**Referral Summary**

| Referral | Advice |
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| **Urban Design** | **1 December 2022**<br><br>Overall, we support the proposed build to rent scheme.<br><br>Built form<br><br>- We support the overall 'U' shape form on the large site, in allowing access to daylight and outlook for residents.<br>- Providing a large break in the front form alleviates the visual bulk of the massing on Bank St.<br>- We recommend similar treatment (vertical separation or delineation), albeit to lesser depths, be applied along the other sides to alleviate the bulk, especially the southern façade viewed from Park St.<br>- We support the residential amenities on podiums, however these will need to consider wind conditions from the surrounding built form as well as access to sunlight.<br><br>Cross block link<br><br>The proposed cross block link is expected to primarily function as driveway access.<br><br>We note:<br><br>- It does not provide a connection right through the block to Bank St, rather taking people only as far as Lt Bank St which is currently a rather undesirable and lane with compromised personal safety.<br>- the width of the laneway space is limited to one way for vehicles, access for loading and retail parking<br>- It's open to the sky after entering the space - the podium crosses over the entire frontage<br>- If this is to accommodate pedestrians and futureproof a further true cross block link it should be widened<br>- Whilst this access way provides convenient access to bike parking – additional other uses could be accommodated on this western interface to assist with activation, lighting and CPTED objectives.<br><br>Ground floor interface:<br><br>- Bank St has established street trees which are a key character of the precinct – no trees should be removed as part of this development.<br>- We support continuing the architecture through the podium to provide the visual breaks and balcony spaces.<br>- We recommend further information justifying the design rationale, or need, for the ground floor colonnade, particularly in front of the resident amenities as this is unlikely to be 'activated' through continuous use.<br><br>Materials<br><br>We await further information of materials and architectural detailing across the different elements of the development.<br><br>Referral Overview<br><br>From an urban design perspective, the proposal is generally appropriate.<br><br>Summary of Recommendations:<br><br>From an urban design perspective, the proposal is generally supported.<br><br>To gain full support the proposal should:<br><br>- provide further design development of the side and rear lanes in relation to pedestrian amenity, acccessibility, personal security and safety, and attractiveness<br>- provide further information regarding materials and finishes<br>- explain the rationale and purpose for the ground floor collonade on Bank St<br>- provide further information demonstrating the considered architectural expression and articulation of each of the external building faces<br><br>**8 March 2023**<br><br>The subject application had previously received a pre-application urban design advice (dated 01/12/2022). The proposed pre-application was generally supported with some urban design recommendations for further improvements. It is understood that the applicant has now submitted the revised plan for a planning permit application, which is the subject of this urban design re-referral request.<br><br>I have reviewed the architectural plans (prepared by Rothe Lowman, (received 28/12/2022) and it associated architectural statement and design report. In light of the previous pre-application advice, some of the outstanding urban design concerns and recommendations are:<br><br>**Southern Building Elevation** |

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| | - The southern tower elevation (p. 14) still reads as one monolithic massing (approx. 56+ meter in span), which is considered too long from a visual bulk perspective. It is recommended that a deeper setback be incorporated to U04.09 (Level 4), U05.09 (Level 5), U06.10 (Level 6-8) and Unit 10 and 13 (Level 9-18) to effectively articulate the massing as two separate slender towers with a recessive building separation or similar. This will require review of the floor plan and the roof plan of the tower.<br><br>**Cross block link**<br><br>- The proposed cross block (i.e. shared lane) connecting Bank Street and Little Bank Street is supported. The cross section of this cross block currently involves the 897-3500-1050 (mm) dimensions for respectively its garden bed-driveway-pedestrian passage. It is recommended that the western wall of the ground floor uses (i.e. NW Shop, Resident Amenity and the Bike storage) be pushed further from the western boundary to achieve a nett 1.6m pedestrian passage. This will provide a wider and more pedestrian/bike friendly connection to the Little Bank Street and will improve its safety perception.<br><br>- It is recommended to review the bike room layout and its western wall treatment to firstly improve sightline to the rear lane. Secondly, relocate the western most row of bikes to the eastern back wall to improve activation to the side lane (i.e. maximise sightline to the internal alley). The architectural plan (p3) shows the southern wall of bike room as solid/ blank wall, while the artist impression on p. 19 of the Design Report show this as a glazing treatment. At the very least, the western wall of the bike room should present an active frontage to the side lane.<br><br>- In addition to the above it is recommended that the proposed obscure glazing of the southern corridor window of U01.01 (Level 1) and U02.01 (Level 2) be replaced with clear glazing to assist with CPTED and casual/ night surveillance of this side lane.<br><br>**Streetscape and ground floor interface**<br><br>- Please ensure that protection of the existing street trees and its associated TPZ as parts of its construction management plan.<br><br>- It is unclear what the future use of the resident amenity located on the ground floor plan particularly the likely activation of its colonnade. Is there any specific need/ program for this space? Would they likely become an unused space and tenanted later for additional shop/ F&B, or other use? This needs a further information and clarification<br><br>**Referral Overview**<br><br>From an urban design perspective, the proposal is generally supported subject to addressing the above urban design recommendations, further detailed design improvements and clarification.<br><br>**Summary of Recommendations:**<br><br>To gain full support the proposal should:<br><br>• Breaking up the excessive long southern elevation of the tower to read effectively as two slender vertical towers appearance with a deeper recessive gap of building separation.<br><br>• Widening the side (cross block) lane and improving its sightlines to the rear lane in order to improve its pedestrian/ bike accessibility and amenity, and safety perception.<br><br>• Improving CPTED of the side lane by providing casual surveillance from U01.01 and U02.01's southern windows.<br><br>• Explain the rationale and purpose for the ground floor resident amenity and its associated collonade facing to Bank St and accordingly review the appropriateness of this treatment/ interface to Bank Street.<br><br>**<u>14 April 2023</u>**<br><br>The subject application had previously received an urban design advice (dated 08/03/23), where the proposal was generally supported with some urban design recommendations for further improvements. The applicant has now submitted a revised plan as parts of further information response (received 31/03/2023), which is the subject of this urban design re-referral comment.<br><br>I have reviewed the architectural plan package (prepared by Rothe Lowman) in conjunction with the architectural statement and design report and the further information response letter. Overall, the proposed have addressed most of the concerns raised in the previous urban design referral either through the recommended improvements or other alternative means.<br><br>I would like to note a couple of the alternative variations for the statutory planner's when considering this proposed development for a planning permit approval:<br><br>**1. Southern building elevation**<br><br>• As an alternative to the recommended recessive treatment, the applicant has provided an additional architectural feature frame and (green) colour treatment to break up the 56-meter span of the southern elevation. |

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| | • Obviously, this 'skin deep' treatment has improved in articulation of the rear tower appearance, although this has not gone as far as improving the reading of the building as two separate massing with their meaningful shadow effect for its recessive middle 'break' as recommended.<br><br>• The other main reasons for the recommended recessive treatment are to reduce the visual bulk impact when viewed from the adjoining neighbouring tower no. 52A Park Street and to mitigate the overshadowing impact to this neighbouring tower particularly between 11am1pm (albeit the last issue may require a further deletion of the top 10-storey of the middle units/ middle massing).<br><br>• Having noted the above, I accept and appreciate the alternative changes and won't contest this issue further.<br><br>**2. Cross block link**<br><br>• The revised ground floor plan has widened the pedestrian cross block link from previously 1050mm to 1.6m.<br><br>• However, it is noted that at the southern end (i.e. where it terminates at Little Bank Street), the pedestrian will get pinched to approximately 600mm as the carriageway widens from 3500mm to 4500mm to meet the functional vehicular turning circle and safety requirement.<br><br>• And further as it turns around the corner, the pedestrian space is completely taken by the 22x visitor bike parking. Locating the visitor bikes at the rear laneway may not be the most visible, intuitive, and accessible location, particularly for first time visitors who visit this residence/ site. Please seek advice from Council's transport planner/ traffic engineer on this matter.<br><br>• From an urban design and pedestrian point of view, it is more preferrable if the 22x 90degree bike parking could be converted to 5x parallel bike parking to allow a shared accessible pedestrian space to the south of this bike storage, whilst the remaining balance of the visitor bike parking can be relocated along the front colonnade area (i.e. in front of the resident amenity)<br><br>• To remedy the pedestrian 'pinch point' issue, it is recommended that the applicant to explore 'chamfering' the corner of the bike room so that this can provide a continuously safe pedestrian link to Little Bank Street.<br><br>**Summary of Recommendations:**<br><br>From an urban design perspective, the proposal is generally a well-considered architectural design and is considered an appropriate type of development for the subject site. I am supportive and recommend the proposed development application for a planning permit approval.<br><br>To further the design excellence the proposal should:<br><br>• Providing the sought consistent 1.6m wide dedicated pedestrian path along the cross block link to the end of the Little Bank Street<br><br>• Redistributing/ relocating some of the rear visitor bike parking to the front area (i.e. near the main entrance or outside the resident amenity) subject to Council's strategic transport/ traffic engineering advice and support. |
| **Sustainable Design** | **<u>9 January 2023</u>**<br><br><u>Outcome</u>:<br><br>The application does not demonstrate best practice for ESD<br><br><u>Suggested Action:</u><br><br>ESD improvements required prior to decision > Re-Refer to Sustainable Design<br><br><u>ESD improvements required prior to decision:</u><br><br>The following key ESD matters must be improved/addressed prior to approval. Please re-refer to Sustainable Design Advisor:<br><br>- Ensure all ESD Initiatives claimed [on p.11 of] SMP are tabled on plans, add to existing table & enlarge.<br>- Indicate the actual locations of the EV Charging points on Levels 1 & 2 and available infrastructure.<br>- Concern as to the IEQ for levels with carpark and apartments opening to a shared lobby/hallway and no ventilation. *All internal hallways to have access to operable windows for ventilation and heat purging (in warmer months).<br>- Many of the Studio Apartments barely meet the minimum m2 requirement [of 37m2] with some at 34.8m2. As well the size of the Terraces vary quite considerably, especially those along the eastern side on Level 3 larger than the internal space allocation.*I recommend a review on sizing of Studios and terraces to be more equitable and liveable, even reducing the number provided to allow for increased space and slightly better daylight access (especially along the southern side).<br>- - Daylight access - although BESS Deemed-to-Satisfy and Green Star Hand calculations have been used and claim that ALL living & Bedrooms are compliant, I am unconvinced that many of the smaller studios & apartments especially along the south have sufficient daylight. I would assume these are the same as the non-compliant natural ventilation ones. Further daylight simulation modelling required. |

- Retail waste area location could be moved closer to the actual Retail space for better accessibility.

WSUD:

- The response provided in the SMP is insufficient. As well, the Stormwater Management Plan provided is basically a Drainage Report.
- Provide a site layout plan showing all stormwater catchment areas, permeable and impermeable areas in m2, and the % site permeability, location and type of all stormwater management devices and connection notations (drains, downpipes). Refer to p.36 of: Compliance Guidelines for Clause 22.12 Stormwater Management (portphillip.vic.gov.au).
    - Consider increasing the site permeability by replacing the paving with permeable or porous surfaces. https://www.portphillip.vic.gov.au/media/3lfkygd3/casbe-04-1-site-permeability-v5-june2022_online.pdf & https://www.portphillip.vic.gov.au/media/t3vlxy0l/porous_paving_factsheet.pdf
- Design details of the stormwater treatment devices, such as cross-sections and connection to legal point of discharge. Refer to p.39 of: Compliance Guidelines for Clause 22.12 Stormwater Management (portphillip.vic.gov.au) As well any filtration system for treating the runoff from the terraces.
- Ensure the Rainwater tank maintenance manual is filled in appropriately and provided with the Building Users Guide at occupancy. https://www.portphillip.vic.gov.au/media/zowf2e52/maintenance_manual_rainwater_tank.pdf

Inconsistent details in documents/on plans – to be resolved:

The following details in the SMP, BESS report and/or on the plans are inconsistent or contain conflicting commitments. The applicant must confirm which of the conflicting commitments are proposed, and update the documentation/plans to ensure consistency throughout:

- Correct and make consistent:
    - Rainwater Tanks - 40,000L RWT from 1680m2 roof catchment in SMP, and 1629m2 in BESS. 10kL RWT from 392m2 terraces and 287m2 in BESS.
    - WELS Showers rating stated as 3-star in SMP and 4-star in BESS.
    - P.12 of the SMP specifies provision of at least 5% EV charging points which = 18, yet only 7 shown on plans. As well all car parking spaces provided with infrastructure for a further 20%.
    - SMP states 70% Natural ventilation achieved, while Plans notate 40%.
    - Bicycle parking – SMP state 357 spaces + 17 Visitor spaces in BESS, the table on Plans note 355 Residential parks + 1 Retail + 36 Visitor spaces.
    - P.12 of the SMP claims provision of 32 car share vehicles, the Plans do not show location of any and only provide 2 Maintenance & 3 Retail carparks.

**26 April 2023**

The plans and supporting documents listed in the referral above have been reviewed in relation to the previous referral comments, dated 09/01/23.

Significant concern remains in relation to natural daylight to some living areas on level 6 to 18. Reconfigurations are requested to improve this outcome.

Additional detail is requested in relation to Stormwater Management.

Other previous comments have been addressed.

See detailed comments below

Outcome

The application does not demonstrate best practice for ESD

Suggested Action:

ESD improvements required prior to decision > Re-Refer to Sustainable Design

ESD improvements required prior to decision:

The following key ESD matters must be improved/addressed prior to approval. Please re-refer to Sustainable Design Advisor:

- Natural daylight to at least 26 apartments is unacceptable. Reconfigurations are required.

- Essential additional information is required in relation to stormwater management.

Full Assessment Comments by Category:

IEQ:

- Natural daylight is poor to the living areas of 46 of the one-bedroom apartments, with the worst ones (26 in total) being 6.20, 6.22, 7.20, 7.22, 8.20, 8.22, 9.10, 9.13, 10.10, 10.13, 11.10, 11.13, 12.10, 12.13, 13.10, 13.13, 14.10,

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| | 14.13, 15.10, 15.13, 16.10, 16.13, 17.10, 17.13, 18.10 and 18.13 – see details in Daylight Assessment Commentary below.<br><br>Reconfiguration required – Levels 6 to 8<br><br>- The poor natural daylight to the living areas of the internal corner apartments on levels 6 to 8 demonstrates a cramped design outcome. The configuration should be redesigned to improve natural daylight to these living areas, without compromising on natural daylight to adjacent apartments. –<br><br>Reconfiguration required levels 9 to 18<br><br>- The poor natural daylight to the worst performing one-bedroom apartments on levels 9 to 18, coupled with their long, narrow layouts demonstrates a cramped, dark design outcome with poor internal environment quality. The design should be reconfigured with the number of apartments in the central space of levels 9 and 18 reduced to enable dwellings with improved natural daylight and better proportioned spaces.<br><br>- Natural daylight is poor for 16 of the studio apartments – see details in Daylight Assessment Commentary below.<br><br>Condition required<br><br>I note that the SMP states that high VLT >60% clear double glazing will be specified, while the Appendix E Daylight Simulation Results state the modelling parameters were for clear low E double glazing with a VLT of 73%. Given that the daylight modelling results were so poor a minimum Visible Light Transmittance (VLT) of 73% must be guaranteed to ensure that natural daylight is not further eroded. It should be a clear commitment in the SMP and should be locked-in via a condition.<br><br>Appendix D Daylight Assessment Commentary:<br><br>o Shows acceptable natural daylight for proposed commercial space.<br><br>o Shows poor natural daylight to the living rooms of the following apartments:<br><br>▪ Level 3, level 4 and level 5 studios 3.07, 3.09, 4.08, 4.10, 5.08, 5.10.<br><br>▪ Levels 6 to 8 one-bedroom apartments 6.20, 6.22, 7.20, 7.22, 8.20 and 8.22 have poor natural daylight to their living areas. According to the daylight modelling results on page 35 of the SMP these are the worst performing living areas for natural daylight in the entire development. This applies to six apartments in total.<br><br>▪ Levels 6 to 8 studios 6.09, 6.11, 7.09, 7.11, 8.09, 8.11.<br><br>▪ Levels 9 to 18 one-bedroom apartments 9.10, 9.11, 9.12, 9.13, 10.10, 10.11, 10.12, 10.13, 11.10, 11.11, 11.12, 11.13, 12.10, 12.11, 12.12, 12.13, 13.10, 13.11, 13.12, 13.13, 14.10, 14.11, 14.12, 14.13, 15.10, 15.11, 15.12, 15.13, 16.10, 16.11, 16,12, 16.13, 17,10, 17.11, 17.12, 17.13, 18.10, 18.11, 18.12 and 18.13 have poor natural daylight to their living areas.<br><br>▪ The results on page 35 of the SMP show that the central, dual-aspect apartments on each level (level 9 to 18) would be the worst. The modelled floor plan in appendix D of the SMP does not reflect the apartment layouts on the most recent set of application plans. If the modelling results are compared to the updated layouts, it shows that the central, dualaspect apartments would be particularly poor (apartments 10 and 13 on levels 9 to 18 inclusive) due to their long, narrow configuration. This applies to twenty apartments in total.<br><br>▪ Levels 9 to 18 studios 9.09, 9.14, 10.09, 10.14, 11.09, 11.14, 12.09, 12.14, 13.09, 13.14, 14.09, 14.14, 15.09, 15.14, 16.09, 16.14, 17.09, 17.14, 18.09 and 18.14.<br><br>- The natural ventilation mark-ups at Appendix E of the SMP confirm that 70% of apartments will meet the natural ventilation criteria for dwellings stipulated in the BESS tool, which is acceptable.<br><br>Energy:<br><br>- No comments.<br><br>Water:<br><br>- WELS rating for showers now consistent in SMP documentation. Previous comments are now resolved.<br><br>Stormwater:<br><br>- The Stormwater Assessment response at Appendix F states that two rainwater tanks are proposed but neither are shown on the proposed floor plans. The floor plans must demonstrate sufficient space allocation for the two proposed tanks of 40kL and 10kL respectively.<br><br>Amended MUSIC results required<br><br>The nutrient load reduction (nitrogen and phosphorus) results provided in the Stormwater Assessment must demonstrate that the required reduction would be achieved without reliance on the Jellyfish and Ocean Guard filters in use (they can be included in the proposed stormwater treatment train but not relied on for nutrient reduction). Results must be resubmitted to demonstrate this (with those nodes deactivated in MUSIC). |

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| | - The SMP must also include details of rainwater tank maintenance, which could be required by condition.<br><br>- A separate Stormwater Management Plan has been submitted by Innovis dated 14/12/2022. It relates to drainage to legal point of discharge and pre and post development flow rates, rather than stormwater management for pollution reduction. Therefore this report should be referred to Council's drainage engineer.<br><br>Transport:<br><br>- There are 141 car parking spaces in total. EV charging provision for 7 spaces (5%) is now shown on plan and notation confirms provision of infrastructure for additional 20% EV charging spaces (this will equal 28 additional spaces in total). Previous comments are now resolved.<br><br>- Residential car share spaces are now clearly shown on the floor plans. Previous comments are now resolved.<br><br>- Bike parking quantities now consistent in BESS report in SMP and on plans. Previous comments are now resolved.<br><br>Waste:<br><br>- No comments.<br><br>Urban Ecology:<br><br>- A Green Factor Assessment should be provided with the SMP. See details of free Green Factor tool use at the bottom of this document.<br><br>Building Management & Construction:<br><br>- No comments.<br><br>Materials:<br><br>- No comments.<br><br>Innovation:<br><br>- No comments.<br><br>Green Factor:<br><br>This application is suitable for a Green Factor assessment, as part of Port Phillip's free trial. Green Factor is an online tool that assesses the extent of vegetation proposed. It provides a score based on the multiple benefits of urban greening, such as aesthetic benefits, urban heat regulation, providing biodiversity, social benefits, stormwater management and food supply.<br><br>The tool is free to use and is there is no mandatory score. Submission of a Green Factor scorecard will not delay the planning application outcome. The trial is open to all applicants to enable the consideration of the benefits of urban greening.<br><br>For more information:<br><br>- Refer to the Green Factor tool online https://www.greenfactor.com.au/<br><br>- Refer to the Sustainable Design section of our website Sustainable design - The City of Port Phillip<br><br>- Contact the Sustainable Design team sustainabledesign@portphillip.vic.gov.au<br><br>**13 July 2023**<br><br>I've reviewed the following:<br><br>- Updated SMP v4, dated<br><br>- Cover letter from Urbis dated 29/06/2023<br><br>- Advertised architectural drawings by Rothelowman, received at Council 15/05/2023<br><br>Stormwater<br><br>Updated response is acceptable<br><br>Green Factor Assessment<br><br>– Provision of the Green Factor scorecard is commended. The score of 0.57 is considered to be a good outcome. Details of the assessment are difficult to review due to the way screenshots have been copied and pasted into the SMP. Please request a clearer view of the results and supporting pages of the Green Factor scorecard in an updated SMP. Particularly the Ecosystem Outcomes diagram should be fully displayed in Appendix H.<br><br>Daylight |

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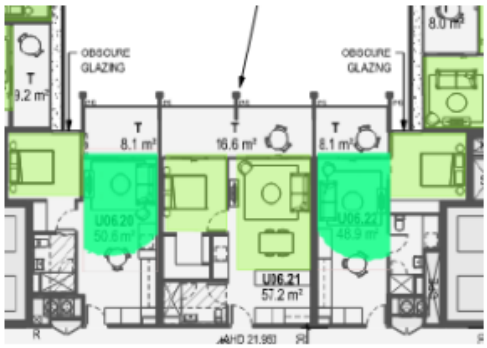
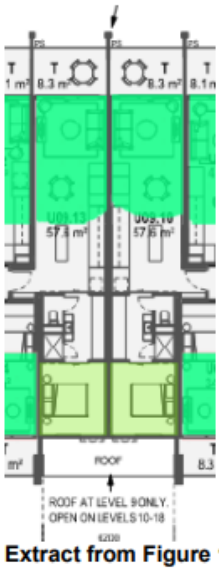
| | VLT - I note that the SMP commits to installation of clear glazing to apartments with VLT of 73%. The updated daylight model results are also based on a VLT of 73%, which is consistent.<br><br>Reflectance Values – Excessively high light reflectance values (LRV) have been used for the updated daylight model for both walls and ceilings of 0.94. Notwithstanding that the LRV is accurate as stated on the product website (Dulux vivid white) a maximum reflectance value of 0.8 would be accepted (based on AS/ NZS 1680.1:2006). This takes account of the reality that whenrooms are filled with furniture and other items including wall coverings the reflectance will be lower than just that of the paint finish on walls and ceilings.<br><br>Floor Plan Discrepancies – The advertised architectural plans include one floor plan for levels 9 – 18, whereas the floor plans used for daylight modelling in the updated SMP show a different configuration for levels 11 – 18. The central, dual aspect apartments on levels 9 – 18 of the advertised plans achieve poor natural daylight to the living areas, as shown on the plan for level 9 – 10 in the daylight model in the SMP. This equates to a total of ten apartments.<br><br>Modelling Results – Updated modelling results have been provided at appendix D of the SMP.<br><br>Level 3, Level 4 and Level 5 – Acceptable<br><br>Level 6-8 – Living rooms of apartments 20 and 22 on each level have less than 90% of the floor area achieving the preferred outcome of a daylight factor of 1.0%. The amount of floor area achieving the preferred daylight factor would also be further reduced if lower (and more realistic) light reflectance values were used. This equates to a total of six apartments.<br><br>Level 9-10 – Living rooms of apartments 10 and 13 on each level have less than 90% of the floor area achieving the preferred outcome of a daylight factor of 1.0%. Again this result would also be even lower if modelled more realistically with lower light reflectance values. This equates to a total of four apartments based on the model. However, on the advertised plans, this apartment configuration is repeated on levels 9-18. Therefore a total of ten apartments have unacceptably poor natural daylight to their living areas in the configuration proposed.<br><br>Level 11-18 – Acceptable based on Deemed to Satisfy (DTS) criteria. However, I note that DTS results, shown in light green, are more optimistic than actual modelled outcomes. This means that actual outcomes will be worse than what the results on paper suggest. Note that this floor plan configuration isn't actually included in the advertised architectural plans set.<br><br><u>Summary</u><br><br>Natural daylight to many living areas is still unacceptably low. See worst performers highlighted in the images below.<br><br>The modelling parameters are excessively optimistic in terms of the reflectance values used for walls and ceilings.<br><br>The floor plans used for the model are inconsistent with the submitted plans. Some of the worst performing apartments are repeated through ten levels, rather than two as suggested in the SMP Daylight Model.<br><br>The updated SMP is based on the provision of an updated daylight model. However there have been no changes to proposed apartment configurations since my previous review of the proposal.<br><br>Reconfiguration of floor plans is the best way to improve natural daylight, given that the current daylight model is based on glazing with a high VLT and unrealistically high internal light reflectance values but the results are still poor. |




**Extract from Figure 10: L06-L08 Daylight compliance area markup. This floor plan matches the advertised plans.**




**Extract from Figure 11: L09-10 Daylight compliance mark up. This matches the floor plan for levels 9 – 18 of the advertised plans.**

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| **Development Engineer** | **<u>30 December 2022</u>**<br><br><u>Access Between Bank St and little bank street:</u><br><br>- The proposed development will result in the marked increase no.of vehicles movements along Little Bank St and entering/exiting the property via new proposed laneway and Little bank Street. This laneway will also serve the cyclists and pedestrians in and out of the building. Therefore, we suggest that the developer provide council with lighting arrangement that consider the light levels and light spill to illuminate the proposed laneway.<br>- The proposed laneway should be delineated so that it is shown as a private laneway (clouded in pink)<br><br><u>Widening of Little bank St</u><br><br>- The lighting arrangements applies for the Little Bank Street too as this is used for the vehicular access to/from the loading zone. In addition, due to the expected increase in vehicular access to/from the property it is suggested that the laneway may be required to be upgraded to accommodate the purposes.<br><br><u>SBO2</u><br><br>The designated flood level for the above property ranges from 2.310m AHD to 2.706m AHD (snip below). The SBO2 is encroaching into the rear of the property via the rear boundary as shown on the snip below. SBO2 encroaching into property 15-29 Bank Street is maximum.<br><br>The area within the SBO2 overlay at the rear includes:<br><br>- Sewer Pump Station/ Loading zone<br>- Bike parking<br>- Ramp to Carpark<br>- Entrances to Comms/store |

- Based on the designated flood level and increased flood depth of 15-29 bank Street, to be conservative, maximum designated flood level of 2.706m AHD is adopted for the development at above address. Therefore, the minimum required finished floor level (FFL) for habitable area is 3m AHD (2.706 + 300mm) and non-habitable area is 2.856m AHD (2.706m +150mm)
- Loading area doesn't show the FFL on the plans. Is the access (circled in red) an access door ? My concern is whether the area would be able to handle the load of floodwater or how the floodwater is going to be managed if it enters this area during any flood event.
- FFL of Holding/Store isn't shown on the plans. A flood barrier need to be installed at the entrance (circled in green and blue) to the minimum required FFL of 2.856m AHD (non-habitable area) to prevent water entering into the premises.
- To be conservative, the walls (In red) facing the SBO2 should also be watertight to the minimum required FFL of 2.856m AHD (non-habitable area).
- The height for installation of any electrical/gas points or switches (Loading area, store,Substation) should be a minimum of 600mm above the flood level.
- Please note, as the Responsible Authority we only assess whether the height of a barrier meets the minimum required FFL. We are not in the position to assess and approve the type of barrier.

| EZI_ADD | 100yrBC_Max Flood Depth (m) | 100yrBC_Max Flood Level (m) |
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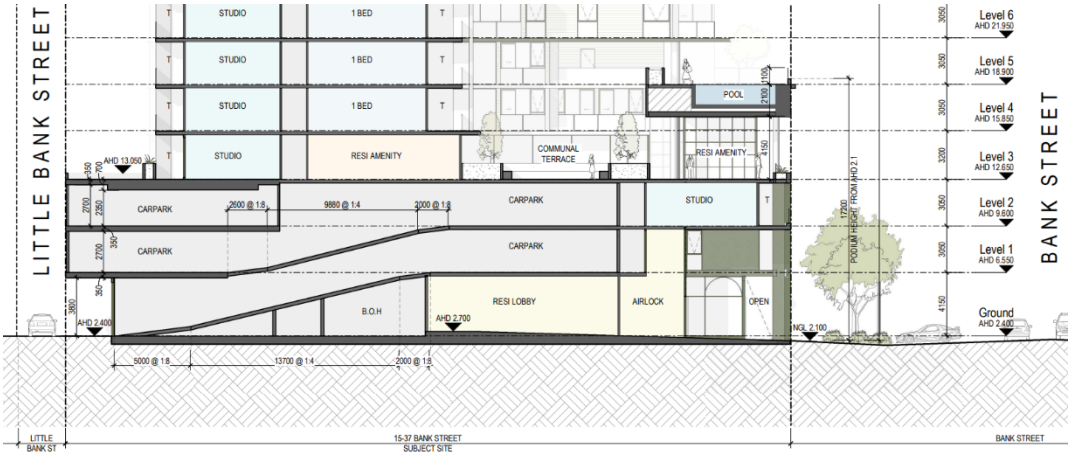
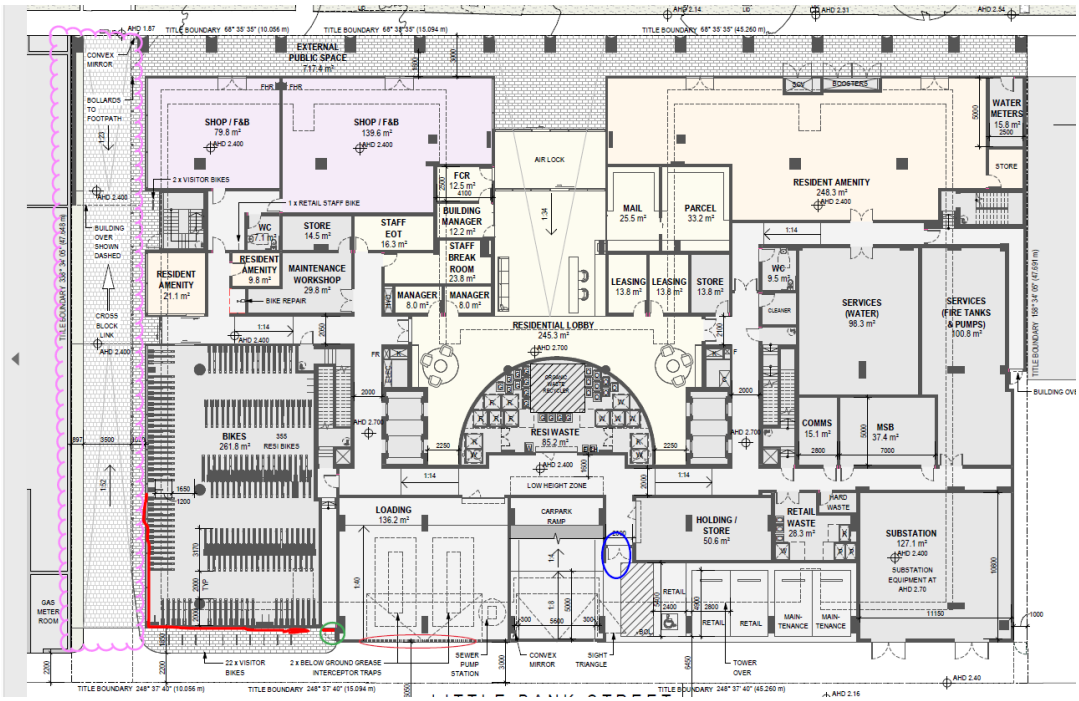
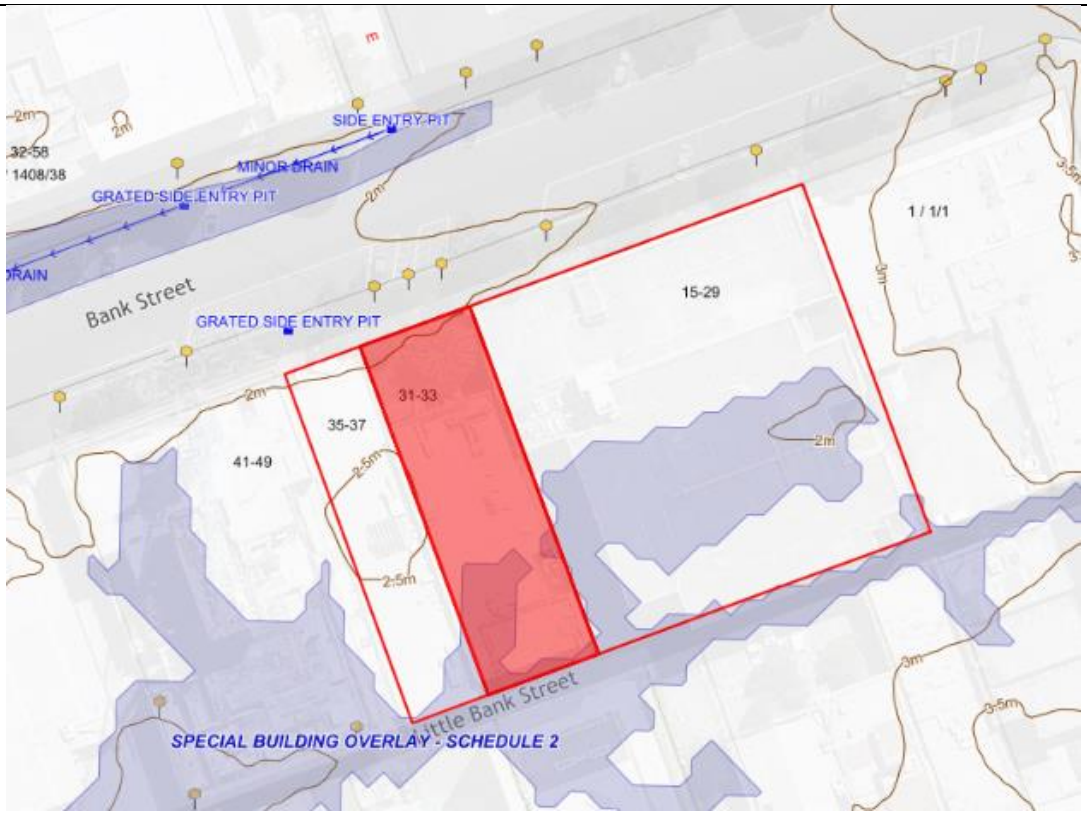
| 15 BANK STREET SOUTH MELBO | 0.327 | 2.706 |
| 31 BANK STREET SOUTH MELBO | 0.184 | 2.343 |
| 35 BANK STREET SOUTH MELBO | 0.237 | 2.310 |






**20 April 2023**

- Strategic Transport to provide further comment on car share spaces and how they are used as they do not typically like car share spaces reserved for residents of the development only and to be able to be used by all car share members.
- For this development to work, all car share spaces need to be allocated a car share vehicle I.e. not have any car share spaces empty.
- Storage unit adjacent to the below parking space to be removed to allow a forward entry as a reverse entry as depicted on the swept paths is not considered appropriate.


- Swept path diagram to be provided showing simultaneous access / egress at the property access point using one B99 vehicle and one B85 vehicle

**19 May 2023**

The designated flood level for the above property ranges from 2.310m AHD to 2.706m AHD (snip below). The SBO2 is encroaching into the rear of the property via the rear boundary as shown on the snip below. SBO2 encroaching into property 15-29 Bank Street is maximum.

The area within the SBO2 overlay at the rear includes:

• Sewer Pump Station/ Loading zone

• Bike parking

• Ramp to Carpark

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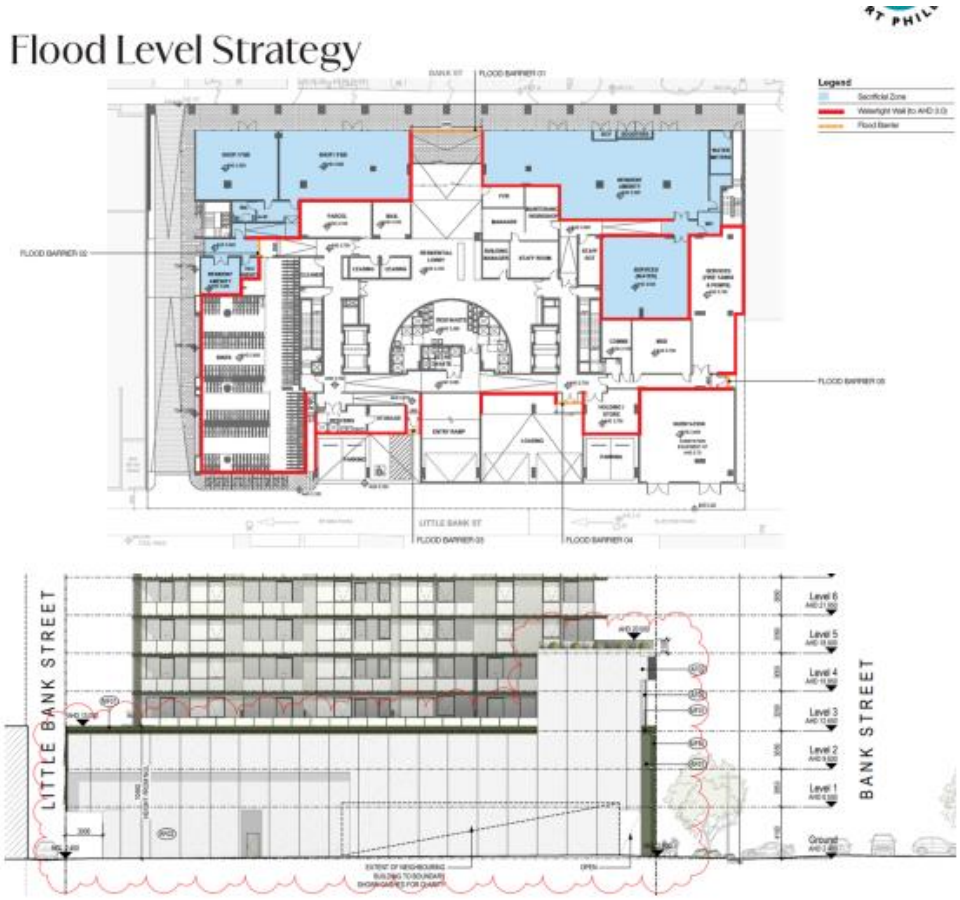
| | • Entrances to Comms/store<br><br>Based on the designated flood level and increased flood depth of 15-29 bank Street, to be conservative, maximum designated flood level of 2.706m AHD is adopted for the development at above address. Therefore, the minimum required finished floor level (FFL) for habitable area is 3m AHD (2.706 + 300mm) and non-habitable area is 2.856m AHD (2.706m +150mm)<br><br>Referral:<br><br>• We are satisfied with the proposed flood mitigations measures i.e proposed flood barrier and wall water tightening to meet the minimum FFL requirement for the development.<br><br>• We requested applicant to provide a written confirmation from Citipower stating that Citipower are satisfied with the proposed FFL of the substation equipment as 2.7m AHD. Has this been submitted?<br><br>  |
| **Acoustic** | **<u>26 January 2023</u>**<br><br>This one looks good to approve on my review of the acoustic report. I think it generally covers everything it needs to in this instance noting:<br><br>1. The food and bev tenancies on ground look small so I suspect will be low key café's. I think it would be worthwhile adding conditions to the permit as follows:<br><br>a. Any music amplification from the Food and Beverage tenancies shall be limited to background music<br><br>b. Any outdoor trading shall cease by 10pm for Food and Beverage tenancies<br><br>You may just want to limit hours for the ground commercial tenancies as 10pm anyway, otherwise I would say no later than 11pm for this area.<br><br>There is minor risk of surrounding commercial buildings having noisy rooftop plant (which the acoustic report has not assessed but in fairness would be difficult to do at this time) that this new apartment building will overlook so I would add a further condition as follows:<br><br>2. Prior to occupation, an acoustic report shall be provided to the satisfaction of the Responsible Authority confirming that any plant on surrounding commercial buildings does not impact dwellings on the land, including details of any further mitigation if required. |
| **Strategic** | **<u>February 2023</u>** |

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| | The subject site is within the Mixed Use Zone, Clause 43.02 DDO_26 Sub precinct 2, SBO2.<br><br>The application is for 'Buildings and works for a new Build to Rent apartment scheme with ground floor retail and a reduction in car parking.<br><br>**Strategic Planning Response**<br><br>In summary, Strategic planning generally support the proposed use - Built to Rent apartments, with ground floor retail for the site.<br><br>Strategic planning provides following comments on building mass and design:<br><br>**Housing diversity and accessibility**<br><br>Strategy 6.7.3 under 21.06-7 St Kilda Road North Precinct states the following:<br><br>'*Encourage future development to deliver a wider mix of housing types and sizes and includes flexible and adaptable design features, to accommodate a more diverse community including:*<br><br>• *Larger (3 bedroom or more) dwellings suited to family households and people working from home*<br><br>• *Universally accessible dwellings and accommodation suited to older people and people with limited mobility moveable walls and flexible spaces*<br><br>Strategic planning notes that the applicant propose only 4.2% of the apartments to be 3-bed and over 38% of the apartments to be 1-bed. In addition, the pre-application pack does not provide information on how accessible those apartments would be for older people and people with limited mobility.<br><br>Strategic planning suggests the applicant provide a formal response to Strategy 6.7.3 outlining how the application addresses housing diversity and accessibility.<br><br>**Building height**<br><br>Strategic planning note that the proposed building height is 64 metres, which exceeds the maximum overall building height by 4 metres.<br><br>Under Section 2.3 Exceptions to Mandatory Requirements, the construction of a green roof or communal open space may be permitted if does not exceed the mandated building height by more than 2 metres.<br><br>Architectural features such as domes, towers, masts and building services that do not exceed the maximum height by more than 4 metres and do not exceed 10% of the gross floor area of the top building level or 50 square metres (whichever is the greater) might also been permitted. (No gross floor area limit applies to the installation of solar panels.)<br><br>The applicant needs to clearly demonstrate on the architect plan which part is deemed as 'communal space', how the proposed the communal space meet the height limit, and which part of the roof structure is deemed as 'architectural features' and how this component meet the maximum height and size requirement.<br><br>**Tower Design and Internal Amenity**<br><br>The proposed tower is 'U shaped' and the southern end of the tower has a width greater than 35 metres.<br><br>Strategic planning suggests the applicant to provide further material to explain how the proposal will ensure that daylight penetrates through to parts of the building and streets, and adjoining buildings, will address perceived visual bulk, and will maintain sightlines between buildings.<br><br>Also note at the bottom of the U shape, some of apartments are close to each other. More information needed to understand the interface between those apartments, and how the amenity of BTR apartments meet BAD requirements.<br><br>**Pedestrian Permeability**<br><br>Strategic planning note and welcome the 'Cross Block Link Access to Future Train Station on the west boundary of the site.<br><br>The applicant needs to clarify and ensure the 'through-block pedestrian' link will be well lit, safe and accessible for public 24X7, design to mitigate potential conflict between vehicles, cyclists and pedestrians.<br><br>**Active frontage**<br><br>Further clarification needed to explain how the colonnade works and why there is a setback at the ground floor level, especially on the eastern side where it is proposed for residential amenities. It would be beneficial to clarify what type of residential amenities are proposed here, and how the setback area outside this residential amenities area would will be used in relation to internal uses.<br><br>**<u>April 2023</u>**<br><br>**What is the proposal?** |

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| | The subject site is within the Mixed Use Zone, Clause 43.02 DDO_26 Sub precinct 2, SBO2.<br><br>The application is for 'Buildings and works for a new Build to Rent apartment scheme with ground floor retail and a reduction in car parking.<br><br>**Strategic Planning Response**<br><br>Strategic planning provided response to the previous application in Feb 2023.<br><br>Strategic planning note the amended plan respond to issues raised on building height, tower design and internal amenity, pedestrian permeability, active frontage by either providing further information or updating the design.<br><br>Strategic planning defer to City Development on the question of whether the amended plan has sufficiently address the issues raised. Policy intention and principles on those issues were provided in the February response and remain relevant.<br><br>Strategic planning note that the amended application has not addressed 'Housing diversity and accessibility' in that it still proposes 4.2% of the apartments to be 3-bed and over 38% of the apartments to be 1-bed.<br><br>Strategic planning suggests the applicant provide a formal response to Strategy 6.7.3 outlining how the application addresses housing diversity. |
| **Landscape** | **<u>20 April 2023</u>**<br><br>From a landscape perspective, the landscape plans for a planning permit for 15-29, 31-33 & 35-37 Bank Street, South Melbourne 3205 is supported. The applicant has provided landscape plans for the first time with architecture plans being issued previously with urban design advice provided.<br><br>Following a review of the landscape architecture plan package (prepared by Lat Studios) in conjunction with the architectural plans, architectural statement and design report and further information response letter (prepared by Rothelowman), I'd like to mention the following where improved outcomes or recommendation for the landscape design are preferred and additional information is required to inform the application;<br><br>**1. Ground floor interface to Bank Street, Little Bank Street, and the Western Laneway**<br><br>- East of the main lobby in front of the Residential Amenity has large amount of pavement area, there is opportunity to provide seating amenity and/or garden bed opportunity (irrigated). The space currently design has zero program and benefit with softening the façade and/or providing a use to the pedestrian and users.<br>- The transition on Little Bank Street from blue stone pitchers to bitumen needs further refinement. Currently the transition occurs halfway along the southern boundary. This would be better suited to transition at the edge of the property boundary.<br>- The bike parking on Little Bank Street should be relocated. Visitors coming to 15 Bank Street would enter through the main lobby located on Bank Street, this could be provided east side of the main lobby. The current location is back of house of the development and therefore attracting visitors to this space could be concerning for CEPTD and safety. Alternative location should be explored.<br>- There is concern over the pedestrian width on the western laneway. 0.6m pedestrian path is not wide enough for universal access and is a pinch point for pedestrian moving through and around the bedding. This needs to be improved and widen.<br>- Opportunity to improve the streetscape nature strip to include garden bed and WSUD. This would enhance the pedestrian experience and soften the relationship between the building and the carriageway.<br>- The bike parking located on Bank Street is located within the streetscape which is currently turf. It would be beneficial to put a hard surface around this to decrease damage to the nature strip turf and formalise the bike parking.<br>- What is the maintenance management for the planting along the western laneway? Additionally, there is no details showing the planting, can this please be provided.<br><br>**2. Planting on Western Façade**<br><br>- Located on Level 1 & 2 the planters on the edge of carpark provides limited screening and softening of the façade of the built form. It would be an improvement to the western façade to extend the planters to the southern boundary on these levels, which would really provide softening, greening and visual amenity.<br>- What is the maintenance management plan for these planters?<br>- Can we receive details on the planters including drainage, widths, depths, and product type. 3.<br><br>**Level 3 Podium**<br><br>- Overall, the space is very well designed, and the scale and variety of programmed spaces is thought out well. It would be good to understand the sun exposure many of these plants and trees will receive as with the overhead floors, sunlight could be limited. Additionally, more detail on the planting and tree species is required, including pot size, mature height, density, and estimated quantities. Does the podium spaces response to the residential amenity directly adjacent? what is happening in these amenity spaces?<br>- What is the maintenance management plan for the planting?<br>- Can we receive details on the planters including drainage, widths, depths, and product type. |

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| | **4. Level 5 Podium**<br>- Overall, the layout of the Level 5 podium is great. The pool provides vistas and opportunities for relaxing, bringing a different use compared to Level 3. The planting on the northern corners of the building. The planting provides softening of the built form and creates an elevated forest. It would be good to see some medium/large trees in these areas and provide further details on the planting and depths in a detail.<br>- What is the maintenance management plan for the planting?<br>**5. Rooftop**<br>- The rooftop response is good; however, it can be improved. The northeastern section provides recreation area with turf however the space is broken up with planting, it would be good to see the planting located on the edge of this area to improve the possibility of use for the space. Can we please have a section of this area as per what was provided for the northeastern area.<br>- The north-western area is large and provides opportunity for decking and dining. The area could be improved through providing smaller areas that are private for smaller groups of residents to use. The elevated decking provides a large amount of surface space; however, it is unclear how this is going to be used. Will there be furniture on the area? Can you provide clarity on this.<br>**6. Planting & Material Palette and Landscape Details**<br>- Overall, the planting palette seems to be acceptable, however additional detail for all palettes are required including but not limited to the following; pot size, densities, estimated quantities and mature sizes. A maintenance management plan is also required as such so of the planted areas can only be assessed from resident's apartments or outside on the façade of the built form.<br>- Provide additional information on the material palette, including material type and product.<br>- There were no landscape details provided for this submission, it would be good to provide the following details to understand how the planting would work;<br>o Planter detail including soil profile, depth, width, and drainage.<br>o Garden bed detail for the ground floor including soil profile and drainage.<br>o Section of the north-eastern rooftop area to better understand area. |
| **Sustainable Transport** | **15 May 2023**<br>Car Share<br>• Require written agreement from a qualified car share operator in the City of Port Phillip to provide vehicles<br>• Car share vehicles to be accessible to all car share members (not just residents) with a booking 24 hours a day<br>• 32 car share vehicles may be more than can be viable in this off-street location suggest providing 20 vehicles initially<br>• May progressively provide car share vehicles as membership and demand increases<br>• Consider re-allocating some of these spaces for additional horizontal bike parking/ motor cycle/scooter parking.<br>Bicycle Parking<br>• Developer needs to demonstrate that there is sufficient space to provide secure 355 bike parking spaces including over 20% horizontal suitable for cargo bikes and e-bikes.<br>• Include at least 10 electric charging points in the secure bicycle area for recharging electric bikes and e-scooters |
| **Waste** | **23 May 2023**<br>In line with the Guidelines for preparing a waste management plan 2021 – City of Port Phillip, the WMP review identified the following points needing attention:<br>Land use information<br>• No land use zoning information provided in WMP. This needs to be included in the WMP.<br>• The number of floors needs to be provided.<br>• Number of commercial / retail tenancies needs to be provided.<br>Waste Generation<br>• Agree that waste rates, bins selected, and collection frequency provided are acceptable.<br>An error in the following section was identified:<br>Section 3.3.2 – Commercial Component:<br>Approximately 40% of the recycling waste from the café tenancy and 50% of the recycling from the retail tenancy is considered as paper & cardboard. |

<table>
<tr><td></td><td>This should read:<br><br>Approximately 40% of the recycling waste from the café tenancy and 50% of the recycling from the retail tenancy is considered as glass.<br><br><u>Bin size, quantity, and colour</u><br><br>• Garbage bin lid colour should be Red.<br><br><u>Bin Collection</u><br><br>• Please provide a description of security and access arrangements to the service area.<br><br><u>Scaled waste management drawings that comply to all disability access requirements</u><br><br>• Bin wash area is not identified on plans and needs to be provided.<br><br>• The bin collection point location not identified on plan and needs to be provided.<br><br>• The swept path analysis provided titled as ‘Loading Access 02 –SRV’ shows the vehicle body colliding with or mounting the kerb/wall of the development when turning right. This could be referred to the traffic team for review.<br><br><u>Other</u><br><br>• Domestic Waste Collection times have been provided as follows:<br><br>‘Collections occurring once a week should be restricted to the hours 6am— 6pm Monday to Saturday. Collections occurring more than once a week should be restricted to the hours 7 am — 6 pm Monday to Saturday’<br><br>As specified in Council’s Local Law No. 1, domestic waste must be collected between the following hours:<br><br>− 6:30am to 8:00pm Monday to Saturday;<br><br>− 9:00am to 8:00pm Sunday; and<br><br>− 6:30am to 8:00pm on Public Holidays.<br><br>− Note: Refer to local laws for detailed requirements.<br><br>• Industrial Waste Collection times have been provided as follows:<br><br>‘Collections occurring once a week should be restricted to the hours 6:30am — 8p Monday to Saturday, 9am – 8pm Sunday and public holidays.<br><br>Collections occurring more than once a week should be restricted to the hours 7 am — 8pm Monday to Saturday, 9am – 8pm Sunday and public holidays’<br><br>As specified in Council’s Local Law No. 1, industrial, trade, and commercial wastes must be collected between the following hours:<br><br>− 7:00am to 8:00pm Monday to Saturday; and<br><br>− 9:00am to 8:00pm Sunday and Public Holidays.</td></tr>
<tr><td>Traffic and Parking</td><td><u>April 2023</u><br><br><u>Review of Statement of changes:</u><br><br>
<table>
<tr><th>Change</th><th>Response</th></tr>
<tr><td>Dimensions provided to loading bay.</td><td>Acceptable.</td></tr>
<tr><td>EV charging location on plans. EV bays noted with ‘EV’ tag. Allocation of 7 EV parking bays total, 5% of total carparks.<br><br>Future provision for 20% EV parking – infrastructural allowance for capacity.</td><td>Acceptable. Comments should also be sought from Strategic Transport.</td></tr>
<tr><td>Provision of resident only car share spaces.</td><td>It is noted that the proposed carshare spaces is proposed strictly for residents of the development and I would like to highlight that our Car Share Policy and Car Share Guidelines state that 24/7 (general) member access to the car share vehicle is</td></tr>
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| | | required for viability of car share within new developments. Another concern outside of the Policy we have is that the developer may not be able to get a carshare operator on board if the spaces are limited to residents only. Strategic Transport to provide further comment and comment on the appropriate provision of car share spaces. |
| | Cross block link widened to accommodate 1600mm wide pedestrian footpath. Planting introduced to bike room façade along pedestrian interface. Planting to west of laneway reduced to prioritise pedestrians. | Acceptable. |

**Review of traffic report:**

- Site is located extremely well near a number of sustainable transport options.
- Residents/visitors of the development will not be eligible for resident parking permits.
- Noting that the assessment for the appropriate rate for car parking provision lies with Statutory Planning. Reference should be made to CoPP's Sustainable Parking Policy. We also suggest comparing previous approved parking provision rates of adjacent developments as part of the Planning team's assessment / determination.
- Increase in peak hour traffic is not significant and the accessway has been amended to accommodate two-way traffic flow.
- At least 20% of bicycle facilities to be provided in horizontal arrangement.
- It appears the loading dock on the ground level has at least a 3.5m clearance. There are no conveniently accessible loading zones on-street to facilitate loading and unloading of goods associated to residents. Therefore, it is important that loading for residents be considered onsite ad therefore a 3.5m minimum headroom is required for SRV vehicles.