

Report to the Future Melbourne (Planning) Committee

Agenda item 6.1

**Ministerial Planning Referral: TPM-2018-14
CW2 and CW3 – Victoria Harbour 945-981 Collins Street, Docklands**

5 March 2019

Presenter: Jane Birmingham , Practice Leader Land Use and Development

Purpose and background

1. The purpose of this report is to advise the Future Melbourne Committee of a Ministerial planning referral of an application seeking approval for buildings and works associated with the construction of two residential towers (Collins Wharf 2 and 3) comprising 659 apartments, associated car parking and public realm works. The subject site is located within the Collins Wharf area, between the new section of Collins Street to the north and the Yarra River to the south. The sites are rectangular in shape and have a combined site area of 8,786m².
2. The applicant is Lendlease Development Pty Limited C/- Urbis, the owner of land owner is Urban Renewal Authority Victoria and the architects are Warren and Mahoney Architects.
3. The Department of Environment, Land, Water and Planning (DELWP) has sought the City of Melbourne's comments on the application.
4. The land is located within the Docklands Zone Schedule 2 and is covered by Design and Development Overlay Schedules 7 (Waterways) and 12 (Noise Attenuation Area), Development Plan Overlay 3 (Victoria Harbour) and Parking Overlay Schedule 6 (Docklands – Victoria Harbour).

Key issues

5. Key issues for consideration are consistency with Victoria Harbour Collins Wharf Development Plan 2017 (Development Plan), private structures in the public realm, built form, apartment amenity, private entries to the Community Park and gangways to Collins Wharf and environmentally sustainable design.
6. The proposal departs from a number of key principles of the Development Plan, and these areas of non-compliance are not supported. The proposed increase in gross floor area (GFA) of 7,917m² and building height of 6.2 metres (at the highest point) are of concern, especially given the relatively recent approval of the amended Development Plan in August 2017.
7. Aside from the above departures from the Development Plan, the proposal complies with the built form requirements such as podium heights and setbacks. The north and south tower setbacks are generous and are supported as they will ensure a low rise building form as it presents to Collins Street and the Yarra River to the south. Subject to a reduction in height and GFA, the proposal responds positively to the typological diversity sought in the Development Plan, satisfies the built form and design objectives and is consistent with the relevant sections of the State and Local planning policies.
8. The apartments have been orientated to have water views and terrace housing with street addresses. The terrace housing provides an active land use and edge activation.
9. Private gangways are proposed along the southern boundary to connect townhouses to Yarra Walk / Australia Walk. Private entrances, emergency access points and building services are proposed along the western boundary, abutting the Community Park. These aspects are not supported due to the encumbrance of public space and maintenance issues.

Recommendation from management

10. That the Future Melbourne Committee resolves to advise the Department of Environment, Land, Water and Planning that the Melbourne City Council supports this application, subject to the conditions outlined in the Delegate's Report (Attachment 4).

Attachments:

1. Supporting Attachment (Page 2 of 70)
2. Locality guide (Page 3 of 70)
3. Development plans (Page 4 of 70)
4. Delegate report (Page 39 of 70)

Supporting Attachment

Legal

1. The Minister for Planning is the Responsible Authority for determining this application.

Finance

2. There are no direct financial issues arising from the recommendations contained within this report.

Conflict of interest

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

Health and Safety

4. Relevant planning considerations such as traffic and waste management and potential amenity impacts that could impact on health and safety have been considered within the planning permit application and assessment process.

Stakeholder consultation

5. Council officers have not undertaken public notice of the application or referred this to any other referral authorities. This is the responsibility of the Department of Environment, Land, Water and Planning acting on behalf of the Minister for Planning.

Relation to Council policy

6. Relevant Council policies are discussed in the attached delegate report (refer to Attachment 4).

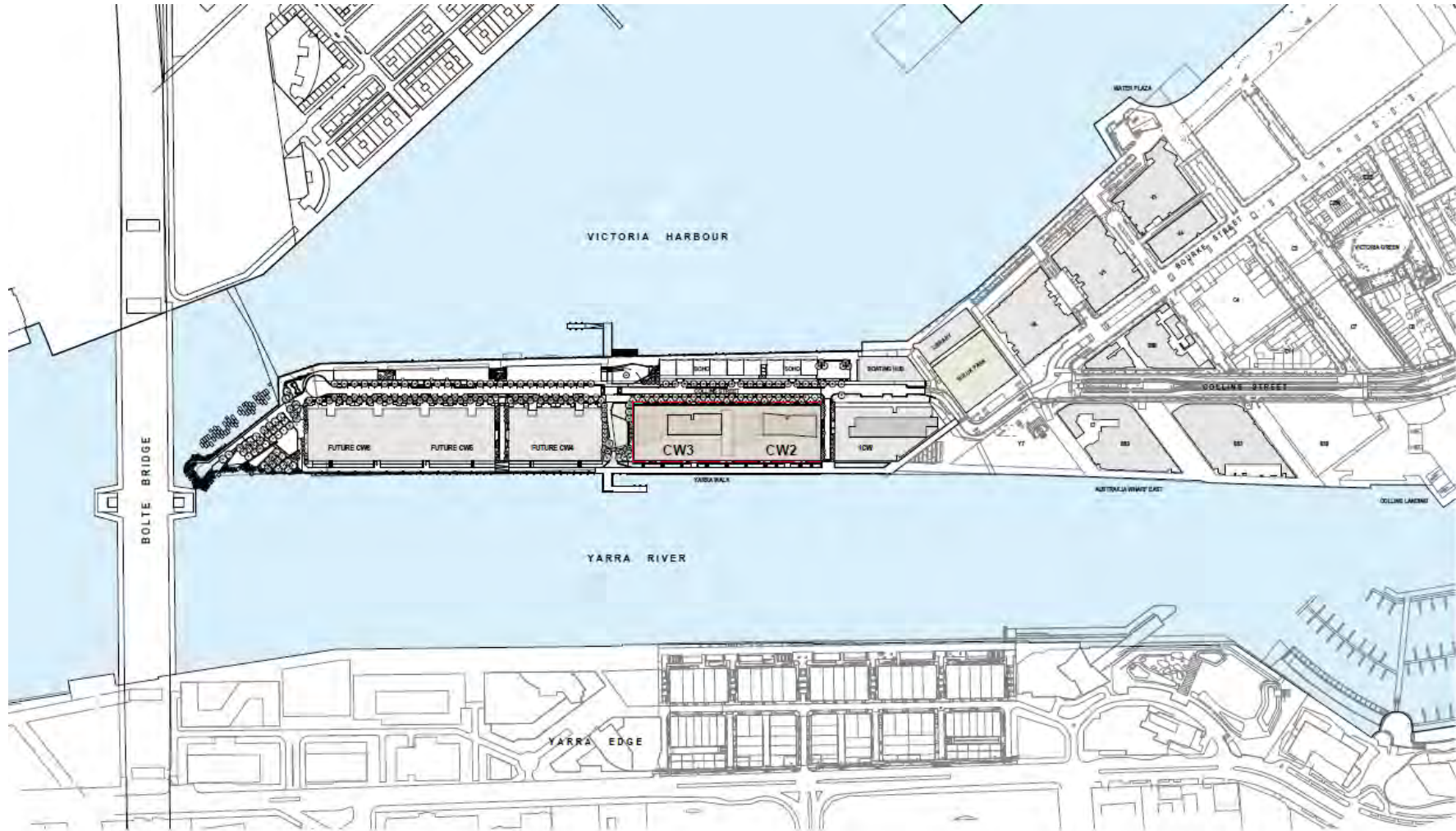
Environmental sustainability

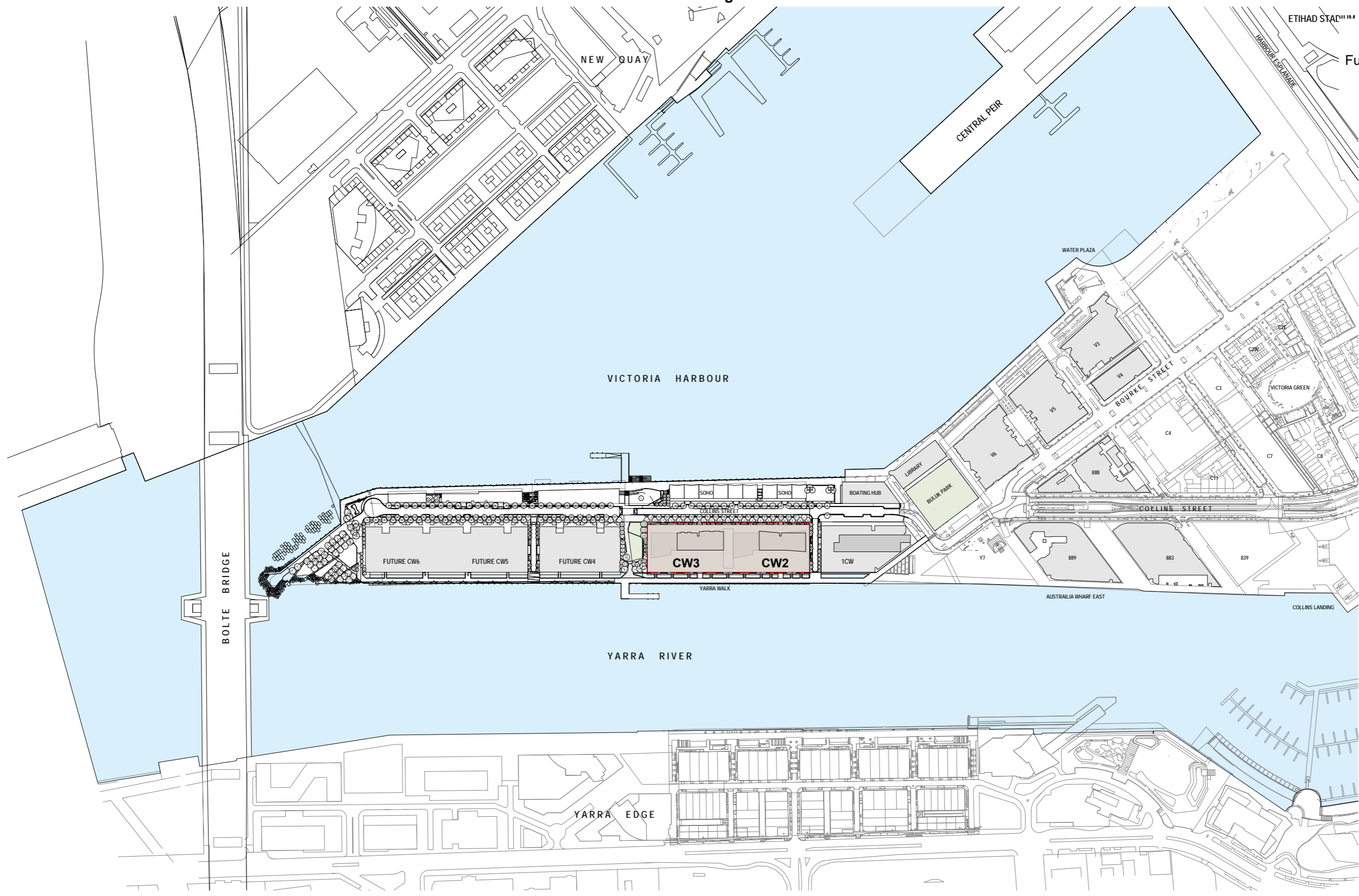
7. The Environmentally Sustainable Design (ESD) Report submitted with the application demonstrates that the development will achieve the ESD performance requirements of Clause 22.19 (Energy, Water and Waste Efficiency) and Clause 22.23 (Stormwater Management).
8. Permit conditions requiring implementation of the ESD initiatives are recommended.

Locality Plan

Attachment 2
Agenda item 6.1
Future Melbourne Committee
5 March 2019

945-981 Collins Street, Docklands





0 5000 12500 25000
1:500

Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status

FOR INFORMATION

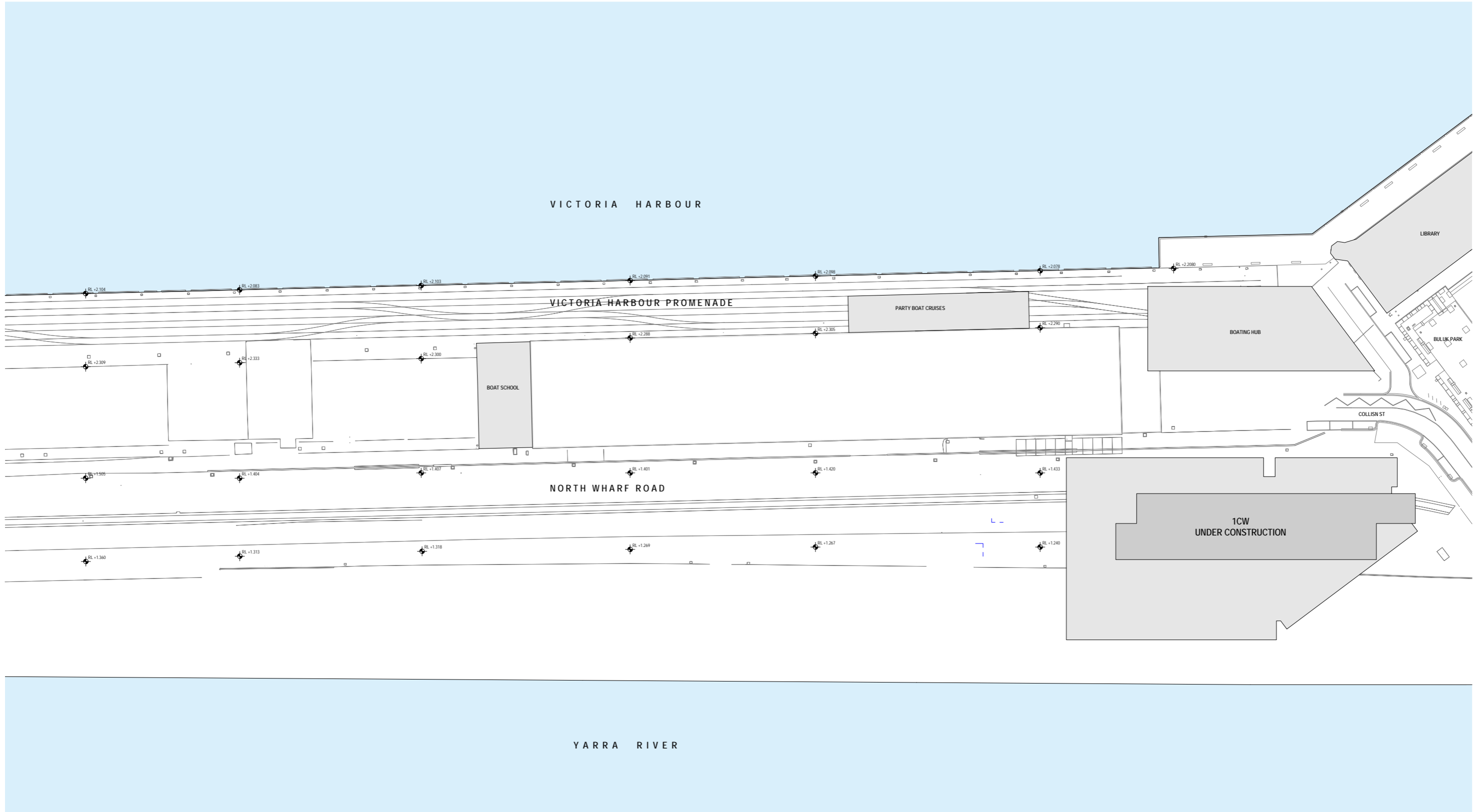
Drawing Details

Scale	1:2000@A1
Date	26.09.18
Job No	8221
Drawn	WAM
Checked	RW PP

Drawing No **Revision**

TP-002 (A)





TP-EXISTING SITE PLAN LEVELS
NTS

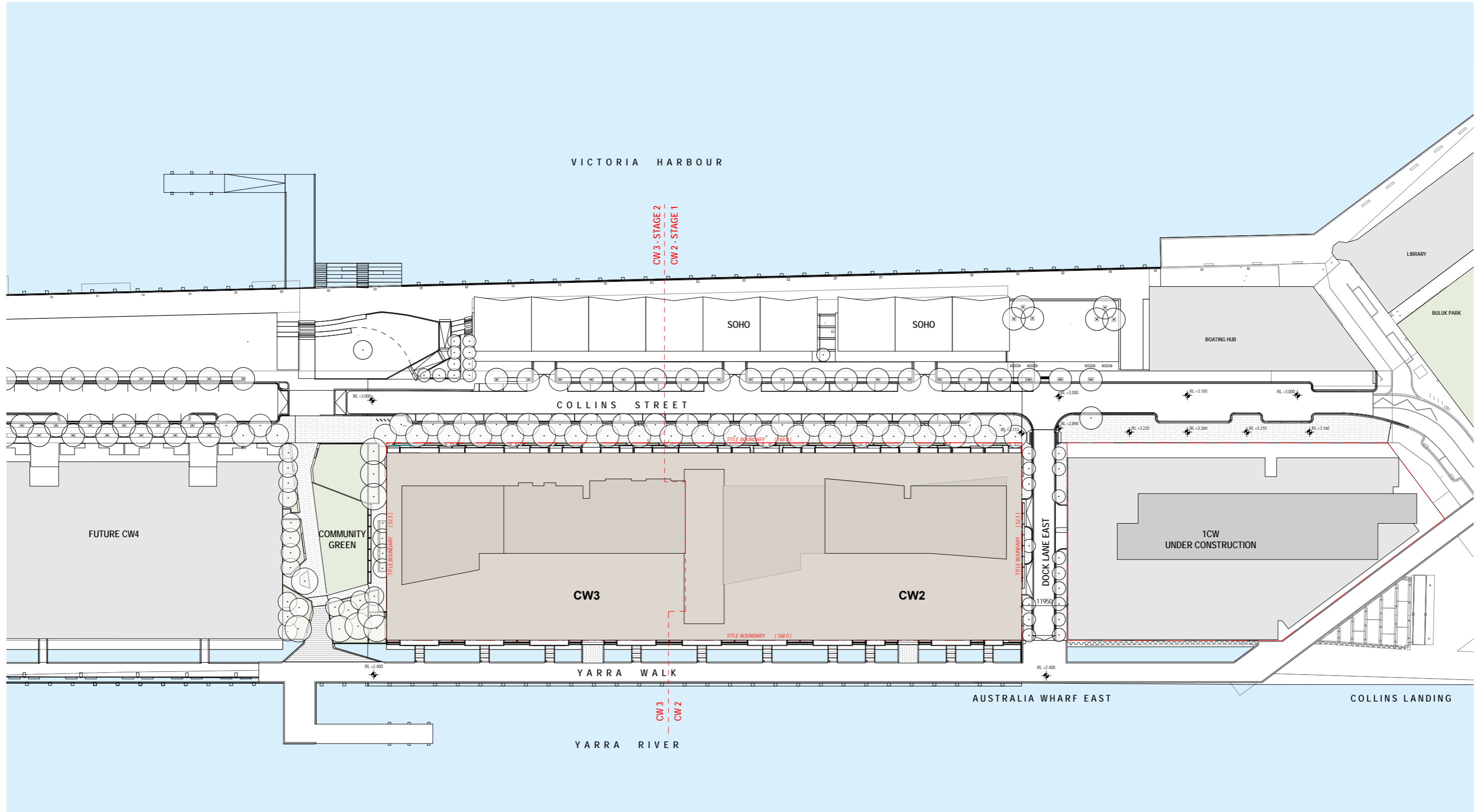
LEVELS HAVE BEEN TAKEN RELATIVE TO MADGAN SURVEYING
FILE REF: 31-2728300-XC_SURV_ASCON-DSQ_WAM.dwg
LEVELS ARE TO BE CROSS CHECKED WITH MADGAN SURVEYING
PRIOR TO COMMENCING WORK



Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status	
FOR INFORMATION	
Drawing Details	
Scale	1: 500@ A1
Date	26.09.18
Job No	8221
Drawn	WAM
Checked	RW PP
Drawing No	Revision
TP-003	(A)

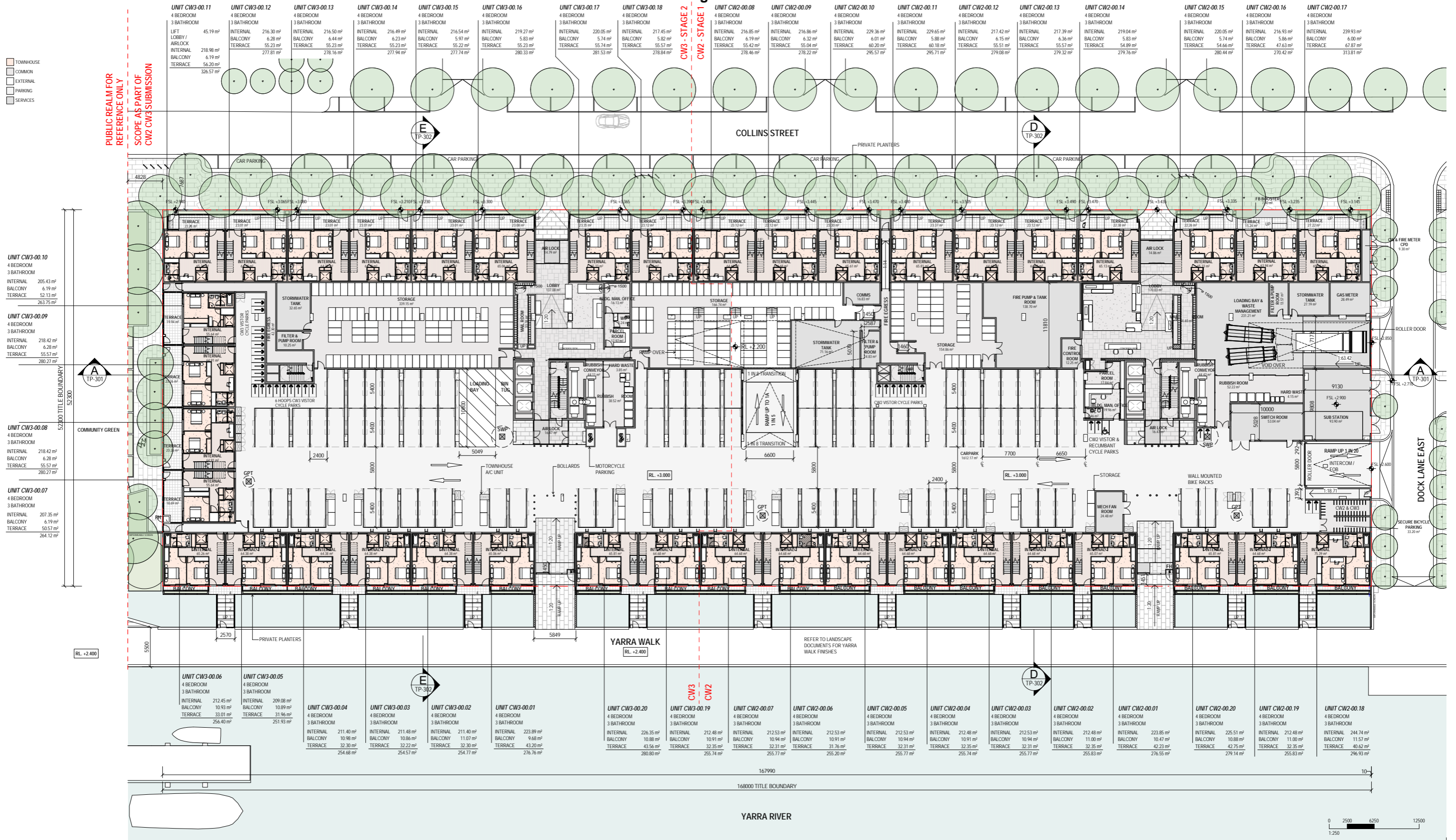




Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status	
FOR INFORMATION	
Drawing Details	
Scale	1 : 500@ A1
Date	26.09.18
Job No	8221
Drawn	WAM
Checked	RW PP
Drawing No	Revision
TP-004	(A)





- TOWNHOUSE
- COMMON
- EXTERNAL
- PARKING
- SERVICES

PUBLIC REALM FOR REFERENCE ONLY
SCOPE AS PART OF CW3 SUBMISSION

- UNIT CW3-00.10
4 BEDROOM
3 BATHROOM
INTERNAL 205.43 m²
BALCONY 6.19 m²
TERRACE 263.75 m²
- UNIT CW3-00.09
4 BEDROOM
3 BATHROOM
INTERNAL 218.42 m²
BALCONY 6.28 m²
TERRACE 280.27 m²
- UNIT CW3-00.08
4 BEDROOM
3 BATHROOM
INTERNAL 218.42 m²
BALCONY 6.28 m²
TERRACE 280.27 m²
- UNIT CW3-00.07
4 BEDROOM
3 BATHROOM
INTERNAL 207.35 m²
BALCONY 6.19 m²
TERRACE 264.12 m²

- | | | | | | | | | | | | | | | | | | |
|--|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UNIT CW3-00.11
4 BEDROOM
3 BATHROOM
LIFT LOBBY AIRLOCK 45.19 m ²
INTERNAL 218.98 m ²
BALCONY 6.19 m ²
TERRACE 326.57 m ² | UNIT CW3-00.12
4 BEDROOM
3 BATHROOM
INTERNAL 216.30 m ²
BALCONY 6.28 m ²
TERRACE 277.81 m ² | UNIT CW3-00.13
4 BEDROOM
3 BATHROOM
INTERNAL 216.50 m ²
BALCONY 6.44 m ²
TERRACE 278.16 m ² | UNIT CW3-00.14
4 BEDROOM
3 BATHROOM
INTERNAL 216.49 m ²
BALCONY 6.23 m ²
TERRACE 277.94 m ² | UNIT CW3-00.15
4 BEDROOM
3 BATHROOM
INTERNAL 216.54 m ²
BALCONY 5.97 m ²
TERRACE 277.74 m ² | UNIT CW3-00.16
4 BEDROOM
3 BATHROOM
INTERNAL 219.27 m ²
BALCONY 5.83 m ²
TERRACE 280.33 m ² | UNIT CW3-00.17
4 BEDROOM
3 BATHROOM
INTERNAL 220.05 m ²
BALCONY 5.74 m ²
TERRACE 281.53 m ² | UNIT CW3-00.18
4 BEDROOM
3 BATHROOM
INTERNAL 217.45 m ²
BALCONY 5.82 m ²
TERRACE 278.84 m ² | UNIT CW2-00.08
4 BEDROOM
3 BATHROOM
INTERNAL 216.85 m ²
BALCONY 6.19 m ²
TERRACE 278.46 m ² | UNIT CW2-00.09
4 BEDROOM
3 BATHROOM
INTERNAL 216.86 m ²
BALCONY 6.32 m ²
TERRACE 278.22 m ² | UNIT CW2-00.10
4 BEDROOM
3 BATHROOM
INTERNAL 229.26 m ²
BALCONY 6.01 m ²
TERRACE 295.57 m ² | UNIT CW2-00.11
4 BEDROOM
3 BATHROOM
INTERNAL 229.65 m ²
BALCONY 5.88 m ²
TERRACE 295.71 m ² | UNIT CW2-00.12
4 BEDROOM
3 BATHROOM
INTERNAL 217.42 m ²
BALCONY 6.15 m ²
TERRACE 279.08 m ² | UNIT CW2-00.13
4 BEDROOM
3 BATHROOM
INTERNAL 217.39 m ²
BALCONY 6.36 m ²
TERRACE 279.32 m ² | UNIT CW2-00.14
4 BEDROOM
3 BATHROOM
INTERNAL 219.04 m ²
BALCONY 5.83 m ²
TERRACE 279.76 m ² | UNIT CW2-00.15
4 BEDROOM
3 BATHROOM
INTERNAL 220.05 m ²
BALCONY 5.74 m ²
TERRACE 280.44 m ² | UNIT CW2-00.16
4 BEDROOM
3 BATHROOM
INTERNAL 216.93 m ²
BALCONY 5.86 m ²
TERRACE 270.42 m ² | UNIT CW2-00.17
4 BEDROOM
3 BATHROOM
INTERNAL 239.93 m ²
BALCONY 6.00 m ²
TERRACE 313.81 m ² |
|--|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

NOTES:
• REFER TO LANDSCAPE DOCUMENTS FOR ALL EXTERNAL FINISHES OUTSIDE PROJECT BOUNDARY
• SITE BOUNDARIES HAVE BEEN TAKEN FROM MADGAN SURVEYING DRAWING REF: 3629 MASTERPLAN SUBDIVISION V16.DGN - GRID DATUM MGA. CO-ORDINATES ARE RELATIVE TO THE ABOVE FILE. O.D. CO-ORDINATES ARE TO BE CROSS CHECKED WITH MADGAN SURVEYING PRIOR TO COMMENCING WORK

LEVEL	TYPE	NUMBER
L:00	Recumbent cycle	1
L:00	Over Bonnet Bicycle Rack	34
L:00	Wall Mounted Bicycle Rack - SECURE	51
L:00	Ground Mounted Hoop Bicycle Rack	64
TOTAL: 118		150

LEVEL	Type	NUMBER
L:00	Motorcycle Park 1200mm x 2500mm	2
TOTAL: 2		

LEVEL	TYPE	NUMBER
L:00	2400 - Resident Tandem	46
L:00	2400 - Resident	41
TOTAL: 87		



Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

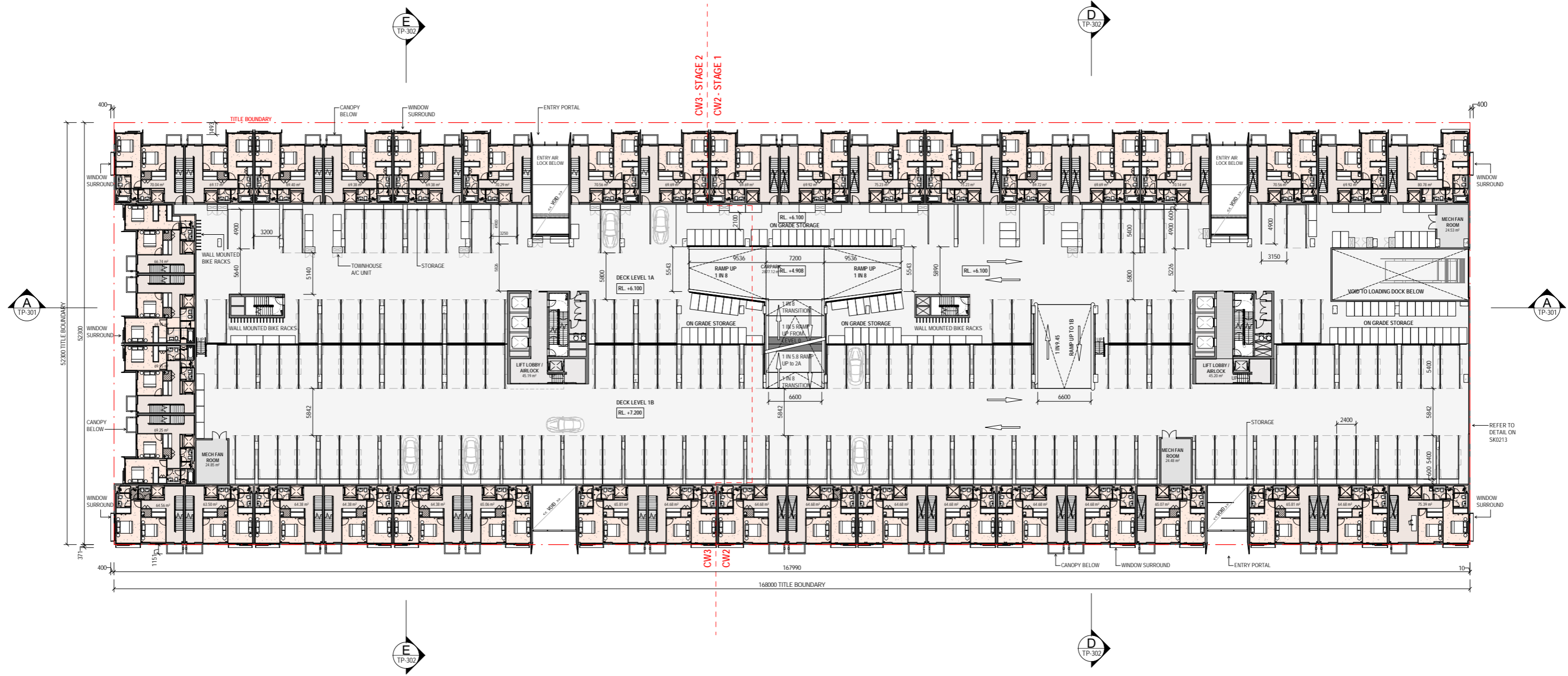
Drawing Status

FOR INFORMATION

Drawing Details

Scale 1: 250@ A1
Date 26.09.18
Job No 8221
Drawn WAM
Checked RW | PP
Drawing No Revision
TP-100 (A)

- TOWNHOUSE
- COMMON
- PARKING
- SERVICES



CAR PARKING SCHEDULE - LEVEL 01 & 01B

LEVEL	TYPE	NUMBER
L-01	4000 x 3200mm - 90 deg	7
L-01	4000 x 3000mm - 90 deg	2
L-01	2400 - Resident	36
45		
L-01B	2400 - Resident	103
TOTAL: 148		

MOTORCYCLE PARKING SCHEDULE - LEVEL 01 & 01B

LEVEL	Type	NUMBER

BICYCLE PARKING SCHEDULE - LEVEL 01 & 01B

LEVEL	TYPE	NUMBER
L-01	Wall Mounted Bicycle Rack	44
TOTAL: 44		

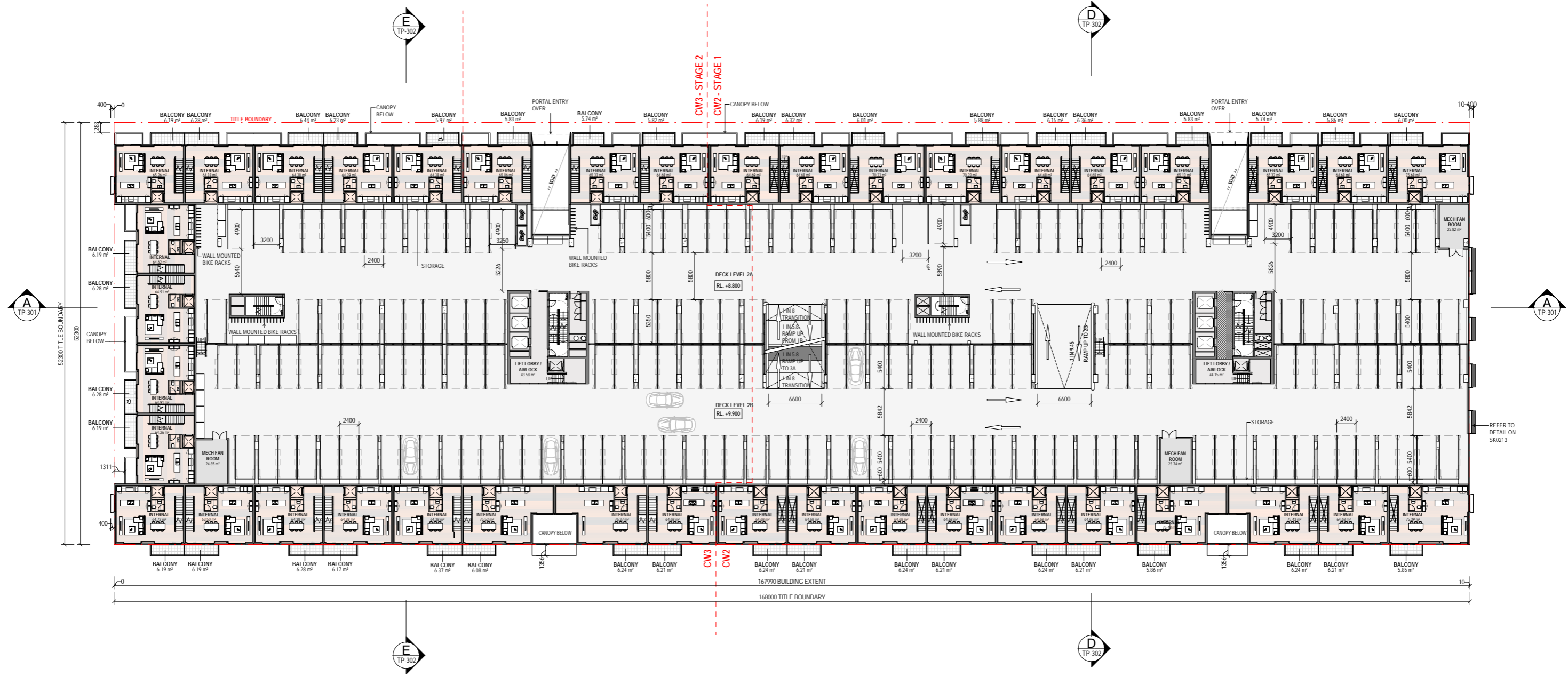


Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status
FOR INFORMATION
Drawing Details
 Scale: 1 : 250@ A1
 Date: 26.09.18
 Job No: 8221
 Drawn: WAM
 Checked: RW | PP
Drawing No TP-101 **Revision** (A)



- TOWNHOUSE
- COMMON
- EXTERNAL
- PARKING
- SERVICES



CAR PARKING SCHEDULE - LEVEL 02A & 02B

LEVEL	TYPE	NUMBER
L-02A	4900 x 3200mm - 90 deg	7
L-02A	2400 - Resident	77
84		
L-02B	2400 - Resident	103
103		
TOTAL:		187

MOTORCYCLE PARKING SCHEDULE - LEVEL 02 & 02B

LEVEL	Type	NUMBER
L-02A	Motorcycle Park 1200mm x 2500mm	4
TOTAL:		4

BICYCLE PARKING SCHEDULE - LEVEL 02A & 02B

LEVEL	TYPE	NUMBER
L-02A	Wall Mounted Bicycle Rack	65
TOTAL:		65

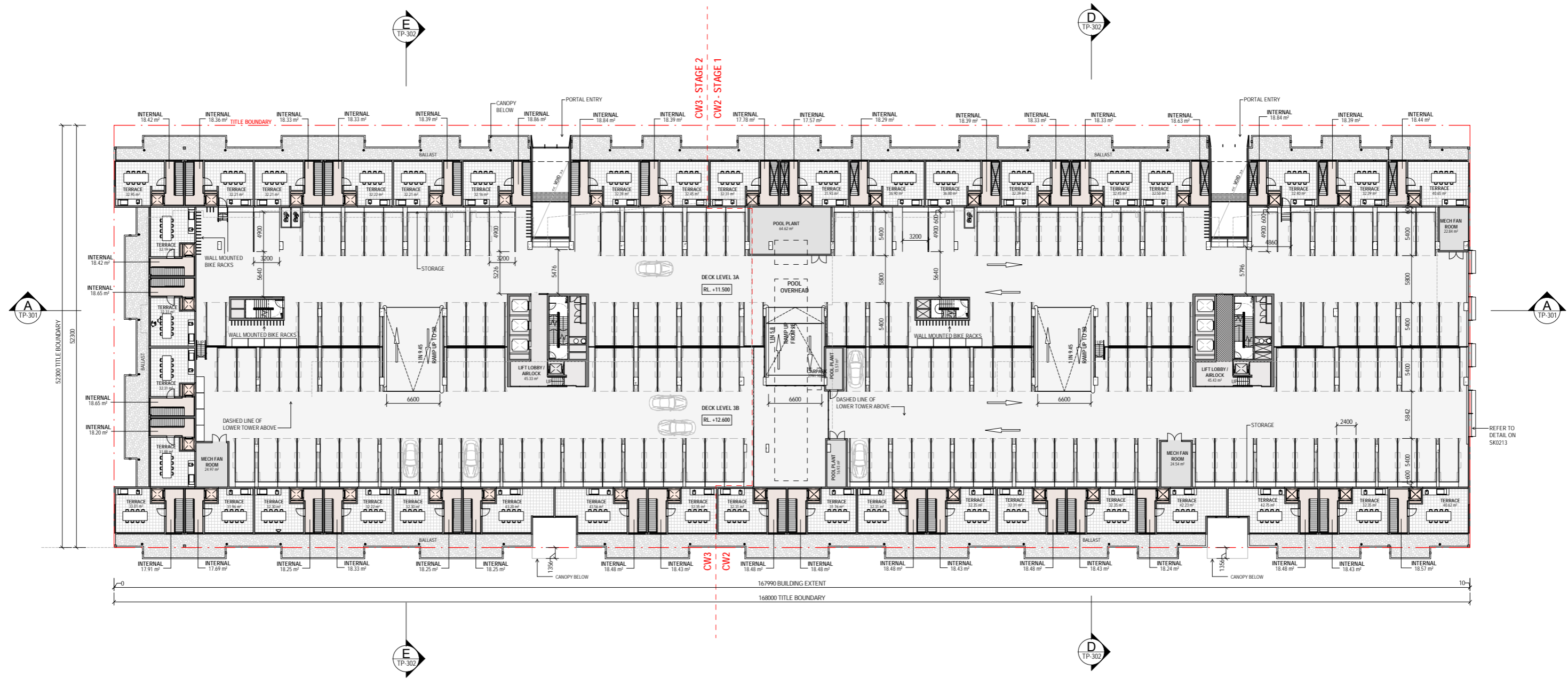


Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status
FOR INFORMATION
Drawing Details
 Scale: 1 : 250@ A1
 Date: 26.09.18
 Job No: 8221
 Drawn: WAM
 Checked: RW | PP
Drawing No TP-102 **Revision** (A)



- TOWNHOUSE
- COMMON
- EXTERNAL
- PARKING
- SERVICES



CAR PARKING SCHEDULE - LEVEL 03A & 03B		
LEVEL	TYPE	NUMBER
L-03A	4900 x 3200mm - 90 deg	7
L-03A	2400 - Resident	70
L-03B	2400 - Resident	93
TOTAL: 170		

MOTORCYCLE PARKING SCHEDULE - LEVEL 03 & 03B		
LEVEL	Type	NUMBER
L-03A	Motorcycle Park 1200mm x 2500mm	3
TOTAL: 3		

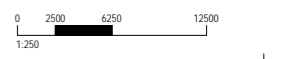
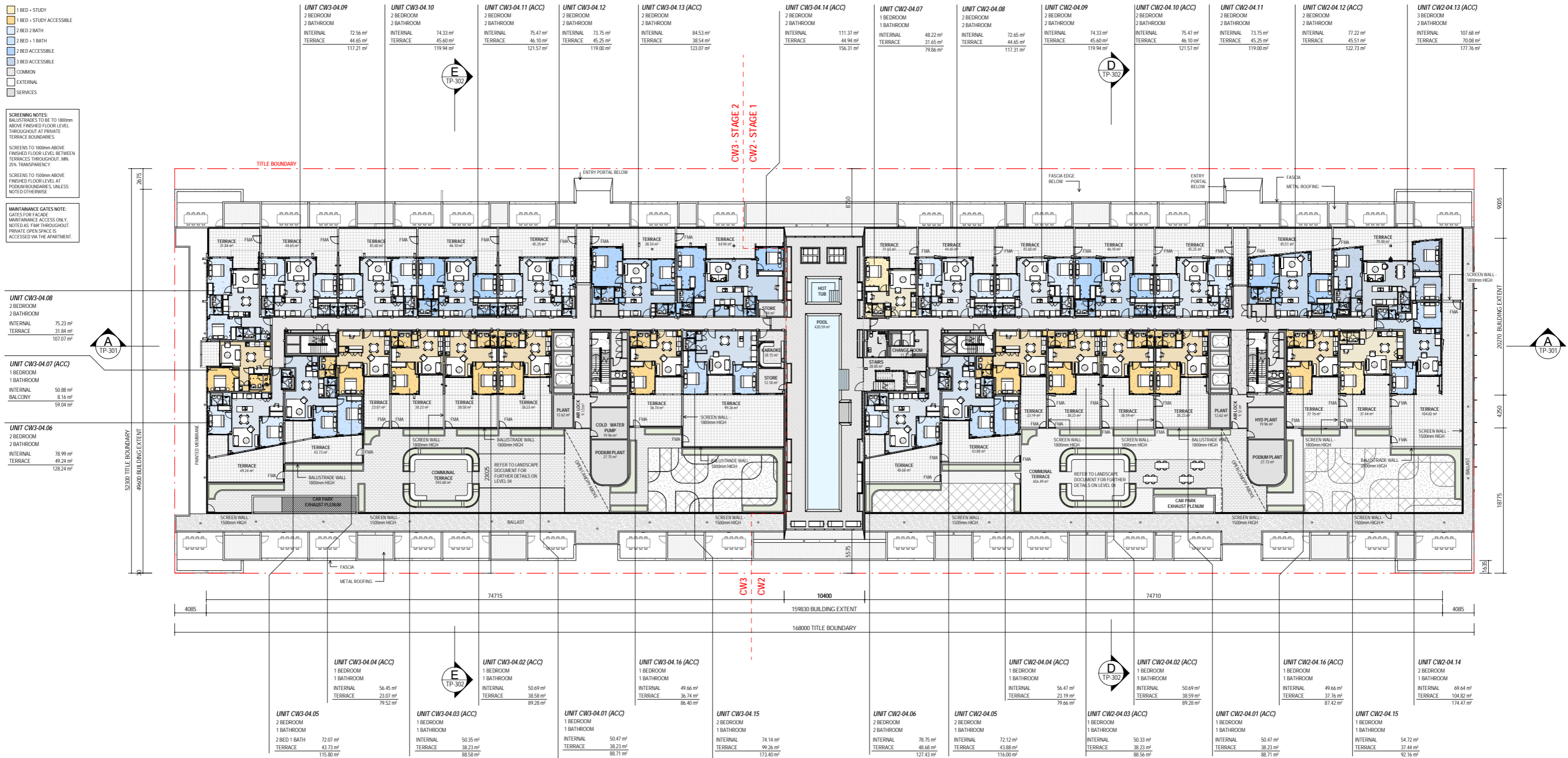
BICYCLE PARKING SCHEDULE - LEVEL 03A & 03B		
LEVEL	TYPE	NUMBER
L-03A	Wall Mounted Bicycle Rack	69
TOTAL: 69		



Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status
FOR INFORMATION
Drawing Details
 Scale: 1 : 250@ A1
 Date: 26.09.18
 Job No: 8221
 Drawn: WAM
 Checked: RW | PP
Drawing No TP-103 **Revision** (A)





Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

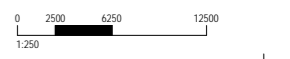
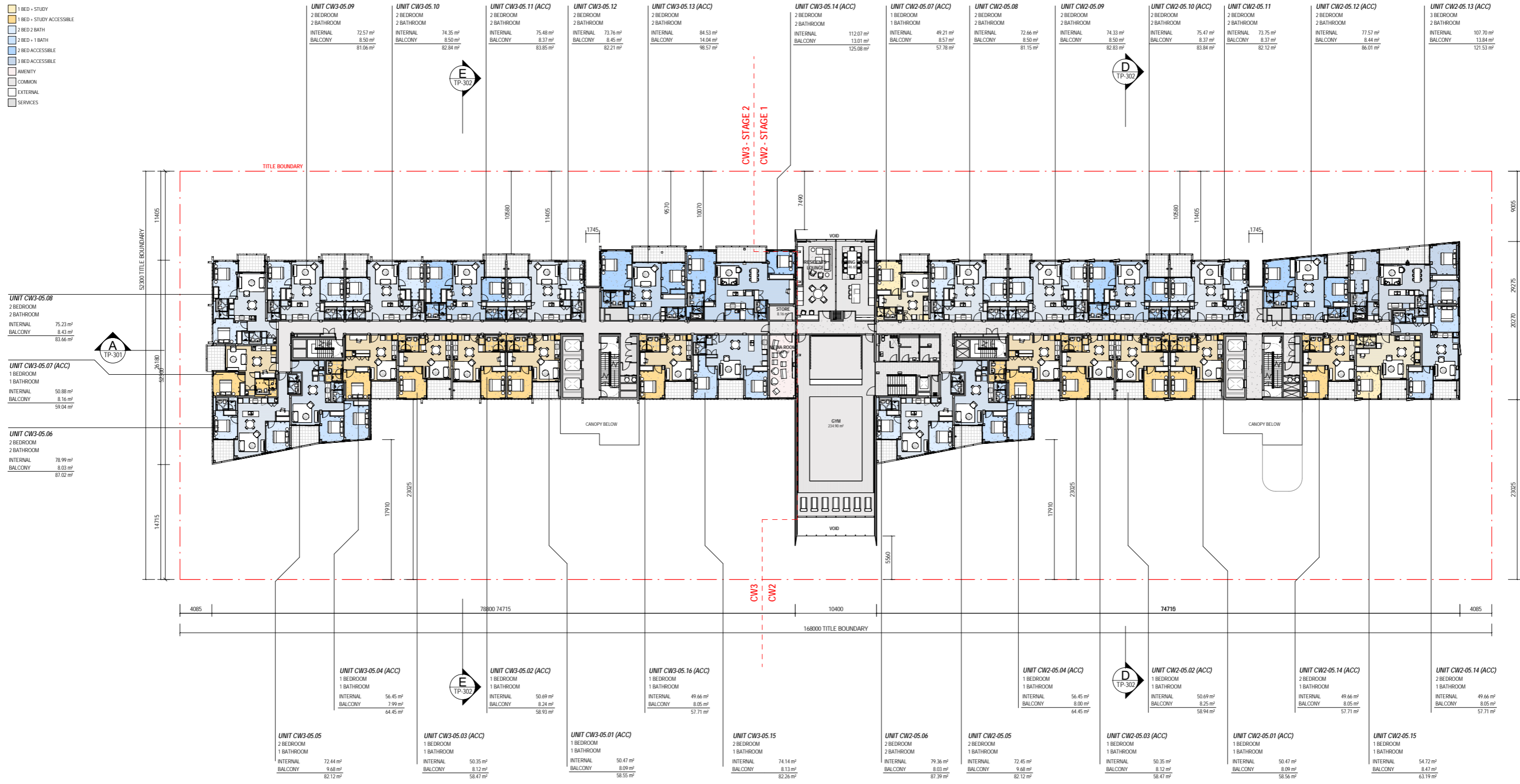
Drawing Status

FOR INFORMATION

Drawing Details

Scale	1 : 250@ A1
Date	26.09.18
Job No	8221
Drawn	WAM
Checked	RW PP
Drawing No	Revision
TP-104	(A)

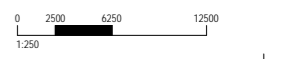
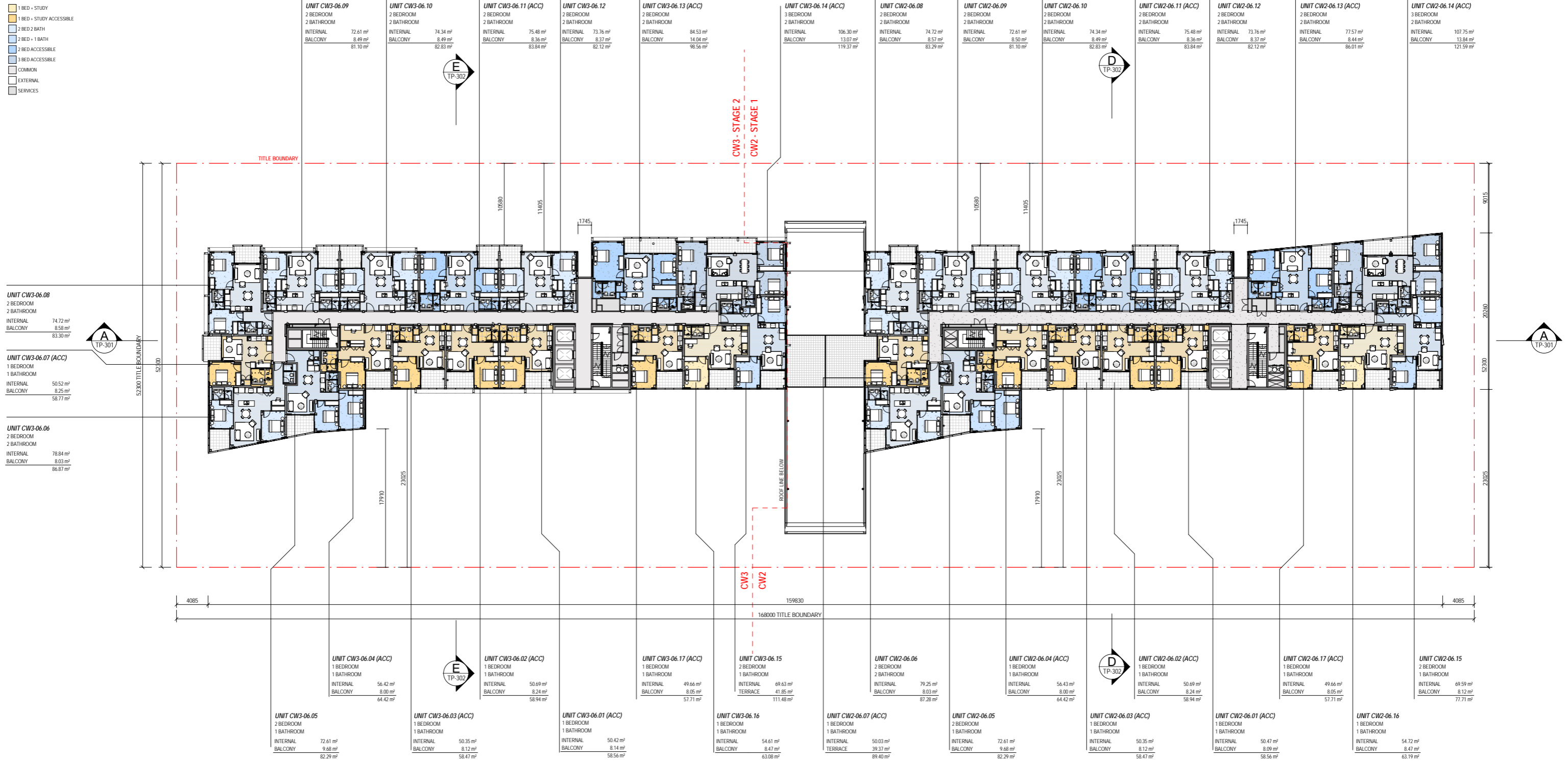
- 1 BED + STUDY
- 1 BED + STUDY ACCESSIBLE
- 2 BED 2 BATH
- 2 BED 1 BATH
- 2 BED ACCESSIBLE
- 3 BED ACCESSIBLE
- AMENITY
- COMMON
- EXTERNAL
- SERVICES



Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status	
FOR INFORMATION	
Drawing Details	
Scale	1 : 250@ A1
Date	26.09.18
Job No	8221
Drawn	WAM
Checked	RW PP
Drawing No	Revision
TP-105	(A)





Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status

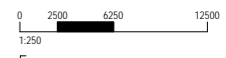
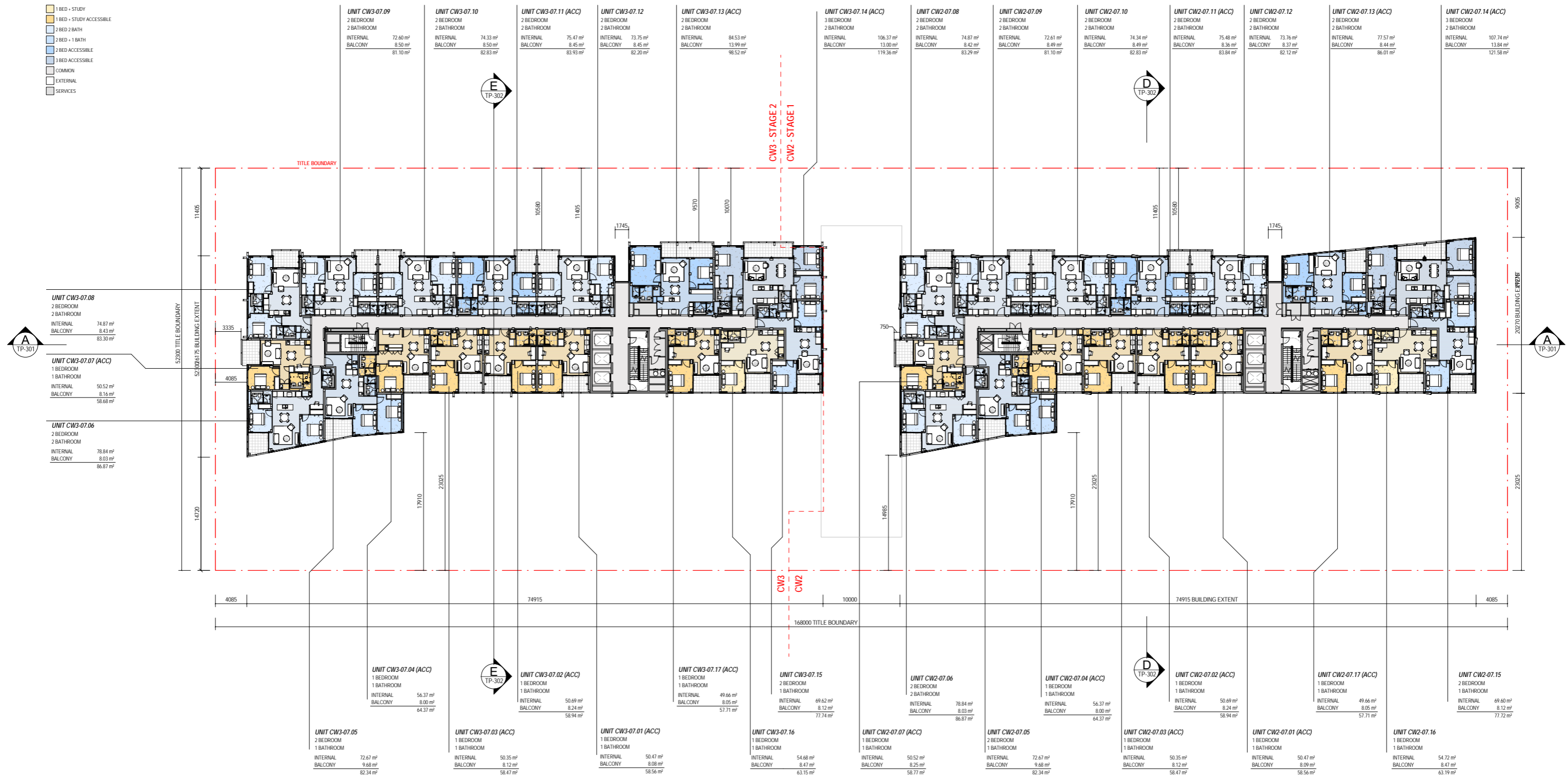
FOR INFORMATION

Drawing Details

Scale	1 : 250@ A1
Date	26.09.18
Job No	8221
Drawn	WAM
Checked	RW PP
Drawing No	Revision
TP-106	(A)



- 1 BED + STUDY
- 1 BED + STUDY ACCESSIBLE
- 2 BED + BATH
- 2 BED + 1 BATH
- 2 BED ACCESSIBLE
- 3 BED ACCESSIBLE
- COMMON
- EXTERNAL
- SERVICES



Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status

FOR INFORMATION

Drawing Details

Scale	1 : 250@ A1
Date	26.09.18
Job No	8221
Drawn	WAM
Checked	RW PP
Drawing No	Revision
TP-107	(A)



- 1 BED + STUDY
- 1 BED + STUDY ACCESSIBLE
- 2 BED 2 BATH
- 2 BED + 1 BATH
- 2 BED ACCESSIBLE
- 3 BED ACCESSIBLE
- COMMON
- EXTERNAL
- SERVICES

SCREENING NOTES:
 BALUSTRADES TO BE TO 1800mm ABOVE FINISHED FLOOR LEVEL THROUGHOUT AT PRIVATE TERRACE BOUNDARIES.
 SCREENS TO 1800mm ABOVE FINISHED FLOOR LEVEL BETWEEN TERRACES THROUGHOUT, MIN 25% TRANSPARENCY.
 SCREENS TO 1500mm ABOVE FINISHED FLOOR LEVEL AT PODIUM BOUNDARIES, UNLESS NOTED OTHERWISE.

MAINTENANCE GATES NOTE:
 GATES FOR FACADE MAINTENANCE ACCESS ONLY. NOTED AS FMA THROUGHOUT. PRIVATE OPEN SPACE IS ACCESSED VIA THE APARTMENT.



Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status

FOR INFORMATION

Drawing Details

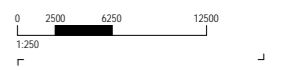
Scale	1 : 250@ A1
Date	26.09.18
Job No	8221
Drawn	WAM
Checked	RW PP
Drawing No	Revision
TP-116	(A)



- 1 BED + STUDY
- 1 BED + STUDY ACCESSIBLE
- 2 BED + 2 BATH
- 2 BED + 1 BATH
- 2 BED ACCESSIBLE
- 3 BED ACCESSIBLE
- COMMON
- EXTERNAL
- SERVICES

SCREENING NOTES:
 BALUSTRADES TO BE TO 1800mm ABOVE FINISHED FLOOR LEVEL THROUGHOUT AT PRIVATE TERRACE BOUNDARIES.
 SCREENS TO 1800mm ABOVE FINISHED FLOOR LEVEL BETWEEN TERRACES THROUGHOUT, MIN 25% TRANSPARENCY.
 SCREENS TO 1500mm ABOVE FINISHED FLOOR LEVEL AT PODIUM BOUNDARIES, UNLESS NOTED OTHERWISE.

MAINTENANCE GATES NOTE:
 GATES FOR FACADE MAINTENANCE ACCESS ONLY. NOTED AS FMA THROUGHOUT. PRIVATE OPEN SPACE IS ACCESSED VIA THE APARTMENT.



Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status

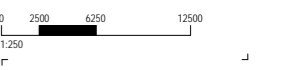
FOR INFORMATION

Drawing Details

Scale	1 : 250@ A1
Date	26.09.18
Job No	8221
Drawn	WAM
Checked	RW PP
Drawing No	Revision
TP-117	(A)



- 1 BED + STUDY
- 1 BED + STUDY ACCESSIBLE
- 2 BED 2 BATH
- 2 BED + 1 BATH
- 2 BED ACCESSIBLE
- 3 BED ACCESSIBLE
- COMMON
- EXTERNAL
- SERVICES

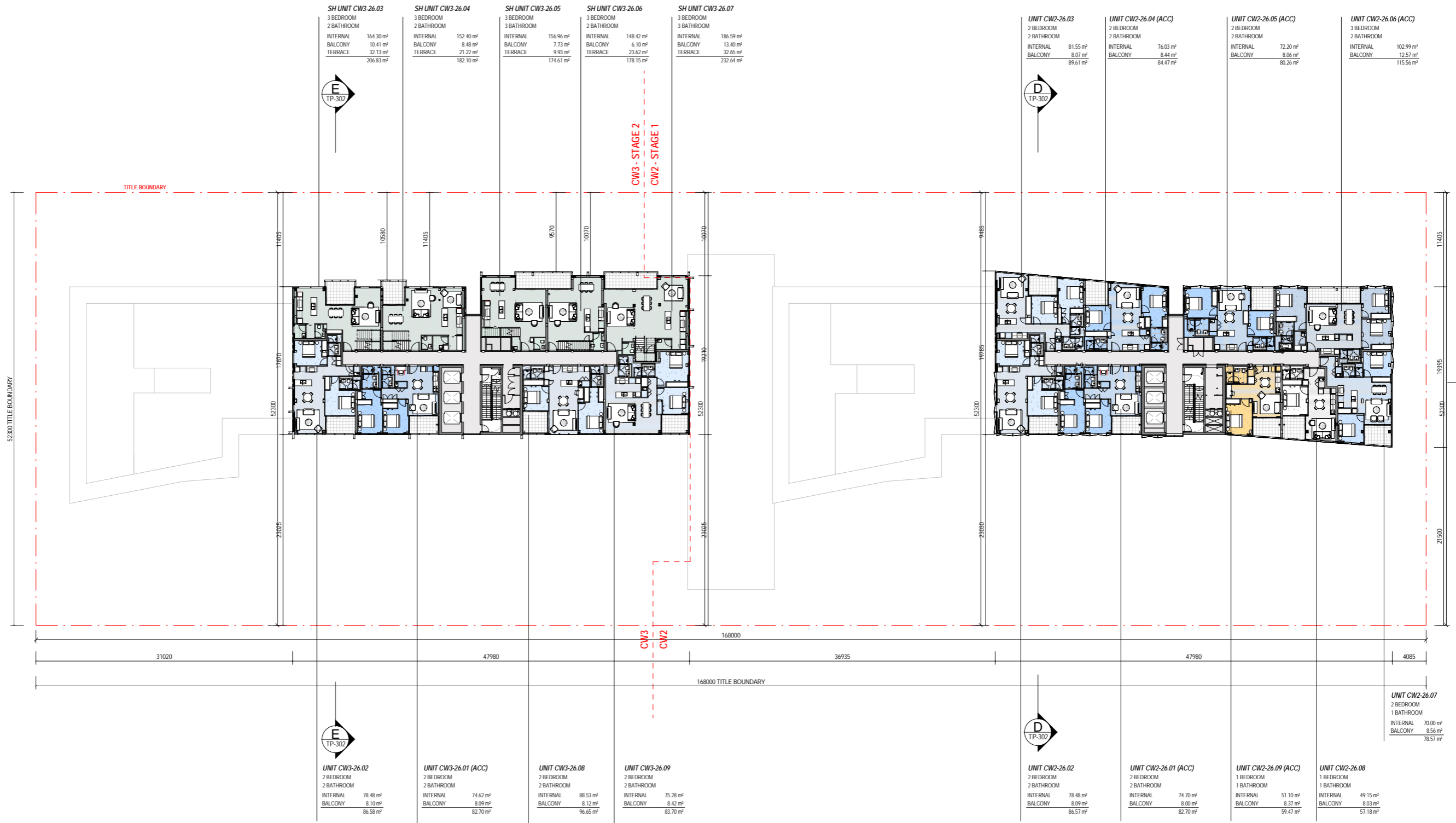


Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status	
FOR INFORMATION	
Drawing Details	
Scale	1 : 250@ A1
Date	26.09.18
Job No	8221
Drawn	WAM
Checked	RW PP
Drawing No	Revision
TP-118	(A)



- 1 BED + STUDY ACCESSIBLE
- 2 BED 2 BATH
- 2 BED + 1 BATH
- 2 BED ACCESSIBLE
- 3 BED ACCESSIBLE
- COMMON
- EXTERNAL
- SKY HOME
- SERVICES



0 2500 6250 12500
1:250

Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status

FOR INFORMATION

Drawing Details

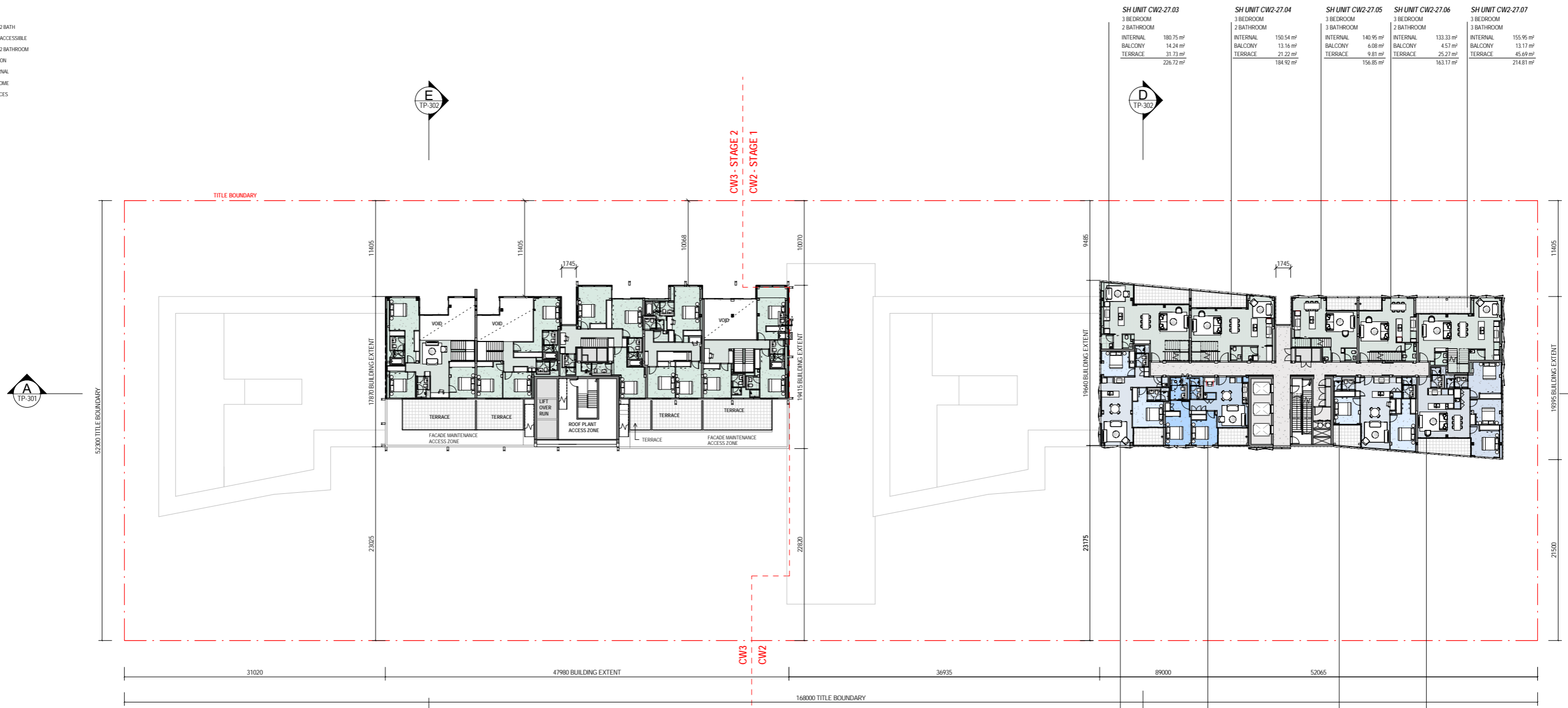
Scale: 1 : 250@ A1
 Date: 26.09.18
 Job No: 8221
 Drawn: WAM
 Checked: RW | PP
 Drawing No: TP-126
 Revision: (B)



- 2 BED 2 BATH
- 2 BED ACCESSIBLE
- 3 BED 2 BATHROOM
- COMMON
- EXTERNAL
- SKY HOME
- SERVICES

SH UNIT CW2-27.03	SH UNIT CW2-27.04	SH UNIT CW2-27.05	SH UNIT CW2-27.06	SH UNIT CW2-27.07
3 BEDROOM 2 BATHROOM	3 BEDROOM 2 BATHROOM	3 BEDROOM 3 BATHROOM	3 BEDROOM 2 BATHROOM	3 BEDROOM 3 BATHROOM
INTERNAL 180.75 m ²	INTERNAL 150.54 m ²	INTERNAL 140.95 m ²	INTERNAL 133.33 m ²	INTERNAL 155.95 m ²
BALCONY 14.24 m ²	BALCONY 13.16 m ²	BALCONY 6.08 m ²	BALCONY 4.57 m ²	BALCONY 13.17 m ²
TERRACE 31.73 m ²	TERRACE 21.22 m ²	TERRACE 9.81 m ²	TERRACE 25.27 m ²	TERRACE 45.69 m ²
226.72 m ²	184.92 m ²	156.85 m ²	163.17 m ²	214.81 m ²

UNIT CW2-27.02	UNIT CW2-27.01 (ACC)	UNIT CW2-27.09	UNIT CW2-27.08
2 BEDROOM 2 BATHROOM	2 BEDROOM 2 BATHROOM	2 BEDROOM 2 BATHROOM	3 BEDROOM 2 BATHROOM
INTERNAL 78.32 m ²	INTERNAL 74.72 m ²	INTERNAL 78.55 m ²	INTERNAL 95.41 m ²
BALCONY 8.19 m ²	BALCONY 8.00 m ²	BALCONY 8.84 m ²	BALCONY 12.66 m ²
86.51 m ²	82.72 m ²	87.40 m ²	108.07 m ²



Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status

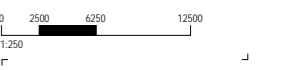
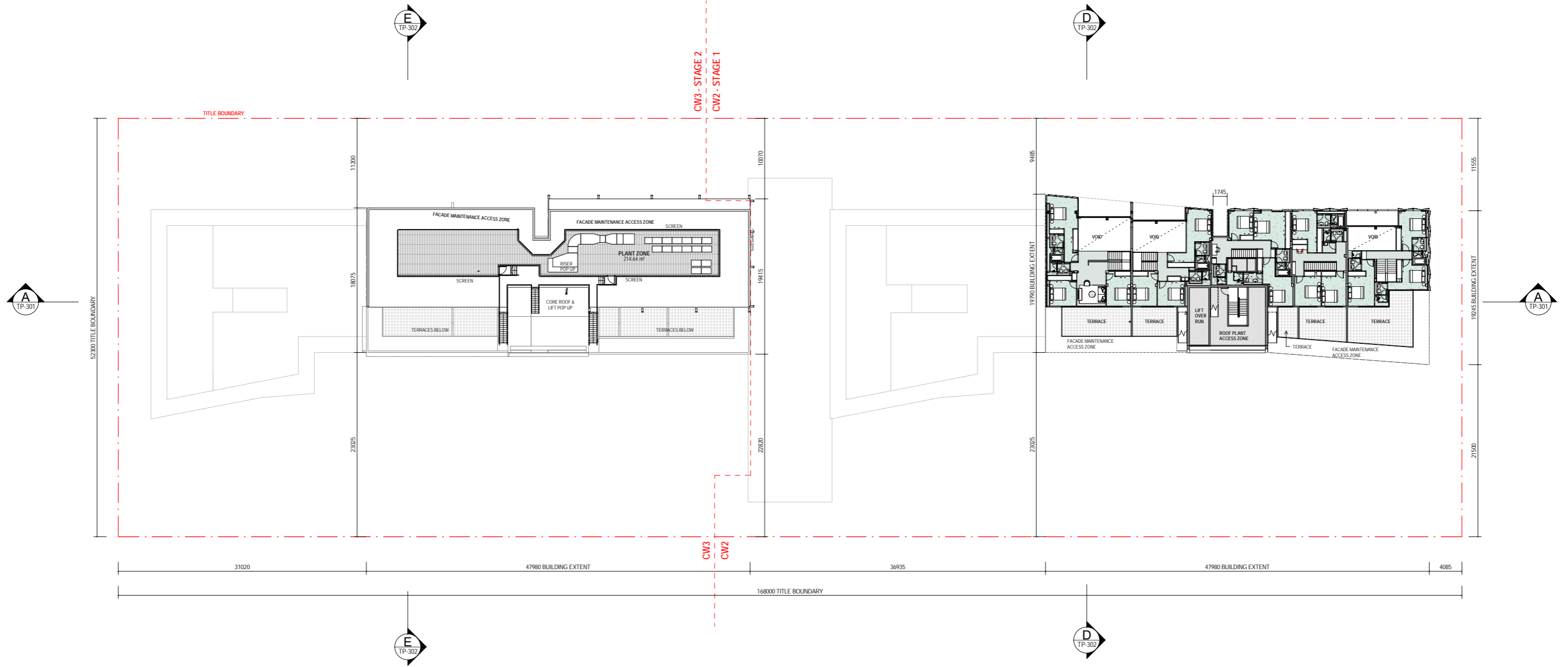
FOR INFORMATION

Drawing Details

Scale	1 : 250@ A1
Date	26.09.18
Job No	8221
Drawn	WAM
Checked	RW PP
Drawing No	Revision
TP-127	(A)



- EXTERNAL
- SKY HOME
- SERVICES



Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

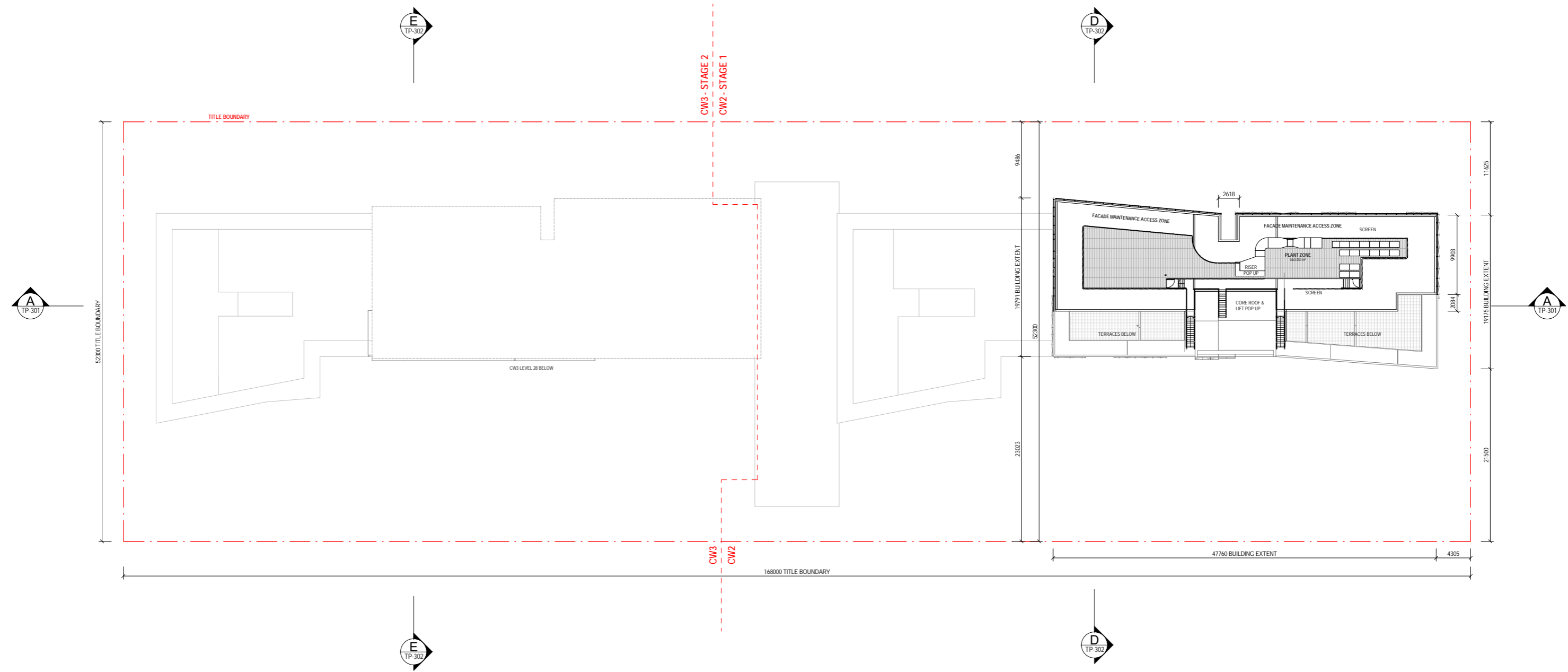
Drawing Status

FOR INFORMATION

Drawing Details

Scale	1 : 250@ A1
Date	26.09.18
Job No	8221
Drawn	WAM
Checked	RW PP
Drawing No	Revision
TP-128	(A)





Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status

FOR INFORMATION

Drawing Details

Scale	1 : 250@ A1
Date	26.09.18
Job No	8221
Drawn	WAM
Checked	RW PP
Drawing No	Revision
TP-129	(A)



DEVELOPMENT SUMMARY

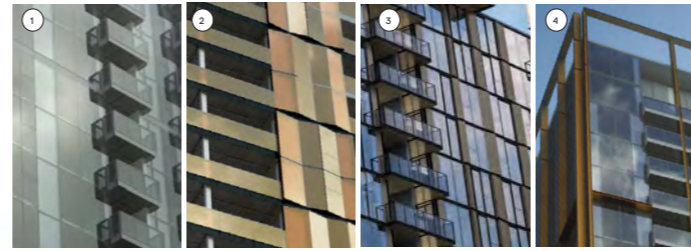
CW2 - DEVELOPMENT SUMMARY																							
Scheme	Lv	UNITS	CAR SPACES	BICYCLE SPACES		GFA (m ²)				NSA APARTMENTS	BALCONIES / TERRACES	GFA	EFFICIENCY	APARTMENT MIX									
				RESIDENTS	VISITORS	CARPARK	SERVICES	COMMON (INT)	COMMON (EXT)					TOWNHOUSE	1B	1B + ST	1B (ACC)	2B + 1B	2B + 2B	2B (ACC)	3B	3B (ACC)	SKY-HOME
PLANT	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
TOWER (HIGH RISE & SKYHOME)	28	-	-	-	-	-	80	-	-	-	134	-	-	-	-	-	-	-	-	-	-	5	
	27	9	-	-	-	-	10	142	-	1090	89	1242	88%	-	-	-	-	-	2	1	1	-	
	26	9	-	-	-	-	10	142	-	656	78	809	81%	-	1	-	1	1	2	3	-	1	
	25	9	-	-	-	-	10	142	-	656	78	809	81%	-	1	-	1	1	2	3	-	1	
	24	9	-	-	-	-	10	142	-	656	78	809	81%	-	1	-	1	1	2	3	-	1	
	23	9	-	-	-	-	10	142	-	656	78	809	81%	-	1	-	1	1	2	3	-	1	
	22	9	-	-	-	-	10	142	-	656	78	809	81%	-	1	-	1	1	2	3	-	1	
	21	9	-	-	-	-	10	142	-	656	78	809	81%	-	1	-	1	1	2	3	-	1	
	20	9	-	-	-	-	10	142	-	656	78	809	81%	-	1	-	1	1	2	3	-	1	
	19	9	-	-	-	-	10	142	-	656	78	809	81%	-	1	-	1	1	2	3	-	1	
	18	9	-	-	-	-	10	142	-	656	78	809	81%	-	1	-	1	1	2	3	-	1	
17	9	-	-	-	-	10	152	254	617	126	1033	60%	-	1	2	-	1	1	3	-	1		
TOWER (MID RISE)	16	17	-	-	-	-	13	210	-	1140	147	1363	84%	-	-	1	6	2	5	2	-	1	
	15	17	-	-	-	-	13	210	-	1140	147	1363	84%	-	-	1	6	2	5	2	-	1	
	14	17	-	-	-	-	13	210	-	1140	147	1363	84%	-	-	1	6	2	5	2	-	1	
	13	17	-	-	-	-	13	210	-	1140	147	1363	84%	-	-	1	6	2	5	2	-	1	
	12	17	-	-	-	-	13	210	-	1140	147	1363	84%	-	-	1	6	2	5	2	-	1	
	11	17	-	-	-	-	13	210	-	1140	147	1363	84%	-	-	1	6	2	5	2	-	1	
	10	17	-	-	-	-	13	210	-	1140	147	1363	84%	-	-	1	6	2	5	2	-	1	
	9	17	-	-	-	-	13	210	-	1140	147	1363	84%	-	-	1	6	2	5	2	-	1	
	8	17	-	-	-	-	13	210	-	1140	147	1363	84%	-	-	1	6	2	5	2	-	1	
	7	17	-	-	-	-	13	210	-	1140	147	1363	84%	-	-	1	6	2	5	2	-	1	
6	17	-	-	-	-	13	210	-	1140	179	1362	84%	-	-	1	6	2	5	2	-	1		
5	16	-	-	-	-	15	637	-	1089	140	1742	63%	-	-	2	5	2	4	2	-	1		
4	16	-	-	-	-	95	719	656	1088	740	2559	43%	-	-	2	5	2	4	2	-	1		
TOWNHOUSE/ CARPARK	3	0	91	26	-	2791	143	136	-	367	692	3437	11%	-	-	-	-	-	-	-	-	-	
	2	0	99	26	-	2881	47	135	-	1349	122	4411	31%	-	-	-	-	-	-	-	-	-	
	1	0	73	17	-	2877	49	137	-	1380	0	4443	31%	-	-	-	-	-	-	-	-	-	
	0	20	41	76	18	1612	743	980	-	1309	274	4644	28%	20	-	-	-	-	-	-	-	-	
TOTALS		338	304	145	18	10,161	1,419	6,631	911	26,737	4,674	45,778		20	10	17	85	36	84	57	1	23	5
				163										6%	3%	5%	25%	11%	25%	17%	0.0%	7%	1%
														6%		33%			52%		#DIV/0!		1%
																35%			56%		8%		2%
														14%		-			-		-		-

DEVELOPMENT SUMMARY

CW3 - DEVELOPMENT SUMMARY																							
Scheme	Lv	UNITS	CAR SPACES	BICYCLE SPACES		GFA (m ²)				NSA APARTMENTS	BALCONIES / TERRACES	GFA	EFFICIENCY	APARTMENT MIX									
				RESIDENTS	VISITORS	CARPARK	SERVICES	COMMON (INT)	COMMON (EXT)					TOWNHOUSE	1B	1B + ST	1B (ACC)	2B + 1B	2B + 2B	2B (ACC)	3B	3B (ACC)	SKY-HOME
PLANT	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	27	-	-	-	-	-	80	-	-	-	120	-	-	-	-	-	-	-	-	-	-	5	
	26	9	-	-	-	-	10	142	-	1126	79	1278	88%	-	-	-	-	-	3	1	-	-	
	25	9	-	-	-	-	10	142	-	659	87	811	81%	-	-	1	2	1	2	2	-	1	
	24	9	-	-	-	-	10	142	-	659	87	811	81%	-	-	1	2	1	2	2	-	1	
	23	9	-	-	-	-	10	142	-	659	87	811	81%	-	-	1	2	1	2	2	-	1	
	22	9	-	-	-	-	10	142	-	659	87	811	81%	-	-	1	2	1	2	2	-	1	
	21	9	-	-	-	-	10	142	-	659	87	811	81%	-	-	1	2	1	2	2	-	1	
	20	9	-	-	-	-	10	142	-	659	87	811	81%	-	-	1	2	1	2	2	-	1	
	19	9	-	-	-	-	10	142	-	659	87	811	81%	-	-	1	2	1	2	2	-	1	
	18	9	-	-	-	-	10	142	-	659	87	811	81%	-	-	1	2	1	2	2	-	1	
	17	9	-	-	-	-	10	142	-	659	87	811	81%	-	-	1	2	1	2	2	-	1	
	16	9	-	-	-	-	10	152	254	659	121	1074	61%	-	-	1	2	1	2	2	-	1	
	TOWER (HIGH RISE & SKYHOME)	15	17	-	-	-	-	0	210	-	1146	152	1356	85%	-	-	1	6	2	5	2	-	1
		14	17	-	-	-	-	0	210	-	1146	152	1356	85%	-	-	1	6	2	5	2	-	1
		13	17	-	-	-	-	0	210	-	1146	152	1356	85%	-	-	1	6	2	5	2	-	1
12		17	-	-	-	-	0	210	-	1146	152	1356	85%	-	-	1	6	2	5	2	-	1	
11		17	-	-	-	-	0	210	-	1146	152	1356	85%	-	-	1	6	2	5	2	-	1	
10		17	-	-	-	-	0	210	-	1146	152	1356	85%	-	-	1	6	2	5	2	-	1	
9		17	-	-	-	-	0	210	-	1146	152	1356	85%	-	-	1	6	2	5	2	-	1	
8		17	-	-	-	-	0	210	-	1146	152	1356	85%	-	-	1	6	2	5	2	-	1	
7		17	-	-	-	-	0	210	-	1146	152	1356	85%	-	-	1	6	2	5	2	-	1	
6		17	-	-	-	-	0	210	-	1146	152	1356	85%	-	-	1	6	2	5	2	-	1	
TOWER (MID RISE)	5	16	-	-	-	-	0	232	-	1106	144	1338	83%	-	-	-	6	2	5	3	-	-	
	4	16	-	-	-	-	100	277	593	1106	672	2075	53%	-	-	-	6	2	5	3	-	-	
	3	0	79	43	-	2206	25	136	-	367	668	2735	13%	-	-	-	-	-	-	-	-	-	
	2	0	88	39	-	2209	25	135	-	1314	123	3683	36%	-	-	-	-	-	-	-	-	-	
TOWNHOUSE / CARPARK	1	0	75	27	-	2210	25	137	-	1351	0	3723	36%	-	-	-	-	-	-	-	-	-	
	0	20	46	18	38	1488	45	771	-	1277	306	3581	36%	20	-	-	-	-	-	-	-	-	
	TOTALS	321	288	127	38	8113	408	5,360	847	25691	4,536	40,339		20	0	20	92	34	83	47	-	20	5
				165										6%	0%	6%	29%	11%	26%	15%	-	6%	2%
													CW3 Development	6%	35%			51%			6.2%	2%	
													Apartments Only	-	37%			54%			7%	2%	
													Liveable Units	14%	-			-			-	-	

ELEVATIONS

NORTH ELEVATION



Tower

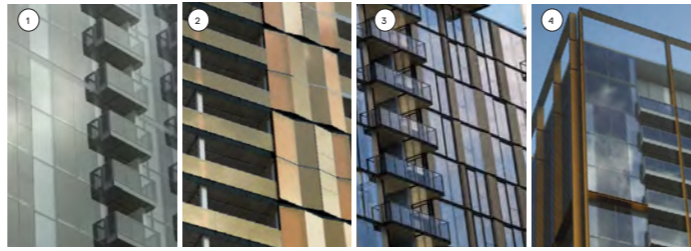


Podium



ELEVATIONS

SOUTH ELEVATION



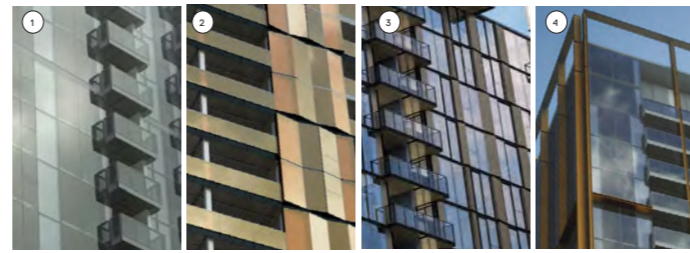
Tower



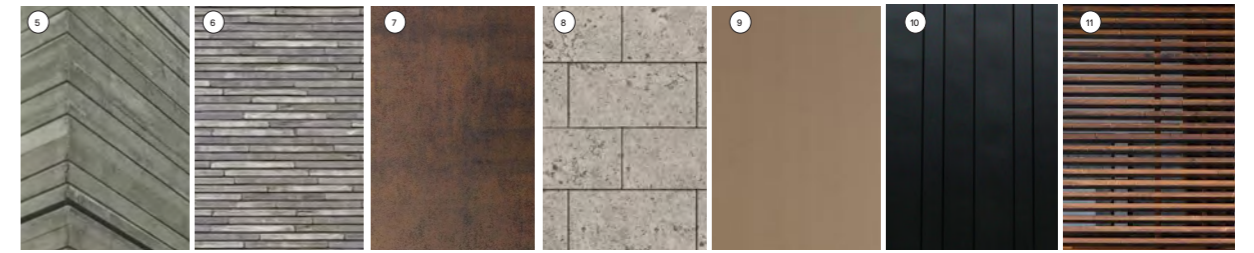
Podium



ELEVATIONS



Tower



Podium

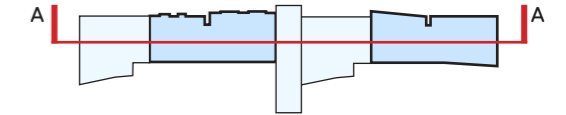
EAST ELEVATION

WEST ELEVATION



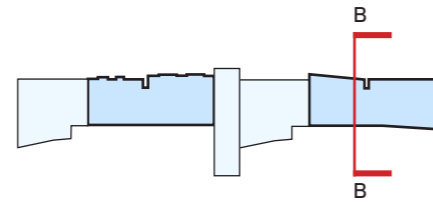
SECTIONS

SECTION A - A

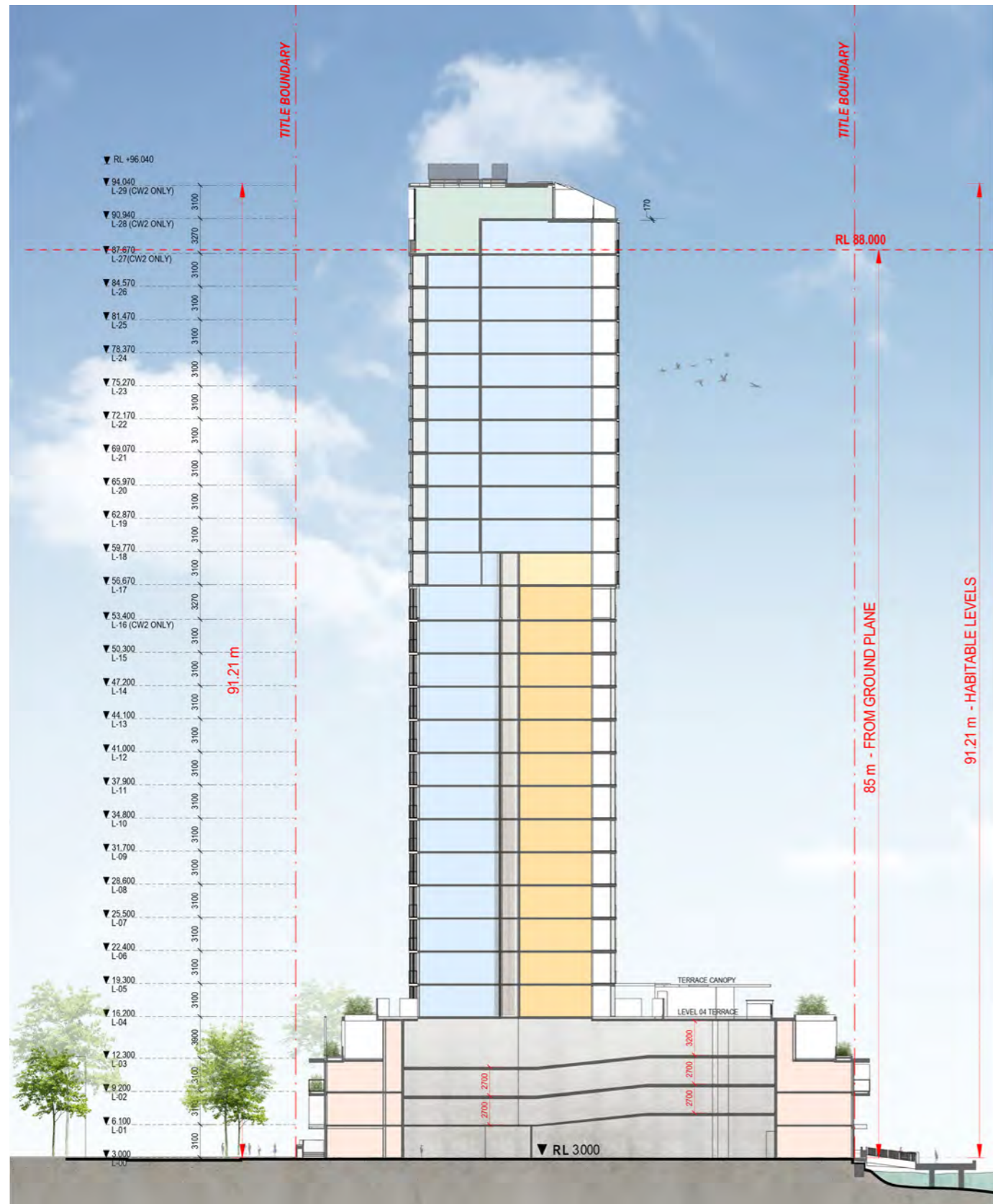
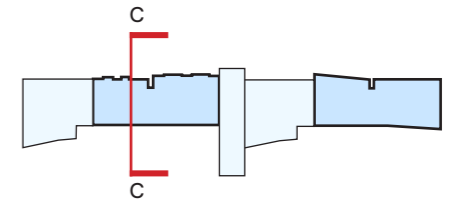


SECTIONS

SECTION B - B



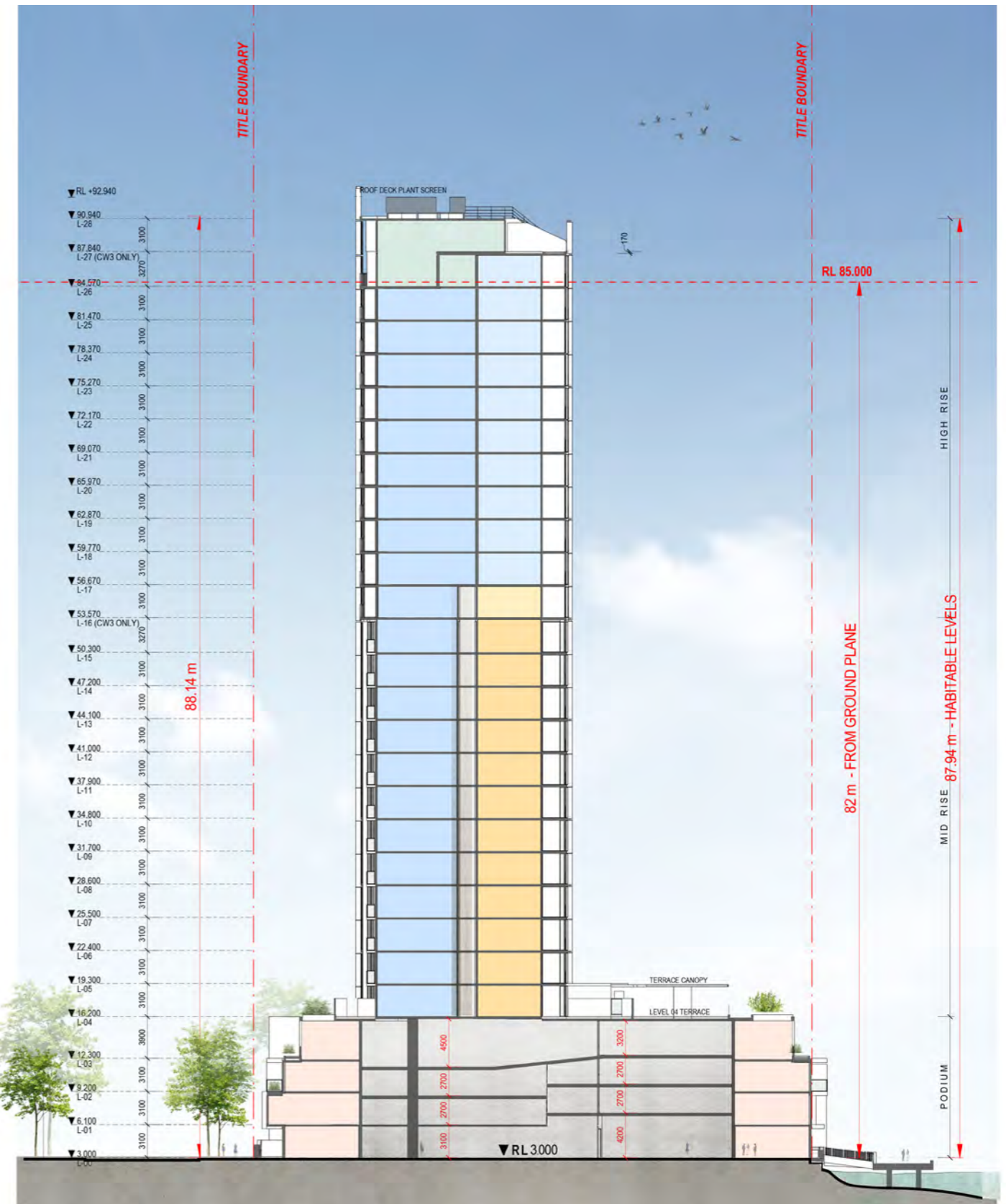
SECTION C - C



COLLINS STREET

COLLINS WHARF 2

YARRA WALK



COLLINS STREET

COLLINS WHARF 3

YARRA WALK



DRAWING LIST		REV
TP-XXX	SHEET NAME	
TP-001	COVER SHEET	A
TP-002	LOCATION PLAN	A
TP-003	EXISTING SITE PLAN	A
TP-004	SITE PLAN	A
TP-100	LEVEL 00 FLOOR PLAN	A
TP-101	LEVEL 01 FLOOR PLAN	A
TP-102	LEVEL 02 FLOOR PLAN	A
TP-103	LEVEL 03 FLOOR PLAN	A
TP-104	LEVEL 04 FLOOR PLAN	A
TP-105	LEVEL 05 FLOOR PLAN	A
TP-106	LEVEL 06 FLOOR PLAN	A
TP-107	TYPICAL LEVEL 07 - 15 FLOOR PLAN	A
TP-116	LEVEL 16 FLOOR PLAN	A
TP-117	LEVEL 17 FLOOR PLAN	A
TP-118	TYPICAL LEVEL 18 - 24 FLOOR PLAN	A
TP-126	LEVEL 26 FLOOR PLAN	B
TP-127	LEVEL 27 FLOOR PLAN	A
TP-128	LEVEL 28 PLANT FLOOR PLAN	A
TP-129	LEVEL 29 PLANT FLOOR PLAN	A
TP-201	CW2 & CW3 - NORTH ELEVATION	A
TP-202	CW2 & CW3 - SOUTH ELEVATION	A
TP-203	CW2 & CW3 - EAST & WEST ELEVATIONS	A
TP-301	LONGITUDINAL SECTION A - A	A
TP-302	CROSS SECTIONS	A
TP-400	BADS ASSESSMENT - TYPICAL APARTMENTS	A
TP-401	BADS ASSESSMENT - TYPICAL APARTMENTS	A
TP-402	BADS ASSESSMENT - TYPICAL APARTMENTS	A
TP-403	BADS ASSESSMENT - TYPICAL APARTMENTS	A
TP-404	BADS ASSESSMENT - TYPICAL TOWNHOUSE	A
TP-405	BADS ASSESSMENT - TYPICAL SKYHOME	A

Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Ltd.

Drawing Status

FOR INFORMATION

Drawing Details

Scale @ A1
 Date 26.09.18
 Job No 8221
 Drawn WAM
 Checked RW | PP

Drawing No Revision

TP-001 (A)



COLLINS WHARF



COLLINS WHARF 2 / COLLINS WHARF 3
TOWNPLANNING-RESPONSEFOLLOWINGCOM&DELWPPRESENTATION
21/12/2018

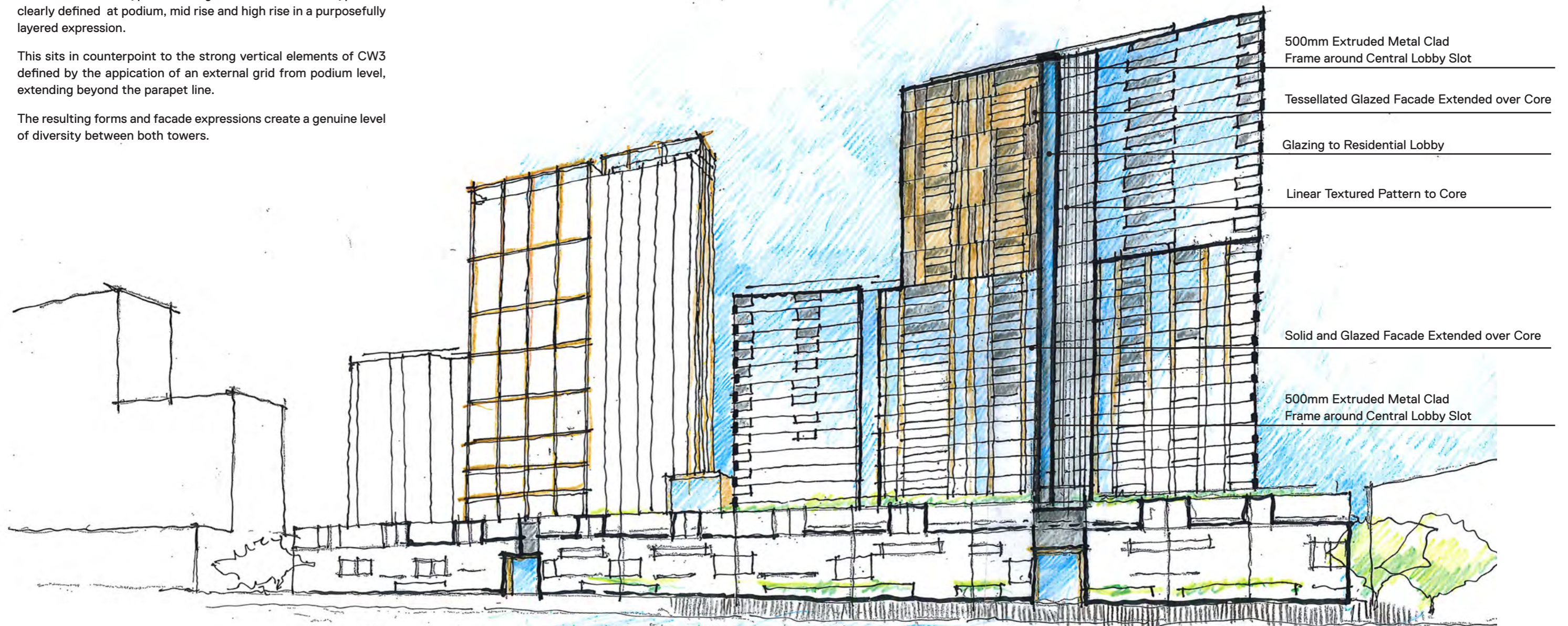
SOUTH FACING FACADE - PROPOSED ADJUSTMENTS - OPTION 3

CW2 south facade has been rationalised to reduce the prominence of the lift core by overglazing on the eastern side of the residential lobby. The articulation of the various facade typologies is further expressed by the introduction of a 500mm deep expressed frame around the residential lobby glazing.

This allows the the lobby glazing and patterned western side of the core to read as two vertical elements that link and define the various facade types that hinge off the core. These types are clearly defined at podium, mid rise and high rise in a purposefully layered expression.

This sits in counterpoint to the strong vertical elements of CW3 defined by the application of an external grid from podium level, extending beyond the parapet line.

The resulting forms and facade expressions create a genuine level of diversity between both towers.



- 500mm Extruded Metal Clad Frame around Central Lobby Slot
- Tessellated Glazed Facade Extended over Core
- Glazing to Residential Lobby
- Linear Textured Pattern to Core
- Solid and Glazed Facade Extended over Core
- 500mm Extruded Metal Clad Frame around Central Lobby Slot

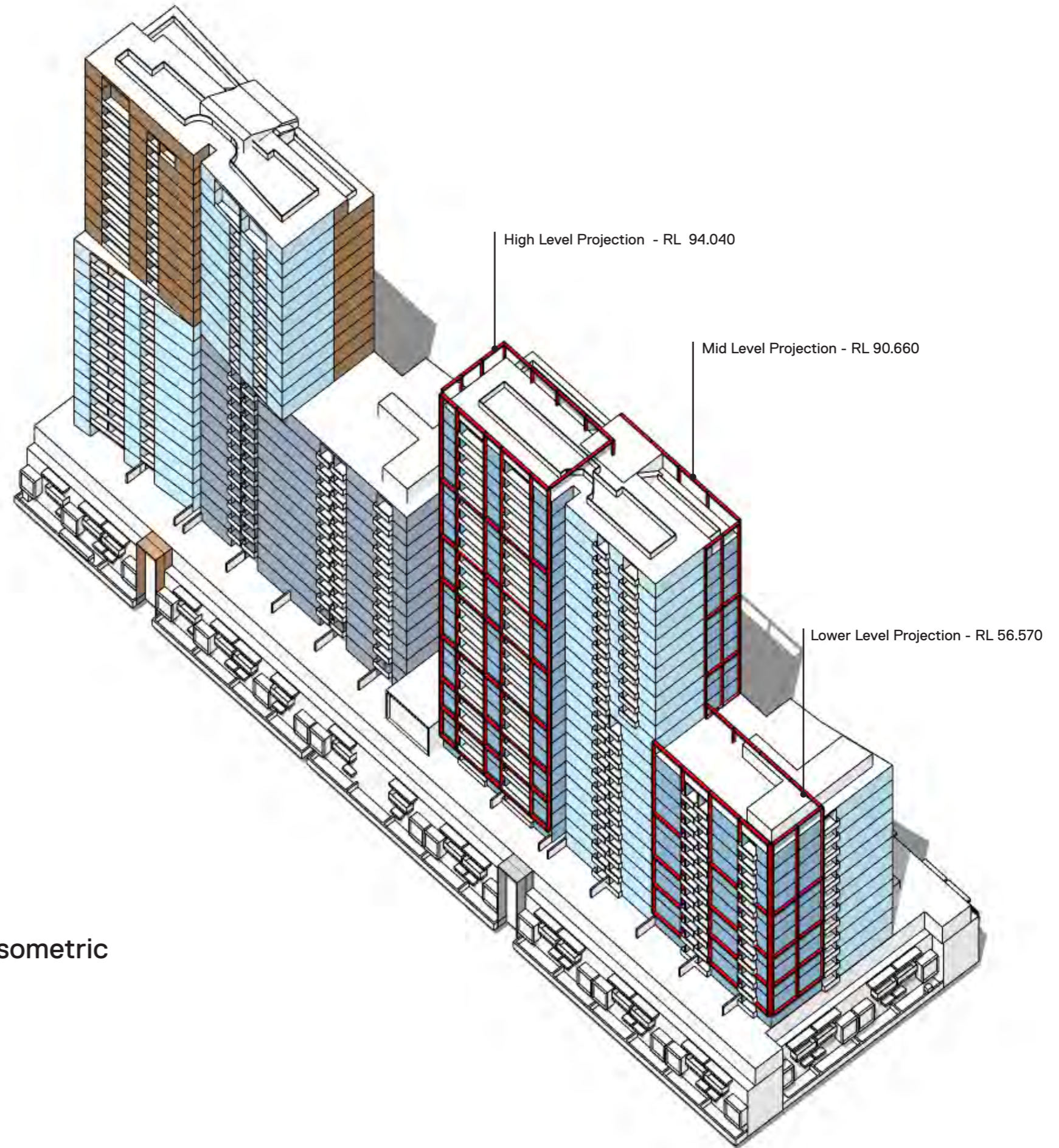
NORTH ELEVATION - CW3 FINS - OPTION 1



CW3 ROOFTOP PROJECTION

The extended facade grids for CW3, beyond the parapet line, are articulated at three different heights.

When viewed at a typically oblique angle, the varying heights provide the desired interlocking expression when viewing the facade.

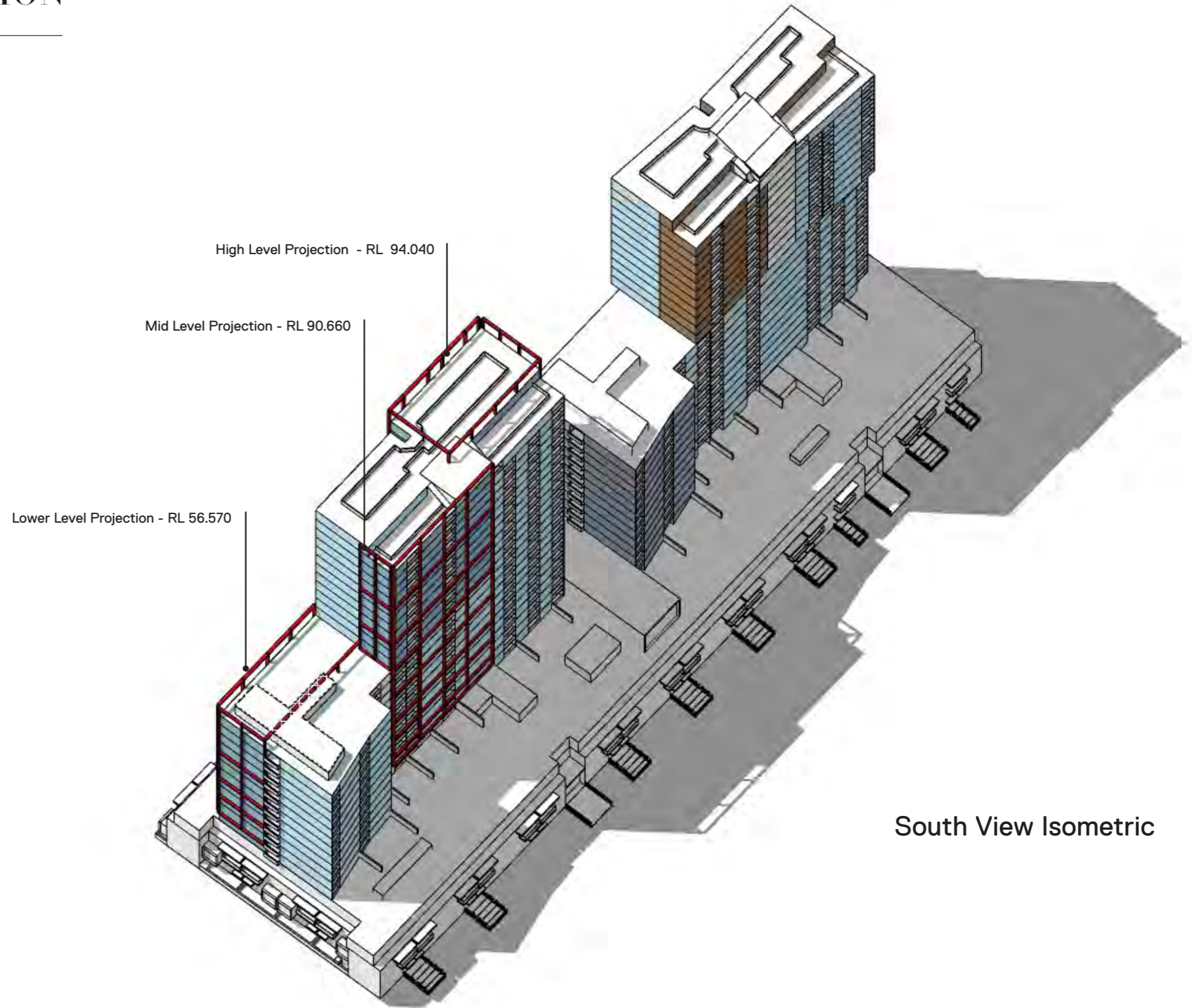


North View Isometric

CW3 ROOFTOP PROJECTION

The extended facade grids for CW3, beyond the parapet line, are articulated at three different heights.

When viewed at a typically oblique angle, the varying heights provide the desired interlocking expression when viewing the facade.



South View Isometric

CW3 ROOFTOP PROJECTION



FACADE & MATERIALITY CW 3 - PROPOSED

CW3 - Mid Level South Elevation (Levels 4-13)

Solid Panels in Facade Textured and Expressed

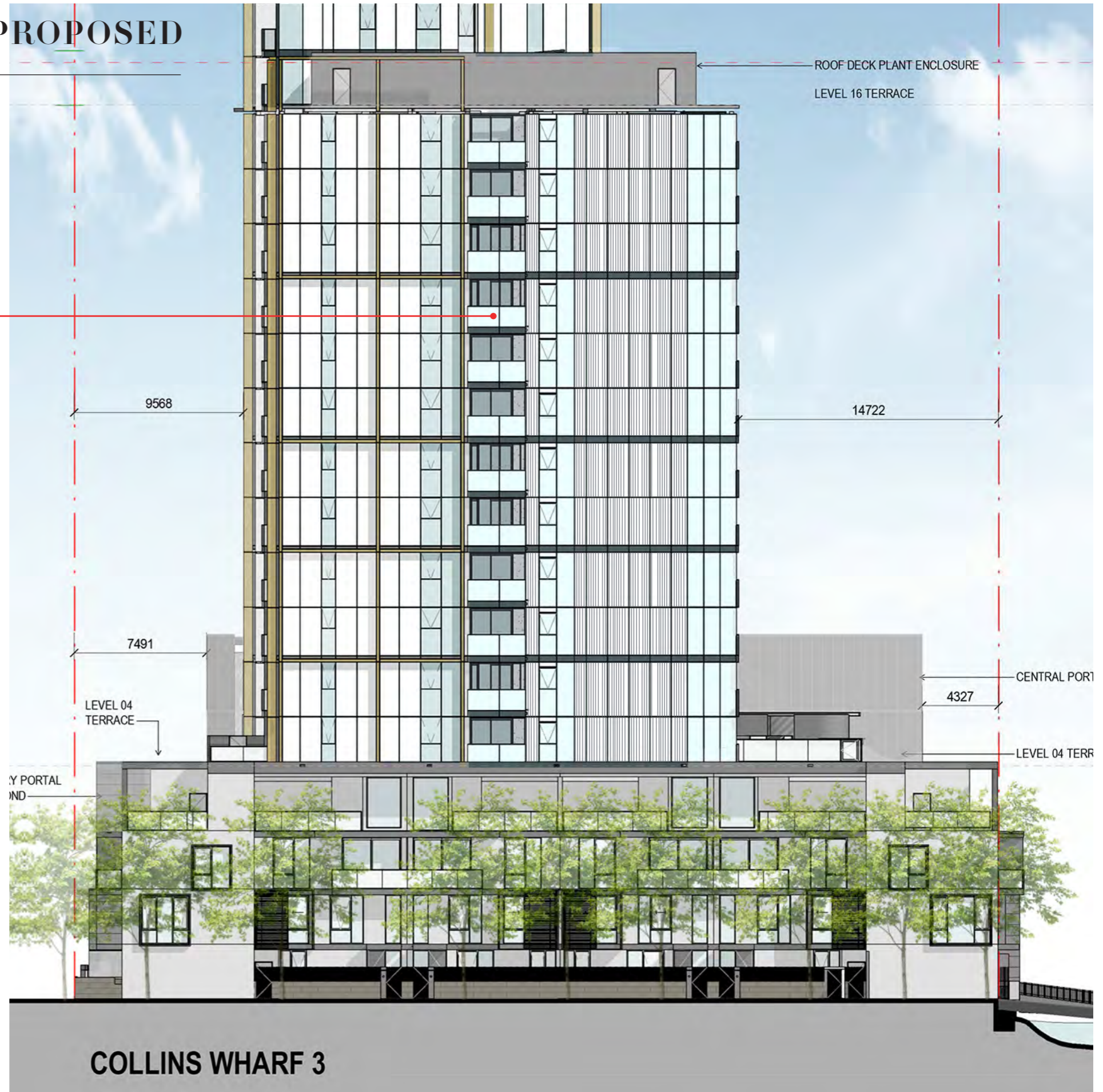


Proposed CW3 Solid Facade

FACADE & MATERIALITY CW 3 - PROPOSED

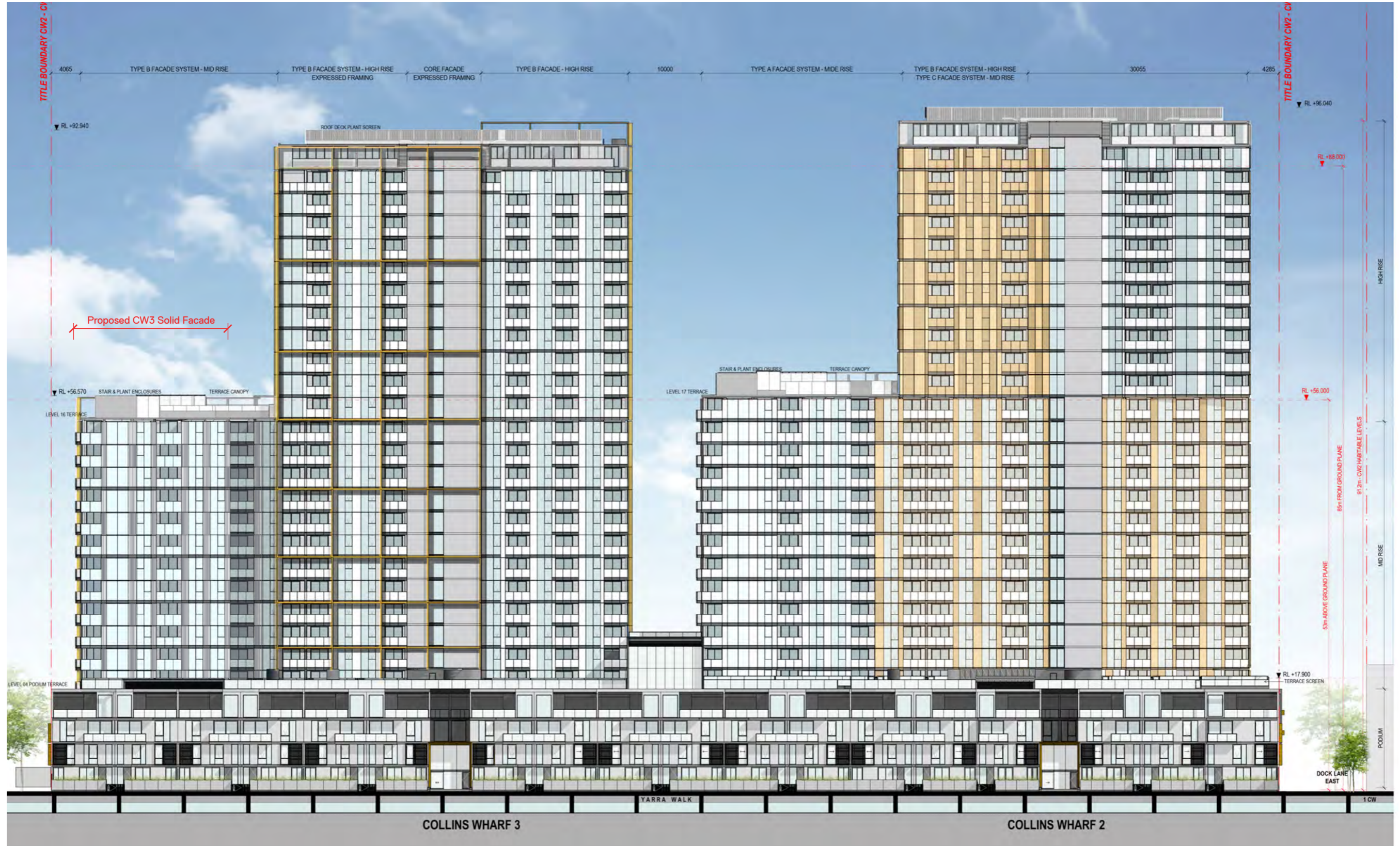
CW3 - West Elevation

Solid Panels in Facade Textured and Expressed



FACADE & MATERIALITY

CW3 - Overall Elevation



PLANNING REPORT

MINISTERIAL REFERRAL

Application number:	TPM-2018-14
DELWP Application number:	PA1800363
Applicant / Owner / Architect:	Lendlease Development Pty Limited C/- Urbis / Development Victoria / Warren and Mahoney Architects
Address:	CW2 & CW3 Victoria Harbour Precinct, 945-981 Collins Street, Docklands 3008
Proposal:	Buildings and works associated with the construction of two residential towers (Collins Wharf 2 and 3), associated car parking and public realm works
Cost of works:	\$291,092,178
Date received by City of Melbourne:	14 June 2018
Report Date:	9 January 2019
(DM#12186706)	

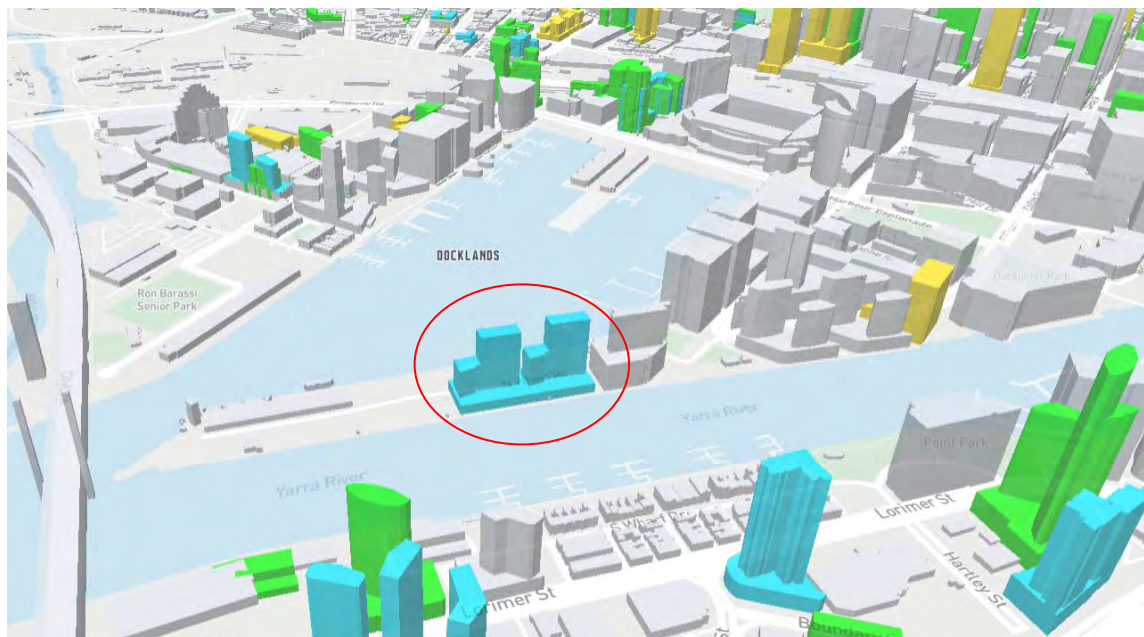
1. SUBJECT SITE AND SURROUNDS

Subject site

The subject site is located within the Collins Wharf area, between the new section of Collins Street to the north and the Yarra River to the south. The sites are rectangular in shape and have a combined site area of 8,786m². The sites are known as CW2 and CW3 in the Victoria Harbour Collins Wharf Development Plan 2017, and are located on the south side of Collins Street, across from MU1 and MU2 (proposed to be mixed use / SoHo) and west of 915-941 Collins St (referred to as 1 Collins Wharf by the developers and referred to as CW1 in the Development Plan).



Location Plan (source: Town Planning Report – May 2018 - Warren and Mahoney Architects)



City of Melbourne Development Activity Monitor (subject sites circled in red)

The construction of a new section of Collins Street and 915-941 Collins Street was recently completed. The building is 88 metres in height and contains 10 townhouses (SOHO product) fronting Collins Street, 311 apartments (combination of 1, 2 and 3 bedrooms) and 290 car spaces accessed from Dock Lane East in between CW1 and CW2. In addition to the car park access, a separate loading access is also proposed from Dock Lane East for loading and waste collection.



Views: 1. south west over Buluk Park; 2 south west along Collins St; 3 east along Collins St
January 2019 photos of CW1 - 915-941 Collins St Docklands

The wharf structure itself and the adjoining peninsula of land that is bordered by Victoria Harbour and the Yarra River are currently owned by Development Victoria. All other continuing wharf areas in Docklands have been rejuvenated before divestment to the Crown with Council then being appointed as Committee of Management under the *Crown Land (Reserves) Act 1978*. It is proposed to continue with this approach for the wharf to ensure that the waterfront is delivered in good condition and to remain in public ownership with both municipal and state oversight.

2. THE PROPOSAL

Lend Lease has submitted an application to the Minister for Planning for a residential development on the subject sites.

The plans referred to the City of Melbourne for comment from the Department of Environment, Land, Water and Planning (DELWP) were originally received on 15 June 2018, and on 16 October 2018 following a request for additional information. The applicant provided additional information on 30 November 2018 which responded to Council's traffic and waste advice.

Following discussions with the applicant, DELWP officers and Council's planners and urban designers, the permit applicant provided sketches on 21 December 2018 to address matters raised.

The application proposes the following uses:

Dwelling	Building	CW2	CW3
	One bedroom dwellings / apartments:	112	112
	Two bedroom dwellings / apartments:	177	164
	Three or more bedroom dwellings / apartments:	24	20
	Four or more bedroom dwellings / apartments:	25	25
	Total:	338	321
	Total number of dwellings: 659		

The specific details of the built form are as follows:

Building	CW2	CW3
Building height (excluding plant)	91.2m	87.9m
Podium height	53m	50.4m
Tower front, side and rear setbacks	North (Collins St) - 9.6m South (Yarra River) – 22.5m East - 4.2m West – 10m separation from C2)	North (Collins St) - 9.6m South (Yarra River) – 22.5m East – 10m separation from C2) West - 4.3m
Gross floor area (GFA)	45,778m ²	40,339m ²
Total Gross floor area	86,117m ²	

The specific details of the facilities are as follows:

Car parking spaces	Total: 592
Motorcycle spaces	13
Bicycle facilities and spaces	331
Vehicle access loading / unloading	All vehicle access to the site is proposed via Dock Lane East. Car parking is within the building, from ground level to Level 3. The car parking is sleeved by residential uses. A loading and garbage collection area is also proposed on-site. Waste collection is proposed to occur by utilising Council's waste collection service.

2.1 Development Staging

The proposed development is to be staged with CW2 to be constructed in the first instance and CW3 to follow; as such the development has been designed to allow for staging of the car park. Internal ramps are provided within the CW2 podium to allow for connectivity between levels in the interim and ultimately once CW3 is constructed. CW3 will be connected directly to the CW2 levels.

2.2 Built Form

The proposed buildings built form consists of three parts; podium, mid-rise and high-rise. The following is a description of the built form from Warren and Mahoney Architects:

The podium is broken into smaller geometrical forms providing a more human grain at the street level. Materials are more heavy in appearance providing a stable base to the tower. Mid-rise draws on the verticality of the CBD. The high rise takes inspiration from the maritime heritage with the plan and facade inflection detailing transforming from a static to a dynamic facade. The material selection is light in colour and perception whilst the mid-rise is a combination of the podium and high rise acting as a transition between the two.

High level tower

There are 11.5 high-rise floors in both Collins Wharf 2 and 3. The siting of the high rise component is aligned on three sides to the mid-rise tower to create the 'L' shaped main elevation to the building.

This part of the building contains three varying floor plate mixes to provide larger apartments toward the top of the building. Additional 3 bedroom apartments are introduced into the top two floors of the building. The upper two floor levels contain five dual level penthouses across the northern face of the floor plate.

Mid-level tower

The mid-rise component of the development varies in the number of storeys, with 13 in Collins Wharf 2 and 12 in Collins Wharf 3. These respond to the masterplan objective of reducing building heights toward 'Community Green' and the Bolte Bridge.

All layouts are the same across both towers with each containing 17 apartments per floor, except for the base of the mid-rise. The two bottom levels are interconnected to create a hub of residential amenity including a swimming pool, gym, and a function space.

There is a diversity of typology across the floors, from 1 Bedroom through to 3 Bedroom Apartments.

Podium

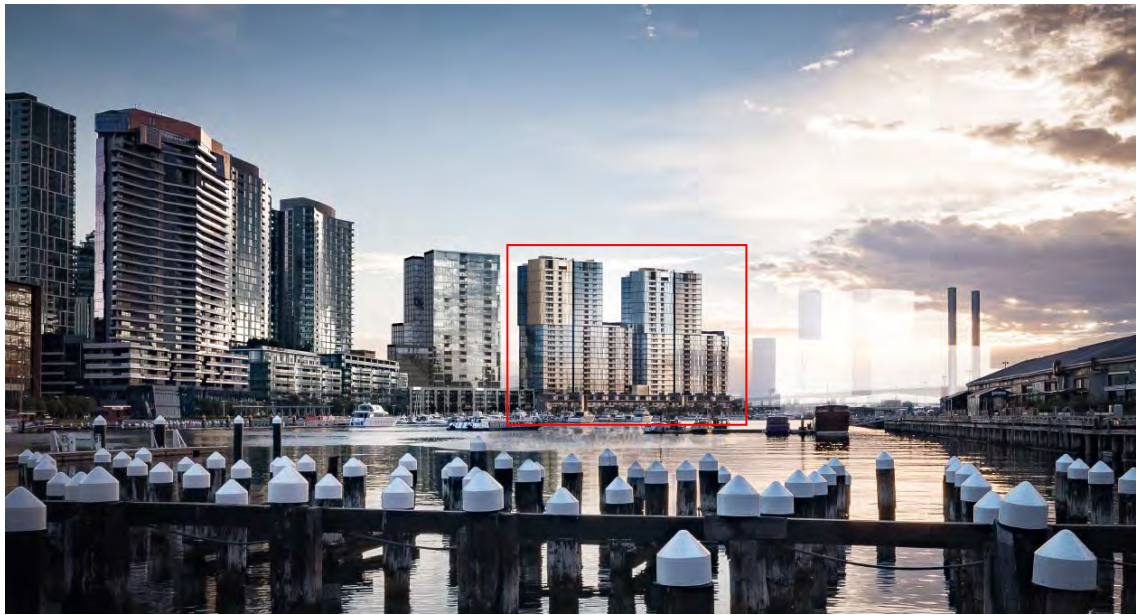
A centralised and above ground carpark is wrapped on three sides to activate the key frontages of the development. These include four storey townhouses to the Collins Street frontage and Yarra River frontage.

The remaining elevation co-locates the building services, carpark entrance, and loading dock to mirror the adjacent Collins Wharf 1 building. This service road is the infrastructural spine of these developments.

The Collins Street and Yarra River facades are purposely scaled into three volumes with the incision of the main building entrances that are aligned to create moments of connectivity across the site. The fifth elevation (the rooftop) forms the Communal Open Space for all residents to enjoy 360 degree views from an elevated vantage point.

2.3 Environmentally Sustainable Design (ESD)

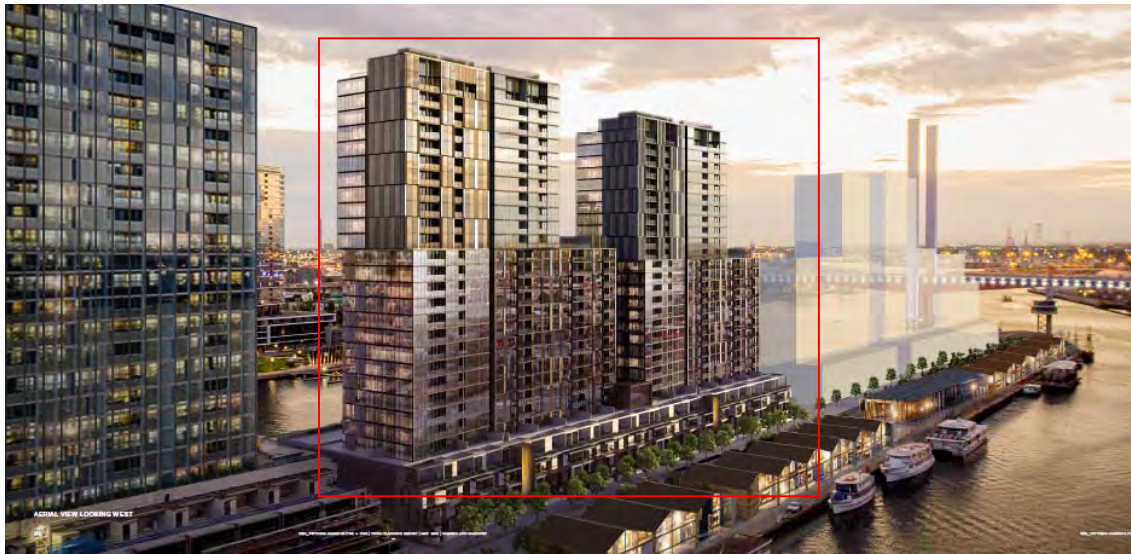
The application documentation included a Sustainability Management Plan prepared by Wood & Grieve Engineers, 3 October 2018. The development includes ESD targets that meet the minimum requirements of Clause 22.19 of the Melbourne Planning Scheme. The development has committed to achieving a certified 5 Star Green Star Design and As-Built rating, and has registered the project with the GBCA.



Perspectives view south west from Harbour Esplanade Warren and Mahoney Architects – 16 October 2018



Perspectives view south east from Ron Barassi Park Warren and Mahoney Architects – 16 October 2018



Perspectives aerial looking west along Collins Street, Warren and Mahoney Architects – 16 October 2018



Perspectives view north west from Yarra River Esplanade, Warren and Mahoney Architects – 16 October 2018



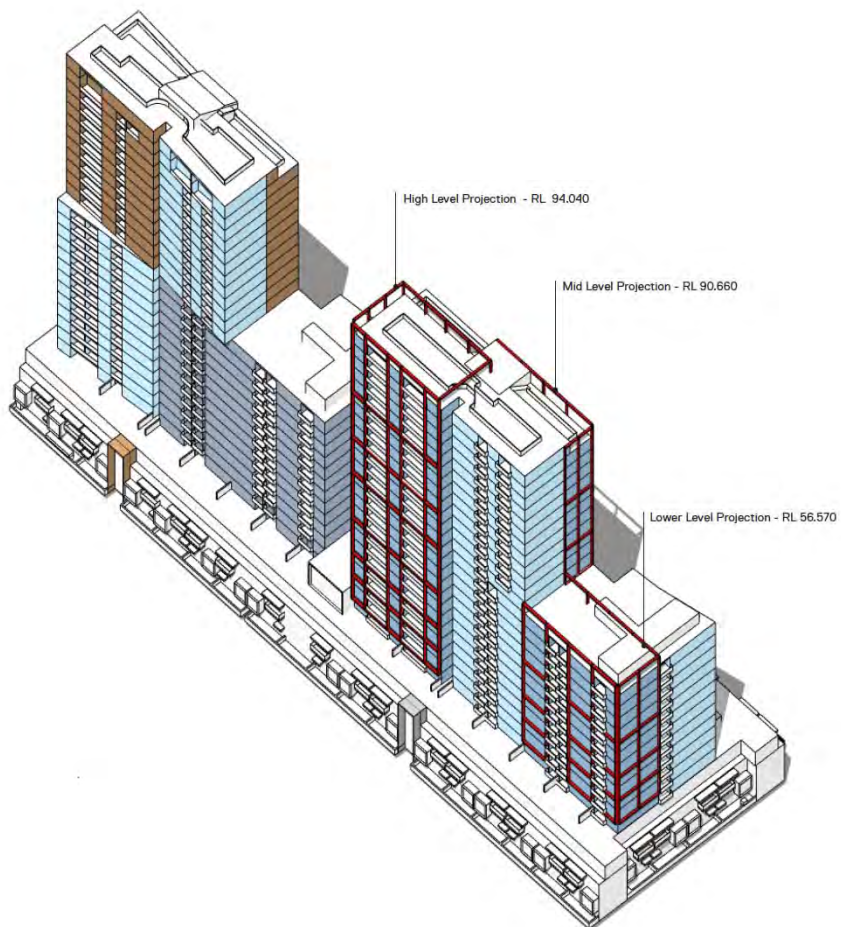
Superseded southern elevation, Warren and Mahoney Architects – 16 October 2018



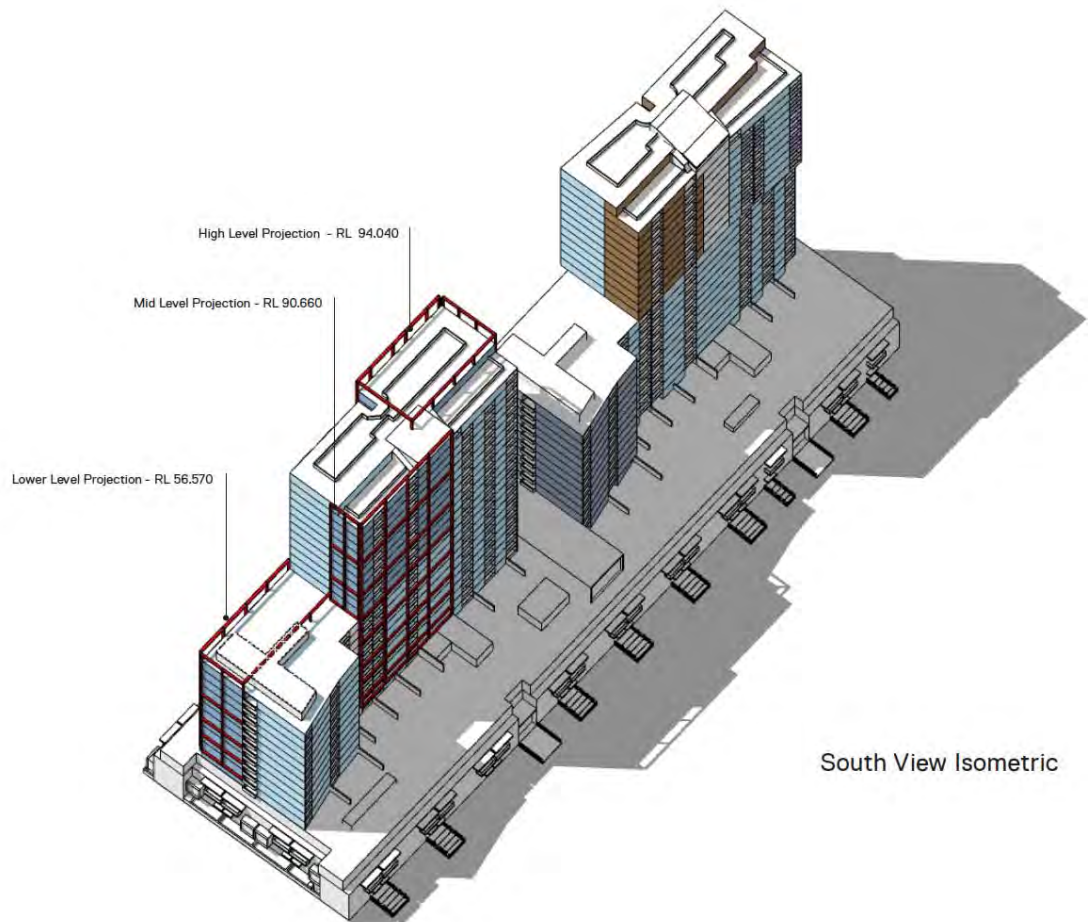
Revised southern elevation, Warren and Mahoney Architects – 21 December 2018



Revised southern elevation sketch, Warren and Mahoney Architects – 21 December 2018



Revised north view isometric, Warren and Mahoney Architects – 21 December 2018



Revised south view isometric, Warren and Mahoney Architects – 21 December 2018

2.4 Public Realm works

In addition to the above building, public realm works are also proposed, including:

- Yarra Walk - a 5.5m wide public promenade separated from the southern edge of the building by a 5.7m wide passage of water. The promenade would be a shared zone for cyclists and pedestrians and also provide access for small service vehicles limited to a proposed 10km/h speed limit. An additional landing connects into Dock Lane East for through pedestrians and cycle access. Gangways are proposed to connect the site to Yarra Walk. Two of the gangways are from common property and the others are for townhouses.
- Dock Lane East - a 11.95m wide road reserve (6m wide carriageway) running along the eastern boundary of the site, serving primarily as a vehicle and service access to the rear of No. 1 Collins Wharf and the subject site. Dock Lane East would be the first of the through linkages between Collins Street and Yarra Walk.

- A future Community Garden is proposed along the western boundary of the site. The four level podium has been articulated to step the building form down to the future garden. The landscape design allows for discrete access to the ground floor terrace entrances which are screened by trees and delineated with a change in the surface material. The planting of dense large canopy trees on the north west and south west corners of the building is proposed to provide a softening to the corners of the building.
- Collins Street – A 19m wide road reserve (10.4m wide carriageway), tree lined street, with parallel parking to both sides of the street. As with CW1, the proposed SOHO's will have a direct interface with Collins Street along the northern boundary of the site.

3. BACKGROUND / HISTORY

The proposal was the subject of a number of pre-application meetings attended by representatives of the applicant, DELWP, Development Victoria and the City of Melbourne.

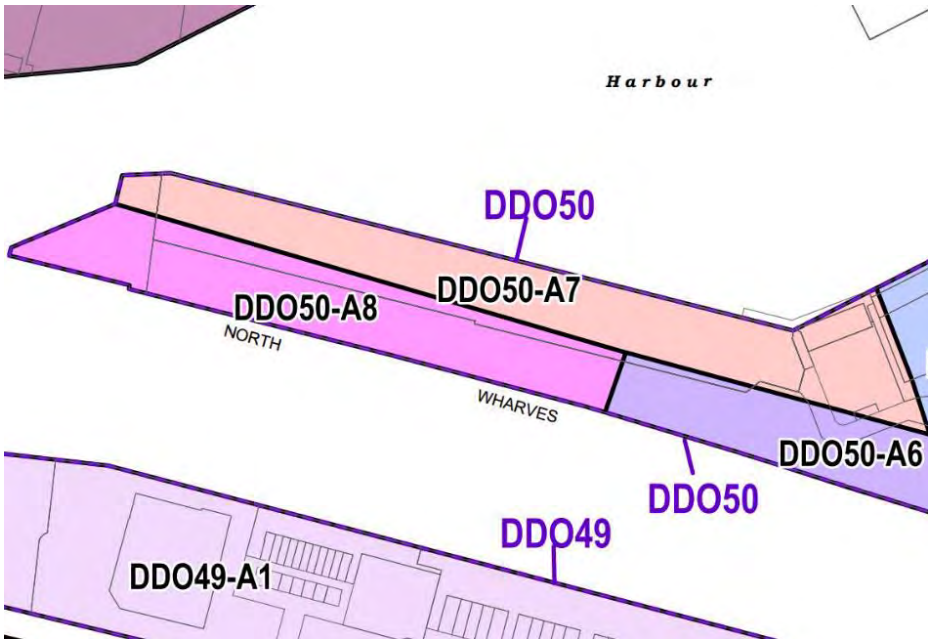
4. PLANNING SCHEME PROVISIONS

The following provisions of the Melbourne Planning Scheme apply:

State Planning Policies	Clause 9 - Plan Melbourne Clause 11 – Settlement Clause 15 - Built Environment & Heritage Clause 16 - Housing Clause 17 - Economic Development Clause 18 - Transport Clause 19 – Infrastructure
Municipal Strategic Statement	Clause 21.06 - Built Environment and Heritage Clause 21.07 - Housing Clause 21.13 - Economic Development Clause 21.09 - Transport Clause 21.10 - Infrastructure Clause 21.13-2 - Docklands
Local Planning Policies	Clause 22.02 (Sunlight to Public Spaces) Clause 22.18 Urban Design within the Docklands Zone Clause 22.19 Energy, Water and Waste Efficiency Clause 22.23 Stormwater Management (Water Sensitive Urban Design)

Statutory Controls	
Docklands Zone,	The purpose of DZ2 is:

<p>Schedule 2 – Victoria Harbour Precinct</p>	<ul style="list-style-type: none"> • To provide for a range of commercial, residential, recreational, educational, technology, business and leisure uses within a mixed use environment. • To provide a promenade environment for urban art and waterfront events and festivals. • To provide a retail focus for Docklands that complements retailing in the Central City. • To encourage the refurbishment of existing wharves for commercial, institutional and public uses. <p>The use of a ‘dwelling’ is a Section 1 Use, so long as it is not located on Central Pier.</p> <p>Pursuant to Clause 37.05-4, a permit is required to demolish a building and to construct a building, or construct or carry out works.</p> <p>Pursuant to Clause 37.05-4, a permit is required to demolish a building and to construct a building, or construct or carry out works.</p> <p>An apartment development must meet the requirements of Clause 58. The development has been designed in accordance with Clause 58 and the Better Apartment Design Standards.</p> <p>Under Section 4 of the Schedule, it is prohibited to construct a building which would cast a shadow across the south bank of the Yarra River between 11am and 2pm on 22 June. As discussed within the Town Planning Report prepared by Warren & Mahoney, the development has been carefully designed to ensure no shadow is cast to the south bank at this time.</p> <p>Pursuant to Clause 37.05-8, before the construction commences for the proposed development, a certificate of environmental audit must be issued for the land, or an environmental auditor must make a statement that the conditions of the land are suitable for the proposed use. The permit applicant has suggested that this requirement could be addressed by condition on the planning permit.</p>
<p>Docklands Zone, Schedule 7 – Waterways</p>	<p>The gangways and wharf structures are within this Zone. The purpose of DZ7 is:</p> <ul style="list-style-type: none"> • To provide for the mooring of watercraft. • To provide for integration with adjoining development. • To provide for extensive public access to the water. • To ensure the conservation of the general form of Victoria Harbour. • To ensure that any use and development on the edge of the waterways is appropriately designed, operated and maintained so as to retain an attractive waterfront. <p>Pursuant to Clause 37.07-3 A permit is required to construct a building or construct or carry out works.</p> <p>An application for permit requiring disturbance of the bed of the Yarra River and Victoria Harbour must be accompanied by appropriate maritime archaeological investigations.</p>
<p>Development Plan Overlay, Schedule 3 – Victoria Harbour</p>	<p>The purpose of a Development Plan is to identify areas which require the form and conditions of future use and development to be shown before a permit can be granted to use or develop the land.</p> <p>Clause 43.04-1 specifies that a permit granted must generally be in accordance with the development plan.</p>

<p>Design and Development Overlay, Schedule 12 (Noise Attenuation Area)</p>	<p>Seeks to ensure that developments for new residential and other noise sensitive uses constructed in the vicinity of the Docklands Major Sports and Recreation Facility include appropriate acoustic measures to attenuate noise levels, in particular music noise, audible within the building.</p>
<p>Design and Development Overlay, Schedule 50 (Victoria Harbour Precinct), areas 6, and 7</p>	 <p>The subject site falls within three designated areas under this Overlay, each with differing preferred built form outcomes, as follows:</p> <p>Area 6 (the eastern portion):</p> <ul style="list-style-type: none"> - Maximum building height of 90 metres except for two towers up to 115 metres, comprising one tower at each of the eastern and western portions of this area. - 6.5 metre wide waterfront promenade. <p>Area 7 (the northern portion):</p> <ul style="list-style-type: none"> - Maximum building height of 15 metres with the exception of one building not exceeding 25 metres at the eastern portion of this area. - 6.5 metre wide waterfront promenade (with an average width of 15 metres at the eastern end). <p>Area 8 (the western portion):</p> <ul style="list-style-type: none"> - Maximum building height of 35 metres. - 6.5 metre wide waterfront promenade.
<p>Parking Overlay, Schedule 6 (Docklands – Victoria Harbour)</p>	<p>Sets out maximum car parking rates for various land uses including:</p> <ul style="list-style-type: none"> • 2 spaces to each dwelling <p>A permit is required to provide car parking rates in excess of the maximum</p>

	<p>number specified. In accordance with Section 3 of the Schedule, a maximum rate of 2 car parking spaces to each dwelling is specified.</p> <p>For the proposal, this equates to a maximum car parking rate of 1278 spaces. The proposed provision is well under this rate, with a total of 592 spaces proposed.</p>
--	---

Particular Provisions	
Clause 52.06, Car Parking	<p>A permit is required to: Provide more than the maximum parking provision specified in a schedule to the Parking Overlay.</p>
Clause 52.34, Bicycle Facilities	<p>Clause 52.34 requires that floor area of an existing use is not increased until the required bicycle facilities are provided on the land. Clause 52.34-3 requires a provision of 1 bicycle parking space to each 5 dwellings. This equates to a total requirement of 128 spaces within the proposed development. A total of 331 bicycle spaces will be provided and therefore, the proposal well exceeds the statutory requirement and supports sustainable modes of transport as an alternative to the car.</p> <p>A new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land.</p>
Clause 52.36, Integrated Public Transport Planning	<p>An application for an excess of 60 dwellings must be referred to PTV for comment.</p>

General Provisions	
Clause 61.01 Administration and enforcement of this scheme	<p>The Minister for Planning is the responsible authority for this planning permit application as the total floor area of the development exceeds 25,000 m².</p>
Clause 65 Approval of an application or plan	<p>Sets out matters that the responsible authority must consider before deciding on an application.</p>

Development Plan

The development of the Victoria Harbour Precinct in Docklands commenced in 2001 when Lendlease was awarded the development rights to develop Victoria Harbour over a 20 year period. The Development Plan under which development of the precinct is to be guided has been reviewed and amended on several occasions since its initial approval in 2002.

The Development Plan (the 'Victoria Harbour Development Plan 2010') was approved by the Minister for Planning in 2011. The Victoria Harbour Development

Plan 2010 divided the Harbour area into two precincts, with the City Quarter to the east and the Wharf Quarter to the west.

Since approval of the Development Plan in 2011, Lendlease's vision for the Wharf Quarter has been refined. An amendment to the Victoria Harbour Development Plan 2010 to include an addendum for Collins Wharf - 'Victoria Harbour Collins Wharf Development Plan 2015' was referred to the City of Melbourne for comment. The amendment sought significant changes to the land uses in Collins Wharf, shifting from a mixed use precinct to predominately residential and increasing the height of the built form and gross floor areas.

The amendment was reported to the Future Melbourne Committee on 20 September 2016 where the Committee resolved:

To advise the Department of Environment, Land, Water and Planning that it does not support the application in its current form, and requests that the Department work with the applicant to make further amendments to the proposal such that higher density development is entertained at the east of the wharf, but that the built form then steps down to the water, with buildings along the western half of the wharf better reflecting the heritage of the wharf by consisting predominantly of a horizontal lower-rise form (not dissimilar to the current Development Plan); the objective of not boxing in Victoria Harbour or dividing the water with tall architecturally similar building must be preserved.

The Minister for Planning approved the 2015 Development Plan on 1 February 2017 subject to conditions. An amended development plan titled the Victoria Harbour Collins Wharf Development Plan 2017 was submitted in response to the conditions and was endorsed on 18 August 2017.

The Victoria Harbour Development Plan 2010 remains the relevant Development Plan for the City Quarter and Wharf Quarter Stage CW1 and the Victoria Harbour Collins Wharf Development Plan 2017 is the approved plan relevant to the assessment of this proposal.

5. PUBLIC NOTIFICATION

The application has been referred from the DELWP to the City of Melbourne for comment.

Pursuant to each of the applicable planning scheme provisions, the application is exempt from the notice requirements of Section 52 (1) (a), (b) and (d), the decision requirements of Section 64 (1), (2) and (3) and the review rights of Section 82 (1) of the Act.

6. REFERRALS

The application was referred to a number of areas of Council. Key comments are summarised below.

6.1 Urban Design

The original application plans, revised plans and sketches have been referred to Council's Urban Design Branch. The application has been revised to address many of the urban design comments.

The following Urban Design advice was received on 8 January 2019 in response to the December 2018 drawings and sketches:

We note that the applicants have responded positively to comments raised during the previous meeting. It is recommended that further details be resolved through a façade strategy to secure the design quality through to delivery.

We provide the following comments in relation to the specific responses:

1. We recommend the issue of glare to be conditioned within the façade strategy permit condition. An example is provided below from the City of Sydney which outlines a clear methodology around testing and glazing specification. The wording should emphasise a combination of glazing specifications as well as a requirement to avoid unacceptable solar glare impacts to the public realm.
2. We support the changes depicted in 'option 3' which introduces a 500mm deep metallic frame around the glazing to the lift lobby as well as the extension of the glazing façade over the core. We believe that these changes would provide greater façade depth and emphasise verticality.
3. We recommend a condition to ensure a strong sense of address and legibility of the townhouses through the use of address numbers / mailboxes, etc. as discussed by Lendlease within the meeting.
4. We support the integration of the metallic grid fins which are directly affixed to the curtain wall and aligned with the balconies.
5. We support the varied degrees of projections of the metal grid as depicted in the submitted drawings.
6. We support the integration of solid infill panels to the western most element of CW3 and to the balconies on the west-facing façade.

We greatly appreciate the positive engagement by Lendlease and Warren & Mahoney throughout the process and believe this to have been key in achieving a positive outcome for this significant site. We hope that a number of the key points of discussion around tower identity, texture at ground level and sense of address are carried through to the remaining Collins Wharf projects.

Of note, planning matters relating to overshadowing, height and Gross Floor Area (GFA) did not form part of the urban design review.

6.2 Engineering Services Group – Traffic

- Supportive of the provision of car parking and recommend that at least one car share space be provided on the site to cater for 175 dwellings that do not have allocated car parking.
- Recommended conditions requiring design detail changes to improve vehicle management and safety.

6.3 Engineering Services Group – Waste

Supportive subject to swept diagrams demonstrating that the path wheel base of 9.8 metre vehicles do not mount the footpath of Dock Lane East.

6.4 Engineering Services Group – Infrastructure

The proposal indicates that the building encroaches over North Wharf (existing deck structure on pile) along its north façade. The applicant must submit for review and consent by Engineering Services and Land Survey a cross section clearly showing the relation between the building, its piles, the existing sea wall and the deck structure on pile. The section must also clearly shows the proposed property line in relation to the abutting Crown Land (wharf structure) and future Road (surface and air space of Collins Street).

COMMENTS

We object to the proposed private gangway connections from Yarra Walk. Private gangways are not supported due to ongoing issues associated with access, inspection and maintenance of structures in a marine environment. Private structures are not supported in public areas due to issues of public liability, costs for reconstruction and repair of public and private assets.

The proposed pedestrian connections between the Yarra Walk and the two shared residential entrances are supported. Refer, proposed Conditions. The proposed connections must form part of the proposed Yarra Walk wharf structure that is a Development Victoria asset with the City of Melbourne as Committee of Management.

The proposal should be consistent with the 1CW project and have a clear open gap between Yarra Walk and the building; the structure may include connections to the development via two shared residential entrances. We understand that the shared residential entrances will be gated connections at the property boundary to the private development. Our Waterway Services may wish to comment on this aspect of the proposal as responsible for the maintenance of the water under the Yarra Walk up to the building.

The proposal should be referred to our Waterway Services for comments on the proposed Yarra Walk and eventual requirements for berthing, future services and maintenance of the water under the structure.

The proposed Yarra Walk structures will ultimately be on Crown Land with the City of Melbourne as Committee of Management. As such the Yarra Walk works must be first approved by Development Victoria in consultation with the Melbourne City Council - Engineering Services.

The existing North Wharf is a Development Victoria asset that will ultimately be on Crown Land with the City of Melbourne as Committee of Management. As such any works affecting the wharf and the required rejuvenation works must be undertaken to the requirement and satisfaction of Development Victoria in consultation with Melbourne City Council - Engineering Services.

6.5 Waterways

The proposed design does not impact on Council's Waterways programs, therefore no objection.

6.6 Land Survey

Proposed projections

The plans show windows on the boundary and balconies projecting over the western title boundary, and balconies projecting over the eastern and southern title boundary.

- For balconies and windows along the western title boundary, it is not clear what the status will be of the land to the west. A S173 maybe required for windows on the boundary and balconies may need to be reduced in size to avoid encroachment.
- For balconies to the east, the projections must comply with Councils Road Encroachment Guidelines if the Road is to be vested in Council.
- If the ownership of the strip of land containing the proposed balconies / footbridges is in the name of the applicant then an amended plan will need to be submitted which shows the balconies and footbridges within the title boundary.

Road Names

Yarra Walk is not an approved name and should be deleted from the plans. Compass shows this area as an extension to Australian Wharf. Any proposed road name must comply with the Naming Rules for Places in Victoria 2016, and the Geographic Place Names Act 1998.

Dock Lane East is known to Council records as Dunira Lane. Plans should be amended by the applicant to reflect this.

Community Garden

If the proposed Community Garden is to become Public Open Space it is to be vested in Council as a Reserve on a Plan of Subdivision.

Entrances shown along the western boundary of the subject site via the open space / community garden should be deleted from the plan unless a legal form of access can be obtained. Please also note City Design comments in relation to the private access over the open space which they are requesting them to be deleted as the proposed access would reduce the amount of public open space available.

6.7 Urban Sustainability

Community Park

Both the Open Space Planning Team and the City Design Studio are not supportive of the private entries and building services abutting the Community Park.

Green Star Pathway

The project has demonstrated a pathway to achieve a certified 5 Star Green Star Design & As-Built rating.

The ESD report's proposed Green Star pathway targets 66 points for a 5 Star rating, allowing a 10% points buffer to achieve the 5 star rating. This approach is considered sufficiently conservative to achieve a 5 Star Green Star rating in practice.

Preliminary Green Star calculators and any modelling (daylight etc.) used to calculate predicted points should be included in the ESD Report appendices.

The energy targets for the development are considered to be acceptable, but below industry best practice for similar building typologies. The City of Melbourne Climate Change Mitigation Strategy to 2050 identifies that all existing and new buildings will need to be zero emissions by 2030 to achieve the necessary carbon emissions to meet the Paris Agreement targets limiting warming to 1.5°C. Given the expected life cycle of a building of this scale and type, it is important that the building designers are ensuring that all effort is made to reduce the emissions associated with its' construction and operation.

For the residential portion of the development the ESD report aims to exceed the minimum statutory requirement for energy efficiency, achieving an average NatHERS rating of 6.5-7 Stars "pending finalised design and building fabric selections". The included preliminary modelling indicates this is more likely to be at the lower end of this range.

Similar apartment typology projects in the CoM and wider metropolitan area have achieved significantly higher NatHERS performance. It is noted that NCC minimum building fabric is proposed for wall and roof insulation for this development and improving this specification may provide a simple avenue to increasing the average NatHERS rating.

Renewable Energy

The development currently does not include any solar PV system to provide renewable energy to the common building services. Opportunity exists on the rooftops to incorporate a significant sized solar PV system that has very low risk of overshadowing.

Green Infrastructure and Landscaping

The Green Infrastructure (GI) proposal is attractive and provides a diverse response with GI elements visible to the public realm from all sides of the building.

The design report clearly shows the location, design intent, indicative planting and materials and extent of landscaped areas to be reviewed.

Less information is provided on the details of these areas. Further information is required to understand the potential feasibility of the landscaping.

Due to the lower level of detail provided, it is recommended that a complete Landscape Plan, Landscape Maintenance Plan and Irrigation Performance Specification is to be submitted to the satisfaction of the Responsible Authority.

- The landscape plans should include detailed planter sections including soil volumes and schedules of species with specific consideration given to soil volume requirements and growing medium proposed. Plans should also include indicative irrigation and drainage layouts.
- The Landscape Maintenance Plan should provide detail with respect to ongoing maintenance requirements, including specific provision for maintenance beyond the fifty two week period following Practical Completion.
- The irrigation performance specification should clearly identify the irrigation requirements for the different landscaping elements.

Transport

The transport response for the application is acceptable, with bicycle facility provision in line with Green Star; 295 resident bicycle spaces and 33 for visitors are proposed.

Current industry best practice bicycle parking provision is one per dwelling, which is significantly more than what is proposed. Additional options should be explored to increase the amount of bicycle parking available for residents.

The project should also strongly consider the provision of electric vehicle (EV) charging points for parking spaces, or at minimum provide the spare capacity in the electrical infrastructure to provide for the easy installation of future charging infrastructure.

Stormwater Management

The ESD report outlines that a stormwater management strategy to meet and exceed the CSIRO's "Urban Stormwater Best Practice Environmental Management Guidelines" (1999) has been modelled in MUSIC to demonstrate compliance.

A detailed MUSIC modelling report should be included as an appendix to the ESD report, and include all assumptions and inputs to the model.

Capacity of rainwater tanks as per the ESD report and MUSIC modelling report to be shown on architectural plans.

7. ASSESSMENT

The key issues in the consideration of this application are as follows:

- Consistency with Victoria Harbour Collins Wharf Development Plan 2017
 - Built form, including height and setbacks
 - Community Park
 - Yarra Walk
- Apartment amenity
- Wind
- Overshadowing
- Parking, traffic and waste
- Environmentally Sustainable Design

Each is addressed in turn below:

7.1. Consistency with Victoria Harbour Collins Wharf Development Plan 2017

The Development Plan Overlay requires a planning permit to be ‘generally in accordance with’ the approved Development Plan.

The DELWP in their request for information on 8 June 2018 raised concern with the proposal departing from the Development Plan, stating that:

The proposal departs from a number of key principles of the Victoria Harbour Collins Wharf Development Plan 2017, and these areas of non-compliance may not be supported. In particular, the proposed increase in GFA and building height are concerning given the recent approval of the amended development plan in August 2017

The permit applicant responded to DELWP’s concern on 16 October 2018, stating that:

The proposal seeks an increase in GFA and subsequent height in order to offset the additional geotechnical related construction costs at Collins Wharf. These relate to increased substructure and wharf remediation costs and are substantially higher than anticipated when the Development Plan was prepared.

In brief, the proposed variations from the Development Plan are required to ensure a viable project can be delivered. These variations were discussed in pre-application meetings and the proposed extent of variation remains unchanged from these early discussions. Of note, the proposal maintains the built form and design intent of the Development Plan.

At the highest point, the proposal sits 6.2 metres above the approved building envelope. This is for only half the floor plate, providing an elegant shape to the tower top. The height of the towers maintains the relationship between the lower tower elements and maintains the varied skyline envisaged in the Development Plan.

Importantly, the proposed height ensures no overshadowing to the south bank of the Yarra River. A revised shadow study has been provided to confirm that the revised design has no further impacts on overshadowing. Further, the proposed towers have not maximised the building envelope, providing more slender and elegant built form. We consider this an effective design outcome that well outweighs any perceived detriment caused by the additional GFA and height.

On 20 September 2016 the Future Melbourne Committee resolved not to support the increase in density and building heights within the new development plan for the Victoria Harbour Precinct. This application proposes a further increase in GFA for these sites by approximately 10% more than that noted in the 2017 Development Plan and the proposed buildings are 5.9m and 6.2 metres higher.

The Victoria Harbour Collins Wharf Development Plan 2017 forecasts floor space (Gross Floor Area) and heights for each of the subject sites.

Tower	Proposed GFA	Development Plan 2017 GFA*	Difference
CW2	45,778	40,100	+5,678
CW3	40,339	38,100	+2,239
Total	86,117	78,200	+7,917

*The Development Plan does note that the tabled GFA is a guide and that numbers referring to planned developments are approximate until detailed planning is complete.

Tower	Proposed Mid / high building height	Development Plan 2017	Total Difference
CW2	91.2m	85m	6.2m
CW3	87.9m	82m	5.9m

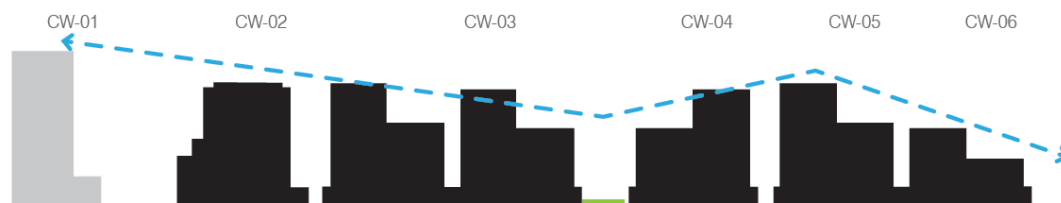


Figure 6.4.6 - Conceptual variation in height through the built form along Collins Wharf.

In regards to height variation, the Development Plan states that:

The massing intent is that the tower forms act as a varied skyline, with the western end tapering down towards the Bolte Bridge. This reinforces the relationship of the precinct towards the Bolte Bridge and City precinct.

The newly constructed CW1 building is 88 metres in height. For the built form to taper down towards the Bolte Bridge, CW2 and CW3 need to be reduced in height so that they are lower than CW1.

This is the first planning application on Collins Wharf since the endorsement of the Development Plan in August 2017 and a variation to the Development Plan is already being sought. There are a number of sites in this precinct which are identified in the Development Plan for development in the near future. There is a concern that if this variation is to be supported, further departures from the Development Plan will be sought in the future.

Furthermore, the Development Plan identifies that urban form should be designed to avoid overshadowing of the south bank of the Yarra River between 11am and 2pm in winter. Schedule 2 of the Docklands Zone prohibits buildings from casting such shadows. The applicant has provided shadow diagrams that demonstrate the proposal does not overshadow the south bank of the Yarra River in winter. However the proposed shadow is very close to the bank and virtually maxes out this mandatory requirement.

It is recommended therefore that the GFA and heights sought be consistent with Development Plan. A reduction in both height and GFA can be addressed as required via conditions of permit.

In regards to other built form outcomes, namely podium heights and setbacks, the proposal clearly complies. The proposed podium height is 13.2 metres and the Development Plan seeks 15 metres and is supported.

Proposed setbacks	Development Plan 2017
North – 12m	North – 8m
South – 13m	South – 5m
East & West – 4m (3.25m to balcony)	East & West – 4m
Internal – 10m (9.3m to balcony)	Internal – 10m

The proposed north and south tower setbacks are generous and are supported. These setbacks ensure the maintenance of a low rise building form as it presents to Collins Street and the Yarra River to the south.

The proposal also responds positively to the typological diversity sought in the Development Plan in providing tower and podium apartments with water views and terrace housing with street address. The terrace housing especially provides active land use and edge activation.

Design

The architectural character has adopted a contemporary style and palette of materials, providing visual interest from both land and water (Victoria Harbour and the Yarra River). The revised sketches demonstrate that the proposal will provide variation in architectural expression. Furthermore all elevations are well designed and articulated.

Yarra Walk (Australia Walk)

Victoria Harbour Collins Wharf Development Plan 2017 envisages the following for the Yarra Walk located south of the subject site on Page 56:

Yarra Walk is the southern promenade of the wharf extending from Bourke Dock to Eco Park.

Offset from the built form, it provides a unique over-water experience. The walk provides continuous waterfront access to the Yarra River and is defined by the low-rise podia of the linear residential buildings to the north. It allows public and resident access to these buildings.

A series of landings connect Yarra Walk to residential building entrances, the broader landings incorporate seating and bicycle parking. Three larger connections intersect with Yarra Walk, connecting into the laneways and Community Green for through pedestrian and cycle access. Balustrades will be provided at these connections and elsewhere as identified for safety. The central deck also allows access to a berthing pier.

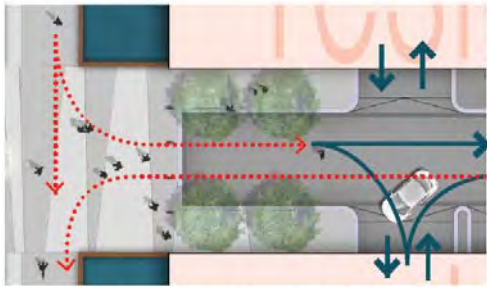


Figure 6.2.39 - Indicative traffic circulation at Yarra Walk and Laneway intersection.

↔ Traffic direction
 ↔ Ambulance access



Figure 6.2.41 - Indicative illustration - Yarra Walk

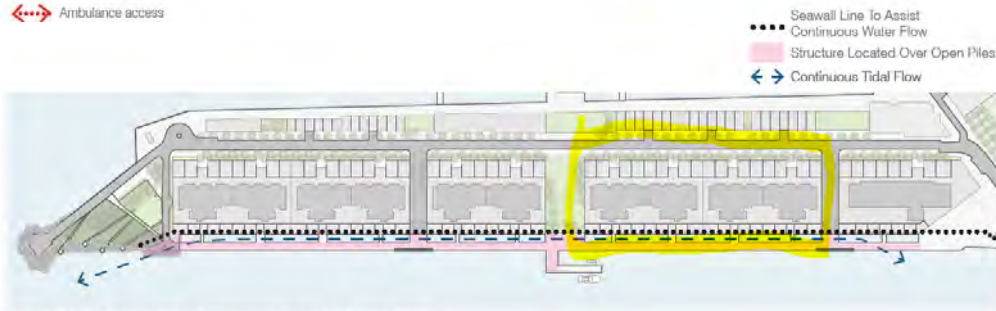
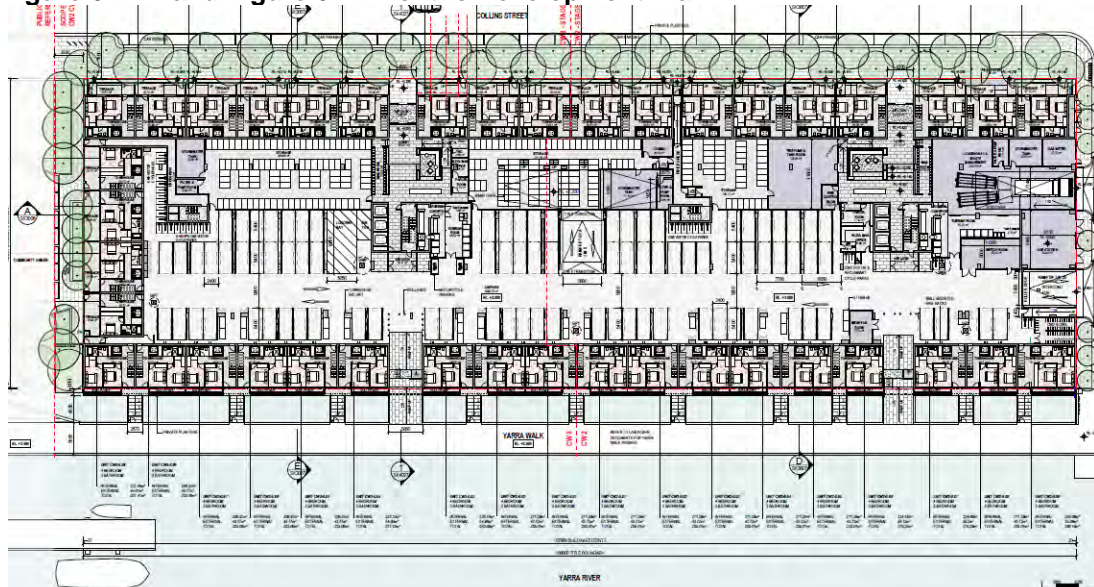


Figure 6.2.42 - Sea Wall, structure over water and tidal flow diagram.

••••• Seawall Line To Assist
 Continuous Water Flow
 Structure Located Over Open Piles
 ↔ Continuous Tidal Flow

Figure 6.2.41 and Figure 6.2.42 of the Development Plan



Proposed ground floor showing the private and communal gangways to Yarra Walk

Council's Civil Engineering team are not supportive of the private gangways due to ongoing issues associated with access, inspection and maintenance of structures in a marine environment.

Private structures are not supported in public areas principally because public areas should remain public and due to issues of public liability, costs for reconstruction and repair of public and private assets.

The proposed pedestrian connections between the Yarra Walk and the two shared residential entrances are supported subject to the proposed connections being a

Development Victoria asset with the City of Melbourne as Committee of Management.

The provision of two pedestrian access points to the site from the wharf is supported from an urban design and safety perspective. The access ways provide a unique sense of address for residents of the building, will activate the southern elevation and increase the sense of personal safety for users of the wharf by providing an escape to and from Yarra Walk.

Community Green

Victoria Harbour Collins Wharf Development Plan 2017 envisages the following for the Community Green (Park) located west of the subject site on Page 51.

Community Green is the central green open space of Collins Wharf and will perform principally as a locals' park. The green stretches from Yarra Walk to Collins Street, with bluestone setts extending across Collins Street to connect to Promenade Park.

Primarily used for passive recreation and relaxation, mounded decorative planting and canopy trees, picnic facilities frame a central open lawn. With deep soil allowing for large trees and solar access from mid-morning to mid-afternoon, the green will prove a sunny and protected area of respite. Mounding, screens and trees assist with wind protection.

Provision for emergency vehicle access and general pedestrian and bicycle circulation is catered for along the main paved zone traversing the park, with all other areas envisaged to have landscaped surfaces.

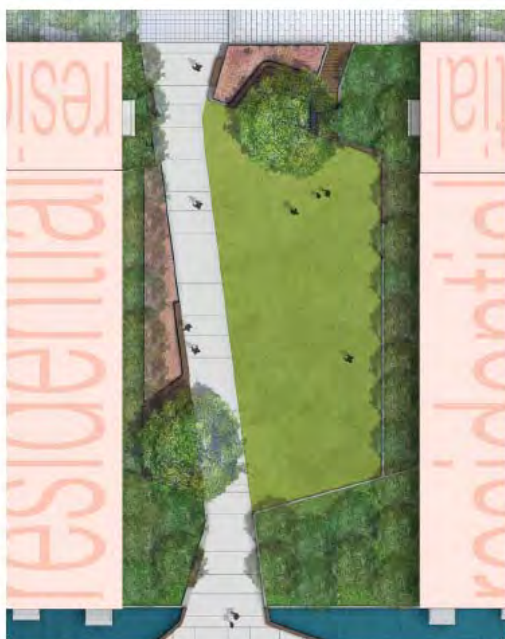


Figure 6.2.21 - Indicative plan of the Community Green showing its enclosed nature located between residential buildings.

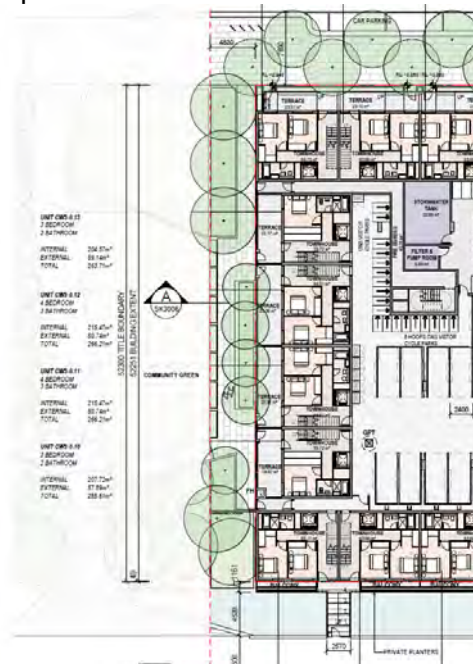


Figure 6.2.21 Development Plan

Proposed Ground Floor

It is understood from the Development Plan that this will become a Public Open Space that will be managed by the City of Melbourne. The application proposes that the eastern edge of the space will be paved to serve as pedestrian access to the CW3 private town houses. Provision of a separate access to private property is not supported because it increases the paved / circulation space in an already small park (1,440 m²) for the benefit of a small number of residents. Two emergency access ways and a fire booster are also proposed to abut to the Community Park. It is recommended that no access or building services rely on using the Community

Park for access and maintenance. This Community Park is to be a public space and allowing private access will encumber how the park can be designed and used.

If the DELWP are supportive of the private entrances then merging the 'main paved access' and the town house access into a single route along eastern boundary is recommended as it would allow the consolidation of the usable, 'green' communal space and would also aid in the broader community's interpretation of the community green as a space for everyone, not a private quasi front garden for townhouse residents. If an easement is placed over a section of the Community Park for the benefit of the proposal, the encumbered area should be excluded from the calculation of the public open space contribution.

7.2. Apartment Amenity

All apartments will have an outlook ranging from good to excellent, given the orientation of the site and its location on the wharf, thus being largely unobstructed by other buildings.

Each of the SOHOs located on the north side (Collins Street) and south (Yarra River) has its own individual front door with three levels of living and a roof terrace. Every SOHO and apartments above benefit from water views, either Victoria Harbour to the north or the Yarra River to the south.

The application documents include a detailed analysis of the proposal against the requirements of the Better Apartment Design Standards (BADs).

The proposal generally complies with the requirements of BADs. The proposal goes beyond the requirements in the areas of cross-ventilation and accessible apartments which is applauded. The balcony areas and dimensions vary across the floorplates and some balconies have marginal shortfalls in minimum area.

7.3. Wind

The Windtech memo dated 16 October 2018 identifies that:

The results of the detailed wind tunnel study from the previous designs scheme indicated that the development is exposed to quite strong northerly and southerly winds, which are two of the strongest winds for the Melbourne region. This is due to the exposure of the site to the northerly and southerly winds, which approach the site from over the water.

And concludes that:

Hence, with the inclusion of the abovementioned treatments to the development, suitable wind conditions are expected to be experienced for all trafficable outdoor areas within and around the development. Note that any treatments suggested for the CW2 component of the development from the aforementioned wind tunnel study are still valid and should be incorporated to the CW2 component of the development.

Apart from the proposed street at the ground level around the western end of the development, all other suggested wind mitigation measures have been designed into the building and are supported.

7.4. Parking, Traffic and Waste

As identified in Section 6 of the report above, the proposed car parking and access arrangements are generally considered to be acceptable. The exception to this is the

minor design detail changes required to improve vehicle management and safety which can be resolved by condition of permit.

7.5. Environmentally Sustainable Design

A range of sustainable outcomes have been incorporated into the development consistent with Clauses 22.19 and 22.23 of the Planning Scheme and the Development Plan.

The project has demonstrated a pathway to achieve a certified 5 Star Green Star Design & As-Built rating.

The ESD report also outlines that a stormwater management strategy to meet and exceed the CSIRO's "*Urban Stormwater Best Practice Environmental Management Guidelines*" (1999) has been modelled in MUSIC to demonstrate compliance.

It is recommended that conditions be placed on any permit that may issue to ensure that these sustainable outcomes are achieved.

8. OFFICER RECOMMENDATION

That DELWP be advised that Melbourne City Council supports the proposal subject to the following conditions:

1. Prior to the commencement of any demolition, bulk excavation, construction or carrying out of works on the land, the applicant must submit to the Responsible Authority plans drawn to scale generally in accordance with the plans accompanying the amended application dated 26 September 2018 but amended to show:
 - a) Revised façade design as shown in the Warren and Mahoney Architects sketches dated 21 December 2018
 - b) CW2 building to have a maximum height of 85 metres and CW3 building to have a maximum height of 82 metres
 - c) CW2 to have a maximum gross floor area of 40,100 and CW3 to have a maximum gross floor area 38,100
 - d) Removal of access points (gate and doors) and building services along the western boundary (abutting the Community Park) and internal changes to allow internal apartment access
 - e) Deletion of the private gangways along the southern boundary (two ramped bridges leading to and from Yarra Walk / Australia Walk to be retained and remain as Crown Land) and internal changes to allow internal apartment access
 - f) No windows or enclosed spaced encroaching beyond the title boundary
 - g) Revised title boundary to include a future plan of subdivision to include the southern balconies and associated projections
 - h) Any modifications required by the revised landscape plan as required by Condition 3
 - i) Notations of safety measures for traffic movements as required by Condition 21
 - j) Any modifications required by the revised swept path diagrams as required by Condition 22

- k) Any modifications required by the Road Safety Audit as required by Condition 23
- l) Capacity of rainwater tanks
- m) Removal of the name 'Dock Lane East' and replace with 'Dunira Lane'
- n) Removal of the name 'Yarra Walk' and replace with 'Australia Walk'
- o) The southern side Collins Street to have a single row of trees

The amended plans must be to the satisfaction of the Responsible Authority and when approved will be the endorsed plans of this permit.

Façade Strategy

2. Concurrent with the endorsement of plans, a Façade Strategy must be submitted to and approved by the Responsible Authority. The Façade Strategy must be generally in accordance with the decision plans and must include:

- a) A concise description by the architect of the building design concept and how the façade works to achieve this.
- b) A schedule of colours, materials and finishes, including the colour, type and quality of materials identifying their application and appearance. This can be demonstrated in coloured elevations or renders from key viewpoints and must be accompanied by a physical sample board with clear coding linking back to the schedule and elevations.
- c) Elevation details at a scale of 1:50 (or as otherwise appropriate) illustrating typical podium details, entries and doors, privacy screening, building services, typical tower details, and any special features which are important to the building's presentation.
- d) Cross sections (or other method as appropriate) demonstrating the façade systems, including fixing details indicating junctions between materials, and significant changes in form and/or material.
- e) Information about how the façade will be accessed for maintenance and cleaning, including planting upkeep where proposed.
- f) Example prototypes and/or precedents that demonstrate the intended design outcome and how a high quality built outcome will be achieved in accordance with the design concept.

All materials and finishes must be in accordance with the Façade Strategy, to the satisfaction of the Responsible Authority.

Urban Sustainability

3. Prior to the commencement of the development, a revised detailed landscape plan prepared by a suitably qualified landscape architect, and in consultation with the Melbourne City Council Urban Forest and Ecology branch, must be submitted and approved by the Responsible Authority. This plan must include:

- (a) Revised tree locations to demonstrate that large canopy trees can successfully establish and achieve their biological potential.
- (b) A schedule of all soft and hard landscaping and treatments including soil volumes and plots that will support large canopy trees and schedules of species with specific consideration given to soil volume requirements and growing medium proposed, and indicative irrigation and drainage layouts.

- (c) A schedule of all hardscape and urban design elements including, but not limited to, paving, retaining walls, lighting, seating, irrigation and public art.
- (d) Clear demarcation of public realm and private spaces, including arrangements for pedestrian, bicycle and vehicular circulation.
- (e) Response to water sensitive urban design principles and type of irrigation systems to be used.
- (f) Details of landscape management in relation to ongoing maintenance of on-structure planting and façade treatments, including specific provision for maintenance beyond the fifty two week period following completion of works.

Except with the prior written consent of the Responsible Authority the approved landscaping must be implemented prior to the occupation of the development.

4. Prior to the commencement of development, an amended ESD Report must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and generally be in accordance with the Sustainability Management Plan prepared by Wood & Grieve Engineers, 3 October 2018, and include the following:
 - An updated Energy section detailing how the project responds to the City of Melbourne's Climate Change Mitigation Strategy to 2050, including consideration of improved energy efficiency measures beyond the current proposal targets.
 - An analysis of implementation of solar PV generation on the development including system sizing for common area building services and a simple payback analysis.
 - Any preliminary Green Star Design and As-Built calculators and modelling (daylight etc.) used to calculate targeted points included.
 - MUSIC modelling report demonstrating compliance with CSIRO's "Urban Stormwater Best Practice Environmental Management Guidelines" (1999) including all assumptions and inputs to the model.
5. Prior to the occupation of any building approved under this permit, a report from the author of the endorsed ESD report, or similarly qualified persons or companies, outlining how the performance outcomes specified in the amended ESD report have been implemented must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm and provide sufficient evidence that all measures specified in the approved ESD report have been implemented in accordance with the relevant approved plans. This may include a GBCA Green Star Design & As Built Design Review Rating to confirm compliance with the stated Green Star targets.
6. Following final GBCA certification of the project's Green Star Design & As-Built rating, copies of the certificate must be submitted to the Responsible Authority.

Land Survey

7. Prior to the commencement of the development (excluding any demolition, bulk excavation, construction or carrying out of works) on the land, the owner of the

land must enter into an agreement pursuant to Section 173 of the Planning and Environment Act 1987. The agreement must provide the following:

- a) Liability and maintenance of those parts of the development projecting into airspace or sub-soil of land under the care and management of Council ('Projections').
- b) Payment of a lump sum license premium (payable at the outset rather than an annual fee) in respect to the Projections.
- c) A disclaimer of any right or intention to make or cause to be made at any time any claim or application relating to adverse possession of the land occupied by the Projections.

The owner of the land must pay all of the Melbourne City Council's reasonable legal costs and expenses of this agreement, including preparation, execution and registration on title.

8. The owner of the property must seek a tenure / authorisation under the Land Act from the Department of Sustainability and Environment for the building projections (including bridges and balconies) over Crown Land. That tenure / authorisation must indemnify Council against any claims regarding the projections. Should the owner of the property seek to commence works prior to the issue of this tenure / authorisation, the owner must enter into a legal agreement under Section 173 of the Planning and Environment Act, 1987, concerning the liability of those parts of the development projecting into airspace or sub-soil of land under the care and management of Council. The owner of the property to be developed must pay all of Council's reasonable legal costs and expenses of this agreement, including preparation, execution and registration on title.
9. Prior to the occupation of the building(s), street numbering of the dwellings must be displayed on the dwellings to the satisfaction of the Responsible Authority.

Civil Engineering

Australia Walk / Yarra Walk

10. Yarra Walk structure must be constructed in accordance with plans and specifications first approved by Development Victoria in consultation with Melbourne Water, Parks Victoria and Melbourne City Council, and the works performed to the satisfaction of Development Victoria, Melbourne Water, Parks Victoria and Melbourne City Council - Engineering Services.
11. The wharf structure must be designed in accordance with the relevant codes and standards and the current Docklands Design and Construction Standards – Public Infrastructure Works.
12. Unless otherwise agreed in writing by Parks Victoria and Melbourne City Council – Waterways Services, all redundant timber piles must be cut at river bed level as part of the demolition works.

North Wharf

13. Any works affecting the wharf and the required rejuvenation works must be undertaken to the requirement and satisfaction of Development Victoria in consultation with Melbourne City Council - Engineering Services.

Land Tenure

14. Prior to the commencement of the development, a cross section showing the proposed building, its piles, the existing sea wall and the deck structure on pile must be submitted to, and approved, by of Melbourne City Council – Engineering Services. The cross section must also show the proposed property line in relation to the abutting Crown Land (wharf structure) and future Road (surface and air space of Collins Street).
15. Prior to the occupation of the building, the surface and air space of Collins Street must be formally vested in Council as a Road on the plan of subdivision to the satisfaction of Melbourne City Council The wharf must remain as part of the abutting Crown Land Reservation.
16. Prior to the occupation of the building, the area of the proposed Community Green that is on ground must be formally vested in Council as a Reserve on the plan of subdivision to the satisfaction of Melbourne City Council.

Drainage

17. All projections over the street alignment must be drained to a legal point of discharge in accordance with plans and specifications first approved by the Melbourne City Council - Engineering Services.
18. Prior to the commencement of the development, a stormwater drainage system incorporating integrated water management design principles must be submitted to, and approved, by Melbourne City Council - Engineering Services. This system must be constructed prior to the occupation of the development and provision made to connect this system to the Melbourne City Council's stormwater drainage system.

Street and footpath works

19. All new portions of road (including the provision of footpaths, public lighting, street trees, pavement marking, signage, etc.) in Collins Street must be constructed prior to the occupation of the development, in accordance with plans and specifications first approved by Melbourne City Council - Engineering Services.
20. The footpath adjoining the site along Collins Street must be reconstructed in sawn bluestone together with associated works at the cost of the developer, in accordance with plans and specifications first approved by Melbourne City Council - Engineering Services.

Traffic Engineering

21. Prior to the commencement of the development, details of safety measures for traffic movements such as the design and operation of the signalling system(s), mirrors, location of narrow speed hump and zebra crossing in Dock Lane East for vehicles must be prepared by a suitably qualified expert and must be to the satisfaction of the Melbourne City Council - Engineering Services. The recommendations must be implemented at no cost to the City of Melbourne prior to the occupation of the development. The signalling system(s) must not be altered without prior consent of the Melbourne City Council - Engineering Services.

22. Prior to the commencement of the development, revised the swept path diagrams (SPDs) must be prepared by a suitably qualified expert and must be to the satisfaction of the Melbourne City Council - Engineering Services. The swept path diagrams must demonstrate that the path wheel base of 9.8 metre vehicles do not mount the footpath of Dock Lane East (renamed) and also show vehicles accessing / leaving the laneway from / into Collins Street.

23. Prior to the occupation of the development, a formal independent desktop Road Safety Audit of the proposed development must be undertaken, at the developer's expense, which must include the works within the public realm, vehicular / bicycle /pedestrian access arrangements, loading arrangements & internal circulation / layout to the satisfaction of Melbourne City Council - Engineering Services. The findings of the Road Safety Audit must be incorporated into the detailed design, at the developer's expense.

24. Dock Lane East must be declared as a Shared Zone. This will require VicRoads approval and must be undertaken to the satisfaction of Melbourne City Council - Engineering Services at the developer's expense.