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Name: *

Travis Finlayson

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 12 July 2022

Agenda item title: *

6.1 Planning Permit Application: TP-2021-648 386-392 Lonsdale Street, Melbourne

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make my submission in person

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jay Hollerich

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 12 July 2022

Agenda item title: * 6.3 – Ministerial Planning Referral: TPM-2022-1

Alternatively you may attach your written submission by uploading your file here:



[220712_fmc_submission_to_agenda_item_6.3_on_behalf_of_mab_corporation.pdf](#)

2.67 MB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No



Hollerich Town Planning Pty Ltd



JULY 12, 2022

**City of Melbourne
Attention: Xavier Livy**

**SUBMISSION TO FUTURE MELBOURNE (PLANNING) COMMITTEE MEETING 12 JULY 2022
AGENDA ITEM 6.3
Application for Planning Permit PA2101470
Ministerial Planning Referral TPM-2022-1
Lot B, 473-505 Docklands Drive, Docklands**

Dear Xavier,

We write on behalf of our clients, MAB Corporation (the permit applicants), and wish the following submission to be considered by the Future Melbourne (Planning) Committee Meeting on 12 July 2022.

We thank you for the opportunity to make this submission and for the generally collaborative approach taken in the consideration of the planning permit application and feel that this is reflected in the specificness of the concerns raised below regarding the recommendation to the FMC. We are generally in agreement with the matters outlined in the report to be presented to the FMC meeting other than the items discussed below and given the scale of the project, we feel this is a demonstration of the high quality of the proposal.

While the matters raised appear relatively trivial, they generally have significant potential to be impactful to the design beyond the matter that the conditions seek to address, as discussed below.

Our submission largely relates to specific aspects of Condition 1 that seek amendments to the drawings, as outlined in detail below.

(a) Inclusion of windows to the area associated with the lift core / corridor area located in the south eastern corner of the podium to ensure compliance with Standard D19 associated with Clause 58.05-2 (Building Entry and Circulation) while also ensuring there is visual interest to this façade.

This matter was raised during the assessment process. Randall Marsh from Wood / Marsh Pty Ltd Architectural, is passionate about the appropriateness of the podium design and the implications that providing these windows will have to the vision for the project. A memorandum was prepared by Randall addressing this item and the façade detailing sought by Condition 1(e) and was submitted as part of the further information response. This document is attached to this submission, providing a thorough explanation of the design intent of the building generally, including specific discussion on the podium element of the building and why it is appropriate as designed.

(b) Amendments to Dwelling Type P-B to ensure the proposal achieves compliance with Standard D26 associated with Clause 58.07-1 (Functional Layout).

We acknowledge there is a non-compliance with the bedroom sizes of Apartment Type P-B but note that this is only one apartment of 234. Furthermore, this apartment is limited in its dimensions by the proposed structural layout, with the east and west walls matching the structural grid in this part of the building and thus defining the width of the apartment.

We believe that a dispensation is appropriate in this instance given it is sought for only one apartment, that this apartment is provided over two levels and will clearly still be functional and have a high amenity, and that any revisions to the floor plan will have significant impacts beyond just this apartment due to the preliminary structural design and subsequent flow-on affects to numerous other apartments should the structural design be altered.

(c) Amendments to Dwelling Type F and J to ensure the proposal achieves compliance with Standard D27 associated with Clause 58.07-2 (Room Depth).

We acknowledge that these apartments have a slightly greater living / dining / kitchen depth than the 9 metres sought by Standard D27, with Type F provided with a depth of 9.13 metres and Type J provided with a depth of 9.355 metres.

Important to note however, is that these dwelling types have a partial dual aspect, with both having glazing to a balcony along part of the side wall as well as the main outlook. This arrangement brings more daylight into these living areas than a typical single aspect apartment, as considered by Standard D27.

In addition, both apartments have large living areas that comfortably exceed the minimum room dimension requirements of Standard D26 (Type F by 0.815 metre and Type J by nearly 2 metres), thereby allowing increased daylight penetration into these spaces.

Ultimately, making the minor amendments to ensure compliance with Standard D27 would result in a smaller living area, which we do not believe is necessary or a positive outcome for apartments that are clearly provided with a high level of amenity as proposed.

(e) Removal of the vertical louvres associated with the western elevation of the podium and replaced with an alternative design response that maintains permeability but also achieves interest and breakdown in the height / bulk of the podium car park interface to the street. Design solutions such as horizontal floor slabs and the incorporation of planter boxes should be considered.

As with the response to Part (a), please refer to the attached memorandum prepared by Randall Marsh of Wood / Marsh Pty Ltd Architecture.

(f) Provision of sliding doors at the entry / foyer that improve pedestrian movements through this space.

As outlined in our request for further information submission when this matter was raised during the assessment process of the application, the revolving doors have been provided following advice from our wind consultant. Should sliding doors be provided then two sets of sliding doors would be required to enable a small lobby to manage wind impacts. In this scenario the single, revolving door approach is considered a superior design response.

(h) Any changes required by the Waste Management Plan condition 18 of this permit.

Refer further discussion below.

Condition 18 – Waste Management Plan

In addition to the matters outlined by Condition 1, we have concerns regarding the Waste Management Plan conditional requirement (Condition 18) to provide a path of travel for residents of apartments 0001-0009 to the bin rooms that is free of stairs.

This matter was raised during the assessment process and a detailed analysis undertaken by the architect and our waste consultant (Leigh Design). There are a range of complexities associated with the podium design and levels throughout, not the least of which is the need to address floor level requirements and the transition in heights between the apartments and the car parking behind. Ultimately, there is little opportunity to provide ramp access from these apartments to car park, lifts or the waste room. Doing so would result in the need for significant ramping, which would in turn take up significant space in what is an efficient podium layout and the loss of car parking.

We note that there are no requirements in Council's waste guidelines (or in the Sustainability Victoria guidelines) regarding the provision of step free access to the waste room and no specific Occupational Health and Safety requirements in this regard.

Even should step free access from these apartments be provided to the lifts and car park from their entry at level 1, residents would still need to carry their waste upstairs from the living / kitchen areas before exiting into the car park, rendering the removal of steps in the car park meaningless to the everyday lives of the future residents.

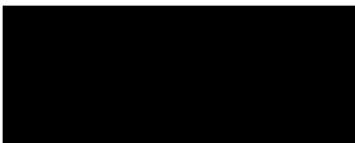
Finally, future residents of these apartments will be well aware of the stepped access into the apartment, either from the street or through the car park.

CONCLUSION

Again, we thank you for the opportunity to make this submission and trust that it addresses these matters in detail. While these proposed conditions appear relatively benign in their requirements, examination of these matters identifies that many of them will have flow-on impacts to the design that go beyond just the matter that they are seeking to address.

Please contact me on [REDACTED] or [REDACTED] if you have any further queries with regards to this submission.

Warm regards,



Jay Hollerich, Director



To Whom It May Concern,

This letter is to address two of DELWP and CoM's comments on the West B development in Docklands.

DELWP's + CoM's comments on a blank section of the southern façade of the podium – comments below:

DELWP comment: 'There is a large blank wall that faces the southern promenade/marina elevation (see below). Despite being setback, DELWP encourages greater activation of this wall to ensure this edge of the podium is fully integrated with the otherwise successfully articulated podium form.'

CoM's comment: 'The singular use of material has the potential to create some imposing interfaces to the pedestrian realm. This is particularly relevant to the tall, setback, windowless areas of the southern elevation, which interfaces with the promenade.'

We recommend further nuance is introduced into the predominantly brick façade to provide further human scale, visual interest and break-down of podium bulk. This could be achieved through the use of brickwork patterns, or variants in brickwork specification.'

WM Response: The southern promenade elevation with the setback clear wall houses a lift and stair core and corridor from Ground level to level 06. The façade also houses a fire tank room at level 01, a bedroom wall at levels 02 and 03, and the carpark at levels 05 and 06.

The podium to the southern elevation has been punctuated with various interfaces to encourage activity and interest, including via apartment terraces at the Ground Floor, window/glazing of apartments and banding to the floor levels of the apartments. The podium mass serves to ground the lightness and delicacy of the tower sitting above, and we believe that the clear wall assists in creating that solidity and mass required for the balance between 'activity' and 'reflection'.

Architecture is better experienced and creates interest when the façade is uneven, this has been articulated with various steppings and setbacks to the podium elevation on both the vertical and horizontal plane. The clear wall steps back approx 4,000mm from the Boardwalk boundary, creating shadow and a backdrop to the tree and landscaping at the corner of the Boardwalk and Wattle Road. The landscaping also assists in introducing softness and greenery at pedestrian level, complementing the solidity and grounding of the wall.

The clear wall gives reprieve to the 'busyness' of the rest of the façade, offering a sense of calmness to the corner as it draws pedestrians to the opening and subsequently to the entrance in the north eastern corner. We believe that the light-coloured brick wall complements the balance of the podium south elevation as a whole, grounding the openness of the louvred podium wall to the south western side.

We have undertaken an exercise of inserting fenestrations into the said wall - refer to Figure 1 for the current elevation iteration, and Figure 2 for the exploration. We believe that the insertion of windows to the façade greatly diminishes the language of the façade as a whole.

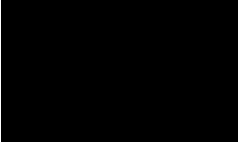
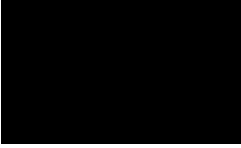


Figure 1 – Current South Podium Elevation (not to scale)



Figure 2 – Exploration of glazing into clear setback wall (not to scale)



- CoM's comment on the vertical louvre language to the western podium's carpark façade below:

CoM's comment: 'We have concerns with the singular application of vertical louvres to the western podium carpark interface. The proposal emphasises the scale of this inactive interface, and will appear imposing and dominating over pedestrians. The standard application of a single material (louvres) over a vast podium car parking is no longer a design outcome that can be supported by the City of Melbourne.'

We recommend some further design rigour is pursued to this interface, to derive a design proposal which maintains permeability, but achieves some interest and breakdown in the height and bulk of the podium carpark interface to the street.

A potential option is expressing horizontal floor slabs, and incorporating a planter box to provide some further greening and visual interest.'

WM Response: The podium has been designed as a whole, taking interest from all sides of the façade. The western façade has a varied architectural language, with the apartments facing the Boardwalk and Linear Park wrapping around both the north-west and south-west corners.

The carpark entry is located along the western façade, and has been treated separately from the apartment materiality to create a varied articulation in the form and language of the building. At Level 5 and 6, the carpark interface is set back 5,025mm from the façade below, further breaking the mass of the podium height.

From an elevation point of view, the louvres are less than 50% of the finish (refer to Diagram 03, extent as highlighted in yellow), and approx. 30% of the louvred face is setback at levels 5 and 6 (refer to Diagram 04, extent as highlighted in orange).

The heaviness of the podium materiality is also in contrast to the lightness and delicacy of the tower sitting above.

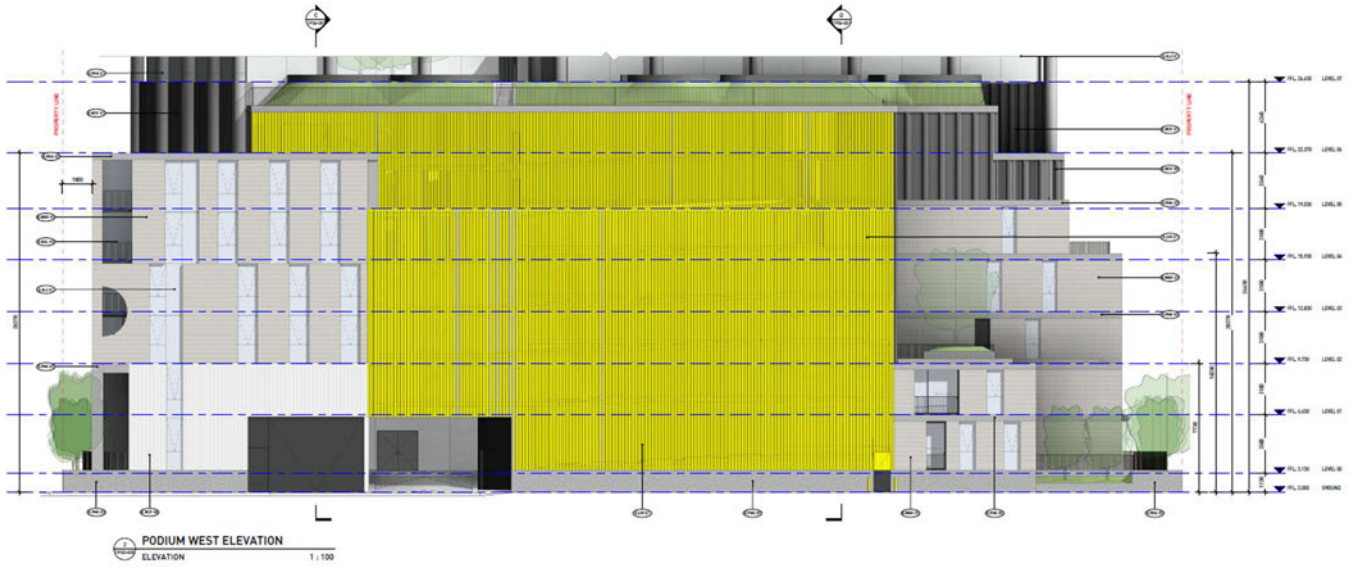


Figure 4 – Area of louvred façade as highlighted in yellow – approx 670m² of 1470m², or 46% of total podium elevation.

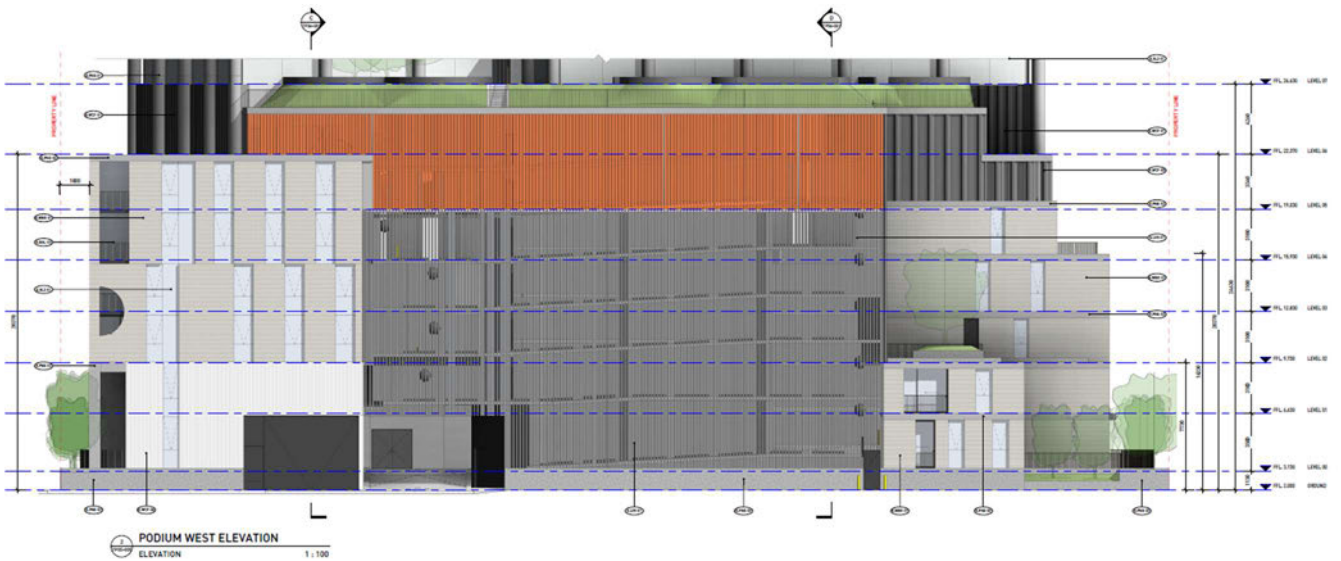


Figure 3 – Area of louvred façade at levels 5 and 6 that is setback 5,025mm from the boundary as highlighted in orange – approx 200m² of 670m², or 30% of total area of louvred façade.

We trust this memo addresses your concerns, should you have any further questions or concerns, please do not hesitate to contact us at the office.

Kind Regards,

Randal Marsh

Dear City of Melbourne Meeting Group Team

This is a written submission in regards to the Future Melbourne Committee (FMC) meeting of Tuesday July 12th, 2022, and in particular Agenda Item 6.4 Establishment of a Zero-Carbon industry cluster (M179).

Thanks to Andrew Wear and the City of Melbourne management team for their dedicated work in this matter. I support the recommendations from management, and the implementation of Major Initiative 29. Making reference to Copenhagen, Denmark in regards to achieving a Zero-Carbon industry cluster is appropriate as Copenhagen is renowned for being a forward thinking and far-sighted municipality.

Copenhagen has benefitted from the Danish parliament prioritising green energy. This has been their policy direction for decades. Keeping in harmony with this, and the standard of Danish bike infrastructure, Denmark hosted the first three days of this years Tour de France, with the prologue set in Copenhagen.

The mantra of the Denmark State of Green is Connect. Inspire. Share. Think Denmark. Holding a Summit on the Zero-Carbon approach, will enable City of Melbourne to improve its resilience and sustainability. This summit will be vital, as it will have local citizens participating in fine-tuning the direction of the Zero-Carbon industry cluster.

In regards to Melbournes sustainability, there is conjecture as to the ranking of Melbourne on a national and international level. To understand the situation better, a brief perusal of the ranking of Melbourne in terms of its sustainability is necessary. There are many different ranking systems, many opinions on this.

According to Yale University, Melbourne is ranked the 125th city in air pollution. Melbourne benefits from the group of parks and gardens that surround the CBD. Thanks go to the first Governor of Victoria, Charles Joseph La Trobe and the Royal Botanic Gardens First Director Ferdinand Mueller. Their contribution to the quality of life in 21st century Melbourne is immense. That's the good news.

Melbourne ranks sixty (yes, 60!) in the Arcadis Sustainable Cities Index. In sporting terms that's the equivalent of making the third round of Wimbledon.

Dominic Perrottet at this stage would point out that Sydney, New South Wales is ranked 33. That's making the fourth round of Wimbledon!

According to The Fifth Estate (15/6/2022), in world cities sustainability rankings Sydney is ranked 15. Melbourne is 61. Even Brisbane is better at 57. After the most recent Federal election it could be argued that Brisbane is greener than Melbourne. The ACT Senator David Pocock would argue that Canberra, with an energy profile of using almost 50% sustainable energy is a more sustainable city than Melbourne. Readers of the Canberra Times would probably agree with this. Any rhetoric that states that Melbourne is universally recognised as a global sustainability leader should be taken with a grain of salt.

City of Melbourne is being pro-active in greening the city, is to be admired for its urban forest project, and has the policy settings and approach that will make the city more sustainable. Enhancing, refining and

investing in cycling infrastructure will improve Melbourne's sustainability. Melbourne does have the potential to be one of the most sustainable cities in the Asia-Pacific region.

Melbourne has a distinct edge in the quality of our farm produce from around Victoria, the City of Melbourne is blessed to have an absolute world class market like the Vic Market. Our food industries are of an impeccable standard.

Some time ago City of Melbourne chose to disinvest from the fossil fuel industries. Now is the time to invest further in renewable energy, and encourage business and industry to follow suit. Will City of Melbourne one day have its rubbish removed by electric powered garbage trucks? Should City of Melbourne encourage the concept of investing in Tasmanian Hydro, and having a second power line running along Bass Strait from North Tasmania to Port Melbourne?

Holding a summit will confirm that Melbourne is serious and committed to being a more sustainable city. City of Melbourne should invite business leaders, academics, climate scientists, the brightest minds in the media, Councillors from other Municipalities, and have the great ambition to invite leading lights in sustainability from Canberra, Adelaide, Sydney, Brisbane, Perth and New Zealand. They will want to share their knowledge, they will want to inspire us.

City of Melbourne should invite to the summit executives of the VRC and Racing Victoria. How many solar panels are there on the grandstands of Flemington? Bring the horse racing industry into the tent. Is there room at the car park of Flemington to install large capacity batteries? What if most racecourses around Victoria had more solar banks installed, and had local, large scale batteries placed somewhere on course? Would that make it easier to achieve a zero-carbon economy?

You have to think of the one percenters! Like the Renee Geyer song, City of Melbourne is heading in the right direction on this.

Best regards,
Chris Thrum