

361, 371, 391 Plummer Street (Cnr. Salmon Street), Port Melbourne

Application for Planning Scheme Amendment C182port

Appendix 1: Internal referral responses

Department	Response																								
Heritage	No heritage issues																								
Traffic	<p data-bbox="387 483 524 507">28-07-2020</p> <p data-bbox="387 523 506 547">Proposal:</p> <p data-bbox="387 563 1234 587">It is understood a number of changes have been proposed a per the following:</p> <table border="1" data-bbox="387 600 1733 911"> <thead> <tr> <th data-bbox="387 600 763 639"></th> <th data-bbox="763 600 1301 639">Previous Proposal (TIA dated 28 August 2019)</th> <th data-bbox="1301 600 1733 639">Revised Proposal</th> </tr> </thead> <tbody> <tr> <td data-bbox="387 639 763 679">One-Bedroom Dwelling</td> <td data-bbox="763 639 1301 679">60</td> <td data-bbox="1301 639 1733 679">82</td> </tr> <tr> <td data-bbox="387 679 763 719">Two-Bedroom Dwelling</td> <td data-bbox="763 679 1301 719">315</td> <td data-bbox="1301 679 1733 719">457</td> </tr> <tr> <td data-bbox="387 719 763 759">Three-Bedroom Dwelling</td> <td data-bbox="763 719 1301 759">285</td> <td data-bbox="1301 719 1733 759">212</td> </tr> <tr> <td data-bbox="387 759 763 799">Four-Bedroom Dwelling</td> <td data-bbox="763 759 1301 799">42</td> <td data-bbox="1301 759 1733 799">59</td> </tr> <tr> <td data-bbox="387 799 763 839">Restaurant / Café</td> <td data-bbox="763 799 1301 839">2,234sqm</td> <td data-bbox="1301 799 1733 839">2,695sqm</td> </tr> <tr> <td data-bbox="387 839 763 879">Retail</td> <td data-bbox="763 839 1301 879">2,209sqm</td> <td data-bbox="1301 839 1733 879">7,473sqm</td> </tr> <tr> <td data-bbox="387 879 763 911">Office</td> <td data-bbox="763 879 1301 911">15,452sqm</td> <td data-bbox="1301 879 1733 911"></td> </tr> </tbody> </table> <p data-bbox="387 922 1921 978">The Traffic Engineering Advice letter from Traffix Group dated 9 June 2020 (E93804/20) commented the proposed changes will not adversely impact the outcomes of their Traffic Report dated 29 August 2020 (E152089/19).</p> <p data-bbox="387 994 1827 1018">Having considered this, I have referred to Jacob Avery’s comments (E172197/19) regarding the Traffic Report dated 29 August 2020.</p> <p data-bbox="387 1034 999 1058">Consistent with Jacob’s comments I note the followings:</p> <p data-bbox="387 1074 808 1098">Car parking layout and accessway</p> <p data-bbox="387 1114 898 1137">The proposed car parking layout have changed.</p> <ul data-bbox="387 1153 1939 1342" style="list-style-type: none"> <li data-bbox="387 1153 1939 1209">• In order to adequately review the proposed car park layout, can the applicant please update plans to include parking space / access aisle dimensions, ramp grades and lengths, clearance between walls/columns. <li data-bbox="387 1225 1939 1342">• Proposed access to off-street parking facilities is via two (2) new crossovers, one (1) to the proposed connector road and one (1) to the proposed new laneway. This is considered acceptable. Noting that the proposed access via the laneway is a significant distance from the proposed connector road. If the access was located closer to the connector it would allow for most of the proposed laneway to be used for open space. 		Previous Proposal (TIA dated 28 August 2019)	Revised Proposal	One-Bedroom Dwelling	60	82	Two-Bedroom Dwelling	315	457	Three-Bedroom Dwelling	285	212	Four-Bedroom Dwelling	42	59	Restaurant / Café	2,234sqm	2,695sqm	Retail	2,209sqm	7,473sqm	Office	15,452sqm	
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- The traffic report has not assessed the likely queuing that will be generated from installing boom gates at the entrance to the off-street car parks. Can the applicant provide a queuing assessment to determine the likely 98th percentile queue length? Noting that all queuing must be contained wholly within the site.
- The traffic report notes that aisle extensions been provided at end of blind aisles to facilitate access to parking spaces, in accordance with the planning scheme. If this cannot be achieved, please provide swept path assessment showing access can be achieved.
- The traffic report has indicated that all disabled car parking spaces will be provided in accordance with Australian Standards, including the adjacent shard area. This is considered acceptable.
- The traffic report indicates that critical spaces have been checked for accessibility using a B85 design vehicle. Can the applicant please provide evidence of this assessment in the form of a swept path analysis (Noting critical spaces include end spaces, spaces adjacent columns/walls, DDA spaces etc)
- Can the swept path assessment also include two-way traffic flow for all access ramps located within the off-street car park (B85 and B99 vehicle simultaneously using the ramps with suitable clearance).
- The traffic report has indicated that parking spaces will be allocated between residential and non-residential uses. Can the plans please be updated to reflect the proposed car parking provisions (label non-residential and residential spaces).
- Please ensure a minimum height clearance is provided above ramps to align with the directions of the Strategic Framework Plan.
- All redundant crossovers must be reinstated to Council satisfaction.
- All proposed crossovers must be installed to Council satisfaction.

Parking Overlay and Parking Provisions

The proposed number of car parking on-site have changed.

- Clause 45.09 of the planning scheme sets out the following maximum car parking space rates:
 - 0.5 spaces to each one or two-bedroom dwelling
 - 1 space to each three or more-bedroom dwelling
 - 1 space to each 100sqm of gross retail floor area
 - 1 space to each 100sqm of gross office floor area
 - 3.5 spaces to 100sqm of leasable restaurant floor area (clause 52.06)
- Based on the above rates, the maximum car parking spaces for each land use is as follows (extract from the Traffix Group's letter dated 9 June 2020):

Use	No./Size	Max. Rate	Max. Limit ⁽¹⁾
One-Bed Dwelling	82 units	0.5 spaces per unit	41 spaces
Two-Bed Dwelling	438 units	0.5 spaces per unit	219 spaces
Three-Bed Dwelling	200 units	1 space per unit	200 spaces
Two-Bed Terrace	19 terraces	0.5 spaces per unit	9 spaces
Three-Bed Terrace	12 terraces	1 space per unit	12 spaces
Four-Bed Dwelling	59 units	1 space per unit	59 spaces
Restaurant/Café	2,695m ²	3.5 space per 100m ²	94 spaces
Retail/Office	7,473m ²	1 space per 100m ²	74 spaces
TOTAL			708 spaces

Note (1): Clause 52.06 states ... "if in calculating the number of car spaces the result is not a whole number, the required number of car parking spaces is to be rounded down to the nearest whole number".

- Update traffic report of number of car parking allocation to each site premises and number of motorcycle parking.
 - I note, the letter advise the amended developments show a revised total of 708 car parking spaces.
- Clause 37.04 of the planning scheme sets out the following car share parking rates:
 - 2 spaces, plus an additional 1 space per 25 spaces for residential uses
 - 1 space per 60 car spaces for non-residential uses (if exceeds 10,000sqm)
- Update traffic report to indicate number of Car Share space to be provided on-site.
- **Regarding the car share spaces, Can the Applicant provide more information about the Car Share i.e. what providers will occupy the spaces, have they been in contact with the etc.**
- **We suggest referring the planning application to the Strategic Transport team for comments and feedback too regarding Car Share.**

Traffic Generation

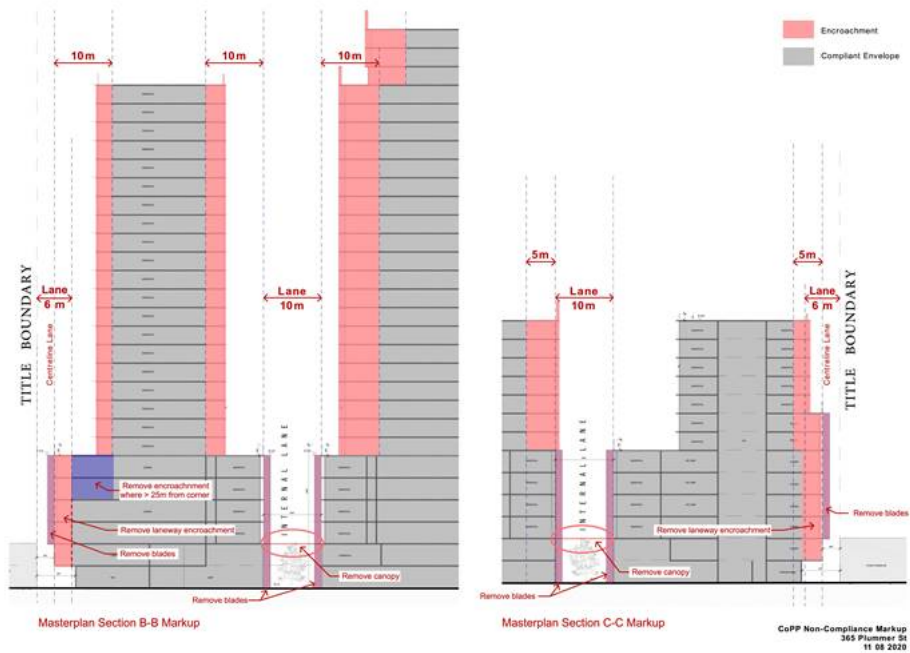
- Update traffic generation assessment to reflect the revised number of car parking proposed.
- I note Jacob's previous comments noted the traffic assessment was generally considered acceptable.
- **Please note that no cumulative trip generation for other developments has been considered.**

Pedestrian Sightlines

- The traffic report has indicated that pedestrian sight triangles will be provided in accordance with the planning scheme, being 2m x 2.5m and at least 50% clear of obstruction. This is considered acceptable.

	<ul style="list-style-type: none"> • Pedestrian sight triangle will need to be shown on the plans. <p>Provisions for Loading & Waste Collection</p> <ul style="list-style-type: none"> • Update swept path assessment showing the largest size service vehicle to be used on the site. I note, the car park layout has been modified. • The traffic report does not provide any information on how residents are expected to load and unload during moving in/out operations. Can the traffic report please be updated to include information on residential loading activates, noting that the proposed loading area will need to have convenient access to/from residential lobbies and elevators. • Plans provided by the applicant are very high level, I have concerns that adequate access has been provided between loading areas and BOH operations and waste collection areas. Can plans please be updated to include proposed access routes between loading areas and BOH and Waste collection areas. • All loading (commercial and residential) generated by the proposed development must be contained wholly within the site. • Waste Management plan to be referred to Council's Waste Management department for assessment. <p>Provisions for Bike Parking</p> <ul style="list-style-type: none"> • Update traffic report to reflect bicycle parking and facilities changes (showers and change rooms). • The Australian Standards require that a minimum of 20% of all bicycle spaces are provided at ground level. • It is recommended for each stage of the building adequate ground level and are installed horizontal are provided. • The plans indicate all visitor bicycle parking will be provided within the secure car parking area. It is recommended some visitor/customer bicycle spaces be located in publicly accessible areas.
Waste	<p>03-08-2020</p> <p>I've reviewed the plan but unfortunately could only see minimal changes made so my comments are as below;</p> <ul style="list-style-type: none"> • A waste compaction unit is strongly recommended for a development of this size which may address some of the issues (i.e. reduction in frequency of collection and saves bin space) • Highly recommend space for organic/food bins for future council services. • All bins need to be clearly drawn on the plan showing the number and type bins (Yellow for comingled and Green for Waste bins) at each bin locations. • Commercial and Residential bins must be separated. • Bin room on the plan (end of pg.7 close to Salmon Street)) does not have door. • There are four bin rooms drawn on the plan near the warehouse side (pg.7) but no bins are drawn – must show the number of bins and types of bins (yellow – comingled and Green –Waste) • Information will be required on how all residential tenants will access the hard waste areas. • Information required regarding the arrangements of residential bin collections to the loading bay.

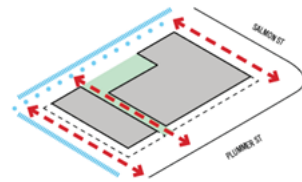
	<ul style="list-style-type: none"> • It is not really clear how the bins from the other 4 bin rooms will be taken to the loading bays. There is no clear or easy path for the movement of bins. • Plan shows three circles on each floor, which seems like a waste and recycling chute outlet but not sure why three outlets – please provide information on this.
Urban Design	<p>31-07-2020</p> <p>The following notes are in addition to the comprehensive Landscape referral comments below. The lack of detail is very frustrating.</p> <p>Envelope & Laneway Noncompliance</p> <p>We endorse the elements highlighted in the DELWP Non-compliance Markup 03-07-2020 plans. In particular, the lack of appropriate podium and tower setbacks to the laneway on western boundary is an unacceptable outcome for a key public laneway connection. As currently shown, the ‘public laneway connection’ is a low and enclosed private space with poor daylight and pedestrian amenity, like an internal driveway in a basement car park. In addition, the noncompliant setbacks will detrimentally affect the reasonable development potential of the neighbouring site.</p> <p>However, we suggest one issue that could be re-considered is the limiting of the proposed 6 storey street wall to the new public open space to only 4 storeys. The surveillance and activation of the public park would benefit from a 6 storey street podium and it is also a very high amenity location for apartments to be located, with northern orientation and park views. Conversely, the relatively high proportion of low amenity south-facing single aspect apartments facing Plummer Street should be reduced.</p> <p>A0202 Podium Levels 2 to 3 Plans</p> <p><i>Corridors:</i> the extremely long internalised ‘race track’ corridors serving large numbers of apartments have very poor amenity and do not appear able to satisfy the BADS Building Entry and Circulation objectives and standards. To be improved, the corridors would benefit from being articulated into smaller sections (each corridor serving less numbers of units) and having increased amenity such as access to windows.</p> <p><i>Apartments:</i> The very high percentage of single aspect apartments in the podium are unlikely to achieve BADS Residential Amenity objectives and standards. For example, less than 40% of dwellings would achieve natural ventilation requirements. As with the corridor amenity problems noted above, these problems could be improved with greater articulation breaks between apartments in the podium levels. Similarly, introducing maisonette apartments would improve natural daylight and ventilation, while also improving circulation issues.</p> <p>11-08-2020</p> <p>.....</p> <p>After looking at the plans again today, I raise the following additional issues to those previously noted below:</p> <p>Non-compliant Envelopes</p> <p>I had another look today at the DELWP non-compliance plan 03-07-20 and realised that it is referring to the current proposal.</p> <p>So, rather than duplicating this document, I have marked-up the sections B-B and C-C as these particularly highlight problems with laneways and western boundary setback (markup below and attached as PDF)</p>



Public Laneways

- The Urban Context Report Masterplan Strategy 2.1 clearly shows both laneways as “Public Access” and both having pedestrian access. Yet, the western laneway is not shown as having any safe pedestrian access in any of the masterplan, architectural or landscape documentation. This must be amended.

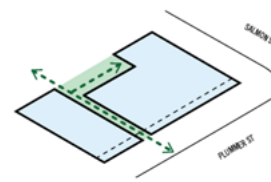
2.1 MASTER PLANNING STRATEGY



- PEDESTRIAN ACCESS
- VEHICLE ACCESS
- BIKE ACCESS

3. PUBLIC ACCESS

- PEDESTRIAN ACCESS TO CIVIC BOULEVARD
- VEHICLE ACCESS TO NEW STREET



- GREEN LANEWAYS

4. NEW PUBLIC LANDSCAPE SPINE

- LANDSCAPED THROUGH SITE LINKS
- PUBLICLY ACCESSIBLE URBAN PARKS AND GREEN LANEWAYS
- PROVIDES GREEN SPACE FOR FAMILIES LIVING IN THE COMPLEX & SURROUNDING AREA

- Sections show “blade” projections into the laneways (approximately 1.2m wide) but these are not shown in plan or elevations. The blade projections should be removed because the full width of both laneways should be unobstructed by projections for their full length
- The plans and sections faintly show “a canopy” spanning the central laneway at the second storey level, but this is not shown in architectural elevations or other masterplan drawings and no details are provided. A canopy is not supported as this publicly accessible space should be landscaped and open to the sky. For example, the Urban Context Report Masterplan Strategy 2.1 the laneway is shown as a publicly accessible ‘green laneway’.
- If wind mitigation is required for the laneway spaces (presumably this is the purpose of the canopy and blades projections) then they should be achieved in a way that do not enclose the laneway.

Recommended Masterplan Amendment

The non-compliance plan demonstrates that the western section of the site (Stage 4 and adjoining sections of Stages 2 and 3) is overdeveloped, which is particularly detrimental to the amenity of the two public laneways. Given the proposal is to develop a large vacant site, it is quite wrong to conclude that these non-compliances are somehow ‘necessary’ to achieve a ‘viable’ development outcome. Instead, adjustments to the overall site planning can easily be made to achieve a compliant Stage 4 envelope, such as moving the pedestrian laneway to the east to create a larger Stage 4 parcel.

13-08-2020

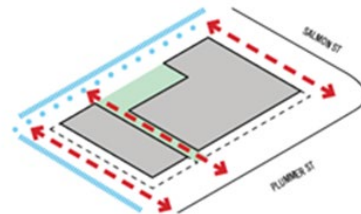
Urban Design #2

While I agree with Jeremy’s excellent advice below, please note that rather than 1 new laneway, the masterplan strategy clearly indicates 2 laneways i.e.

- one vehicular, cyclist + pedestrian and
- one pedestrian only.

While I am happy for the vehicular, cyclist + pedestrian laneway to only have active frontages at each end, I believe the entire length of it should still be open to the sky and still be a safe and comfortable pedestrian and cycling route.

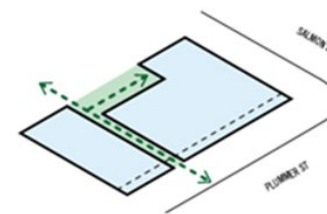
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City Strategy

12-08-2020

From a strategic planning perspective, I generally support the proposal subject to plan amendments and other conditions.

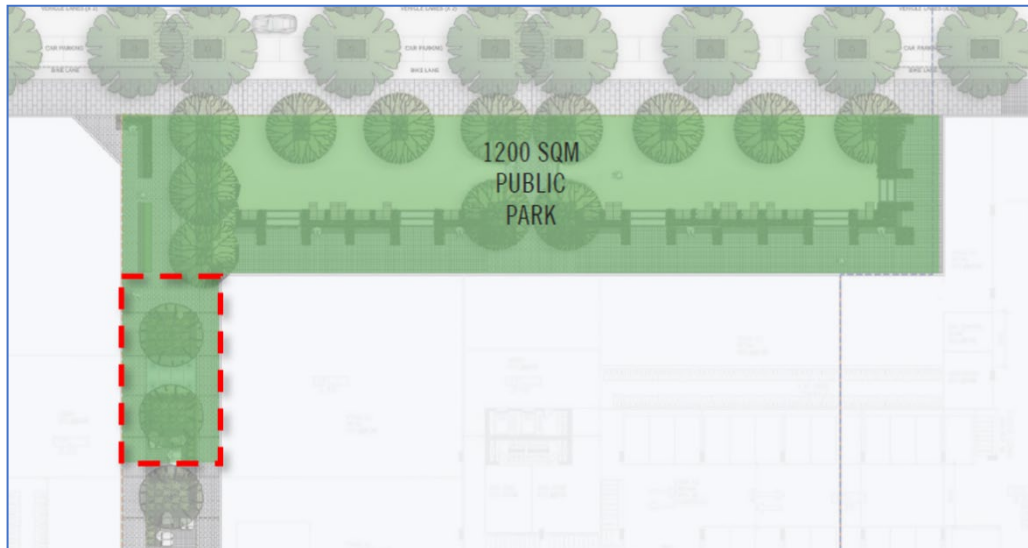
This outcome is particularly relevant for sites located in within the Wirraway Core Area (such as the subject site) where a “*The heart of Wirraway is the intersection of Plummer Street and Salmon Street which is the focus of activity with an active and engaging pedestrian experience along Plummer Street Boulevard*” (Clause 21.06-8).

I recommend that the following conditions be included in the Incorporated Document for this PSA:

- I. Setbacks above the street wall increased to comply with the minimum distances outlined in Clauses 2.8, 2.9 and 2.10 of DDO33. Greater distances may be required to ensure compliance with the relevant built form requirements, particularly:
 - Helping deliver comfortable wind conditions in the public realm;
 - Enabling adequate daylight and sunlight in streets and laneways;

- Allowing for views to the sky between buildings;
 - Allowing sunlight and daylight to, and outlook from habitable rooms existing and potential developments on adjoining sites;
 - Delivering high quality amenity within buildings having regard to outlook, daylight, and overlooking;
 - Offsetting direct views between buildings within the same site; and
 - Achieving privacy by setbacks rather than screening.
2. The street wall along the western boundary (new laneway) reduced to 4 storeys, as required in Clause 2.7 of DDO33. This height may be increased on the north or south corner to match the street wall height along Plummer Street or the new road for a 60m maximum depth.
3. Provide a façade strategy and detailed plan elevations that reflect the design outcomes represented in the ‘Podium Architecture’ and ‘Tower Architecture’ sections in the Urban Context Report and demonstrate design excellence as required by planning policy. The ‘forest edge’ façade theme is supported, however demonstration is required on the long-term viability of the proposed planter box landscaping and vertical trellis planting (including maintenance plan/s).
4. Provide an amended wind assessment that demonstrates that the development will result in local wind conditions that maintain a safe and pleasant pedestrian environment on footpaths and other public spaces for walking, sitting or standing (as required by Clause 2.11 of DDO33). Clause 22.15-4.4 requires developments to contribute to a *“high quality public realm and deliver spaces, including open spaces, for people to meet, gather, socialise, exercise and relax”*. The following changes to the current wind assessment are required:
- The assessment distance used must be in accordance with Clause 2.11 and the assessment must address approved and proposed development and publicly accessible areas within this distance;
 - The different comfort criteria should apply to the following publicly accessible areas within the assessment distance:
 - a) Sitting – the new park in the northern portion of the site, the future park on the southeast corner of Plummer and Salmon Streets, proposed outdoor seating in the new laneway (refer to the landscape plan) and proposed areas for outdoor seating elsewhere in publicly accessible areas;
 - b) Standing – both footpaths of Plummer and Salmon Streets, the balance of the new laneway and outside other retail / commercial tenancies and pedestrian entry areas; and
 - c) Walking – remaining publicly accessible areas.
- Where this criteria is exceeded under existing conditions, the development must not worsen the wind situation.
- Wind management treatments must be located within the development site. The following treatments recommended by the current wind assessment are not supported:
 - Tree plantings along the pedestrian footpath along Salmon Street; and
 - Row of trees along the northern and western edge of the lawn area (new public open space).
 - Wind management treatments must not impact on accessibility or views through the new laneway. The evergreen densely foliating tree planting at both ends of the laneway recommended by the current wind assessment are not supported. In addition, the recommended sculptures outside of the laneway on the northern end, to the west of the lawn area must be sensitively designed and located, to the satisfaction of Council; and

- Evidence that wind management treatments will successfully achieve required wind criteria.
5. Provision of access to ground level restaurants / cafes and lobby area that do not rely on access through the new public open space. The 5m wide pedestrian pathway around the park frontage of the building shown on the Landscape Masterplan may be included in the final park design approved by Council but would be in addition to tenancy and lobby access on private land.
 6. The northern end of the new laneway is not considered part of the new park (shown as red dashed outline in diagram below – extract from Section 5.1 of the Urban Context Report). In this regard the park area needs to be increased to at least the 1,211sqm outlined in the Fishermans Bend Public Space Strategy (ID: W09), which could necessitate increasing the depth of the park to 14.5m (from the current 13m depth).



7. Provision of active frontages to all streets, the new laneway and the new park in accordance with Clause 2.13 of DDO33. The following matters must be addressed in amended plans and façade strategy:
 - Creation of activated building façades with windows and legible entries to lobby areas and tenancies to provide more prominent street addresses;
 - Tenancies on corners need to interact with both frontages;
 - Openable windows and balconies within the street wall (particularly at lower levels); and
 - Achieve a diversity of fine-grain frontages.
8. Provision of flexibility of retail and commercial tenancies that allows for future adaptation for other 'employment-generating' uses needed to serve the Fishermans Bend community, such as health facilities and services.

	<p>9. Developer to contribute (works or money) to streetscape improvements of frontage streets (Plummer and Salmon Streets), as well as construction of new road, laneway and park. Standards to be in accordance with Council's standards (once they're finalised). The park is to be developed and embellished to a neighbourhood park standard in accordance with Council's Draft Public Space Strategy.</p> <p>10. Ensure equitable access to people with limited mobility.</p> <p>11. Ensure access to bicycle parking and end-of-trip facilities does not unduly conflict with vehicle access and other service activities.</p> <p>12. Affordable housing provided as part of the development must (as required by Clause 22.15-4.3):</p> <ul style="list-style-type: none"> ▪ Be a mix of one, two and three bedrooms that reflects the overall dwelling composition of the development; ▪ Have internal layouts identical to other comparable dwellings in the development; and ▪ Be externally indistinguishable from other dwellings. <p>13. Ensure communal open spaces include a range of facilities, garden and recreation areas, with consideration given to opportunities for a range of users (as required by Clause 22.15-4.2). Given the emphasis in Wirraway on accommodating households with children, it is recommended that children's play spaces be included in the outdoor communal green space on the podium level.</p> <p>14. Ensure residents in Stage 4 have equitable access to the communal open space on the podium roof of the other building.</p>		
<p>Landscape Architect</p>	<p>31-07-2020</p> <p><u>General comments:</u></p> <ul style="list-style-type: none"> • The lack of details in these plans – Can we please request further information on building entrances, proposed materials, plant schedules for all levels, legend, materials on the ground floor landscape plan on the western edge, existing trees, dimensions <p>Ground Level</p> <ul style="list-style-type: none"> • Landscape plans are not related in any way to the architecture of the buildings. Please include in the landscape plans the building entrances and ground floor uses for information. • The Urban Context Report paints a very different picture than the landscape plans do (see table below). The Urban Context Report shows street tree planting and planted borders on street, noting there is an aim of providing an urban forest – whereas the landscape plan shows none of this on Plummer Street and minimal planting on Salmon St. <table border="1" data-bbox="389 1038 1727 1077"> <tr> <td data-bbox="389 1038 1106 1077">Urban context report</td> <td data-bbox="1106 1038 1727 1077">Landscape plan (ground floor)</td> </tr> </table>	Urban context report	Landscape plan (ground floor)
Urban context report	Landscape plan (ground floor)		



- The planning report (E152101/19) notes that “extensive communal open space” will be provided and that:
 - A new public park with an area of 1,766sqm
 - Two new pedestrian laneways connecting Plummer Street to the new street to the north
 - A new 22m wide street, including new pedestrian footpath along the northern boundary
 - A setback of 6m to Plummer Street to enhance the pedestrian amenity
 - Upgrades to the Plummer and Salmon Street streetscapes, in accordance with Council Guidelines

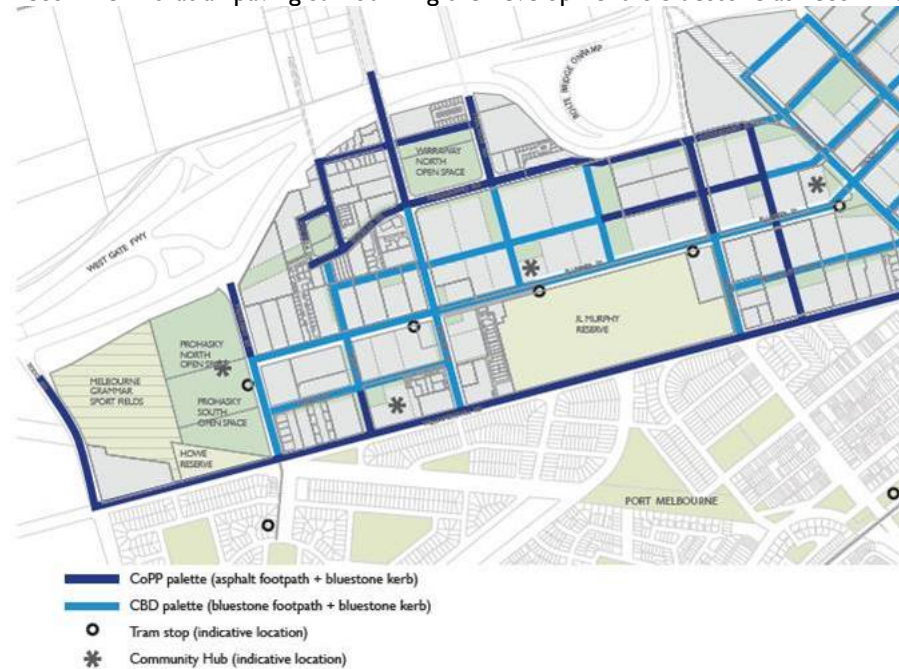
However the above statements are not reflected in the drawings as:

- The new public park is described on the landscape plan as “Final design subject to City of Port Phillip” implying that the developer is not delivering the public open space. Therefore this space should not count as being communal open space delivered by the development.
- There is only one new pedestrian laneway connecting Plummer Street to the new Street to the north.

- There is no ‘enhancement’ proposed to Plummer Street by the developer and no “upgrades’ are proposed on the drawings to Plummer Street. It appears that new street trees are being proposed by the developer on Salmon St.

The development turns it’s back on the streets by focusing on landscaping at the rear rather than providing any landscaped edges on Salmon St or Plummer St. This is not supported

Recommend that all paving surrounding the development is bluestone as recommended by CoPP documentation:

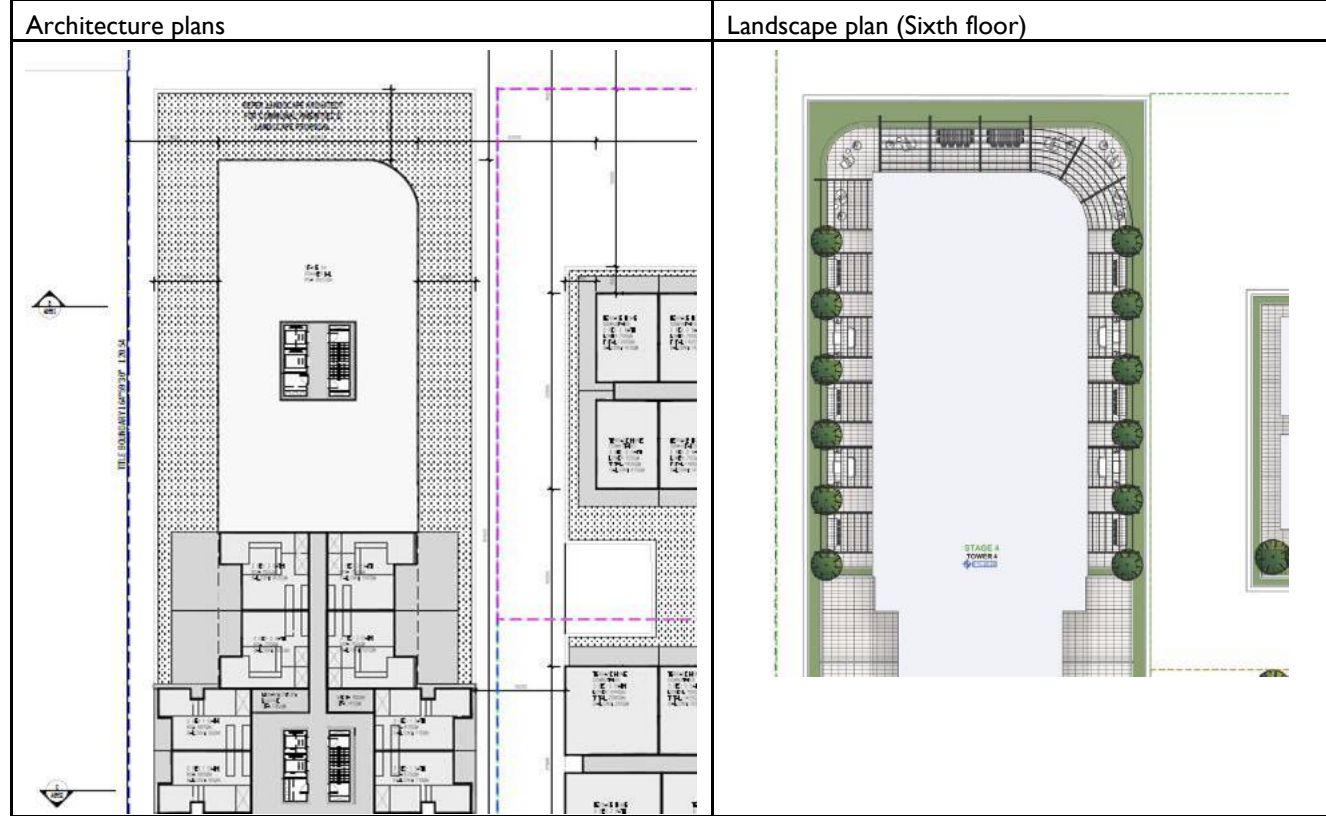


Design of laneway and proposed new park should respond to the context of the surrounding building uses. Further comments will be provided once more context is included on the drawings. However, please consider reversing the current arrangement so that the centre of the laneway is one wide footpath and the planting and seating areas are against the building. This will allow for greater flexibility for footpath trading/al fresco dining.

Level 6 podium

- People on the podiums should be able to overlook the ground floor uses. Current proposals show a wide area of buffer planting (green colour) which would prevent this
- Synthetic turf is not supported due to it’s contribution to the urban heat island effect. If green space is being proposed please employ real plants
- Please provide more information on these drawings. Lack of detail makes it difficult to understand. Please include building uses

- There are four proposed lawn areas being proposed on the level six podium. Communal open space should provide opportunities for recreational activities not just passive ones.
- It's unclear whether residents of tower 4 will be able to access any outdoor spaces on level 6 podium level. At the moment no amenities are provided – communal open space should support recreation, not just passive recreation.



Rooftop communal open space

- Details for rooftop communal open space is missing for Tower 2, 3 and 4
- Is tower 1 a private bar? Are there level changes?

Sustainable Design

29-07-2020

I've reviewed the current plans, the ESD memo from Cundall and the cover letter from Urbis. Essentially Cundall recommend that the ESD strategies outlined in their SMP dated 30 August 2019 would remain applicable to the current design. Unfortunately, I don't have a copy of that SMP

to provide any comment or review on that. The only referral advice I can find from Sustainable Design for this site was provided by Scott Willey on 10 November 2017.

I see from the applicant's cover letter that they are requesting DELWP to fast track this decision. In that context I make the following points:

- Prior to approval the application must demonstrate how it will meet the rainwater tank requirement of the mandatory conditions on Schedule 1 to the Capital City Zone (0.5m³ per 10m² of all suitable roof areas including podiums). At application stage, demonstrate the catchment area, corresponding tank size and show space allocation for that tank on the plans.
- Prior to approval demonstrate that the apartment typologies will achieve sufficient natural daylight to habitable rooms (DF 1.0% for living areas and DF0.5% for bedrooms).
- Demonstrate how external shading to glazing is incorporated into the façade strategy.

05-08-2020

Thanks ... for providing the additional details.

Having now reviewed this in light of the SMP (30 August 2019 version) and the previous sustainable design referral advice, from Steve McKellar (8/11/19), I can highlight the following:

- Previous ESD referral advice still stands and we want this to be addressed in an updated version of the SMP, with corresponding details shown on plans. I've copied that advice below for ease of reference.
- The significant items to be addressed prior to approval are:
 - External shading to north, east and west facing glazing to reduce heat loads to those aspects. – This was noted in previous referral advice.
 - Natural daylight. I note that this was raised in the previous ESD advice. The applicant must demonstrate sufficient natural daylight prior to approval. Note previous advice below in regards to Green Star credit 12.1 for daylight.
 - Integrated Water Management: The SMP provides specific catchment areas and corresponding treatment types. Are these catchments applicable to the revised plans? This needs to be confirmed as it has a knock-on effect on the tank size. Also, STORM reports are not accepted for FBURA. The WSUD response must include MUSIC modelling. Since rain water tanks are a fundamental mandatory aspect of the ESD response, this needs to be addressed prior to approval. – This was noted in previous referral advice.
 - Urban Heat Island response: Demonstrate on plans how the site will achieve the required reduction in UHI under clause 22.15, noting the corresponding Green Star credit 25.0 Heat Island Effect Reduction. – This was noted in previous referral advice.
 - Sustainable Transport: Repeating the previous referral advice that a Green Travel Plan is an application requirement for this proposal, pursuant to Clause 22.13 Environmentally Sustainable Development. It's noted that the SMP targets the corresponding Green Star credit 17A Sustainable Transport. The contents of the Green Travel Plan will have implications for space allocation for fuel efficient vehicles on the drawings.
 - In addition to the above, space allocation for 40kW solar PV must be demonstrated on the plans.
 - An updated SMP must also address the previous referral advice in relation to energy performance and thermal comfort.

Previous referral advice – 8/11/19 (Planners Note: These comments relate to earlier plans – included for completeness and background only:

	<p>.....</p> <p>I've reviewed application plans by Ellenberg Fraser, revision - dated 29/8/19 (E152091/19) , and the Sustainability Management Plan Response by Cundall dated 30 August 2019 Rev D (E152105/19).</p> <p>In general it is following the updated requirements in the planning scheme for Fishermans Bend and for Environmentally Sustainable Development, the following comments are areas of concern and indicate where improvements can be made and further information be provided to alleviate the concern:</p> <ul style="list-style-type: none"> • A large portion of credits have been claimed in the Innovation section of Green Star (10), whilst we strongly encourage innovation within projects it is a concern that some of the more common credits are not being pursued. As a guide please follow the Arup Report Fisherman's Bend Review of Sustainability Standards refer Appendix A for 5 star Pathway • Provide a Climate Adaptation Plan as per 3 Adaptation and Resilience • Indicate the building performance metrics that will be set, measured and reported on for 5.1 Environmental Building Performance • Achieve at least 1 credit under 12.1 Daylight where at least 40% of the nominated area receives high levels of daylight • Provide additional information under 14.1 Thermal Comfort on the performance of the heating, ventilation and air conditioning (HVAC) systems that are to 'offer high quality thermal comfort', define how this will be achieved. • Indicate the location of the 40kw PV solar system on the town planning drawings, represent the number of panels needed to achieve output size. • Itemise the pathway through Green Star Energy section to achieve at least 9 credits • Indicate the preferred pathway for 17A Sustainable Transport targeting at least 3 credits • A Green Travel Plan needs to be submitted as a response to LPP ESD 22.13. Planning drawings need to show spaces for 15% for fuel efficient transport. • Provide evidence under 25.0 Heat Island Effect Reduction that the development is meeting the required standard and incorporate standards on the town planning drawings • Green Star requires MUSIC modelling to demonstrate compliance for 26.2 Stormwater Pollution Targets, noting category B is the minimum to align with Clause 22.13 Stormwater Management of the Port Phillip Planning Scheme. Please note balconies should be included in the catchment area and treated prior to re-use or discharge off site. • Ensure lighting requirements under 27.0 and 27.1 are integrated on the town planning drawings • North façade glazing would benefit from increased projections to shade glazing more effectively. East and west facing glazing will benefit from external adjustable shading devices.
<p>Arborist</p>	<p>31-07-2020</p> <p>I have no comments on the design itself however the street trees will either require protection if being retained or we will need to secure amenity value, removal and replacement costs if the development necessitates their removal.</p> <p>I recommend that an Arboricultural Impact Assessment report is provided for review to determine whether the longevity and/or stability of the street trees surrounding the sites will be compromised by the development and therefore require removal.</p>

	<p>The report must follow the guidelines from Council Arboriculture Victoria and comply with the Australian Standard 4970:2009 Protection of Trees on Development Sites. Should the report find that any works encroach into 10% or more of the Tree Protection Zone, or into the Structural Root Zone of any tree, and the design cannot be modified to reduce the incursion, then a non-destructive root investigation (NDRI) must be conducted and documented (with a root map) the location, depth and diameter of all roots found along the line of the proposed works. The findings, photographs and recommendations should be presented in the impact assessment report.</p> <p>Following council arborist approval of the Arboricultural Impact Assessment, a Tree Protection and Management Plan that details how the trees will be protected, in accordance with AS4970-2009 (Protection of Trees on Development Sites), will be required for endorsement and form part of the permit.</p>
Housing Officer	