

URBIS

8 LOUISE STREET, MELBOURNE

Planning Report

Prepared for
8 LOUISE STREET PTY LTD
18 November 2021

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1. INTRODUCTION

This report has been prepared on behalf of 8 Louise Street Pty Ltd, the permit applicant, in support of a multi-level, mixed use development at 8 Louise Street, Melbourne.

This report addresses the appropriateness of the proposed development against the relevant planning controls of the Port Phillip Planning Scheme and the surrounding built form context.

The site is zoned Commercial 1 and is subject to built form and design controls of Design and Development Overlay Schedules DDO13, DDO26 and DDO28.

The proposal is for a 17 storey predominantly residential building which provides a diverse range of apartment typologies that contributes to housing diversity within Melbourne. The development incorporates a wide range of communal facilities for residents and incorporates provision for a retail premises at ground level.

The proposed building provides a highly responsive design which responds to the evolving character of the St Kilda Road precinct. The design responds to the site context and includes a distinct building form that will sit comfortably within the context of the site.

The development will deliver a high-quality residential product and architecture form delivering a high level of residential amenity.

The Project Team

This proposal has been informed by a wide range of specialist property and development disciplines. This team includes the following professionals who have contributed to the preparation of the planning permit application:

- Applicant – Samuel Property Group
- Architecture – Cera Stribley Architects
- Traffic Engineering – OneMileGrid
- Waste – OneMileGrid
- Landscaping – Acre
- ESD – Ark Resources
- Wind – Mel Consultants
- Heritage – Bryce Raworth

Planning Permit Triggers

The proposed development triggers the following planning permit requirements:

- **Clause 34.01-1 and Clause 34.01-4** – Use of the land for accommodation and to construct a building or construct or carry out works in the C1Z
- **Clause 43.02-2** – To construct a building or construct or carry out works in land affected by the DDO13, DDO26, DDO28
- **Clause 52.06-3** – To reduce the number of car parking spaces required under Clause 52.06-5 or in a schedule to the parking overlay

2. URBAN CONTEXT

We note that the urban context analysis has been prepared by Cera Stribley Architects. This section of the report highlights the key components that make up the urban context of this site.

Refer to the Urban Context report prepared by Cera Stribley Architects.

2.1. THE SUBJECT SITE

The subject site is located at 8 Louise Street, Melbourne. The site is formally described as Lots 1A-31 on Plan of Subdivision 422275. The block is rectangular in shape, with a frontage to Louise Street of 40 metres, a frontage to Queens Lane of 30 metres and comprising a total site area of approximately 1,220 square metres.

The site has a primary frontage to the southern side of Louise Street and a secondary frontage to Queens Lane to the west. The site is located between St Kilda Road to the east and Queens Lane to the West.

The existing building is located centrally on the block and is developed with a three-storey residential building comprising 20 dwellings. Vehicle access is provided to the rear of the site via a crossover located along Queens Lane.

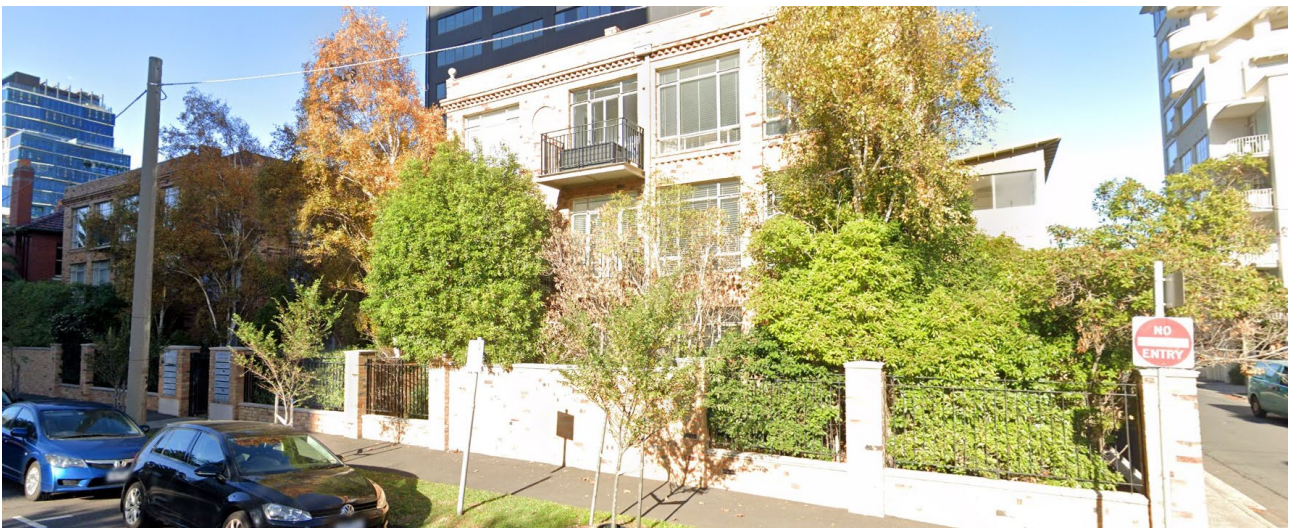


Figure 1 – Subject site as viewed from Louise Street



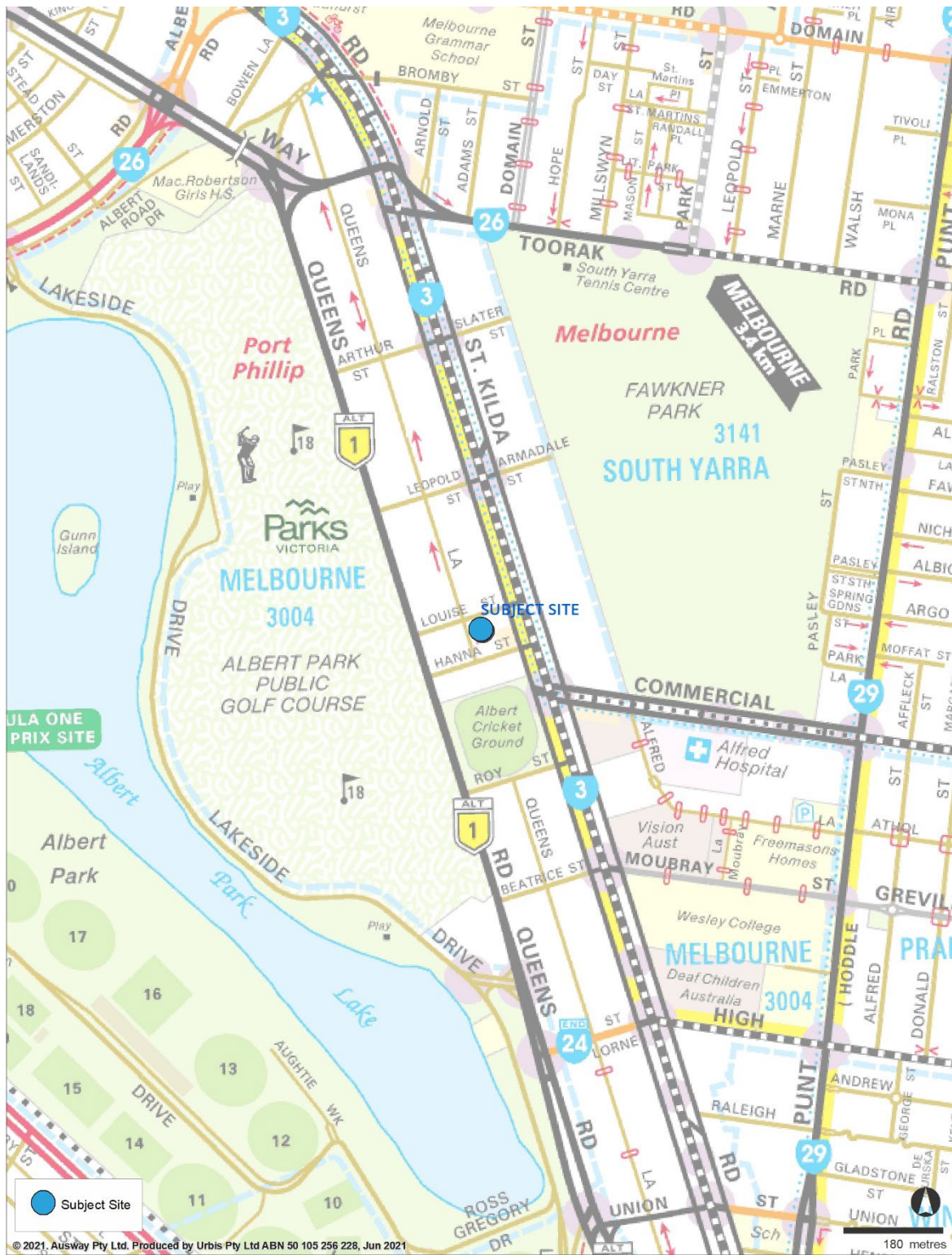
Figure 2 – Subject site as viewed from Queens Lane



8 LOUISE STREET, MELBOURNE

SITE LOCATION

Figure 3 – Aerial Plan



8 LOUISE STREET, MELBOURNE SITE LOCATION

Figure 4 – Site Location Plan

2.2. SURROUNDING CONTEXT

2.2.1. Changing Built Form & Land Uses

The subject site is located within the St Kilda Road North Precinct which is undergoing a significant transformation from smaller-scale residential developments to large office and residential buildings. The streetscape along St Kilda Road is defined by the scale and form of regularly spaced high rise buildings that transition down in scale between Queens Lane and Queens Road.

The built form of the area is largely governed by key view lines, specifically to the Shrine of Remembrance which mandates the maintenance of views to the Shrine and cenotaph. The surrounding built form is typified by a desire to expand the capacity of St Kilda Road while maintaining important vistas throughout the City. The Commercial 1 Zone is fairly generous with respect to permitted land uses, given the prevailing built form is often restricted to office and residential developments with ground floor retail or commercial spaces.

2.2.2. Movement and Access

The site benefits from proximity to two declared arterial roads (Queens Road and St Kilda Road), providing several public transport options and arterial road access into the CBD and Melbourne's south and east. The site is simultaneously situated on a local road which supports an improved public realm and greater opportunity for street activation.

2.2.3. Development Opportunities

The prevailing built form of the area within the Commercial 1 Zone is transitioning to higher density towers that can capitalise on the access to public transport and the sites close proximity to Melbourne's Central Business District. The prevailing built form in the immediate vicinity is reflective of the increasing desire to live in the area. The site benefits from uninterrupted views to Albert Park, one of Melbourne's most coveted vistas. This, along with Fawkner park provide an invaluable proximity to expansive green open space rarely experienced in Metropolitan Melbourne. The northern orientation will provide good access to sunlight in habitable rooms and the corner block location will maximise afternoon sunlight into the dwellings.

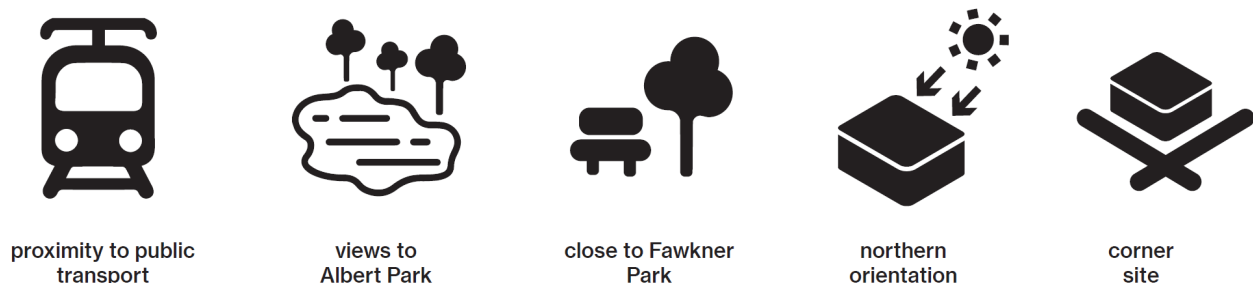


Figure 5 – Opportunities – Urban Context Report extract

2.3. IMMEDIATE INTERFACES

The subject site has the following key interfaces:

Northern Interface

The subject site has a northern interface to Louise Street. Permit car parking is located along the frontage of the site and one hour car parking is located on the north side of Louise Street. On the opposite side of Louise Street is 484 St Kilda Road, a 17-storey office building with ground floor commercial tenancies. The building is predominantly glass with a grey rendered finish. Adjacent to this is 380 St Kilda Road, a 17-storey mixed use building comprising office and residential dwellings.



Figure 6 – To the north

Eastern Interface

To the east of the site is 490 St Kilda Road, a double-storey brick dwelling affected by a Heritage Overlay (Schedule 331). The dwelling is built to the rear boundary with 8 Louise Street. Notably, this rear interface contains no habitable windows within 200mm of the boundary. Further to the east is St Kilda road, a six lane north-south arterial road with two-way tram tracks through the middle and on street car parking on both the service lane and main road.



Figure 7 – To the east

Southern Interface

To the south of the site is 492 St Kilda Road, developed with a 14-storey office development. The building is setback 5 metres from the rear boundary. A ramp extends along the sites interface providing access to a basement.



Figure 8 – To the south

Western Interface

Queens Lane adjoins the western boundary of the subject site and is a one-way street, extending from south to north.

To the west of Queens Lane is a three storey art deco apartment building with rear parking at 33 Queens Road. The building contains minimal setbacks from the title boundary with Queens Lane and is accessed via a crossover along this interface.



Figure 9 – To the west

3. THE PROPOSAL

The proposal seeks to introduce a high quality 17 storey building with three levels of basement parking comprising residential dwellings and a ground floor retail premises. The proposed development of the site will enhance the public realm and contribute to the site's wider urban context.

The development seeks to facilitate the growth of the precinct with a considered design that will draw inspiration from its context. The proposed development seeks to activate the streetscape, improve neighbourhood amenity, and support the strategic objectives of the precinct.

3.1. KEY SUMMARY

Table 1 – Key summary

Design Component	Proposed
Site area	1,221 square metres
Total Area of Development	Total GFA above grade: 11,558 square metres (excl. balconies) Total GFA incl. basement: 15,782 square metres (excl. balconies)
Max. Height (AHD)	65 metres AHD
Max. Podium Height (AHD)	19 metres AHD
Proposed uses	Residential apartments Retail premises
Apartment mix	<ul style="list-style-type: none"> 1 bedroom – 13 apartments 2 bedroom – 69 apartments 3 bedroom – 16 apartments 4 bedroom – 6 apartments
Total apartments	104 apartments
Communal space	268 square metres
Car spaces	89 car parking spaces
Bicycle spaces	86 bicycle spaces
Retail	175 sqm

3.2. BUILT FORM DETAILS

In summary, the development comprises a tower above a podium base. The development comprises 104 residential apartments over 17 levels with a height to the roof of 65AHD. The development also includes a retail premises.

At ground level, the residential lobby is accessed via the main entrance along Louise Street and has been designed to be centrally located along this interface. The retail premises will occupy the north west corner of the building at ground level and will be largely glazed to create an active frontage along Louise Street and Queens Lane.

The proposal seeks to introduce a high-quality building to the site that draws inspiration from its surroundings with soft edges paying tribute to the art deco built form that is prominent within the City of Port Phillip. The articulation of the slab edges is framed as a reflection of the yacht hulls seen on Albert Park Lake and provide a visually striking design response. The building will incorporate a three storey brick podium with landscaped setbacks to respond to the heritage context and human scale. The podium has been designed to achieve a comfortable human scale at street level, which allows for an inviting experience for pedestrians.

The building incorporates a vertical 'break' along the Louise Street interface and is designed to break up the massing of the building and create curved, visually enhancing built form with strong landscaping themes.

The building provides a 4.1 metre landscaped setback from Louise Street at street level which creates an accessible and identifiable entrance and provides activation to the streetscape.

The building comprises the following setbacks:

Table 2 – Building setbacks

Interface	Setback
North	4.1 metres
East	3.0 metres to 4.5 metres at ground level 4.5 metres to level 01 and above
South	0 metres at ground level and 4.2 metres to level 01 and above (9.0m setback to adjoining building)
West	0 metres to 11.6 metres in height 5 metres thereafter

3.3. CAR PARKING, BICYCLE PARKING AND ACCESS

The basement levels can be accessed by Queens Lane to the west of the site. The basement levels are also accessed via the lifts which are centrally located within the building. The development comprises three levels of basement which includes car parking, bicycle spaces and services.

Loading facilities are provided at ground level via the accessway along Queens Lane.

3.4. COMMUNAL FACILITIES

The proposed development includes communal facilities for the residents to provide a high level of amenity and promote a sense of community within the building.

The proposal provides 268 square metres of communal space at ground level including:

- Outdoor terrace and seating area
- Infinity pool, plunge pool and spa
- Steam room
- Gymnasium
- Cinema
- Playroom / lounge
- Dining room and kitchen
- Amenities

Additionally, the basement contains a car wash and dog wash bay.

4. PLANNING FRAMEWORK

This section presents a summary of the key policies affecting the site which are considered relevant in assessing the proposed development.

4.1. PLANNING POLICY FRAMEWORK

The Planning Policy Framework (PPF) seeks to develop the objectives for planning in Victoria to foster appropriate land-use and practices that encompass relevant environmental, social and economic factors.

Plan Melbourne 2017-2050 is the metropolitan planning strategy, which outlines the strategies for Melbourne to achieve their vision, which is: Melbourne will continue to be a global city of opportunity and choice. Direction 1.1 of Plan Melbourne seeks to create a city structure that strengthens Melbourne's competitiveness for jobs and investment. To achieve this Plan Melbourne identifies the following policy: *support the central city to become Australia's largest commercial and residential centre by 2050.*

Plan Melbourne recognises that the central city has some of Australia's largest and most globally connected financial and professional services businesses (particularly in the CBD, Docklands, Southbank and St Kilda Road). Plan Melbourne recognises that residential growth in the central city delivers a range of benefits such as reduced commuting and transport costs for people living and working in the city.

The key features in and around Melbourne's central city are shown in Map 4 of Plan Melbourne (refer to Figure 10). The St Kilda Road precinct is shown as a 'key precinct.'



Figure 10 – Plan Melbourne identifying the subject site in the St Kilda Road Precinct

The following clauses within the PPF are relevant to the consideration of this application:

- **Clause 11.01-1S – Settlement** seeks to promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements. This Clause identifies that activity centres should be compact to maximise accessibility to facilities and services.
- **Clause 11.01-1R – Settlement – Metropolitan Melbourne** seeks to create a more consolidated, sustainable city and identifies that in places of state significance there should be a focus on investment and growth.

- **Clause 11.02-1S – Supply of urban land** seeks to ensure there is a sufficient supply of land available for residential (and other) uses. Planning for urban growth should consider opportunities for the consolidation, redevelopment and intensification of existing urban areas.
- **Clause 11.03-1S – Activity centres** aims to encourage the concentration of major residential developments into activity centres that are highly accessible to the community. To achieve this, a diversity of housing types at higher densities in activity centres is encouraged.
- **Clause 11.03-1R – Activity centre – Metropolitan Melbourne** aims to support the development and growth of Metropolitan Activity Centres by ensuring they are able to accommodate significant growth, are supported by infrastructure, are hubs for public transport services, offer good connectivity and provide high levels of amenity.
- **Clause 15.01-1S – Urban design** seeks to create environments that are safe, healthy, functional and enjoyable that contribute to a sense of place and cultural identity.
- **Clause 15.01-2S – Building design** seeks to achieve building design outcomes that contribute positively to the local context and enhance the public realm. Strategies include minimising the impact of development on neighbouring properties, ensuring development responds to its site context, interfaces and to ensure development protects valued landmarks and vistas.
- **Clause 15.01-5S – Neighbourhood character** seeks to support development that contributes to a preferred neighbourhood character and responds to its context.
- **Clause 16.01-1R – Housing** aims to develop housing in and around the Central City to meet population growth and create a sustainable city.
- **Clause 18.02-2R – Principal Public Transport Network** area includes the subject site. This Clause includes a number of strategies to support accessibility to these areas, including increasing the diversity and density along the PPTN network.

4.2. LOCAL PLANNING POLICY FRAMEWORK

The Local Planning Policy Framework (LPPF) comprises of the Municipal Strategic Statement (MSS) and local policies. Council's local planning policies build upon the strategic directions of Plan Melbourne and the State Planning Policy.

4.2.1. Municipal Strategic Statement (MSS)

The MSS identifies that Port Phillip's vision is to create a city that promotes affordable, accessible and diverse housing types to meet the needs of all current and future residents and to create a city that promotes sustainable economic growth, high accessibility to goods and services, and prosperous conditions for all residents and businesses.

- **Clause 21.03 (Ecologically Sustainable Development)** seeks to promote sustainable design and development and sustainable transport. There are several objectives in the planning scheme to support this including:
 - *To promote sustainable design and development*
 - *To facilitate the use of sustainable transport modes in preference to private vehicle use*
 - *To create a walking network that is integrated, safe and accessible and encourages more people to walk more often*
 - *To facilitate an increase in the use of public transport*
 - *To reduce the impact of vehicles on local areas*
- **Clause 21.04-1 (Housing and Accommodation)** provides objectives and strategies in relation to the location of new residential development, including:
 - *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*
- **Clause 21.04-3 (Office and Mixed Activity Areas)** identifies that St Kilda Road has traditionally provided a location for office and related commercial uses that support the capital city function, however acknowledges that the area is under increased pressure for housing.
- **Clause 21.05 (Built Form)** details the objectives and strategies for built form in relation to heritage, urban structure and character, urban design and public realm and physical infrastructure.
- **Clause 21.06-7 (St Kilda Road North Precinct)** applies to the subject site. The St Kilda Road North Precinct comprises six distinct sub-precincts. The subject site is located in **Sub-Precinct 5: St Kilda Road South of Kings Way (Refer to DDO26-5)**. The strategies that apply to this sub-precinct are:
 - *Retain and strengthen the grand landscaped boulevard character of St Kilda Road.*
 - *Ensure the development contributes to and maintains consistent and symmetrical building heights on both sides of St Kilda Road.*
 - *Ensure that development results in regularly placed buildings, with space between them to frame view corridors along St Kilda Road.*
 - *Ensure that development provides generous landscaped front setbacks to St Kilda Road that contribute to the leafy grand boulevard character.*
 - *Development contributes to landscaped links along east-west streets.*
 - *Ensure that the sub-precinct continues to develop as a premier office location outside of the Melbourne CAD and a highly desirable residential location.*
 - *Encourage the development of a high quality, high amenity mixed use area on Raleigh and Union Streets.*
 - *Provide a step down in height from development along St Kilda Road to provide an appropriate lower scale interface to the residential areas east of Punt Road.*
 - *Ensure that buildings are of a scale, form and design detail that creates a respectful background to the Shrine of Remembrance.*
 - *Ensure new development respects the boulevard character of St Kilda Road and does not detract from the important views and vistas to and from the Shrine of Remembrance.*
 - *Maintains the high standard of front setbacks landscaping along St Kilda Road.*
 - *Ensure that development improves the pedestrian environment along Queens Lane with buildings designed to address and engage with the street edge while maintaining the service role of this lane.*

4.2.2. Local Planning Policies

- **Clause 22.04 – Heritage** encourages new development to be respectful of the scale, form, siting and setbacks of nearby significant or contributory buildings.
- **Clause 22.06 – Urban Design Policy for Non-Residential and Multi Residential Development** seeks to achieve high quality urban design and architecture that integrates with the prevailing neighbourhood character and contributes to the amenity and vitality of the area. The policy also requires that all new developments over \$2,000,000 provide an urban art contribution that addresses the principles of the Urban Art Strategy.
- **Clause 22.12 – Stormwater Management (Water Sensitive Urban Design)** requires applications for new development to be accompanied by a Water Sensitive Urban Design Response to minimise the

effects of stormwater from new development and aim to achieve best practice performance objectives for stormwater management.

- **Clause 22.13 – Environmentally Sustainable Development** requires applications for new development to be accompanied by a Sustainability Management Plan.

4.3. ZONING

The site is located in a Commercial 1 Zone (C1Z). The purpose of the zone includes:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

Pursuant to this zone, the use of the land for accommodation is a permit required use as the frontage at ground level will exceed 2 metres. A permit is required to construct a building or construct or carry out works.

4.4. OVERLAYS

The subject site is affected by the following overlays:

- Design and Development Overlay – Schedule 13 (DDO13)
- Design and Development Overlay – Schedule 26 (DDO26)
- Design and Development Overlay – Schedule 28 (DDO28).

Design and Development Overlays

The specific requirements of the relevant schedule to the Design and Development Overlay are summarised below:

- **Design and Development Overlay – Schedule 13 (DDO13)**

DDO13 relates to the **Shrine Vista** and seeks to *ensure that the Shrine of Remembrance and its outline as viewed from Swanston Street outside the State Library in the City of Melbourne is not fully or partially obscured by any building or works.*

A planning permit is required for the proposed development as the building exceeds 33 metres in height AHD.

- **Design and Development Overlay – Schedule 26 (DDO26)**

DDO26 pertains to the **St Kilda Road North Precinct**. The subject site is in *Sub-Precinct 5 – St Kilda Road South of Kings Way*. DDO26 implements requirements around building height, separation distances / side and rear setbacks, landscaping, heritage considerations, street wall, podium heights, active frontages, tower design and internal amenity, building services, vehicular access and car parking and pedestrian permeability. Of particular note is the following:

- Mandatory building height of 65 metres AHD
- Discretionary landscape setback of 4.5m to Louise Street
- Development fronting and abutting Queens Lane should:
 - be built to the Queens Lane boundary; and
 - within 5 metres of Queens Lane not exceed a height of 11 metres.
- Development must be setback at least 4.5 metres from common side boundaries; or Development may be constructed to a side boundary (0 metre setback) where:

- The adjoining site has a blank boundary wall with no habitable room windows or balconies constructed within 200 millimetres of the boundary; or
- The adjoining site has not been developed above the podium height

- **Design and Development Overlay – Schedule 28 (DDO28)**

DDO28 pertains to the **Alfred Hospital Emergency Medical Services Helicopter Flight Path Protection Inner Area**). A planning permit is required for a building over 15.7 metres AHD in height.



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8 LOUISE STREET, MELBOURNE
PLANNING ZONES

Figure 11 – Zoning plan



8 LOUISE STREET, MELBOURNE

DESIGN AND DEVELOPMENT OVERLAY (DDO13)

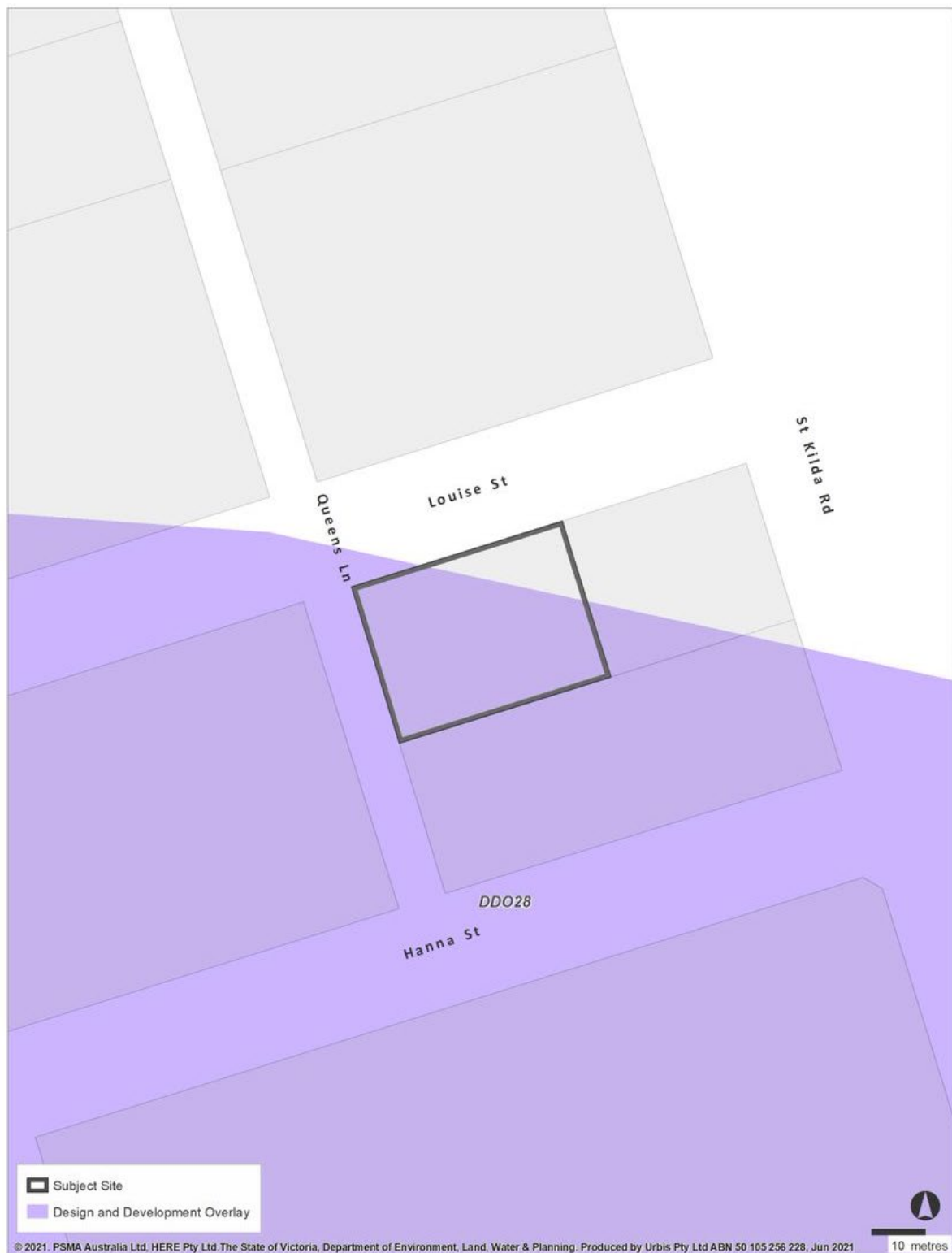
Figure 12 – DDO13



8 LOUISE STREET, MELBOURNE

DESIGN AND DEVELOPMENT OVERLAY (DDO26-5A)

Figure 13 – DDO26



8 LOUISE STREET, MELBOURNE

DESIGN AND DEVELOPMENT OVERLAY (DDO28)

Figure 14 – DDO28

4.5. PARTICULAR PROVISIONS

The following particular provisions are of relevance to this application:

- Clause 52.06 – Car Parking
- Clause 52.34 – Bicycle Facilities
- Clause 53.18 – Stormwater Management in Urban Development
- Clause 58 – Apartment Developments

5. PLANNING CONSIDERATIONS

The planning assessment addresses the following key matters:

- Is the proposal consistent with the Planning Policy Framework?
- Is the proposal consistent with the key built form parameters of the Design and Development Overlay?
- Does the proposal demonstrate a high-quality design response?
- Does the proposal demonstrate an appropriate response within its urban context?
- Are the access and car parking arrangements appropriately resolved?
- Does the proposal appropriately account for overshadowing and wind impacts?
- Are the environmental and waste outcomes satisfactory?
- Does the development provide for appropriate internal amenity?

5.1. CONSISTENCY WITH PLANNING POLICY FRAMEWORK

The Municipal Strategic Statement and local planning policy provide council's vision for development in the City of Port Phillip. It recognises that Port Phillip continues to play an important role in providing well designed additional housing to accommodate population growth. These policies seek to facilitate land use outcomes that support the ongoing vitality of the city, and this proposal achieves the broad objectives of these guiding policy documents.

The State and Local Planning Policy Framework ('PPF' and 'LPPF' respectively) recognises the importance of ensuring that there is enough flexibility within planning policy to achieve design excellence and contribute to the overarching vision for the city. These policies seek to facilitate land use outcomes that support the ongoing vitality of the city as an environmentally sustainable place to live, work, play and visit. The proposal achieves the broad objectives of these guiding policy documents.

More specifically, the proposal meets the objectives of the PPF and LPPF as follows:

- The proposal reflects the strategic direction of Clause 11 as it represents a consolidation, redevelopment, and intensification of an existing urban area, further ensuring sufficient supply of land in a well serviced location with direct link to the CBD.
- The revitalisation of the site and its interface with the streetscape demonstrates excellent urban design principals that positively contribute to the public realm – Clause 15 (Built Environment).
- The ground floor retail tenancy will enhance the vibrancy of Louise Street catering for the growing demand for services in this area. Notably the retail use presents to the primary frontage with Louise Street contributing to street activation - Clause 17 (Economic Development)
- The subject site sits within an area of 'moderate residential growth' which supports significant opportunities for new residential development in designated locations which have the capacity for change, pursuant to Clause 21.04 (Land Use). Furthermore, the proposal supports diversity in housing type with a high level of residential amenity to suit the needs of Port Phillip's community.
- The proposal is design to appropriately respond to the significant heritage building to the east of the subject site. Additionally, the proposal is designed and sited, through the built form controls of DDO26, in a way that does not disrupt views of the Shrine of Remembrance pursuant to Clause 21.05.
- The site responds to the current and emerging built form of the precinct and respects the scale and form of neighbouring sites. Clause 21.05 seeks to ensure the proposed development has been designed and sited to minimise detrimental impacts to the residential developments to the east and west. This has been demonstrated through the compliance with relevant objectives of Clause 58.
- The proposal demonstrates a variety of high-quality dwellings which contribute to the amenity of the building. The development supports the desire to create vibrant mixed-use areas with residential and commercial uses pursuant to Clause 21.06-7.

- Specific to precinct 5 of Clause 21.06-7, the proposal provides a landscaped setback which is desired along east-west streets in the precinct. Additionally, the development promotes a pedestrian environment along Queens Lane by proposing a human-scale street wall height and windows at the ground floor retail to contribute to the pedestrian realm.
- Best practice water quality performance and water sensitive design has been incorporated into the proposed building and design – Clause 22.12 (Stormwater Management (Water Sensitive Urban Design)).
- A reduction in the carparking spaces promotes environmental sustainability in a location that is highly serviced by public transport. Further, the development achieves best practice environmentally sustainable development – Clause 18 (Transport); Clause 21.03 (Ecologically Sustainable Development); and clause 22.13 (Environmentally Sustainable Development).

5.2. CONSISTENCY WITH DESIGN & DEVELOPMENT OVERLAY – SCHEDULE 26 AND BUILT FORM OUTCOMES

The site is located within a precinct that can comfortably accommodate higher density development. The proposal has been designed in accordance with DDO26 considering site specific opportunities and constraints. DDO26 seeks to ensure best practice ESD requirements are met, and that development minimises adverse amenity impacts including the maintenance of key view corridors including the Shrine of Remembrance.

The subject site is located within Sub-Precinct 5-a of DDO26, which identifies the strategic vision for the site. The building has been designed to generally comply with the built form considerations outlined, including a 4.1 metre landscaped setback to Louise Street, a 5-metre setback above 11 metres on Queens Lane and a 65 metre AHD height limit. The proposal complies with the constraints imposed by the DDO and presents a positive built form outcome.

Table 3 – DDO26 response

Built Form Requirements	Response
Separation Distance/ Side and rear setbacks	<p>The proposed development is setback generally in accordance with requirements of the DDO. The building is setback a minimum 3.0m to the eastern boundary at ground level and 4.5m from level 01 thereafter. The building is built to the southern boundary at ground level and setback 4.2m thereafter. The building is setback 9.0m from the adjoining building to the south. We note that the southern boundary is the rear boundary and not a side boundary and as such is not required to be setback 4.5 metres.</p> <p>In considering the appropriateness of the side and rear setbacks, the proposed building respects the existing urban character and pattern of development. A reduced setback at ground level to the boundary to the east will not impact on the adjoining interface as it represents an improvement on existing conditions.</p> <p>Setback to 490 St Kilda Road:</p> <p>The setback to the heritage listed building at 490 St Kilda Road is considered to be appropriate when considered in the context of the existing building. At ground floor the proposed development is setback 3 metres from the title boundary to the east. The existing building is setback less or equal to this amount for the extent of the adjoining property which on balance results in improvement in</p>

Built Form Requirements	Response
	<p>the existing conditions. Additionally, 490 St Kilda Road contains no habitable room windows on the boundary with the subject site, further limiting any potential amenity impacts. The proposal complies with the side setback requirements of DDO26 from level 01 and above.</p> <p>Setback to 492 St Kilda Road:</p> <p>The proposed development is built to the southern boundary with 492 St Kilda Road at ground level and 4.2 metres thereafter which results in a 9-metre separation between the two buildings. It is noted that the rear boundary is not by definition a side boundary, as such is not required to be setback 4.5 metres. The proposal provides a building separation of 9 metres to ensure that daylight and amenity is afforded to both the proposal and the adjacent office building.</p>
Landscaped Setbacks	<p>A 4.1 metre landscaped setback is provided to Louise Street and includes lush planting, brick paving and water features. DDO26 contains a discretionary provision requiring a 4.5 metre landscaped setback to Louise Street. The objective of the landscaped setback is to provide for clear site lines to improve pedestrian safety and to encourage WSUD. The transparent ground floor commercial space encourages pedestrian safety and an active frontage, while the considered landscape plan provided by Acre facilitates these site lines and incorporates an extensive planting schedule to WSUD throughout the proposal to comply with these objectives and present a positive outcome.</p> <p>Additionally, a landscaped setback plan of adjoining buildings setbacks to Louise Street has been prepared by Cera Stribley. It demonstrates that a 4.1 metre landscaped setback is considered appropriate when compared to other buildings along Louise Street. Refer to TP.0310 for a site plan with dimensioned setbacks to Louise Street.</p>
Heritage	<p>The development respects the form, massing and siting of the adjoining heritage buildings. The podium has been designed to explicitly respond to the art deco style through the incorporation of a brick façade with curved edges. An arched portal frames the entry lobby, where brick spills down from the façade to pave the entry. The use of a singular material throughout the podium connects the ground floor landscape with the double height lobby, creating a continuous arrival experience celebrating the use of red brick. The heritage advice from Bryce Raworth states that the proposed separation and materiality are responsive to the adjacent heritage dwelling at 490 St Kilda Road, and can be supported from a heritage perspective.</p>
Street wall / podium level	<p>The development is built to the Queens Lane boundary in compliance with the DDO. It exceeds the discretionary height</p>

Built Form Requirements	Response
	<p>requirements of DDO26 of 11 metres along Queens Lane. It is noted that this complies with the requirements of the podium height when assessed from the ground floor entry level. In order to avoid a disjointed built form with various podium heights, the street wall height along Queens Lane is exceeded by 600mm AHD.</p> <p>The building is 65 metres AHD in line with the requirements of DDO26.</p>
Active Frontages	The development provides for street level activation through the ground floor retail use with provision for windows along both the Louise Street and Queens Lane frontages. The provision of display windows for at least 80 per cent of the retail space at ground floor level promotes passive surveillance to both Louise Street and Queens Lane.
Tower Design and Internal Amenity	The tower form does not exceed a width of 35 metres and has a generous provision of open space by way of a communal terrace along the eastern boundary of the site and secluded terraces for each apartment.
Building Services	The building services have been conveniently provided on the ground floor, away from areas of high pedestrian activity. The loading bay is located in proximity to the waste storage room and the proposed crossover with Queens Lane.
Vehicular Access and Car Parking	The proposal provides three (3) levels of basement car parking with a total of 89 car parking spaces accessed via a crossover on Queens Lane. The vehicle access is not located towards the primary frontage and through its integrated design does not visually dominate the streetscape. The location of the crossover along Queens Lane recognises the service role of this lane.
Pedestrian Permeability	<p>It is considered that the proposed development will provide positive benefits to the public realm and pedestrian amenity. The building is of a high quality and will provide a positive architectural response when viewed from Louise Street and Queens Lane.</p> <p>The frontage to Louise Street will be glazed and fully activated for the width of the site and comprise retail premises, entrance lobby and community facilities.</p>

In summary, the proposed development positively responds to the design objectives of DDO26 and the general requirements as follows:

- The proposal presents an improvement on the existing setbacks to 490 St Kilda Road at the ground and first floor and complies with the requirements of the DDO thereafter.
- The proposal allows for a separation of 9 metres between the subject site and 492 St Kilda Road affording future residents amenity and access to sunlight by way of building separation.

- Compliant levels of sunlight penetration to habitable rooms is provided to all apartments.
- Wind effects are appropriately managed in accordance with necessary requirements.
- No windows of primary living areas or balconies directly face one another.
- The high level of compliance with the requirements of the DDO and Clause 58 affords equitable development opportunities to adjoining lots.

5.3. ARCHITECTURE AND DESIGN

5.3.1. Design Objectives

In addition to the design objectives within DDO26, Clause 22.06 (Urban Design Policy for Non Residential Development and Multi Unit Residential Development) provides performance standards for assessing planning application, the assessment below showcases how the development responds to the relevant policy objectives.

Table 4 – Clause 22.06 Assessment

Policy Objective	Response
<p><i>Public Realm</i></p> <p>Encourage new development to protect and enhance pedestrian spaces, streets, squares, parks, public space and walkways (see Performance Measure 1).</p> <p>Discourage building designs that dominate or imply private ownership of public spaces.</p> <p>Minimise adverse micro-climatic impacts such as overshadowing and wind tunnelling.</p>	<p>The development enhances the public realm by providing a pedestrianised landscape along the Louise Street frontage and an activated frontage along Queens Lane through the ground floor retail premises.</p> <p>A wind assessment has been prepared by Mel Consultants. The wind conditions in the streetscapes surrounding the development have been assessed as satisfying the walking criterion. A 2-metre balustrade has been included on the northern and southern ends of the level 3 terrace to ensure the criterion is satisfied.</p> <p>The proposal results in additional overshadowing to private open space at 34 Queens Road for 2 hours from 9am to 3pm on 22 September. This exceeds standard B21 by 1 hour. While this outcome is not preferable, it is not considered to be a significant impact, especially when considered against the merits of the proposal.</p>
<p><i>Street Level Frontages</i></p> <p>Encourage the design of building frontages at footpath level to offer visual interest, passive surveillance, social interaction, safety, shelter and convenience.</p> <p>Require pedestrian entrances to buildings to:</p> <ul style="list-style-type: none"> ▪ Be clearly visible and easily identifiable from streets and other public areas 	<p>As previously addressed, the development will provide a highly activated ground floor, improving on existing conditions. With a custom designed landscape plan that incorporates a clear sense of place and entry.</p> <p>The lobby to the residential dwellings is easily identifiable and separate from the retail tenancy, providing a sense of address for residents.</p> <p>The development incorporates glazing and avoids blank walls to provide visual interest. The glass</p>

Policy Objective	Response
<ul style="list-style-type: none"> Provide shelter, a sense of personal address and a transitional space between the public and private realms. <p>Encourage windows, terraces and balconies at lower building levels to offer surveillance to adjacent public areas</p> <p>Require all buildings to be accessible at ground-floor level to people with limited mobility.</p> <p>Require pedestrian amenities including seating, lighting and public art to create a safe and interesting pedestrian environment.</p> <p>Discourage blank walls and car park vents onto pedestrian spaces.</p>	<p>treatment at ground floor promotes passive surveillance along both Louise Street and Queens Lane.</p>
<p><i>Landmarks, Views and Vistas</i></p> <p>Encourage new development to preserve the visual prominence of key landmarks from adjoining streets, foreshore areas and other key public spaces.</p> <p>Encourage new development to maintain and enhance important vistas including, but not limited to:</p> <ul style="list-style-type: none"> Along St Kilda Road, particularly towards the Shrine of Remembrance, The Shrine Vista, 	<p>The building does not exceed 65m AHD in accordance with DDO26, and as such successfully preserves views to the Shrine.</p>
<p><i>Energy and Resource Efficiency</i></p> <p>Encourage buildings, internal building spaces and open spaces to be oriented and designed to take maximum advantage of climatic factors to minimise energy utilisation.</p> <p>Encourage the use of energy efficient techniques</p> <p>Ensure new development does not adversely affect the environmental performance of adjoining properties (e.g. overshadowing of solar panels)</p>	<p>The proposed development is committed to delivering a development which demonstrates a strong ESD response, as discussed in Section 5.7 of this report. The development provides a best practice ESD response with the incorporation water reuse and efficient glazing strategies among other things.</p> <p>The proposed development will not adversely affect the environmental performance of adjoining properties.</p>
<p><i>Building Design</i></p> <p>Encourage the design of new development to generally:</p> <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, 	<p>The building design draws inspiration from its surroundings and results in a visually striking development that is well articulated to provide breaks in the vertical presentation of the massive.</p> <p>The proposed development provides a rationalised built form envelope that ensures a scale and siting</p>

Policy Objective	Response
<ul style="list-style-type: none"> 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, 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. <p>Encourage the design of the building facades to make provision for the location of appropriate external lighting, mechanical equipment and signage.</p> <p>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 masonry finish, should be carefully detailed.</p>	<p>that provides a positive response to the streetscape.</p> <p>See section 5.3 for further discussion.</p>
<p><i>Urban Art</i></p>	<p>In accordance with this policy, it is understood that all new developments over \$2,000,000 will provide an urban art contribution that addresses the principles of the Urban Art Strategy.</p>
<p><i>Landscape</i></p> <p>Encourage all new developments to:</p> <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 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: 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. <p>Encourage contributions towards street/public space landscaping, where this is appropriate.</p>	<p>The development incorporates landscaping throughout to present a lush and vibrant façade when viewed from the street.</p> <p>Refer to the Landscape Plans prepared by Acre for further details on the planting.</p>

Policy Objective	Response
<p>Encourage landscape treatment to enhance the boulevard character and quality, of main boulevards, including Beach Street, Beaconsfield Parade, Jacka Boulevard, Marine Parade, Kerferd Road, Ormond Esplanade, St Kilda Road, Queens Road, Kings Way and Albert Road.</p>	
<p><i>Public Open Spaces</i></p> <p>Encourage the provision of public open space on-site that:</p> <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. <p>Maximise access to sunlight from key public, recreational and open space areas through the sensitive design and siting of new development.</p> <p>Ensure that new development does not overshadow public parkland (land included in the Public Park and Recreation Zone) between the hours of 10.00am and 4.00pm on the 22 June (winter solstice), unless otherwise specified in a DDO.</p>	<p>The site provides for open space at ground floor within the development, which is appropriate for the size and scale of the proposed development.</p> <p>The proposal does not result in any additional shadowing to public parks.</p>
<p><i>Car Parking and Pedestrian Access</i></p> <p>Ensure streets, footpaths and driveways provide safe, manageable and convenient access to buildings.</p> <p>Ensure pedestrian accessways within the development are safe, attractive and convenient to use by occupants and visitors alike.</p> <p>Encourage vehicle access points to:</p> <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 	<p>Pedestrian access is proposed from Louise Street and will provide a sense of place and safety for pedestrians accessing the site.</p> <p>Information regarding car parking and traffic can be found in Section 5.5 below.</p>

Policy Objective	Response
<ul style="list-style-type: none"> ▪ Enable vehicles to move safely and efficiently between the development and the street network. <p>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.</p> <p>Minimise hard paved areas over and above the building footprint to minimise stormwater runoff.</p> <p>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.</p> <p>Ensure that car parks are separated from habitable room windows to avoid noise and fumes entering dwellings.</p>	
<p><i>Loading Facilities</i></p> <p>Encourage loading facilities to be located at the rear of a building and/or near an area of low pedestrian activity and separate from parking areas.</p> <p>Avoid the design of loading facilities that require vehicles to reverse off-site.</p> <p>Ensure that loading facilities are screened from view of the street when not in use.</p> <p>Ensure that loading and unloading can occur wholly within the site boundaries.</p>	<p>Loading facilities are proposed within the building and will be accessed via Queens Lane, which ensures that appropriate loading can occur within the title boundary with no unreasonable impact to the existing road network.</p>

5.3.2. Design Detailing

Cera-Stribley Architects have carefully contextualised the proposed design scheme to respond to the immediate context and the current and emerging built form. In summary:

- A curved tower form is presented as an art form when viewed from all angles from around the site. The proposed tower element will make a positive contribution to the skyline and will provide a transition in height when considering the scale of buildings within the surrounding area.
- The tower form is representative of the emerging character of the area and employs a design reflective of iconic aspects of the City of Port Phillip. The building façade has been designed to present a high-quality finish and detailing when viewed at all angles and avoids blank building walls visible from streets and public places.
- The tower contains vertical breaks to 'break up' the presentation of the massing and provide visual separation in the building visual bulk. The considered design has drawn inspiration from its setting. The proposal incorporates soft edges typical of the art deco buildings in the vicinity of the site. The brick podium responds to the immediate heritage buildings and the slab edges on the tower were designed to represent the yacht hulls of Albert Park Lake.
- The materials and finishes will provide a materiality for the building what will be of high quality and well-articulated. Selection of materials will include use of a variety of glass glazing, concrete finishes and red brick cladding. The materiality is simple but effective in bridging the gap between the unique heritage of the City and the desire for greater intensity of development and growth. Details of indicative materials and finishes are provided within the accompanying Urban Context Report.
- The brick and glass podium considers the design of the heritage buildings to the east and west of the site by providing a scale and design that respects the existing significant heritage buildings.

5.3.3. Public Realm & Pedestrian Amenity

The design of the building actively engages the public realm through the introduction of ground floor tenancies and a podium design and scale contributes to a pedestrianised streetscape. Having regard to the streetscape character and planning framework, the presentation of the podium to the street frontages is an important part of the overall design response as it proposed landscaped setbacks and visual permeability through the retail space.

The residential lobby, communal facilities and the provision of a retail tenancy at ground level will provide a mix of uses which support street life and pedestrian interest. The provision of active uses within the podium skin will ensure public surveillance opportunities have been maximised.

Overall, the high level of street activation has been made possible by locating services away from the primary frontage with Louise Street and providing vehicle carparking within the basement level accessed from Queens Lane, and actively encouraging pedestrian movements and safety throughout the ground floor of the development.

5.3.4. Landscaping

A robust landscaping theme is proposed to ensure the development provides a positive contribution to the street interfaces and provide a high level of amenity for the future residents. A 4.1m landscape setback is provided to Louise Street incorporating a high level of planting, brick paving and water features.

The development includes planting through the podium where balconies are provided with planter boxes to create a landscaped edge whilst also providing a layer of privacy for the lower-level apartments. Landscaping is further extended up through the lower levels of the tower to create a vertical garden which feathers out at the upper levels to open up views. The greenery drapes the edges of the tower to further soften the curved form and nestle the tower in the backdrop of the tree lined St Kilda Road boulevard.

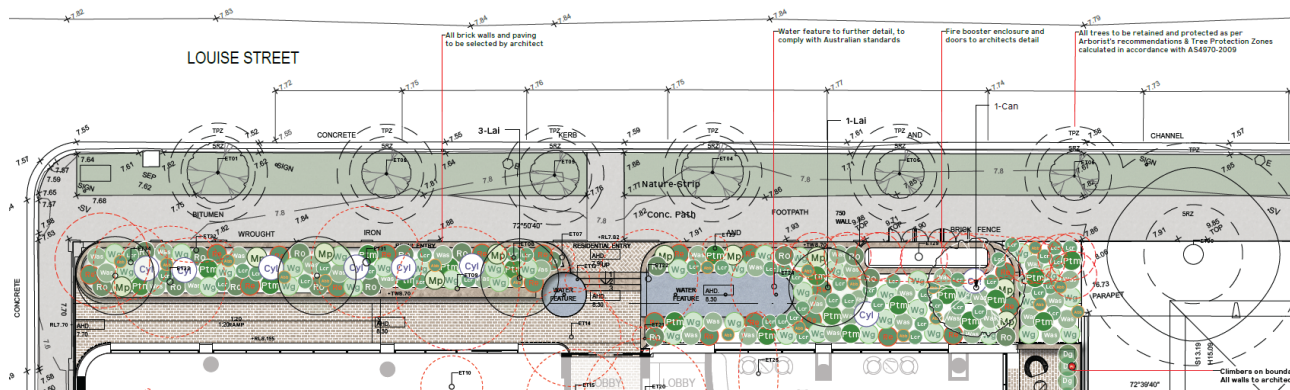


Figure 15 – Landscape plan – extract from Acre landscape report

Refer to Landscape report prepared by Acre for a complete overview of the landscaping proposed.

5.4. INTERFACE WITH ADJOINING BUILDINGS

With respect to immediate interfaces, consideration needs to be given to the impact of the proposed built form on any adjoining heritage buildings, separation distances between towers for the equitable distribution of outlook, daylight and ventilation, along with amenity considerations (such as overlooking) where there are adjoining habitable room windows.

The subject site has two immediate interfaces that are illustrative of the transition that is currently underway in the City of Port Phillip. 490 St Kilda Road to the east of the site is a double storey brick heritage dwelling and presents a sensitive interface. No. 492 St Kilda Road to the south of the site is developed with a fourteen-storey office building with considerable bulk and uniform setbacks to the north, west and south.

The proposed development features a curved design and the design at podium acknowledges the art deco characteristics and heritage interfaces through the incorporation of arched elements and brickwork. The podium will create a strong public realm connection whilst responding to the heritage interfaces.



Figure 16 – Interface with 492 St Kilda Road

5.5. CAR PARKING, BICYCLE PARKING AND LOADING

An assessment by OneMileGrid has been undertaken and confirms the proposed car and bicycle parking is sufficient and satisfies the relevant purposes of Clause 52.06.

5.5.1. Car Parking and Traffic

The proposed development generates a statutory car parking requirement of 132 car spaces under Clause 52.06-6 of the Port Phillip Planning Scheme. Given the abundance of public transport options proximate to the subject site, 89 car parking spaces are provided.

The OneMileGrid report identifies that the supply of car parking spaces for the proposed development is appropriate as follows:

- The site has an existing car parking credit for 9 spaces.
- 2016 Census data identifies that a market exists for 1 and 2-bedroom apartments without a parking space.
- The proposed development provides bicycle parking in excess of the Planning Scheme requirements, therefore providing an alternate means of transportation.
- The development is within easy walking distance of amenities, including shops, education, entertainment and recreational facilities.
- The site has excellent access to public transport, with numerous tram and bus services in the immediate vicinity, providing access options for residents and employees with no on-site parking space.
- A car share pod is located opposite the site.
- The site is in close proximity to numerous share car spaces, providing access to a car for residents when the need arises.
- Existing parking restrictions in the area will encourage residents and employees with low car ownership rates, ensuring they do not park long-term on-street; and
- Reduced car parking provision assists with the desired reduction in private vehicle usage, therefore minimising traffic impacts in the vicinity.

5.5.2. Bicycle Parking

The development proposes a total of 86 bicycle parking spaces across the development, including four spaces at the site frontage for use by visitors and 72 spaces within the basement levels, available for resident, staff or visitor use.

The number of proposed bicycle parking spaces far exceeds the requirements of Clause 52.34 and the statutory provision of 32 spaces.

5.5.3. Loading and Vehicle Access

Vehicle Access to the basement car park is provided via Queens Lane. This two-way access offers convenient access to the parking spaces and storage facilities. A loading area is proposed on the ground level of the development accessed from the driveway to Queens Lane. The loading area is located adjacent to the bin storage room for convenient waste removal, consistent with Local Policy.

Refer to the traffic and car parking assessment prepared by OneMileGrid for a full assessment of car parking, loading and traffic considerations.

5.6. ENVIRONMENTALLY SUSTAINABLE DESIGN AND WASTE MANAGEMENT

5.6.1. Environmental Sustainable Design

The proposal is committed to delivering a development which demonstrates strong Environmentally Sustainable Design (“ESD”) credentials and responds positively to the relevant State and Local Policies, particularly Clause 22.12, Clause 22.13 and Clause 53.18 of the Port Phillip Planning Scheme.

Ark Resources has undertaken a Sustainability Management Plan in support of the planning permit application. Based on the current design, Ark Resources have confirmed that the development achieves ‘Best Practice’ environmental design standards and will achieve an energy rating of 6.5 stars.

The proposed design includes numerous sustainable design features that will demonstrate environmental leadership that meets the State and Local ESD policies. The SMP outlines measures to attain sustainable design through the use and reuse of rainwater, high-performance glazing and energy efficient building services, appliances and fixtures and environmentally conscious internal finishes.

The landscaping has been designed to incorporate water sensitive urban design through the use of drought tolerant and indigenous plant species, automated irrigation system and rainwater recycling.

5.6.2. Waste Management

A Waste Management Plan (WMP) has been prepared by OneMileGrid. The plan details the anticipated waste generation, waste storage area size, design and location, bins and collection, and ongoing management.

A summary of the WMP for the proposed development includes:

- Garbage, recycling and organics to be collected twice per week for residential
- Garbage to be collected once per week and recycling and organics to be collected twice per week for retail/ commercial
- Residents will be responsible for disposing of recyclables or bagged garbage into the appropriate waste chutes located on each floor of the development. Organics will need to be transported directly to the appropriate bins within the waste room.
- Loading for waste collection will be via the rear of the building towards Queens Lane consistent with local planning policy
- A private waste contractor will be responsible for collecting the bins from waste area and replacing them immediately after emptying.

Refer to the Waste Management Plan prepared by OneMileGrid in support of this application for full details.

5.7. INTERNAL AMENITY

The residential building is provided with a high level of internal amenity for future residents. In developing the proposal, there has been a strong focus on ensuring high living standards are provided for all future residents of the building. The following key features of the proposal will contribute to this:

- A visible and inviting entrance lobby set amongst landscaping and water features. An arched entrance will ensure an easily identifiable and welcoming lobby for residents.
- Spacious living spaces and bedrooms coupled with floor to ceiling windows allowing generous sunlight access throughout the apartment building.
- Several apartments will have good views across to Albert Park Lake (dependant on the orientation). Apartments will also enjoy good views of the public realm.
- The apartments are well designed with a mixture of one, two, three and four bedroom apartments.
- Each proposed apartment has access to daylight. All bedrooms have direct access to natural light, with none relying on borrowed light from living areas.
- Each of the proposed apartments feature a designated area of private open space in the form of a balcony or terrace. Each space features appropriate minimum dimensions, appropriate scale and are well connected to the internal living areas.
- The development contains several communal spaces that take advantage of solar access and provide for the variety of residents that are anticipated to live in the building. The inclusion of a cinema, spa and infinity pool, steam room and playroom will cater for all residents.
- Adequate car parking, bicycle spaces and storage facilities are provided.
- A centrally located and accessible lift core within the development will ensure easy access is available for residents.

Overall, it is considered that the proposed development will provide a high level of internal amenity to future residents.

The proposed development has been designed in accordance with the requirements of Clause 58 of the planning scheme and demonstrates a high level of compliance. Refer to Appendix A – BADS Assessment.

6. CONCLUSION

In summary, it is considered that the proposal presents an exciting and architecturally designed development that exemplifies the vision for the precinct drawing on both physical and built form characteristics.

The proposal responds to the policy objectives of the Port Phillip Planning Scheme which seeks to provide for the St Kilda Road precinct as being integrated with its urban and landscape surrounds.

The proposal is generally consistent with the objectives of the Planning Policy Framework and will offer the following benefits to the St Kilda Road area:

- The provision for residential apartments will support the urban consolidation objectives for more accessible housing to public transport, retail, entertainment and employment opportunities
- A high-quality architectural response that has been appropriately designed to compliment the existing character of the area
- A multi-level residential building that contributes to the residential apartment provision to assist in meeting key State and Local policy goals
- Ground floor activation in the form of a clearly visible residential entry and retail premises
- Enhancement of the public realm, through greater activation and passive surveillance for pedestrians at street level along Louise Street and Queens Lane
- A residential building which favours active transport modes over driving by providing adequate and highly accessible and secure bicycle parking
- A high standard of internal amenity for all future residents, taking advantage of the benefits associated with high-rise living.

On balance, it is considered that the proposed development represents an appropriate planning and design outcome for the site and surrounding area and should therefore be supported.

DISCLAIMER

This report is dated 18 November 2021 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of 8 Louise Street Pty Ltd (**Instructing Party**) for the purpose of Planning Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

CLAUSE 58 ASSESSMENT

STANDARD / CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
58.02-1 – Urban Context objectives	Standard D1	<p>✓ Complies</p> <p>The proposed design response is appropriate to the site context and the urban surrounds. For further discussion please refer to the town planning report</p>
58.02-2 - Residential policy objectives	Standard D2	<p>✓ Complies</p> <p>The higher density residential development (and ground floor retail) proposal is supportable in its location that benefits from proximity to established public and community infrastructure, services and transport infrastructure. Please refer to the town planning report for a written statement describing how the proposal is consistent with State and local planning policy relating to housing.</p>
58.02-3 - Dwelling diversity objective	Standard D3	<p>✓ Complies</p> <p>The development provides a range of apartment sizes in varied configurations. Out of the 104 proposed apartments, the development provides a variety of types of apartments, which include 13 one bedroom, 69 two bedroom dwellings, 16 three bedroom dwellings and 6 four bedroom apartments.</p>
58.02-4 - Infrastructure objectives	Standard D4	<p>✓ Complies</p> <p>The dwellings will be provided with appropriate utility services and infrastructure.</p>
58.02-5 - Integration with the street objective	Standard D5	<p>✓ Complies</p> <p>The proposed development is orientated towards Louise Street with integrated landscaped setbacks ensuring congruence with the street network. Please refer to discussion provided in the town planning report.</p>
58.03-1 Energy efficiency objectives	Standard D6	<p>✓ Complies</p> <p>The design incorporates habitable areas that will allow for adequate ventilation and reasonable solar access, including the incorporation of several northern-orientated habitable room windows to improve solar access to the proposed dwellings.</p>
58.03-2 Communal open space objective	Standard D7	<p>✓ Complies</p> <p>The development proposes extensive communal areas, both internal and external, for future residents. The communal open space has been designed to provide passive surveillance of Louise Street while ensuring that these areas will not overlook any of the proposed dwellings.</p> <p>The development has maximised opportunities for landscaping within the outdoor area.</p>
58.03-3 Solar access to communal outdoor open space objective	Standard D8	<p>✓ Complies</p> <p>The communal open space is located on the east side of the building with good access to northern solar access. The outdoor open space is integrated with the internal communal areas to provide a high level of amenity.</p>
58.03-4 Safety objective	Standard D9	<p>✓ Complies</p> <p>The proposal has been designed to ensure that no dwellings are obscured or isolated.</p>

STANDARD / CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
		The development has been designed to provide good lighting, visibility and surveillance of car park entry and internal access ways.
58.03-5 Landscaping objectives	Standard D10	<p>✓ Complies</p> <p>The building complies with the deep soil planting standards, providing a deep soil planting zone on the north-eastern corner of the site. This space will adequately accommodate a large tree in line with the provisions.</p> <p>See the landscaping plan provided by Acre for further information.</p>
58.03-6 Access objective	Standard D11	<p>✓ Complies</p> <p>The proposal represents a positive improvement to the public realm with respect to the on-site vehicle access and provision of car parking spaces. The accessway does not exceed 33% of the street frontage with Queens Lane.</p>
58.03-7 Parking location objectives	Standard D12	<p>✓ Complies</p> <p>The development incorporates secure, ventilated basement car parking across three levels accessed via the rear of the site utilising a two-way ramp.</p> <p>No dwellings are to be impacted by car parking.</p> <p>The car parks will be conveniently accessible to the dwellings via a private lift core and staircase.</p> <p>Please review Transport Impact Assessment prepared by One Mile Grid for further details.</p>
58.03-8 Integrated water and stormwater management objectives	Standard D13	<p>✓ Complies</p> <p>The proposed development provides for integrated water and stormwater management initiatives. Please refer to the Sustainability Management Plan prepared by Ark Resources.</p>
58.04-1 Building setback objectives	Standard D14	<p>✓ Complies with objectives</p> <p>The proposed development incorporates a podium and tower built form which has been designed in response to its surrounding context and in general compliance with the built form requirements specified for this precinct in DDO26.</p> <p>The tower has been setback appropriately from the podium level allowing adequate daylight into new dwellings and ensuring all apartments have a reasonable outlook. The proposed setbacks to each level provide appropriate internal amenity to meet the needs of residents.</p> <p>Please review Town Planning Report prepared by Urbis, Urban Context Report prepared by Cera-Stribley Architects and Sustainability Management Plan prepared by Ark Resources.</p>
58.04-2 Internal views objective	Standard D15	<p>✓ Complies</p> <p>Windows and balconies have been designed to not overlook the POS of a lower-level dwelling within the same development.</p> <p>The proposed building has been carefully designed to ensure that all private open spaces and habitable room windows are orientated external to the building to ensure that no internal overlooking will occur, as well as</p>

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		mitigating the requirement for the development to incorporate overlooking screening, improving the amenity of the development for future occupants.
58.04-3 Noise impacts objectives	Standard D16	<p>✓ Complies</p> <p>The development will not generate an unreasonable level of noise for a multi-storey mixed-use development. All appropriate measures to contain resident noise sources and on-site retail services to protect future and existing surrounding residents from noise sources have been incorporated into the proposal.</p>
58.05-1 Accessibility objective	Standard D17	<p>✓ Complies</p> <p>The apartment building will provide accessibility to future residents far exceeding the requirements of Standard D17, with 64.42% of apartments achieving the minimum requirements specified below:</p> <p>A clear opening width of minimum 850mm at the entrance to the dwelling and main bedroom.</p> <p>A clear path with a minimum width of 1.2 metres connecting the dwelling entrance to the main bedroom, an adaptable bathroom and the living area.</p> <p>A main bedroom with access to an adaptable bathroom.</p> <p>An adaptable bathroom that meets all the requirements of Design A specified in Table D4.</p>
58.05-2 Building entry and circulation objectives	Standard D18	<p>✓ Complies</p> <p>The proposal's main residential entrance will be from the Ground Level, which is accessed from Louise Street. The entrance will comprise an entrance lobby, mail room and lift lobby. The lobby contains a second storey void to encourage natural lighting and residential amenity.</p> <p>All common areas associated with the residential component of the building, including corridors, will benefit from access to at least one natural light source. Further common areas will avoid building service obstructions and will maintain clear sight lines.</p> <p>All dwellings have comfortable access to and from the lift core and staircases.</p>
58.05-3 Private open space objective	Standard D19	<p>✓ Complies with objective</p> <p>All dwellings will be provided with a balcony or terrace that is conveniently accessible from a living room. Most terraces meet or exceed the minimum area and dimensions outlined in Table D5.</p> <p>Specifically, the majority achieve the following: one-bedroom apartment is provided with a balcony at a minimum of 8 sqm with a minimum width exceeding 1.8 metres. Each two-bedroom apartment is provided with a balcony with a minimum 8 sqm balcony with a minimum dimension exceeding 2 metres, and three-bedroom apartments are provided with a minimum 12 sqm balcony with a minimum dimension exceeding 2.4 metres, meeting or exceeding the requirements of Standard D19.</p> <p>The notable exception is predominantly due to the vertical breaks in the building which result in variations to the shape of the terraces. These terraces often exceed the minimum requirements and as such are adequate in complying with the objectives. Additionally, the extensive communal spaces through-out the development, a minor variation from the</p>

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		Standard is appropriate and future residents will be provided with appropriate and highly useable private open space areas.
58.05-4 Storage objective	Standard D20	<p>✓ Complies</p> <p>All dwellings will be provided with conveniently accessible storage space that is usable and secure.</p> <p>Most of the dwelling's will meet their storage volumes internal to the dwelling, with some external storage allocated as basement over bonnet storage.</p>
58.06-1 Common property objectives	Standard D21	<p>✓ Complies</p> <p>The proposal clearly delineates communal and private areas, with common property designed to be functional and capable of efficient management.</p>
58.06-2 Site services objectives	Standard D22	<p>✓ Complies</p> <p>The development will ensure site services and facilities can be installed, are accessible and easily maintained. This includes a dedicated mail room that is located within the residential lobby and convenient to access by Australia Post or other delivery service.</p>
58.06-3 Waste and recycling objectives	Standard D23	<p>✓ Complies</p> <p>The waste and recycling management facilities have been designed with careful guidance from waste consultant and will be managed in accordance with a Waste Management Plan.</p> <p>Please refer to discussion with the town planning report and the enclosed Waste Management Plan prepared by One Mile Grid.</p>
58.07-1 Functional layout objective	Standard D24	<p>✓ Complies with objectives</p> <p>All dwellings will comprise of master bedrooms that meet or exceed the minimum internal room dimensions specified in Table D7, except for A1. On balance, this is an adequate outcome given the overall compliance. It is noted that due to the curved design of the development, some secondary dwellings do not meet either the minimum width or depth of 3 metre, however these rooms remain generous given the alternate dimension and the design of the development ensures these rooms are provided with undisturbed outlook and high levels of internal amenity.</p> <p>Further these rooms will continue to provide a separate area in addition to the minimum internal room dimensions to accommodate a wardrobe.</p> <p>All dwellings will comprise living areas that meet or exceed the minimum area required for living areas, though full compliance with the minimum width is achieved due to the curved design of the development. It is considered that these areas continue to be highly usable, in most cases exceeding the minimum area requirements and ensure functionality and usability for future occupants.</p>
58.07-2 Room depth objective	Standard D25	<p>✓ Complies</p> <p>All proposed dwellings within the development will either have multiple aspect or in the instance of a single aspect room and will provide adequate daylight access into all habitable rooms.</p>

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58.07-3 Windows objective	Standard D26	✓ Complies All habitable rooms within the development will comprise a window in an external wall of the building providing exceptional levels of daylight access to all habitable rooms.
58.07-4 Natural ventilation objectives	Standard D27	✓ Complies Within the development, 59.62% of the apartments will provide effective cross ventilation that features a minimum breeze path through the dwelling of more than 5 metres but a maximum of less than 18 metres, measured between the ventilation openings on different orientations of each dwelling, which meets the requirements of Standard D27.




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