design approach, I would prefer for the top of the area to be in line with the top of the parapet of the heritage building.

On this basis, I believe the revised design is generally acceptable in relation to heritage.

Planner Comment:

A heritage assessment of the proposal is included in Section 11 of the report. The materiality of the pump room, stairwell and fence have been provided in written form however it would be necessary for further detail be provided in plan form. If a permit were to be issued, a condition could request this detail be provided, and additionally clarify the works necessary to 'make good' the façade as a result of the removal of the metal addition to this part of the building and also require a Demolition Method Statement. A condition could also be applied to ensure the urban art did not project above the parapet of the heritage building.

Refer recommended conditions 1a), b), c), d), z), and 9.

Urban Design

General Comments

General support for the scheme. The applicant has taken on board previous comments (*to the further information set of plans*) and has addressed them, where possible. The overall design has returned to lighter floating boxes with the partial screening. Ground floor activation is still a concern, as the café still does not seem feasible in layout. Still noting that much of the success of the building will depend on the articulation and detailing between existing and new, as well between the box forms.

Built Form

Height, form & mass

The increased delineation of between the two 'boxes' is supported.

Connection to the existing heritage building has been improved with the aligning of the roofline.

Setbacks, tower separation

Although the rebate depth has not been increased, the updated material palette should work effectively to create a distinction. The south (*west*) *sic* elevation should have more articulation so it doesn't read blankly on approach from the south (*west*) *sic* and rebate should continue along this elevation for completeness of the concept. Noting there are equitable development issues, please refer to strategic planning advice.



Response to character and streetscape

Constraints of the site are noted.

Impact on views from adjoining area

No issue

Public realm & ground floor

Legibility and access to entry and lobby areas

No issue.

Ground floor activation

Although the café has increased in size there seems to be no store associated and the feasibility of the use of the space is questionable. Further studies recommended to determine workability to mitigate omission at a later design stage.

Landscape and open space requirements

The landscaping has been improved and takes into account it's context.

Connections to pedestrian networks

Constraints of the site are acknowledged and new landscaping design does aid the siting of the development within the context.

Façade treatment & detail

Response to surrounding character

No issue. The new façade design does seem to find a more comfortable balance between the Park Towers design and still feeling lighter and therefore having less impact on the neighbouring smaller scale and finer grain buildings. More articulation is encouraged on the south (*west*) *sic* elevation, as previously noted.

Materials and reflectivity

Material palette is not well represented, with hatches of the drawings reading very strongly. Given the scale and prominence of the building it is recommended that samples be submitted to Council for approval or photos of samples in daylight, if this is not possible.

Positioning of doors and windows

Improved, could a similar solution be found for the south west corner.

Amenity

Communal open spaces

More communal open space is encouraged.

Recommendation

We generally support the proposal with the following conditions:

- Balconies to the south west corner to be explored to reduce bulk and add visual interest on approach.



- South (*west*) *sic* elevation to be better articulated, rebate should continue along this elevation for completeness of the design concept.
- Samples to be submitted for approval.

Addendum:

Following receipt of a render taken from the Railway Hotel on the north western corner of Ferrars and Bank Street, Council's Urban Designer has provided the following addendum advice:

To the west of the site, the development is proposed to align with the boundary with zero setback across all levels. Whilst this maximises the footprint, it results in a large expanse of blank wall reading to preserve equitable development of the adjacent HCV site.

The blank wall of the new addition here impacts on how it fits within and contributes to (in this case, adversely impacts) its broader context, such as the adjacent heritage place (Park Towers), the street interface (the site is one of many entrances to SMC from Ferrars St) and key vantage points (to the west, such as from the Railway Hotel).

Due to the height and high-visibility of the tower, the proposed blank wall is an unacceptable Urban Design outcome. As the existing Telstra infrastructure presents as a considerable site constraint to achieve an activated 'podium' and strong human scale relationship to the ground, Urban Design believes that the tower should be expressed as 'in the round' to offset this limitation.

The 'in the round' reading is considered appropriate as the site presents as a quasi-island site; it will remain separated from the heritage Park Towers to the south, and the reserve separates it from Cecil St to the east. To the west, the small wedge of HCV land which aligns with Bank St (a 13m frontage), is so narrow that it will unlikely be developed to a similar height, but rather act as a vehicular/pedestrian access to a more developable area deeper within the site (the larger expanse of area which currently is the carpark). In any case, the new addition here will remain highly visible in any development scenario.

Therefore, the building should be designed and read 'in the round', with the western façade adopting the same 'active' reading as the eastern façade, by;

- Mirroring features such as windows to bedrooms, and balconies off living rooms to the north-western corner of the building
- Continuing a consistent detailed façade expression consisting of concrete, solid metal panel and expanded metal screen materials.
- Include a small tower setback (recommend 3m, similar to that proposed to the east of the site) to provide a small degree of tower separation, should the adjacent site be developed.

Not only will this achieve a more three-dimensional reading of the building, it will significantly improve the internal amenity and outlook of each of the first apartments of each level to the western end of the building.



Planner Comment:

Urban design issues are discussed in detail in section 11 of the report and conditions can be included to further enhance the appearance of the building through setbacks, articulation and continuation of the rebate to the west, should a permit be granted. A permit condition could also be imposed to require submission of a material schedule with samples and colours for further analysis. **Refer recommended conditions 1e) and f).**

Housing Development officer

The greater site has a high density of residents, including a large number of social housing residents at Park Towers, and this will increase as a result of the development proposal. The aim should be for the proposed development to enhance the capacity for any future upgrading of the space between the exchange building, Park Towers and any possible, future infill opportunities, to create an improved common, pedestrian oriented and attractive internal 'street' space for all residents of the greater site to use. This includes improved connectivity, urban design, landscaping and building orientation (i.e. not turning their backs on the internal 'street').

This involves treating buildings facing the internal space together, rather than as separate buildings that do not relate, so that they can complement the capacity for any future upgrading of the internal space, for the social benefit of the residents of the greater site, including the social housing residents of Park Towers. This could be via any solutions for the rear façade of the proposed development to be softened and articulated, to reduce the severity of the rear façade facing Park Towers.

Planner Comment:

See Section 11 of the report for more discussion around the ability to enhance the southern interface and opportunities for improved connectivity.

Sustainable Design officer

Council's Sustainable Design Officer has reviewed the proposal and has provided comment that the Sustainable Management Plan report can generally be supported subject to some further review of the Energy, Water, Transport and Urban Ecology provisions of the submitted report. The Sustainable Design Officer has also requested the applicant provide a Stormwater Plan and details of stormwater management during construction. An associated Maintenance Manual is also required in accordance with Policy requirements.

Planner Comment:

The issues raised by the Sustainable Design officer relating to review of Energy, Water, Transport and Urban Ecology provisions could be addressed via conditions if a permit is issued. Similarly, provision of a Stormwater Plan and associated Maintenance Manual, and details of stormwater management measures during construction, plus implementation conditions, could be required via condition. **Refer recommended conditions 1g) h), 11, 12, 13, 15, 16 and 17.**



Traffic engineer

Existing:

The existing site currently accommodates a two-storey commercial premises (Telstra Exchange). Existing vehicle access to the site is accommodated via two crossovers located along the subject site's frontage to Bank Street.

Proposal:

The redevelopment of the site for a multi-storey mixed use development comprising of:

- Retaining most of Telstra Exchange with additional modifications
- 53 dwellings consisting of (10 x one bedroom apartments, 37 x two-bedroom apartments and 6 x three bedroom apartments).
- One food and drink premises (Café) with a total floor area of 37 sqm.
- Car parking is provided via two separate crossovers. The eastern crossover provides access to two spaces associated with the continued use of the Telstra Exchange. The western crossover provides access to an automated parking system that accommodates 40 spaces associated to the residential use of the proposal.
- 40 bicycle parking spaces are proposed within the ground floor and three bike racks (accommodating 6 bicycles) along the sites frontage to Bank Street accommodate a total of 6 bicycles.

Western Crossover-

Splay Area

Council traffic engineers have previously raised concerns in regards to a splay area along the LHS of a vehicle egressing from the site's western crossover. Whilst the existing use of crossover does not have a splay area as mentioned in the letter dated 31 October 2018 by Traffix Group, the proposal consists of 40 off street parking spaces accessed from this crossover, compared to 6 parking bays. This will result in an increased movements from the crossover. Upon reviewing the development plans, a suitable splay area has not been shown on the development plans along the LHS of an exiting vehicle.

The design is not supported in its current form. It is recommended additional measures be implemented to resolve the concerns identified regarding suitable splay area for vehicles egressing along the site's western crossover.

Access to car cabin

The accessway connecting to the site's western crossover is shown to exceed 3.0m. Swept path diagrams have been provided in the T.I.A Appendix B that demonstrates B99 vehicles are able to pass one another during access/egress. Manoeuvres egressing from the car cabin are shown to be restricted depending on the location of where a vehicle is propped.

Previous traffic/comments requested an advisory holding line be implemented so vehicles waiting to enter the car cabin can prop in a suitable location that allows

vehicles exiting the car cabin. This has been actioned, hence this concern has been resolved.

Eastern Crossover-

The eastern crossover provides access to two parking bays allocated to employees of the Telstra Exchange. Given the proposed configuration, staff vehicles will not be able to egress from the site in a forward direction. A permit condition should be included were vegetation abutting the western side of Telstra Carpark 01 does not exceed a height of 900mm and anything that exceeds this is to remain 50% clear of visual obstructions.

Car parking spaces:

An overall total of 42 parking spaces have been provided consisting of 40 residential spaces accommodated via an automated parking system and 2 at grade spaces allocated to staff of the Telstra Exchange.

Non -Mechanical Parking

Telstra Car Park 01 and 02 have a width and length of 2.7m and 5.4m respectively.

The applicant has indicated this area may accommodate some sort of loading activity associated to the Telstra Exchange.

Can the applicant provide an additional offset from the footpath for bays labelled Telstra Carpark 01 and Telstra Carpark 02 being to allow for loading to activity to occur from the rear of these vehicles if required without obstructing the footpath.

Mechanical Parking

The T.I.A states that each transfer compartment has minimum internal dimensions of 6.4m.

The T.I.A states that all mechanical car parking spaces can accommodate a vehicle clearance height of at least 1.8metres. This is considered satisfactory.

No mechanical car parking spaces have been allocated to visitors.

Council traffic engineers have previously requested the make and model of the mechanical car stacker to be utilised. The applicant has indicated this system will be custom built. Can the applicant confirm the minimum length and width of vehicle that can be accommodated within the mechanical car parking bays.

Can the applicant provide the make, model and specifications of the automated parking system that is proposed. This is required to assess the functionality of the proposed system.

Swept Path Diagrams have been submitted demonstrating a B99 vehicle accessing and egressing from the transfer compartment. This is considered satisfactory. A previously recommended holding line being installed to advise driver's where to prop when waiting to access the transfer compartment has been implemented.

Applicant must have an action plan in place for when scheduled maintenance occurs or the lift is temporarily unavailable.



Vertical Clearance:

The development plans indicate a 2.6m vertical clearance is maintained beneath the stairs along the accessway from the site's western crossover. This is considered satisfactory.

The T.I.A states that all mechanical car parking spaces can accommodate a vehicle clearance height of at least 1.8 metres. This is considered satisfactory.

Traffic Generation and Impact:

Traffic generation rates of adopted by the applicant are as below:

- 2 movements per day per apartment with a car space
- 0.2 movements per peak hour, per dwelling with a car space
- Trips associated with the Telstra Exchange has been considered as already present on the network and not expected to increase as a result of the proposal.

Given the above the T.I.A submitted by the applicant projects a daily traffic generation of 80 movements, inclusive of eight movements in peak hours. AM peak hour directional traffic split (AM/PM) is proposed to consist of 20/80, with PM peak traffic split consisting of 60/40. The T.I.A states the projected trips generated from the residential component of the proposal are:

AM Peak 2 arrivals, 6 departures.

PM Peak 5 arrivals, 3 departures.

This has been supported by an empirical assessment assessing movements from sites proximate to the subject site.

The T.I.A states the 98 percentile queue is in the order of 3 vehicles, including one vehicle within the system. This is considered satisfactory.

This level of traffic is not expected to have negative impacts on the local street network.

Bicycles

Clause 52.34 has a requirement of 16 bicycle spaces with the following bicycle provision associated to each use:

Dwellings 11 resident, 5 visitors.

The applicant proposes 34 bicycle spaces on site and 6 bicycle spaces on street exceeds requirements as set out in Clause 52.34.

A 1.5 wide access aisle is provided within the ground level.

The letter from Traffix Group dated 31 October 2018 states that wall mounted vertical rails are at 0.4 metre spacings. Given the rails are staggered the correspondence indicates the staggered height of the bicycle storage areas will create a .8m spacings between adjacent bicycle rails. This is considered appropriate.

Loading and Waste Collection

A Loading Zone should be provided for the commercial uses of the development including the Telstra Exchange and the Cafe. Additionally, the residential uses of



the proposal is expected to require a need for loading when residents are moving into/out of apartments.

The closest on-street loading zone is located along the Ferrars Street frontage of 280 Ferrars Street, approximately 100 metres west of the site. Thus, the utilisation of on-street loading bays is not considered appropriate. All new developments should be self-sufficient in regard to loading/unloading.

As per the previous traffic parking referral a loading area should be provided. The applicant has indicated that some sort of loading activity will be required with each use of the proposal consisting of tenants moving in/out of apartments, loading activity with the food and drink components of the proposal and loading with deliveries to the Telstra exchange. Whilst the correspondence indicates the above activities are infrequent, the combination of all different types of loading activity suggests a common loading area that can be utilised by all uses of the site is required. Noting this it is recommended a common loading area is provided off street.

Waste Management plan to be referred to Council's Waste Management department for assessment.

On Street Parking:

The existing on-street parking is generally high turnover ticketed parking between 8am – 6pm Mon-Fri, and also consists of 1P 8AM – 6PM, 4P 8AM – 6PM, with small segment accommodating a Permit Zone.

Residents/visitors/staff of the development will not be eligible for resident parking permits and will need to abide by on-street parking restrictions.

Other:

All crossovers modifications must be undertaken to Council satisfaction at a cost to the applicant.

All bicycle rails/hoops must be installed to Council satisfaction and at a cost to the applicant. The development plans indicate the provision of 3 bicycle hoops along the Bank Street frontage of the property along the verge.

Applicant shall be responsible for costs incurred by Council to modify existing on-street parking signage and line-marking.

Planner Comment:

Issues relating to the offset of the Telstra spaces from the street frontage and height of landscaping adjacent, provision of loading, inclusion of a splay to the retained substation, could all be satisfactorily dealt with via condition if a permit was issued. Similarly, a detailed report outlining the specifications, operation and maintenance of the proposed custom built mechanical stacker proposed in the application could be sought via condition and endorsed to form part of the approved documentation associated with the development. **Refer recommended condition 1i), j), k) v) and condition 3.**

Parking, loading, access and waste issues are all discussed further in Section 11 of the report.



Building

There are no major regulatory issues that can be identified from the proposed drawings.

The development is likely to undergo minor design development.

It is expected that a building permit could be obtained based on the developed design drawings without major difficulty.

Planner Comment:

Comments noted. No conditions required.

Arborist

It appears all trees within the site are not considered significant under the local law and Council would generally not object to their removal, if removal is required.

Fire pump room in TPZ of Tree 5 and 6 and the proposed building will be in the TPZ of Trees 1, 2, 3, 4 and 5.

However, considering the current building and hard surfaces within the TPZ of the above-mentioned trees may have inhibited the development of a symmetrically radiating root system, resulting in fewer roots being located below the existing building envelope and asphalt carpark and essentially favors the proposed development without excessively impacting upon the trees condition, provided excavation does not occur below the current level of the existing infrastructure.

Pruning of Trees 1, 2, 3, 4 and 5 is expected to facilitate the proposed development. Provided pruning is undertaken in accordance with Australian Standard AS 4373-2007 'Pruning of Amenity Trees' and no more than 15% of the live canopy is removed, the pruning should not have a long term impact on the trees condition.

No impact will occur to the nature strip trees provided tree protection management is afforded to each tree.

Before demolition begins a tree protection management plan (TPMP) setting out how the neighbouring and street tree's will be protected during construction and which generally follows the layout of Section 5 (i.e. General, Tree Protection Plan, Pre-construction, Construction stage and Post Construction) of AS4970 'Protection of trees on development sites' must be submitted to and approved by the responsible authority. When approved the TPMP will be endorsed and form part of the permit.

Planner Comment:

A permit condition can be applied seeking submission of a Tree Protection Management Plan in accordance with Section 5 of AS4970, and any changes to the plans arising from that should be addressed via condition 1 of any permit issued. **Refer recommended condition 1) and condition 4.**



Urban Art

The location for the public art is satisfactory on this development on the proviso that our Heritage Officer David Helms also agrees and does not impinge on the integrity of the heritage building. The developer has yet to put forth a full public art proposal.

Planner Comment:

Plans originally submitted in 2017 indicatively showed the location of urban art to the façade of the building to Bank Street at Level 1 central to the façade in the location where the non-original light weight cladding would be removed. The current advertised plans do not include detail of the signage location. Principally the previously identified location is deemed satisfactory, however further detail will be sought by condition to ensure Council's Policy for Urban Art is met. As outlined earlier, Council's Heritage Advisor supports the location subject to some adjustment to the size and projection relative to the heritage building. Should a permit be issued, detail of the proposed urban art in accordance with local policy would be required. **Refer to recommended Condition 5.**

Waste Management

A residential waste and a residential recycling chute is required for this building as per the City of Port Phillip WMP Guidelines: "High-rise developments 6 or more storeys must use a waste and recycling chute system on each floor" (page 3).

Planner Comment:

The applicant was made aware of this advice and responded that *"the design team sought to provide the required waste and recycling chutes on each floor of the proposal. However, this was not possible due to spatial constraints at ground floor due to: The existing building's operation as a Telstra Exchange before, during and after construction. Specifically, the Telstra Exchange has unique spatial and operational requirements associated with the retention of machinery which cannot be disturbed throughout this process."*

In reply Council's Waste Team advised that:

The Waste Management consultant will need to provide an explanation for how waste and recycling could be better collected from each level. The future residents would not be content with having to take the materials down the lift, and as a result they are highly unlikely to recycle and instead put everything into one bag which is not acceptable.

No further response from the applicant has been received. It is recommended that a condition require a revised Waste Management Plan addressing this issue. If changes to the building are required to accommodate the requirements of Council's Waste Management Team, this would also need to be addressed via condition 1 plans. Further discussion is provided in Section 11.5 of the report. **Refer recommended Condition 1y) and 6.**



10. PUBLIC NOTIFICATION/OBJECTIONS

- 10.1** The application plans and documents were advertised as it was considered that the proposal may result in material detriment.
- 10.2** Council gave notice of the application by ordinary mail to the owners and occupiers of surrounding properties (346 notices sent) and directed that the applicant place four notices on the site in excess of the minimum 14 day period, in accordance with s.52 of the *Planning and Environment Act 1987*.
- 10.3** There have been 8 objections received to the application. The objections raise the following grounds, in summary:
- Car parking reduction inappropriate given existing inadequate parking and congestion in area.
 - Car sharing facilities need to be provided in the area.
 - Loss of views and visual bulk to Park Towers residents.
 - Loss of daylight, shadowing impact and loss of privacy.
 - Excessive height is out of character with the area and inconsistent with the zone.
 - Exacerbation of existing wind issues created by Park Towers.
 - Increased power bills.
 - Noise from air conditioners.
 - No public art installation proposed.
 - Excessive traffic movements.
 - Quality of development and safety record of Grocon is poor.
 - An alternative design of town houses would be more appropriate for the site.
 - No public/low income housing included in development.
 - Development is an ambit claim by developer.
 - Noise impacts and inconvenience and health impacts from construction activity.
 - Rubbish created from Cafe.
 - Hours of operation of Cafe premises may reduce amenity for local residents.
 - Application was advertised over the holiday period when people may have been away.
- 10.4** A consultation meeting was conducted on 19 March 2019. The meeting was attended by three ward Councilors, two City of Port Phillip staff members, the architect, a planning consultant, a traffic engineer representing the applicant, a representative of Grocon the developer and nine residents. No changes or modifications were provided following this meeting.
- 10.5** The majority of the grounds of objections are assessed predominantly in the main assessment section this report, however the following is noted:



- Advertising of the application commenced prior to Christmas and was extended beyond the standard advertising time frame.
- Quality of the construction is a matter for review during the building process, and is not something that can be considered as part of the planning assessment of the application.
- Council is obliged to assess an application put before it, and assess it on its merits.

10.6 It is considered that the objections do not raise any matters of significant social effect under Section 60 (1B) of the Planning and Environment Act 1987.

11. OFFICER'S ASSESSMENT

11.1 Key Issues

Having regard to the Planning Scheme provisions together with the grounds of objections, it is considered that this proposal raises the following key issues:

- Is this proposal in an appropriate location having regard to the site's physical and Strategic context?
- Is the proposed design an appropriate response in this particular setting and having regard to State and Local built form and Heritage Policy objectives?
- Would there be unreasonable amenity impacts to surrounding properties particularly to the adjacent Park Towers site?
- Would internal amenity for the new development be satisfactory?
- Is adequate car parking proposed and would access and traffic impacts be acceptable?
- Are loading provisions satisfactory?
- Is the proposal compliant with the Telecommunications Facility provisions of the Scheme?

An assessment of these matters follows using the local policy provisions together with the relevant Planning Scheme provisions. In terms of local policy, assessment of many of the above matters are guided by Clauses 21.04-1 Housing and Accommodation, Clause 21.05 Built Form, Clause 21.06 Neighbourhoods, Clause 22.04 Heritage Policy, and Clause 22.06 Urban Design Policy for Non-Residential and Multi Residential Development. The Planning Scheme provisions further used in the following assessment are Clauses 52.06 Car Parking, Clause 52.19 Telecommunications and Clause 58 Apartment Developments.

11.2 Is this proposal in an appropriate location having regard to the site's physical and Strategic context?

Clause 16 of the Planning Policy Framework relates to Housing, with the objectives being:

Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure;

Planning should ensure the long term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space; and



Planning for housing should include the provision of land for affordable housing.

Clause 16.01-2S *Location of residential development*, has as its objective:

To locate new housing in designated locations that offer good access to jobs, services and transport.

This is further expanded on in Clause 16.01-2R *Housing opportunity areas – Metropolitan Melbourne*, with strategies relevant to this application being to encourage medium and high density housing near employment and transport in metropolitan Melbourne, meeting population growth and creating a sustainable city by encouraging housing near metropolitan and major activity centres with good public transport connections.

Clause 21.04-1 - *Housing and Accommodation* of the MSS sets out the five main Local Policy objectives and subsequent strategies for new housing within the municipality, acknowledging the increased population growth expected and the municipality's capacity to accommodate this. This Clause identifies that meeting the demand for new housing must be carefully managed to protect heritage, neighbourhood character and amenity of established residential areas, and the economic capacity of activity centres. This clause also identifies that as part of the housing growth, provision must be made for a variety of dwellings to meet the needs of diverse households, lifestyles, income levels and lifecycle stages.

The five objectives for Housing and Accommodation at Clause 21.04-1 are:

- *To provide significant opportunities for new residential development in designated locations which have the capacity for change, and which offer highest accessibility to public transport, shops, and social infrastructure.*
- *To ensure that new residential development does not compromise the heritage, neighbourhood character and amenity values of established residential areas.*
- *To support a diverse range of housing types to suit the needs of Port Phillip's community.*
- *To ensure a high level of amenity for existing residents.*
- *To minimise potential amenity conflicts between residential and non-residential uses.*

Each of the objectives includes strategies relating to where different levels of growth should be directed. This includes Substantial residential growth in key strategic locations and precincts and in activity centres. Moderate residential growth is to occur within established retail areas and activity centres, generally in the form of housing above or to the rear of commercial/retail premises, or on specifically nominated larger sites. New residential development is to be limited in established residential areas, with Incremental residential growth of well-designed medium density development on sites with frontage to a main road adjacent to the Principal Public Transport Network (PPTN), or on sites with frontage to certain roads that are proximate to Elwood Junction and Elwood Village. Limited residential growth is to occur in remaining



residential areas outside a heritage overlay where a consistent neighbourhood character is evident or where sites are not proximate to major activity centres or the PPTN. Minimal residential growth is to occur in areas where an existing heritage overlay applies.

Having regard to the various degrees of growth expected in the municipality, it is clear the subject site contains elements of the various density criteria. Whilst Bank Street is not a main road, the site is in very close proximity to Ferrars Street and is only separated from the Light rail that runs adjacent to Ferrars Street by part of the Park Towers site car parking area. In addition, the site is located less than 400m from the South Melbourne Central Activity Centre. The subject site is physically surrounded by the Park Towers Site which has a unique tall building height, and the two sites combined effectively form an overall 'island site'.

Of note, Clause 21.04 clearly states that the outlined strategies are to be implemented by applying the Residential Growth Zone to sites in residential areas identified for Substantial Residential Growth and also to apply this zone to sites that already have a high density development at 4 or more storeys, including the Park Towers site.

The Residential Growth Zone includes the following relevant purposes:

To provide housing at increased densities in buildings up to and including four storey buildings.

To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.

To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.

To ensure residential development achieves design objectives specified in a schedule to this zone.

The Schedule to the zone acknowledges the area as "Individual Sites and Precincts" with the Design Objective being:

To ensure that residential development provides contemporary built form outcomes.

The site is unique given it is surrounded by the Park Towers Estate where an individually high built form exists. The character of this particular location is diverse and the site is located where an increase in residential density is clearly contemplated by the Planning Scheme. The proposed apartments would include a mixture of apartment types, being one, two and three bedroom, as encouraged by policy. The key consideration however, is whether the specific design, scale and massing of the building is an appropriate response to this particular location and with respect to impacts on adjoining properties. The following section of the report assess this in more detail.

The proposed Cafe use is supported in the context of policy objectives to encourage commercial development that meets the needs of the local residents and workers. Given the proposed small scale of the proposed use, it would be compatible with the residential apartments above, and would not conflict with the nearby South Melbourne



Activity Centre. The use would be appropriate in providing an active frontage facing Bank Street.

11.3 Is the proposed design an appropriate response in this particular setting and having regard to State and Local built form and Heritage Policy objectives?

The subject site is located within the Residential Growth Zone, and is affected by the Heritage Overlay. No overlays with prescriptive built form requirements for consideration apply to the site. State and Local Urban Design policy and guidelines including Clause 15 Built Environment and Heritage, Clause 21.05 Built Form, Clause 22.04 Heritage Policy and Clause 22.06 Urban Design Policy for Non-Residential Development and Multi Residential Development, are applicable to the assessment of the application.

As described previously, land directly opposite to the north is located in the General Residential Zone, with land opposite further east of this located in the Neighbourhood Residential Zone. All land within this area of South Melbourne is included in the Heritage Overlay.

The appropriateness or otherwise of the proposed alterations and additions to the building is informed having regard to the fact that while the site is located in a Heritage Overlay, the site is currently effectively an industrial type premises, and is located adjacent to a uniquely tall building. Therefore, although the site is located in the HO440, as noted by Council's Heritage Advisor, the particular surrounds of the site are such that the typical historic character evident in the heritage precinct is not obvious, except for the dwellings located north east of the site facing south to Bank Street. The same heritage considerations that would normally apply in a residential setting cannot be equally applied in this location. Nonetheless a high standard of built form is sought by both State and Local Policy.

Clause 15 of Planning Policy includes Built Environment objectives that include:

Create urban environments that are safe, healthy, functional and enjoyable and contribute to a sense of place and cultural identity;

Create a distinctive and liveable city with quality design and amenity;

Achieve building design outcomes that contribute positively to the local context and enhance the public realm;

Achieve neighbourhoods that foster healthy and active living and community wellbeing;
and

Recognise support and protect neighbourhood character, cultural identity and sense of place.

Clause 15.01-2S also requires consideration of the *Urban Design Guidelines for Victoria (2017)* for apartment buildings of five or more storeys in height. A brief assessment of the relevant provisions to the application is provided below. Notably, Element 1, 2, 3, 4, 5 (part), and 6 relate more to broader strategic planning issues or matters relating to public environs which are not applicable in this instance. The key areas for consideration are limited to part of Elements 3 and 5 and these are considered below.



Requirement	Assessment
<p>3.4 Communal open spaces To ensure communal open space is accessible and functional. To support a safe and enjoyable communal open space for its intended users. To ensure the communal open space protects the amenity for adjacent sensitive uses. To ensure communal open spaces are well maintained.</p>	<p><i>Complies subject to condition</i> The proposal includes a 153m² communal roof deck at the eastern side of the building at Level 6. The siting of the space on the eastern side of the building would complement the adjacent communal space of the Park Towers building. The communal space would include perimeter planting, canopy trees, pergola structures, seating, communal bbq's, an edible garden and would be protected by a wind mitigation device. The space would be functional and would contribute positively to the amenity of residents of the development. As will be outlined further in the report, an increase to this communal area would be sought by condition if a permit was to be issued.</p>
<p>5.2 Higher density residential buildings To create a sense of address for dwellings within higher density residential buildings. To enable informal surveillance of streets and public spaces from higher density residential buildings. To support safe and convenient access and circulation for residents and visitors to higher density residential buildings. To minimise noise reverberation between faces of neighbouring higher density residential buildings. To maintain common spaces, services and landscaped areas to ensure residents' safety in higher density residential buildings.</p>	<p><i>Complies subject to condition</i> Whilst an objective of this Element is to create multiple building entries to serve smaller numbers of dwellings, the retention of the Telstra Exchange operation provides some limitations to this. The proposed singular 2.24m wide pedestrian entry is deemed satisfactory in this instance particularly noting that there is no ground floor residential component of the development. The design of the building would include good passive surveillance to Bank Street with habitable rooms and balconies facing north. Some surveillance of the Park Towers site is proposed to be provided to the southern elevation of the building from bedrooms and hallway windows adjacent to the rain garden. Some informal surveillance would be possible from the proposed communal roof terrace to the Park Towers community playground to the east. The clear glazed pedestrian entry to Bank Street would allow clear sightlines between the foyer and mail box area to the street. The entry would be protected by an awning over. Noise from the air conditioning plant could be baffled by sound insulating materials. The acoustic report submitted with the application states that it is expected that compliance with relevant EPA regulations could be achieved. Further detail of the plant to be used and noise screening could form a condition if approval was granted. This is discussed further in the table to Clause 22.06 further below and section 11.4 of the report.</p>



<p>5.4 Car parking structures To provide conveniently located car parking structures. To ensure car parking structures support an active and safe interface with the street. To maximise informal surveillance opportunities within car parking structures. To ensure safe and convenient pedestrian movement around and within car parking structures.</p>	<p><i>Complies subject to condition</i> The proposed car parking area for the apartment component of the development has been designed to be accommodated within the building in a shuttle system. Vehicular access would be achieved from the existing but widened crossover at the north-west corner of the site to a car cabin that would take cars to the Level 2 parking area. Given the retention of the existing substation at the north west corner of the site, in lieu of a sightline triangle, a convex mirror has been recommended by the applicant's traffic engineer to allow vision for exiting drivers and pedestrians. This is not supported by Council's Traffic Engineer's given the increase in vehicle movements to the site. A beacon is also proposed on the substation building to alert drivers to the availability of the system for entering vehicles. See discussion in Section 11.6 of the report and refer to Recommended condition 1i). The design of the external wall to the car parking level includes metal screening and expressed columns to provide good visual articulation. The design and materials would allow the parking level to read as a neutral element separating the heritage building and the proposed apartment levels above. The garage door to Bank Street could be made more visually permeable to improve surveillance for the safety benefit of residents placing their cars in the car cabin and similarly if a door is proposed to separate the cabin area from the access into the building, this door should include some transparency also. This could be required via a permit condition if approval was granted. Refer recommended Condition 1m) There would be no conflict between the car and bike parking areas due to the design of the building</p>
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Clause 15.03-1S also sets out the Planning Policy Framework objective for *Heritage Conservation* which is:

To ensure the conservation of places of heritage significance.

This is expanded on in Local Policy. Relevant key objectives of Council's *Heritage Policy* at Clause 22.04 of the Planning scheme include:

- *To retain and conserve all significant and contributory heritage places.*
- *To discourage the demolition of significant and contributory heritage places.*



- *To ensure all new development and redevelopment of significant and contributory places is respectfully and harmoniously integrated with the surrounding character.*
- *To promote design excellence (in terms of building siting, scale, massing, articulation and materials) which clearly and positively supports the heritage significance of all Heritage Overlay areas.*
- *To ensure that new development and any publicly visible additions and/or alterations in or to a heritage place maintains the significance of the heritage place and employs a contextual design approach.*

Built form is also addressed in the Local Planning Policy Framework via the MSS and in specific Local Policy. Clause 21.05 *Built Form*, and Clause 22.06 *Urban Design Policy for Non-Residential Development and Multi-Unit New Residential Development* apply to the application.

Clause 21.05 states that the strategies outlined are to be implemented by applying the Urban Design Policy for Non-Residential and Multi-Unit Residential Development at Clause 22.06 to encourage new development to respond to the site and its context, contribute positively to neighbourhood character, be energy efficient and minimise detrimental impacts on neighbouring properties.

Clause 22.06 seeks:

To achieve high quality urban design and architecture that:

- *Responds to the context of places within the municipality;*
- *Integrates with the prevailing neighbourhood character and contributes to the amenity and vitality of the area; and*
- *Protects and enhances the valued elements of the municipality.*

To encourage the development of integrated urban art in new development that reflects the identity of place, community values, innovation and creativity.

A summary assessment of the proposal alongside the provisions of Clause 22.06 is provided in tabular format below.

Clause 22.06 - Urban Design Policy for Non Residential Development and Multi Unit Residential Development (Local Planning Policy)	Assessment
<p>The Public Realm</p> <ul style="list-style-type: none"> • Encourage new development to protect and enhance pedestrian spaces, streets, squares, parks, public space and walkways (see Performance Measure 1). <p>Performance Measure 1</p>	<p>Achieved subject to condition</p> <p>The only public land abuttal of the site is to Bank Street to the north. The proposal would include narrow setbacks to Bank Street rather than a setback above level 3 as recommended in the performance measure. The proposed car parking at level 2 would be recessed 879mm from the front title boundary and the levels above would be typically</p>



<p><i>New development may meet the above policy for the public realm if, as appropriate:</i></p> <ul style="list-style-type: none"> - <i>The building does not exceed 3 storeys in height adjacent to a public space, including a footpath (unless otherwise specified in a DDO),</i> - <i>Elements of the buildings greater than 3 storeys in height are set back behind the 3rd storey level (unless otherwise specified in a DDO).</i> <ul style="list-style-type: none"> • Discourage building designs that dominate or imply private ownership of public spaces. • Minimise adverse micro-climatic impacts such as overshadowing and wind tunnelling 	<p>setback 734mm and increasing to 1.633m to 2.79m at the top penthouse at level 10. Both Council's Urban Designer and Heritage Advisor consider that the presentation of the development to Bank Street can be supported, with the massing and bulk satisfactorily addressed via the proposed design of the development with 'floating boxes' above the existing Telstra building with rebates between these, accentuated by material changes. It is noted that the eastern elevation is the historic main façade of the building.</p> <p>The treatment of the western elevation of the building is of high importance as it a key vantage point and would form part of the entrance to the South Melbourne Activity centre. Required improvements to this façade are discussed later in this report.</p> <p>Although the applicant was requested to consider providing a through-fare or other form of improved connection to the Park Towers site, it has been submitted that <i>"the existing and ongoing operations of the Telstra Exchange at the subject site present spatial constraints that influence the design of the proposal. Particularly in relation to the southern portion of the building which will continue to house the Telstra Exchange."</i></p> <p>Although not technically a public space, the proposal includes a generous setback to the Park Towers open space reserve and playground area to the east of the subject site, and placement of the proposed communal space for the development adjacent to this. The proposal includes a setback from the eastern boundary of over 14.644m for Level 2, 11m for Level 3-5 and further receding to approximately 25m from the boundary for the remainder of the development above.</p> <p>To improve connection between the site and the adjacent Park Towers site, it is recommended that the air conditioning area proposed adjacent to the communal roof deck on Level 6 be removed from this location. No high screening would be necessary nor should be allowed to the southern side of the increased terrace area given the large offset to the Park Towers building such that direct views would be prevented to habitable rooms, however inclusion of a planter box along the southern elevation would be appropriate. Not only would this change reduce the visual impact of the development for residents of</p>
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	<p>Park Towers, it would improve surveillance between the sites and enhance the connection between the open space areas of the two sites. Refer recommended condition 1n)</p> <p>Placement of seating at the café window would not be supported pursuant to Council's Footpath trading requirements, nor should bi-fold windows to the café façade extend outside the title boundary. If a permit is issued, this detail would need to be deleted from the plans via condition 1. Refer recommended condition 1o)</p> <p>Given the site is located to the south of Bank Street, there would be no adverse shadowing impacts to Bank Street arising from the proposed built form.</p> <p>The Environmental Wind Assessment report submitted with the application states that the proposal would meet relevant criterion and would not unreasonably impact on the Park Towers building and environs, or Bank Street.</p>
<p>Street Level Frontages</p> <ul style="list-style-type: none"> • Encourage the design of building frontages at footpath level to offer visual interest, passive surveillance, social interaction, safety, shelter and convenience. • Require pedestrian entrances to buildings to: be clearly visible and easily identifiable from streets and other public areas. · provide shelter, a sense of personal address and a transitional space between the public and private realms. • Encourage windows, terraces and balconies at lower building levels to offer surveillance of adjacent public areas. • Require all buildings to be accessible at ground-floor level to people with limited mobility. • Require pedestrian amenities including seating, lighting and public art to create a safe and interesting pedestrian environment. • Discourage blank walls and car park vents onto pedestrian spaces. 	<p>Achieved</p> <p>Although the Telstra building would be largely retained, the application proposes the insertion of a café to the façade at ground level to activate the street frontage.</p> <p>Adjacent to the café would be the clear glazed pedestrian entry with awning over which would be readily identifiable from the street.</p> <p>The pedestrian entry and café would contribute positively to the visual interest, passive surveillance and social interaction at the street frontage however, conditions relating to deletion of seating and the Cafe window opening over the street as referred to in the previous section of the table would be imposed if a permit is issued.</p> <p>The entries have been designed to provide good accessibility for people with limited mobility with at grade entry.</p> <p>The car parking area, although not at street level, would be designed to also offer visual integration with the street given the proposed use of perforated metal screening to this level.</p> <p>Public Art is proposed to the façade of the building at first floor level, roughly central to the frontage. The location is principally supported by both Council's Heritage Advisor and Urban Art officer.</p>



Landmarks, Views and Vistas	Achieved
<ul style="list-style-type: none"> • Encourage new development to preserve the visual prominence of key landmarks in the municipality from adjoining streets, foreshore areas and other key public spaces. These landmarks include (but are not limited to): <ul style="list-style-type: none"> - the Melbourne Central Activities District, - maritime structures such as St Kilda Pier, Kerferd Rd Pier and Station Pier, - landmarks of cultural significance such as town halls, clock towers, church spires, synagogues, grandstands and hotels, - landmark heritage buildings, - the foreshore and adjacent boulevards and promenades, and - public gardens and other key public open spaces. • Encourage, where appropriate, new developments on major strategic sites to seek to create or emphasise landmarks, views and/or vistas by carefully responding to the site's context (a landmark can be expressed in a variety of ways other than building height and may include the restoration and recycling of a heritage place). • Encourage new development to maintain and enhance important vistas in the municipality including, but not limited to: <ul style="list-style-type: none"> - along St Kilda Rd, particularly towards the Shrine of Remembrance, - the Shrine Vista, - from the foreshore and its piers and the Bay towards the Melbourne CAD skyline, - along the beach front roads and boulevards, towards the foreshore and Port Phillip Bay in both directions, 	<p>The height of the proposed additions to the building would sit well below the Park Towers heritage building to the south. The overall height of the building would be approximately 45m as compared to the 83m height of the existing Park Towers building and would be separated from the Park Towers building by over 15m. Council's Heritage Advisor has commented that the proposal will not adversely impact on the Park Towers building. The lower height at the north-eastern end of the building would enable views to be maintained to the front section of the Park Towers building. The simple form and detailing of the new building would ensure the development would not detract from Park Towers.</p>



<ul style="list-style-type: none"> - along local roads and streets to Port Phillip Bay, the Melbourne CAD, Albert Park Reserve and local parks and gardens, - the built form edge of key open spaces, including the foreshore. 	
<p>Large Sites</p> <ul style="list-style-type: none"> • Encourage large sites to be developed and subdivided in a manner that provides pedestrian permeability through the block rather than just public access around the perimeter. This may include public laneways or vehicle/pedestrian linkages across the site in a manner that reflects the traditional pattern of streets and lanes and which creates inviting, useable and safe public spaces. 	<p>N/A</p>
<p>Energy and Resource Efficiency</p> <ul style="list-style-type: none"> • Encourage buildings, internal building spaces and open spaces to be oriented and designed to take maximum advantage of climatic factors to minimise energy utilisation. • Encourage the use of energy efficient techniques that may include: <ul style="list-style-type: none"> - low energy lighting systems and lighting management controls, - solar and passive heating systems and natural or solar assisted ventilating and cooling systems, - laminated, tinted or double glazing to control heat gain and loss, - use of high thermal performance building materials, - energy recovery systems, - energy storage systems such as heat sinks and air conditioning automatic control systems, - external facade elements which offer climate control benefits, - stormwater retention and use on site, - on site grey water retention and use for appropriate purposes, and 	<p>Partially Achieved</p> <p>Refer to Section 9 of this report for discussion of the ESD merit of the proposal and changes required to further enhance the proposal. The proposal seeks to achieve a 4-star Green Star Rating 'Best practice' performance. Refer recommended conditions 1g), h), 11, 12, 13, 15, 16 and 17.</p> <p>It is considered that the proposal would not adversely affect the environmental performance of the adjoining Park Towers site/building.</p>



<ul style="list-style-type: none"> - encourage water conservation by the choice of appropriate plant species and irrigation systems for landscaped areas. • Ensure new development does not adversely affect the environmental performance of adjoining properties (e.g. overshadowing of solar panels) 	
<p>Building Design</p> <ul style="list-style-type: none"> • Encourage the design of new development to generally: <ul style="list-style-type: none"> - express the urban grain and block pattern of subdivision and provide facade articulation, - avoid poorly designed and inappropriately located reproduction architecture, - include elevations, roof forms and facade treatments that are integrated with the overall design of the building which create visual interest at street level and which are legible and interesting from a range of perspectives, - define the corners at major street intersections through detailing and massing of the new built form and by addressing both street frontages and the surrounding context, - ensure that side walls of taller buildings provide interesting design elements to break up the mass and bulk and reduce the visual impact of blank walls. • Encourage the design of the building facades to make provision for the location of appropriate external lighting, mechanical equipment and signage. • Encourage resolution of building details, construction joints and junctions between different materials and finishes to be carefully detailed to ensure that they are properly integrated with the facade design. In particular, construction joints where pre-cast concrete is used to achieve a 	<p>Achieved subject to condition</p> <p>Façade articulation would be achieved via the proposed 'floating box' design of the new part of the building and emphasises through material use.</p> <p>A robust design is proposed that suits the industrial style of the existing building being retained on site.</p> <p>The proposed balconies to corners (particularly north east) and the communal space on Level 6 would reduce the potential visual impact of the development on the heritage building proposed to be retained underneath.</p> <p>The applicant has identified that the western elevation has been deliberately designed to include no windows close to the title boundary, with Level 3 to Level 9 to include boundary construction to retain equitable development potential for the Park Towers site. The level of articulation provided to this elevation in the form of brickwork with expressed columns, façade cladding, and including the variation provided at Level 7, would provide some visual interest to this elevation. However, as per the recommendation of Council's Urban Designer, the rebate to level 6 should be extended to the western elevation and boundary construction for the levels above and below replaced with an offset including introduction of balconies to the corner. This would further enhance the articulation of the western elevation as viewed from Ferrars Street beyond, with the Bank St/Ferrars Street approach to the site a key entrance way to the South Melbourne activity centre. A condition could be applied to address this if a permit was to be issued. Refer recommended condition 1e)</p> <p>As per the advice of Council's Urban Designer, a more detailed materials schedule with samples would also be necessary for final review before endorsement of the plans.</p>



<p>masonry finish, should be carefully detailed.</p>	<p>Should a permit be issued, this could be sought via condition. Refer recommended condition 1f)</p>
<p>Urban Art</p> <ul style="list-style-type: none"> Require all new developments where the Total Project Cost* (<i>as shown on the Planning Permit Application Form</i>) exceeds \$2 million to provide an urban art contribution that addresses Principle 1 and 2 of the <i>Urban Art Strategy 2002</i>. <p><u>Principle 1: Responsive Design</u></p> <p>The City of Port Phillip commits to a responsive design approach for the development of Urban Art, which reflects the identity of place, community values and innovation and creativity.</p> <p><u>Principle 2: Integrated Art</u></p> <p>The City of Port Phillip commits to a relational art approach, which will ensure</p> <p>Urban Art Demonstrates appropriate aesthetic appeal, functionality and utility in design development. Within this approach,</p> <p>art emphasises integration (e.g. response,</p> <p>memory and facilitation for 'place-making'),</p> <p>and/or promotes intervention (e.g. provocation, parody and challenge for 'agenda-setting').</p>	<p>Achieved subject to condition</p> <p>An indicative art plan was submitted with the application initially, identifying urban art roughly centrally located to the Bank Street façade of the building at first floor. This would sit in front of the part of the exchange that is to be retained, where the existing non-original light weight cladding is located. This position is principally supported by both Council's Heritage Advisor and Urban Art Officer, however, Council's Heritage Advisor notes that the art is shown to project above the parapet of the heritage building. If a permit is issued, a condition could be included to require the art to align or sit below the parapet rather than project above. A fully detailed art submission would also be required to be submitted for further assessment by Council's Urban Art and Heritage Advisor. Refer recommended conditions 1d) and 5)</p>
<p>Landscape</p> <ul style="list-style-type: none"> Encourage all new developments to: <ul style="list-style-type: none"> retain all existing street trees and public landscape elements that contribute to the streetscape and amenity of the area, locate vehicle access around the location of existing street trees, where appropriate, and 	<p>Achieved</p> <p>Landscaping opportunities are limited on site by the existing building footprint and hard surface areas. No significant trees are proposed to be removed to accommodate the development.</p> <p>A landscape plan has been submitted with the application that identifies where possible, landscaping would be undertaken. This would include some perimeter landscaping at ground level, a rain garden with small canopy tree planting in planter pots at Level 3, planting to</p>



<ul style="list-style-type: none"> - be setback a sufficient distance from street trees to ensure their ongoing survival and health. • Encourage all new developments to provide landscaping to setback areas, ground floor open spaces and outdoor car parking areas that: <ul style="list-style-type: none"> - integrate new buildings and pedestrian spaces into the surrounding neighbourhood and provide pleasant outlooks, and - include vegetation species that reflect those existing in the surrounding locality or otherwise are indigenous to the neighbourhood. • Encourage contributions towards street/public space landscaping, where this is appropriate. • Encourage landscape treatment to enhance the boulevard character and quality, of main boulevards, including Beach St, Beaconsfield Pde, Jacka Boulevard, Marine Pde, Kerferd Rd, Ormond Esplanade, St Kilda Rd, Queens Rd, Kings Way and Albert Rd. 	<p>the northern perimeter at Level 6 and 10 and a communal garden area at the north east corner of the building at Level 6.</p> <p>The landscaping proposed would enhance the appearance of the building and enhance internal amenity for future occupants.</p> <p>If a permit is issued, standard conditions could be imposed relating to completion and maintenance of landscaping. Refer recommended condition 7 and 8</p>
<p>Public Open Spaces</p> <ul style="list-style-type: none"> • Encourage the provision of public open space on-site that: <ul style="list-style-type: none"> - directly adjoins or links to a street frontage where the space will be used by the public, - provides an open space link through a site that will contribute to the pedestrian permeability and accessibility of the site and build on the existing open space network of the neighbourhood, and - provides an outlook for as many occupants of the development as practicable and includes dwelling entries and windows facing the open space area to maximise opportunities for surveillance and informal interaction. • Maximise access to sunlight from key public, recreational and open space areas through the sensitive design and siting of new development. 	<p>Achieved in part</p> <p>It is not possible to provide public open space on this site given the constraints arising from the retention of the existing Telstra exchange.</p> <p>No overshadowing of PPRZ land would occur.</p> <p>The communal open space area on Level 6 would benefit from maximum sunlight access given the northern orientation it would enjoy.</p> <p>As previously discussed in the report, it is recommended that the communal roof deck on Level 6 be extended to the south through the removal of the proposed air conditioning units in this location. This would improve the connectivity between this space and the Park Towers site and would improve the amenity for future occupants of the development. Refer recommended condition 1n)</p>



<ul style="list-style-type: none"> • Ensure new development does not over-shadow public parkland (<i>land in the Public Park and Recreation Zone</i>) between the hours of 10.00am and 4.00pm on 22 June (winter solstice), unless otherwise specified in a DDO. 	
<p>Private and Communal Open Space</p> <ul style="list-style-type: none"> • Require any new dwelling to have: <ul style="list-style-type: none"> - private open space with access from a main living room, which must be adequate in area and dimension to be demonstrably usable and to meet the needs of future occupants (a minimum area of 8m² with a minimum width of 1.6m is considered appropriate for a balcony/terrace), or - access to adequate communal open space, where it can be demonstrated by the applicant that this will better serve the needs of residents, and where the building design, site constraints and/or heritage constraints prevent the supply of individual private open space areas. • Encourage the location and design of private and communal open space to take advantage of solar access, have reasonable levels of privacy and be designed to respect the privacy of private open space of surrounding dwellings. • Where on-site communal open space is proposed, encourage a variety of spaces including rooftop gardens and ensure that the space is appropriate to the needs of residents (e.g. in developments that include dwellings that are likely to accommodate families with children, the communal open space area(s) should provide safe and interesting play areas/equipment for children). • Encourage new balconies/terraces to be contained wholly within the site boundary. • Projections outside the site boundary are discouraged unless they follow a local pattern, contribute positively to the design outcome and to the safety of public spaces, are discreet rather than prevailing elements of the building's design, and do not extend 	<p>Achieved</p> <p>Each apartment would have a balcony off the main living area. Sizes would vary, with a minimum of 8m². Many of the balconies would face north.</p> <p>A communal space of 153m² would be provided on Level 6. This would benefit from a north-eastern orientation and would be well sited to complement the reserve area of the Park Towers site to the east. As discussed previously, it is recommended that the area be extended to absorb the proposed air conditioning unit area proposed adjacent to it. This would expand the area approximately 120m² which would have significant benefit for the amenity of future occupants.</p>



<p>more than 500mm beyond the property line and no more than 2.5m in length if fully cantilevered.</p>	
<p>Fences</p> <ul style="list-style-type: none"> • Encourage new front fences to: <ul style="list-style-type: none"> - be compatible with fencing in the surrounding area, - relate to the architectural style and use of the building and any adjacent open space areas, and - respond to the character and amenity of the surrounding area. Aspects such as the degree of transparency, height, materials and finishes of fences should be carefully considered. • Discourage front and side fences on St Kilda Rd to maintain the existing character and openness of the boulevard. 	<p>Achieved</p> <p>A fence is proposed to be sited to the rear and side of the Telstra car parks proposed at the north eastern corner of the site. Fencing would be provided around the site. Should approval be granted, further information including a detailed illustration of the fence proposed behind the Telstra spaces, would need to be provided and could be sought by condition. Refer recommended condition 1b)</p>
<p>Residential amenity</p> <ul style="list-style-type: none"> • Require that new private or communal open space areas receive a minimum of four hours of sunlight between the hours of 9.00a.m. and 3.00p.m. on 22 September (the equinox). • Ensure that solar access to existing habitable rooms and private open space of neighbouring residential properties is not unreasonably affected. • Ensure that existing habitable room windows and private open space areas of neighbouring residential properties are protected from additional direct overlooking through appropriate siting, setbacks, building articulation and screening devices. • Protect the occupants of existing and new buildings from external noise through appropriate acoustic building treatment (such as double glazing), and through the siting of mechanical equipment and open space areas. 	<p>Achieved subject to condition</p> <p>Internal amenity is considered as part of the Clause 58 - Apartment Developments assessment in the attachment section of the report.</p> <p>The communal open space would receive sunlight in excess of this requirement. The majority of balconies to the apartments would meet the sunlight requirements due to their placement with a northern or eastern orientation.</p> <p>The separation distance between the southern boundary and the Park Towers site building is typically 14-15m. The proposal includes a setback to the southern and eastern boundary as the building goes higher. These elements would assist in minimising the shadowing impact to a reasonable extent. Discussion of the impact of the development on daylight access to windows in Park Towers is included in Section 11.4 of the report. The Daylight to window standard of Clause 55 has been adopted to review this impact as this is considered to be an appropriate tool for assessment. Based on this assessment, it is recommended that a condition be included on any permit issued that requires a reduction in the height of the development by a level to</p>



	<p>ensure appropriate daylight standards would be met. Refer recommended condition 1r)</p> <p>Shadow diagrams submitted with the application show that no shadowing would occur to the Park Towers reserve and playground area located to the east of the site.</p> <p>The shadow plans show shadowing between 9am and up to 12pm would largely occur to the Park Towers parking area to the west of the subject site, and the parking/driveway area located to the north of the Park Towers building, and to a lesser extent, the driveway/parking area to the east.</p> <p>By 12pm some shadowing would occur to the Park Towers building itself. The shadow elevation plans show the extent of shadowing would be minimal at 12pm by only reaching the very west corner of the first floor and approximately half of the ground floor area. At 1pm the shadowing impact would extend across the majority of the ground floor and first floor, and the western portion of the second to fifth floor of the Park Towers building. By 2pm, this would extend further across the park Towers building, and up to part of the seventh floor. The worst shadowing impact would occur at 3pm when the shadowing would extend to up to and across the majority of the seventh floor, and small sections of the western portion of the eighth and ninth level.</p> <p>Given the large offset of the Park Towers building to the southern boundary of the subject site, the separation distance between the proposed apartments and this building would mean there would be no overlooking opportunities within the radius of 9m that is normally used for assessment of overlooking. The proposed site plan indicates that at the closest point, there would be a separation distance of 16.257m between the southern elevation of the proposed apartments that include south facing windows, and the northern elevation of the Park Towers building. It is also noted that the apartments proposed east of the rain garden are those that would be closest to the Park Towers building, whereas the more south western portion of the apartments would align with the car parking area rather than the Park Towers building.</p> <p>Nonetheless, the southern elevation shows that privacy screens would be applied to balconies that have a southern edge, and</p>
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	<p>some habitable rooms facing south would include reeded glazing to further restrict overlooking. Typically, it is the bedroom windows on the southern elevation for the more eastern portion of the proposed apartments that would align with the Park Towers building that are not shown to include treatment. It is important to note that the larger expanse of windows to the centre of the southern elevation (i.e. adjacent to and above the rain garden), are corridor windows rather than habitable room windows and hence these windows are to transitory spaces of the proposed apartments. At Penthouse level there would only be kitchen windows that would align with the Park Towers building, however the offset of these windows to the building would be in excess of 24m away and would have no unreasonable impact.</p> <p>The plans are unclear in identifying whether there is a screen to the south side of the eastern terrace to the Penthouse, however this would be over 20m from the nearest Park Towers windows. Given this distance, it is considered that there would be no unreasonable overlooking impact.</p> <p>Based on the current plans, the communal garden would largely be screened by the proposed perimeter screening to the adjacent air conditioning unit area, and planting proposed adjacent to Apartment 6.05. Noting also that the offset distance to the nearest part of the Park Towers building is approximately 24m, no unreasonable overlooking impact would result. If the adjacent air conditioning units were to be relocated, and the communal space extended as recommended in this report, the separation distance of the Park Towers site to the subject site would still be generous at over 14m at minimum and would not result in an unreasonable overlooking impact.</p> <p>As per the Clause 58 table in the Attachment section of the report, an acoustic report was submitted with the application which states that it is expected that compliance with relevant EPA regulations could be achieved once specific details of the mechanical services equipment is known. Further detail of the plant to be used and noise screening could form a condition if approval was granted. Refer recommended condition 1p) q) and Condition 18</p>
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	<p>In addition, if a permit is granted, a condition could be imposed to restrict the hours of operation of the proposed Cafe to reasonable hours to ensure that the amenity of residents within and external to the building due to noise, would not be compromised. Refer recommended Condition 10</p>
<p>Car Parking and Pedestrian Access</p> <ul style="list-style-type: none"> • Ensure streets, footpaths and driveways provide safe, manageable and convenient access to buildings. • Ensure pedestrian accessways within the development are safe, attractive and convenient to use by occupants and visitors alike. • Encourage vehicle access points to: <ul style="list-style-type: none"> · be via a single crossover or, if appropriate, from an existing crossover (multiple crossovers which result in a loss of on-street car parking are discouraged), and · enable vehicles to move safely and efficiently between the development and the street network. • Encourage car parking to be contained within a building or located at the rear of a building and not visible from the street. If located above ground level, encourage the façade of car parks to be designed to integrate with the building and to screen views of cars from public areas and adjoining buildings. • Minimise hard paved areas over and above the building footprint to minimise stormwater runoff. • Ensure that car parks clearly define the location of visitor and/or customer parking, and make adequate provision for disabled parking and the queuing of vehicles on site. • Ensure that car parks are separated from habitable room windows to avoid noise and fumes entering dwellings. 	<p>Achieved subject to condition</p> <p>The proposed layout of pedestrian spaces would enable safe and convenient access to and through the building.</p> <p>One vehicle access point is proposed to the apartment component of the development utilising an existing crossover.</p> <p>As per section 9 of the report, Council's Traffic Engineer has raised concern with visibility to Bank Street for exiting cars given the siting of the existing substation in the north-west corner of the site. Parking related matters are discussed in more detail in section 11.6 of the report. Refer recommended Condition 1i)</p>
<p>Loading Facilities</p> <ul style="list-style-type: none"> • Encourage loading facilities to be located at the rear of a building and/or 	<p>Achieved subject to condition</p> <p>Refer to discussion in Section 11.7 of the report.</p>



<p>near an area of low pedestrian activity and separate from parking areas.</p> <ul style="list-style-type: none"> • Avoid the design of loading facilities that require vehicles to reverse off-site. • Ensure that loading facilities are screened from view of the street when not in use. • Ensure that loading and unloading can occur wholly within the site boundaries. 	
<p>Site Facilities</p> <ul style="list-style-type: none"> • Ensure garbage, recycling bin enclosures and collection points are located within the building wherever possible, are adequate in size and appropriately screened from view, are located for convenient access by occupants and collection vehicles and away from residential uses, and are sited and designed to not detract from the character and amenity of the streetscape. • Ensure that mailboxes are well designed, located for convenient access by occupants, and satisfy the requirements of Australia Post. 	<p>Achieved subject to condition</p> <p>Waste is proposed to be collected on site, with a waste facility proposed at the western end of the ground floor of the building.</p> <p>See also section 9 of the report for Waste Management comments and discussion.</p> <p>No detail is provided of the waste requirements of the Telstra component of the building with the submitted Waste report stating that the existing system would continue to operate. The site plan identifies a bin area at the northern end of the building under the proposed new external escape stairs adjacent to the pump room.</p> <p>A specific waste chute for the residential component of the development has not been identified, with the applicant advising that spatial constraints of the Telstra operation prevent this being possible. A revised Waste Management Plan identifying how waste and recycling could be better collected from each level will be required if a permit is issued.</p> <p>Refer to recommended Condition 6</p>

In summary, having regard to the key urban design and heritage objectives of State and Local Planning Policy, it is considered that subject to some refinement, the proposal is an appropriate response in this particular location. This view is supported by Council's Strategic Planning, Urban Design and Heritage officers as detailed in section 9 of the report.

The uniqueness of the overall 'island' site is emphasized by its' inclusion in the Residential Growth zone in conjunction with the Park Towers site that wraps around it, with no other land zoned Residential Growth in any nearby location to this site. Evidently Council's inclusion of the site in the zone, recognizes that it is deemed to be a location where increased density can be accommodated and that there is existing development, that is, Park Towers, which exceeds the discretionary height provision of the zone. The proposed overall height would provide an appropriate transition between the higher Park Towers



building and the lower form of development on the opposite side of Bank Street. Further, the proposed exceedance of the discretionary height limit would not create a precedent for additional height to Bank Street, as the land opposite and further east is included in zones which contain mandatory height limits of two and three storey.

In determining whether the design response is appropriate with respect to architectural quality and height, Council's Heritage Advisor and Urban Design officer have identified support for the design. Application of Council's preference for concealment of additions as identified in the Heritage Policy could not be achieved for this building given the title boundary depth versus width to Bank Street and nor would this be appropriate for a building of its industrial nature. The proposed development is supported for its simple rectilinear design, with the horizontal boxes with rebated bands and use of vertical columns emphasizing the additions as 'floating' over the old part of the building. The material palette would complement this and serve to ensure that the delineation between old and new would be clearly evident, and in particular that the car parking level would be recessive in appearance. Less sensitive additions to the building would be removed, and the original main façade which faces east would again be emphasized and enhanced by the proposed stepping back of the new development above, inclusion of the communal space at Level 6 and further recessing of the higher levels from this elevation. This would also provide a respectful response to the Park Towers reserve and parkland area which is located adjacent to this part of the site, and would enable views to be maintained across this area to the heritage listed Park Towers building, ensuring this building would continue to be a local landmark.

In line with the Urban Design comments included in the report at section 9, changes are recommended to the western elevation of the proposed additions to the building to ensure that the presentation of the site towards Ferrars Street, a highly visible elevation of the building, would be satisfactory. Although the position of the applicant is that the western interface is less sensitive and boundary construction to this side is appropriate and equitable having regard to any potential future development of the adjacent land, this is deemed to be an insupportable response. The Ferrars Street/Bank Street intersection is a civic gateway to the South Melbourne Central activity centre and the western elevation a key elevation. The building should be read 'in the round' as identified by Council's Urban Designer. Even if the adjoining site was to be developed in future, the limited width of the directly adjacent area would make use of this area unlikely. Further, reliance on vegetation along the light rail corridor to provide a buffer to this side of the building is insufficient.

As is evident from the western elevation and the render taken from the corner of the Railway Hotel, this elevation of the building would present as a blank wall to Ferrars Street. In contrast, the adjacent existing Park Towers building includes good vertical and horizontal articulation and fenestration that combine to provide an interesting interface towards Ferrars Street. The proposed development should adopt the same principles. It is recommended that the additional built form include a 3m setback and the balcony areas relocated to the corner. The relocation of the balconies would simultaneously enhance internal amenity for the apartments, as views would be obtainable to the city and the Bay. The required changes would evidently result in the loss of floor space for these corner apartments, likely by one bedroom, however the benefit to the public realm would be significant. **Refer recommended condition 1e).**



11.4 Would there be unreasonable amenity impacts to surrounding properties particularly to the adjacent Park Towers site?

The preceding table includes discussion of internal and external amenity in the context of Council's Urban Design Policy for Non-Residential Development and Multi Unit Residential Development at Clause 22.06 of the Scheme. The Clause 58 – Apartment Developments assessment in the Attachment section of the report also includes assessment of the proposal alongside the Site Layout, Amenity Impacts and On-Site Amenity and Facilities standards of that Clause which relate to internal and external amenity considerations. The proposal displays a high level of compliance with these provisions.

The assessment concludes that there would be no unreasonable overlooking impact that would arise from the proposal given the offset and separation distance between the subject site and the northern façade of the park Towers building, combined with the design and setbacks proposed in the application, including a generous eastern setback.

The applicant was requested to undertake a daylight to windows assessment to enable Council officer's to more fully assess the concerns raised in objections and as discussed at the consultation meeting with respect to loss of daylight to windows. Whilst there is no technical assessment tool for daylight to windows included in Clause 58 – Apartment Developments, Clause 58.03-1 Energy Efficiency objectives (Standard D6) states that buildings should be sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably affected. The applicant used Clause 55.04-3 (Standard B19) of ResCode to make a comparison. In the absence of a specific control or other setback controls such as those often contained in Design and Development Overlays to address these matters, this tool is considered a reasonable one to apply to the application to assist in assessment of the reasonableness or otherwise of the proposal in this regard.

The assessment concluded that the only area of non-compliance generated from the proposal would be to Level 10, for the southern-most section of the level which includes the 8.69m wide walk in pantry and stairwell area to the proposed penthouse. The proposed setback in this location would be 20.7m whereas ResCode would seek a setback of 22.225m. As the stairwell location cannot be modified and therefore an adjustment to the layout would not be possible to achieve compliance with this standard, it is considered that if a permit was to be issued, the height of the building should be reduced by removing a level. Rather than the removal of the top level specifically, it would be of more benefit to remove the Level 9 below and thus effectively drop the penthouse level down one level. The proposed removal of Level 9 and subsequent lowering of the level above would not diminish the 'floating box' appearance of the development. The associated benefit of this change would be to reduce the number of dwellings by four, with a consequential reduction in the statutory car parking requirement of five car parking spaces, thus decreasing the reduction in parking sought in the application. Consequential relocation of storage facilities would need to be undertaken but could be achieved lower in the building subject to some layout refinement. **Refer recommended Condition 1r) and 1t)**

Overshadowing of open space is a relevant consideration under Clause 22.06 – Urban Design Policy for Non-Residential Development and Multi Unit Residential



Development, consideration to be given to shadowing impacts to open space areas and the table in Section 11.3 of the report above includes discussion of this matter. Overshadowing impacts have been illustrated in plans submitted with the application. It is concluded that the shadowing impact that would result from the proposed development would not be unreasonable having regard to the objectives of Clause 22.06. Shadows would fall largely to the car parking and roadway of Park Towers that is located directly to the south of the subject site. No overshadowing would occur to the main recreational space to the east at Park Towers. Some shadowing would occur to the Park Towers building however the impact would be limited to the afternoon (after 1pm) to a portion of the lower section of the building. Nonetheless the proposed reduction to the overall height of the building as recommended in the previous paragraph, would have the simultaneous benefit of reducing the shadowing impact to the Park Towers building.

Clause 22.06 table of assessment in section 11.3 above also includes consideration of noise impacts that would arise from the services and plant proposed to the southern side of the building at Level 6 and 8. The Acoustic report submitted with the application concludes that it is expected that compliance with relevant EPA regulations could be achieved. Should a permit be granted, further detail of the specific plant to be used and the screening proposed could be required by condition to ensure that unreasonable noise impacts would not result. Consideration should also be given to the visual impact of any service areas given the Park Towers dwellings would have views down to these areas. Notwithstanding the need to consider ventilation requirements, if a permit is issued, it is recommended that a condition explore the potential to cover over at least in part, both the side and top of service and plant area. As per discussion in the previous section of the report, the air conditioning plant area proposed adjacent to the communal roof deck would be removed via condition and this would limit consideration of screening to retained plant and services on proposed Level 8. **Refer recommended Condition 1n) p) s) and 18**

11.5 Would internal amenity for the development be satisfactory?

The proposal displays nearly full compliance with the On-site Amenity and Facilities Standards of Clause 58 Apartments, of the Planning Scheme. Minor variations to the Storage objective could be addressed via condition if a permit was issued. It appears that the proposal is fully compliant with the Private open space standard, however the plans would need to include full dimensions of the balcony areas to more clearly demonstrate compliance with this aspect of the standard, if a permit was issued. **Refer recommended conditions 1t) and u).**

11.6 Is adequate car parking proposed and would access and traffic impacts be acceptable?

Parking

Car parking for the retained Telstra exchange operation would include two spaces at the north-eastern end of the site. The spaces would be at grade and accessed via a widened existing crossover to Bank Street.



It is noted that there are no formal parking areas on site at present, however vehicles appear to use the paved area at the western end of the site and eastern end of the site informally on an as needs basis. The area available for parking is constrained and from aerial and street photography, at maximum would accommodate approximately eight vehicles in total, requiring some tandem parking.

There is no specific parking provision included at Clause 52.06 for an operation such as the Telstra exchange. The applicant has submitted correspondence from Telstra that confirms that two car parking spaces is all that would be required for staff/contractor parking. Given the constraints of the site, and the impracticality of Telstra vehicles using the stacker system, the parking provision would be acceptable

No car parking is proposed in conjunction with the Cafe (which requires one space pursuant to Clause 52.06). Car parking associated with the apartment component of the development is proposed to be provided at Level 2, in the form of a shuttle system incorporating 40 car parking spaces. Access to the spaces would be achieved by placing cars in the car cabin proposed in the south west corner of the site that would lift the cars to this parking level. The application proposes that one space be allocated to each of the 6 three bedroom apartments, and the remaining thirty four of the proposed thirty seven, two bedroom apartments.

As outlined in Section 7 of the report, based on the number and size of apartments proposed and noting the sites' inclusion in the Principal Public Transport Network, the car parking requirement for the development as per Clause 52.06 would be 59 spaces for the apartments and 1 space for the Cafe. No visitor parking would be required pursuant to Clause 52.06. Therefore, permission is sought to reduce the parking requirement by 20 car parking spaces. Notably, this would be reduced by five spaces if the proposed deletion of Level 9 occurs as recommended in section 11.4 of the report, resulting in a reduction to the parking requirements of 15 spaces. Whilst not technically reducing the car parking requirement, the change to the western end of the development as described in Section 11.3 would potentially further reduce the demand for car parking also.

Principally the shuttle system is supported by Council's Traffic Engineer, subject to more detail being provided in relation to the custom-built details including minimum length and width dimensions that can be accommodated. If a permit is to be issued for the application, this detail could be sought for condition to allow Council's Traffic Engineer to review the detail to ensure the system is functional. **Refer recommended Condition 1k and Condition 3**

Whilst the application would not meet the criteria to utilize the reduced parking rate included in the Sustainable Parking Policy the site is considered to be well situated to support a reduction in the standard parking requirements. In principle the proposed allocation of the spaces to the vast majority of the larger of the proposed apartments is considered appropriate. The lack of parking proposed for the commercial component can be supported given the small size of the proposed establishment and the likelihood of staff and patrons coming from the immediate local area.

The site is located in walking distance of the CBD, is within easy walking distance of the South Melbourne Activity centre (approximately 400m away), would benefit from



access to tram services along the light rail corridor next to the Park Towers site to the west, trams along Clarendon Street further east, and Park Street to the south, as well as access to the bus network running along Dorcas Street. Three car share spaces are located within 1km of the site also. Additionally, the proposed on site bike parking provision of 40 spaces would exceed the 16 required under Clause 52.34 of the Scheme for this development.

Access

Principally, the proposed retention and utilization of existing crossovers to the site is supported as this is practical given the constraints imposed by the retention of the existing main building footprint, and would have the simultaneous benefit of ensuring there would be no loss of on street parking.

Council's Traffic Engineer has raised concern with the proposed visibility for cars associated with the apartments exiting the site, due to the retention of the existing substation at the north-western corner of the site. In lieu of a sightline triangle, a convex mirror has been recommended by the applicant's traffic engineer to allow vision for exiting drivers and pedestrians. This is not supported by Council's Traffic Engineer's given the increase in vehicle movements to the site as compared to existing conditions. A permit condition would need to be imposed that ensures a splay is provided. Whilst this would mean a change to the existing situation, this is a necessary consequence to the increased safety risk to pedestrians utilising the Bank Street footpath. **Refer recommended condition 1i)**

11.7 Are loading provisions satisfactory?

Although it is acknowledged that the loading provisions previously contained in Clause 52.07 of the Planning scheme have been removed via amendment VC142 to the Planning Scheme, Council policy requires consideration of loading as per local policy provisions of Clause 22.06 of the Planning Scheme.

Council's Traffic Engineer has confirmed that the closest on-street loading zone is located along the Ferrars Street frontage of 280 Ferrars Street, approximately 100 metres west of the site. This is an impractical distance away for use by the commercial and apartment components of the proposed development.

The applicant has cited the operational requirements of Telstra at ground floor as limiting the ability to accommodate on site loading. Evidently, with a shuttle parking system to be provided at Level 2 of the building and accessed from a car cabin at ground floor, it is not possible to accommodate loading in this area either.

It would therefore appear that the only opportunity to accommodate loading would be to enable the co-sharing of the Telstra car parking spaces proposed at the northern end of the site for this purpose. Although separated from the apartment entry to the building, this would be preferable to having no loading facility at all. This would require an increase in depth and width to the area allotted to the parking area. Additionally, an offset of the parking/loading area from the footpath and use of low height landscaping adjacent to this area would need to be identified on the plans, to ensure conflict



between loading activities and pedestrian use of Bank Street was avoided. There appears to be space to accommodate such changes whilst still retaining some landscaping along the eastern fenceline adjacent to the pump room. **Refer recommended condition 1j) and v)**

Traffic

Council's Traffic Engineer has reviewed the traffic generation rates submitted in the application. The calculations project a daily traffic generation of 80 movements. This level of traffic is not expected to have negative impacts on the local street network as per the advice of Council's Traffic Engineer.

11.8 Is the proposal compliant with the Telecommunications Facility provisions of the Scheme?

The existing Telstra Exchange benefits from Existing Use rights pursuant to Clause 63.01 of the Scheme, given the building was constructed for this purpose in 1923-1925 before the approval date of the Planning Scheme. The use can continue so long as no buildings and works are constructed or carried out without a permit. A permit must not be granted unless the building or works complies with any other building or works requirement in this scheme.

Pursuant to Clause 52.19-1, a permit is required to construct a building or construct or carry out works for a Telecommunications facility.

The purpose of the Telecommunications Facility provisions at Clause 52.19 of the Scheme are:

- To ensure that telecommunications infrastructure and services are provided in an efficient and cost effective manner to meet community needs.
- To facilitate an effective statewide telecommunications network in a manner consistent with orderly and proper planning.
- To encourage the provision of telecommunications facilities with minimal impact on the amenity of the area.

Before deciding on an application, consideration must be given to

- The principles for the design, siting, construction and operation of a Telecommunications facility set out in A Code of Practice for Telecommunications Facilities in Victoria, July 2004.
- The effect of the proposal on adjacent land.

There are four key principles for the design, siting, construction and operation of telecommunications facilities outlined in the Code. These are:

- A Telecommunications facility should be sited to minimise visual impact.;
- Telecommunications facilities should be co-located wherever practical;
- Health standards for exposure to radio emissions will be met; and
- Disturbance and risk relating to siting and construction should be minimised. Construction activity and site location should comply with State environment protection policies and best practice environmental management guidelines.



The proposal involves some modification to an existing telecommunications facility. The continued operation of the facility is supported, subject to the necessary assessment of the changes proposed to the built form. This has already been considered in detail in this report. Future issues related to construction would be necessarily dealt with in compliance with relevant environment protection policies and management guidelines that extend beyond Council's scope.

Given the co-location of the use with a new residential component, consideration has been given to the health and safety issues that might arise from electromagnetic energy output. The permit applicant has submitted correspondence from Telstra that states:

Telstra's telephone exchanges and telephone and data networks use shielded transmission cables that do not radiate Electromagnetic Energy. Accordingly, there is no evidence of environmental EME impact from the telephone and data equipment located at the South Melbourne Telephone Exchange.

Telstra's mobile network infrastructure is designed and operated in compliance with the mandatory health and safety standards. The Environmental EME reports and compliance documentation for Telstra's mobile network equipment is available on the Radio Frequency National Site Archive (<http://www.rfnsa.com.au>).

On this basis, there would be no reason to not support the application pursuant to the provisions of Clause 52.19 of the Planning Scheme.

12. COVENANTS

- 12.1 The applicant has completed a restrictive covenant declaration form declaring that there is no restrictive covenant on the titles for the subject site known as Lot 1-5 of Title Plan of Subdivision 886016 [Parent Title Volume 08748 Folio 470].

13. OFFICER DIRECT OR INDIRECT INTEREST

- 13.1 No officers involved in the preparation of this report have any direct or indirect interest in the matter.

14. OPTIONS

- 14.1 Approve as recommended
- 14.2 Approve with changed or additional conditions
- 14.3 Refuse - on key issues

15. CONCLUSION

- 15.1 The proposal is consistent with the policy direction of the Port Phillip Planning Scheme to increase densities in locations that have capacity for change and are well located to benefit from access to public transport, shops and services.



- 15.2 The site is a unique site that does not form part of a typical intact heritage streetscape, effectively forming an island site with the Park Towers site which wraps around it. Subject to some refinement of the design including a setback and continuation of a rebate to the west and deletion of one level to the proposed additions, the design of the development would enable retention of a unique industrial building and provide an appropriate transition between the substantial Park Towers building and the lower scale residential development further north and east. The additions have been designed to be simple in form and detail, and would be sited so as to be respectful of the reserve setting of the Park Towers building, ensuring views would be retained to this key landmark site.
- 15.3 Within the constraints imposed by the retention of the Telstra Exchange building and the continued operational demands of the facility, the development has been designed with regard to the amenity of residents and the interface with the Park Towers site. The impact would be further reduced through the removal of a level and subsequent relocation of some site services. A condition requiring expansion of the communal roof deck would provide improved connectivity between the site and the Park Towers reserve and site more generally. This change, in conjunction with other required refinement of the design described in the report and provision of further acoustic detail, would also ensure that a high level of internal and external amenity would be simultaneously achieved.
- 15.4 Given the constraints imposed by the retention of the existing Telstra operation, the proposed car parking arrangement and reduction in parking can be supported in this location. The proposed removal of a level and adjustments to the footprint at the western end of the building, would further reduce the parking demand of the proposal. Revisions to the site layout are recommended to provide some loading facilities on site and ensure conflict between vehicles and pedestrians would be avoided.

TRIM FILE NO: PF17/267232

ATTACHMENTS

1. Locality plan and objector map
2. Existing plans and elevations
3. Demolition Plans
4. Survey
5. Site Plan, floor plans and roof plan
6. Shadow Plans
7. Landscape plans
8. Renders
9. Zoning Map
10. Elevation Plans and materials
11. Sections
12. Clause 58 Assessment