Report to the Future Melbourne Committee

Agenda item 6.3

Ministerial Planning Referral: ID-2020-5
850-868 Lorimer Street, Port Melbourne

16 February 2021

Presenter: Evan Counsel, Director Planning and Building

Purpose and background

1. The purpose of this report is to advise the Future Melbourne Committee of a site specific planning scheme amendment lodged with the Minister for Planning and referred to Council for comment. The proposal is for a Stage 1 office building of 11 storeys and two Stage 2 residential towers up to 24 storeys over a low podium for the land at 850-868 Lorimer Street, Port Melbourne located within the Lorimer Precinct of the Fishermans Bend Urban Renewal Area (refer Attachment 2 – Locality Plan). The two stages are separated by a north-south lane, with another pedestrian link proposed on the east side shared with the neighbouring site.

2. The applicant is Goodman Property Services (Aust) Pty Ltd (c/- Urbis), the owner is The Trust Company Limited and Hayball designed the buildings.

3. The site is located in Capital City Zone, Schedule 4 (Fishermans Bend Urban Renewal Area), Design and Development Overlay Schedule 67 (Fisherman's Bend - Lorimer Precinct), Environmental Audit Overlay, Parking Overlay Schedule 13 (Fishermans Bend Urban Renewal Area) and Infrastructure Contributions Overlay Schedule 1 (Fishermans Bend Infrastructure Contributions Plan). Lorimer Street also forms part of a Road Zone, Category 1 (RDZ1).

4. As Schedule 1 of the Fisherman's Bend Infrastructure Contributions Overlay (ICO1) states, a permit must not be granted to develop land until such time as an Infrastructure Contributions Plan has been incorporated into the planning scheme, the SCO/Incorporated Document process is the only mechanism currently available to redevelop the site. The Minister for Planning has called in 26 affected applications, each of which must now be considered via the SCO/Incorporated Document process.

Key issues

5. While the Incorporated Document can exempt the proposal from Planning Scheme requirements, there are key issues to be considered in regard to the appropriateness of the built form in relation to DDO67 and the policy provisions of Clause 22.27 (Fishermans Bend Urban Renewal Area Policy), as follows.

6. At 11 storeys the proposed Stage 1 building exceeds the preferred height of 10 storeys. However, the surrounding context is of similar height and there are no adverse overshadowing impacts.

7. There are somewhat reduced Stage 1 building and Stage 2 tower setbacks, but these shortfalls are successfully offset by the stepping down in height of the Stage 1 building and by the tapered building form of the Stage 2 towers to provide adequate setbacks and separation at key interfaces.

8. Car parking on-site does not exceed the maximum allowed in the Parking Overlay. Access to the central laneway is considered unsafe and recommended changes are addressed via conditions.

9. A minimum non-residential plot ratio of 2.5:1 is achieved, in excess of the recommended 1.7:1.

10. A minimum 22% three bedroom dwellings is achieved, in excess of the recommended 20%. The dwellings to be provided within the Stage 2 towers lack full design detail, which is to be conditioned. A minimum 6% provision of affordable dwellings is also recommended to be addressed via conditions.

Recommendation from management

11. That the Future Melbourne Committee resolves to advise the Department of Environment, Land, Water and Planning that the Melbourne City Council supports the proposed planning scheme amendment subject to the updated draft incorporated document, which includes altered and additional conditions as outlined in the delegate report (refer attachment 4 of the report from management).

Attachments:

Attachment 1
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Supporting Attachment

Legal

1. The proposed controls and development have been assessed against the relevant provisions of the *Planning and Environment Act 1987* and Melbourne Planning Scheme.

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 material or general conflict of interest in relation to the matter of the report.

Health and Safety

4. Relevant planning considerations such as traffic and waste management, potential amenity impacts and potentially contaminated land that could impact on health and safety have been considered within the planning permit application and assessment process. No other Occupational Health and Safety issues or opportunities have been identified.

Stakeholder consultation

5. The Minister for Planning referred the application to Council in accordance with Section 20(5) of the *Planning and Environment Act 1987.* The Minister has not required any further public consultation.

Relation to Council policy

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

Environmental sustainability

7. The Environmentally Sustainable Design (ESD) report submitted with the application confirms the proposed development will generally achieve the relevant performance measures set out in Clauses 22.19 (Energy, Water and Waste Efficiency) and 22.23 (Stormwater Management) of the Melbourne Planning Scheme.

Locality Plan

Attachment 2
Agenda item 6.3
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16 February 2021

850-868 Lorimer Street, Port Melbourne

Attachment 3
Agenda item 6.3
Future Melbourne Committee
16 February 2021

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LORIMER STREET PORT MELBOURNE

URBAN CONTEXT REPORT + DESIGN RESPONSE

850 Lorimer Street, Port Melbourne

Goodman

hayball

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01 Urban Context Analysis

01 Introduction

DIAGRAM SHOWING FISHERMANS BEND PRECINCTS

NOT TO SCALE

This is an updated report, which has been prepared in support of the redevelopment of 850 Lorimer Street located within the Lorimer Precinct of Fishermans Bend. The reports sets out the future place making and vision for the redevelopment of the site. The site will be developed in two stages, the first being primarily commercial and the second stage residential. Both stages will be supported by mixed use ground floor tenancies and associated car parking and end of trip facilities.

The proposal has been developed as part of a placemaking strategy incorporating the existing surrounds, aims of the Fishermans Bend Framework, the adjoining development proposals and proposed open space to deliver an integrated design for the public realm and a sustainable outcome for residents and the wider community.

The master plan has been prepared for Goodman Property Services (AUST) Pty Ltd by the following consultant team:

Hayball (Urban Design and Architecture)

Urbis (Planning)

Mel Consulting (Wind)

Tract (Landscape)

Wood and Grieve Engineers (ESD)

GTA Consultants (Traffic)

Leigh Design (Waste)

GHD (Amenity Impact Assessment)

The master plan strategy and design for the site has been developed with consultation between the consultant team and DELWP, Melbourne City Council and the Fishermans Bend Taskforce.

The design development of the subject site is to be undertaken in stages, starting with Stage 1, and will be reflected in a future subdivision plan. The report outlines the overall strategy for the master plan, followed by a detailed design response for Stage 1.

01 Urban Context Analysis
02 Precinct Scale

THE LORIMER PRECINCT IS THE NORTHERN PRECINCT OF THE FISHERMANS BEND URBAN RENEWAL PROJECT

NOT TO SCALE

LEGEND

— Subject site
— Lorimer precinct
— Walking radius

The site is located in Fishermans Bend within the Lorimer Precinct. It is the northern most precinct in Fishermans Bend, providing the opportunity to strengthen connections to the Yarra River and Docklands beyond.

Lorimer Precinct is approximately 25ha, located within the City of Melbourne on the eastern side of the Bolte Bridge between Lorimer Street and the Westgate Freeway.

The subject site is situated on the northern edge of the Lorimer Precinct, and being triangular in shape, it sits on the corner of Lorimer Street and Ingles Street.

There are recent redevelopments to the north and east of the precinct including Yarra's Edge, South Wharf and the Melbourne Convention and Exhibition Centre. The subject site is located approximately 1.7 kilometres from the edge of the Hoddle Grid.

The following context analysis highlights key aspects from the Fishermans Bend Framework relevant to the subject site.

01 Urban Context Analysis
03 Subject Site

DIAGRAM SHOWING SUBJECT SITE

NOT TO SCALE

The subject site is triangular in shape and has an area of approximately 1.01ha.

The site has the following property boundaries:

Ingles Street: 184.09m

Lorimer Street: 157.49m

Surrounding Streets:

North: Lorimer Street

South-west edge: Ingles Street

Adjoining properties and land uses:

Eastern boundary: adjacent properties with recently constructed mid-rise office/ warehouse/commercial buildings.

Southern side of Ingles Street: on-grade car park and associated buildings.

North side of Lorimer Street: Yarra's Edge Redevelopment (Part of which is currently under construction)

Current land use of the subject site is commercial / warehouse / office space.

LEGEND

SUBJECT SITE

LORIMER PRECINCT BOUNDARY

01 Urban Context Analysis
03 Subject Site

1/ VIEW TO NORTH EAST CORNER OF SUBJECT SITE

2/ VIEW LOOKING SOUTH WEST DOWN INGLES ST

3/ INGLES ST FRONTAGE OF SUBJECT SITE LOOKING NORTH EAST

4/ VIEW TO SOUTH WEST CORNER OF SUBJECT SITE

5/ LORIMER ST FRONTAGE OF SUBJECT SITE LOOKING NORTH EAST

6/ VIEW FROM SUBJECT SITE LOOKING SOUTH WEST TOWARDS CBD

1.3 Subject Site (Photos)

Photos of the existing conditions and the surrounding context.

KEY VIEW LOCATIONS - NOT TO SCALE

01 Urban Context Analysis
04 Street Network + Hierarchy

ROAD NETWORK DIAGRAM, FISHERMANS BEND FRAMEWORK PG. 33

The subject site is bound by the following streets:

North: Lorimer Street

South East: Ingles Street

The road network principles for the Lorimer Precinct include:

- A permeable network of streets and lanes, which encourage walking, cycling and public transport use.
- A range of street types to define local character and urban neighbourhoods, which activate the public life.
- Linkages to the river, bay and surrounding CBD and suburbs to be strengthened.

Key objectives for Lorimer Street:

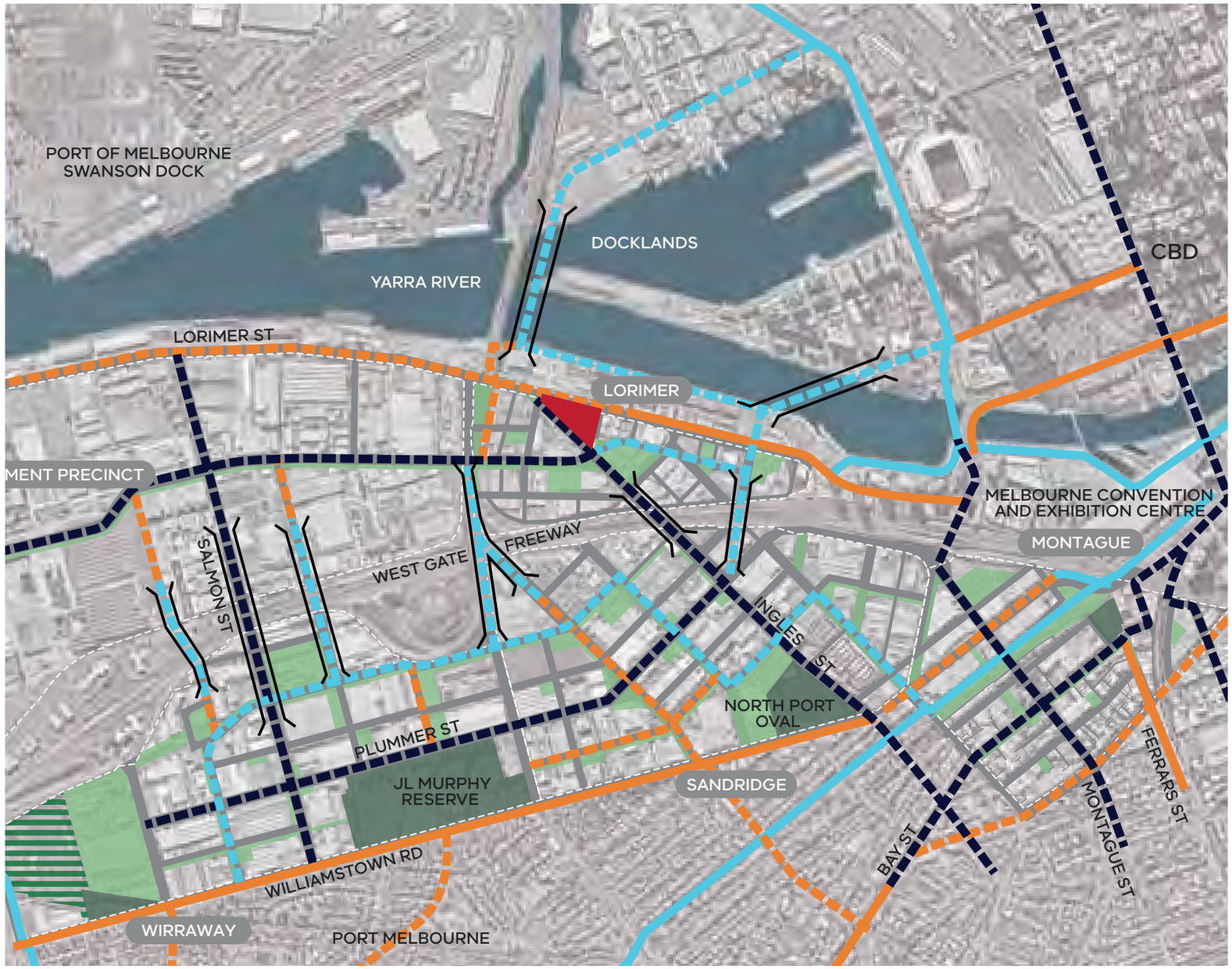
- Enhance existing arterial route to ensure safe use by pedestrians, cyclists and public transport.

Key objectives for Ingles Street include:

- Potential as a high amenity route, including street enhancements, greening and traffic calming measures.
- Street to prioritise pedestrians, public transport and cycling.

01 Urban Context Analysis

05 Pedestrian + Cycling Route



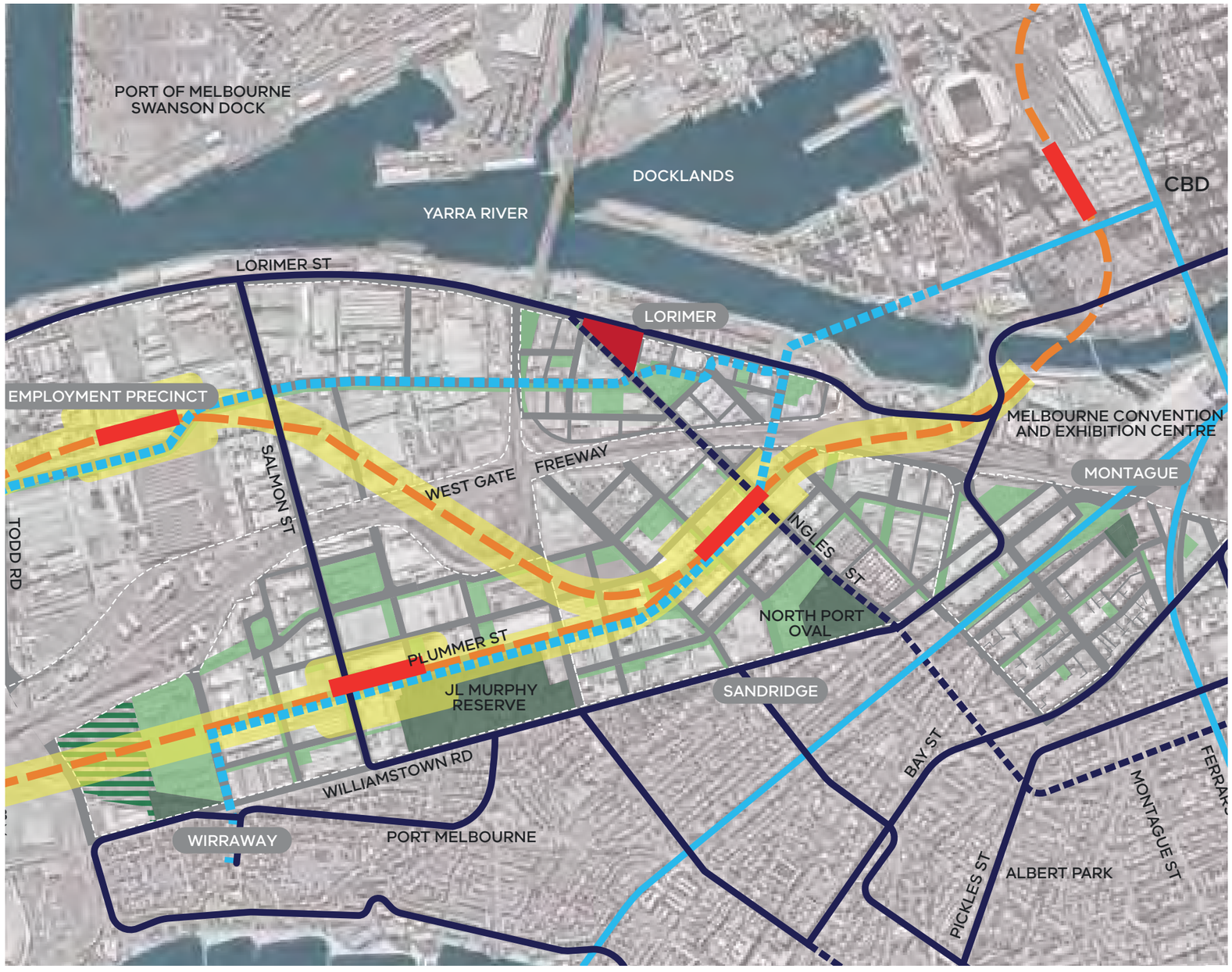
CYCLING INFRASTRUCTURE DIAGRAM, FISHERMANS BEND FRAMEWORK PG. 32.

The Fishermans Bend Framework includes the creation of a walkable and cycle friendly environments. Therefore, emphasis within the Lorimer Precinct is placed on pedestrian and bicycle users.

Strategies include:

- Providing a range of street types, including boulevards, laneways and shared ways to encourage pedestrian activity.
- Providing bike parking and facilities at key transport interchanges. New commercial developments to provide high quality end of trip facilities.
- Enhanced pedestrian environments to the surrounding Lorimer and Ingles Streets
- Providing pedestrian routes linking the proposed green spaces within the precinct.
- Strategic cycle corridors to be developed and implemented within the precinct, one of which is along Ingles St.

01 Urban Context Analysis
06 Public Transport Connectivity



PUBLIC TRANSPORT DIAGRAM, FISHERMANS BEND FRAMEWORK PG. 29.

The implementation of new public transport links, will provide further connectivity of the Fishermans Bend area to the CBD, Docklands and the Bay.

A broad range of public transport opportunities include:

- Service improvements to existing bus routes, particularly along Lorimer Street.
- The southern end of Ingles Street proposed as a high frequency public transport corridor, with the potential long term extension the tram network close to the subject site. This will provide a direct connection across the Yarra River to the Docklands and the CBD beyond.
- The integration of Fishermans Bend with Melbourne's underground rail network, including the potential for three new Metro stations.

01 Urban Context Analysis

07 Current Land Use

DIAGRAM SHOWING SURROUNDING CURRENT LAND USE

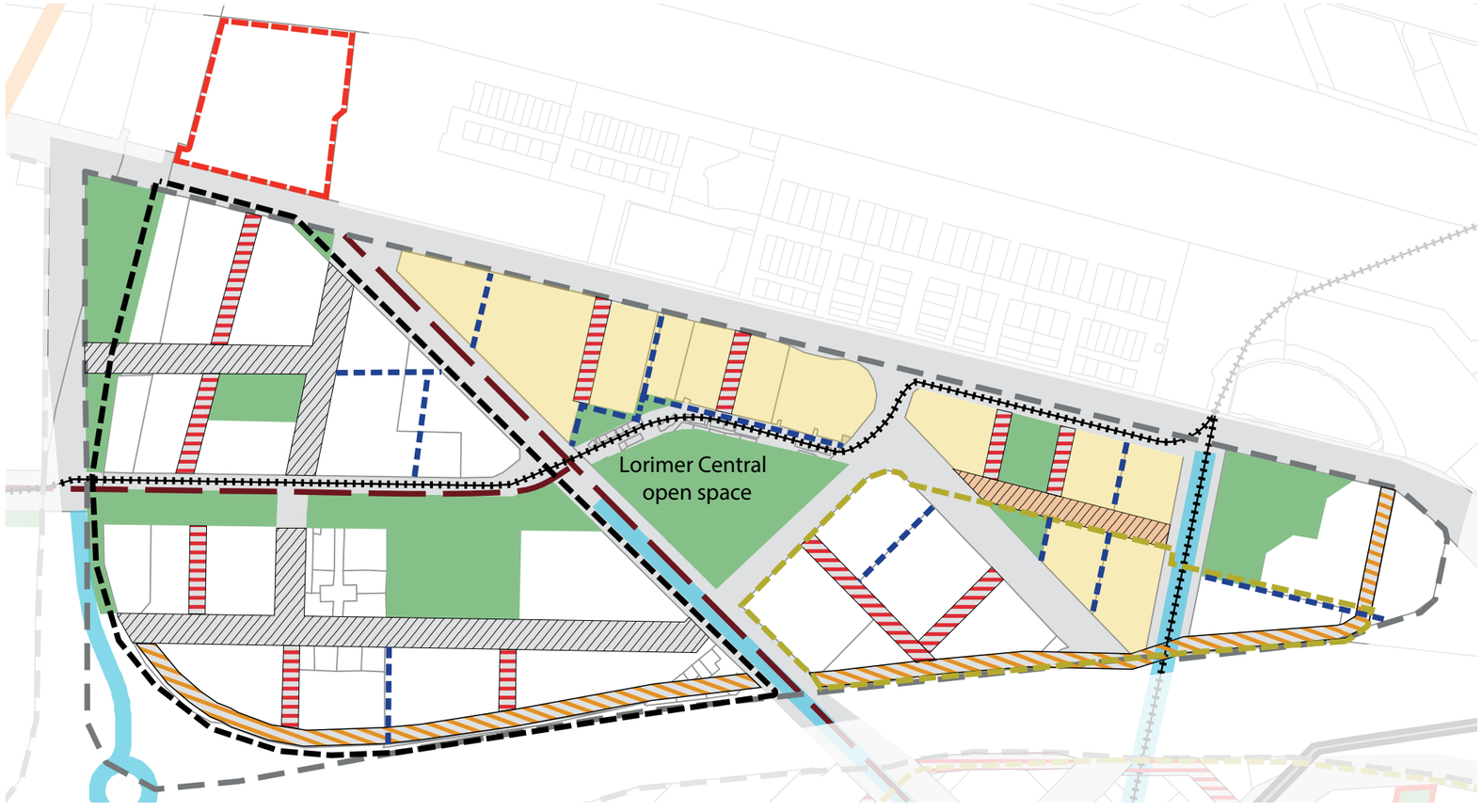
NOT TO SCALE

The subject site is located within a predominantly commercial and industrial use zone.

The vision for the Lorimer Precinct is to encourage a vibrant mix uses, which will include residential, retail, commercial and community functions.

Development in the precinct will need to respond to existing and future land uses. Relevant to the subject site, are the existing local concrete batching plants which are highlighted on the adjacent plan.

01 Urban Context Analysis
08 Surrounding Landscape Initiatives



The vision for a network of accessible parks and greenspaces, aims to enrich the Fishermans Bend Area as a liveable and sustainable place.

Lorimer Precinct is centred on the creation of a central open space which connects to a linear green spine linking the precinct

These greenspaces aim to:

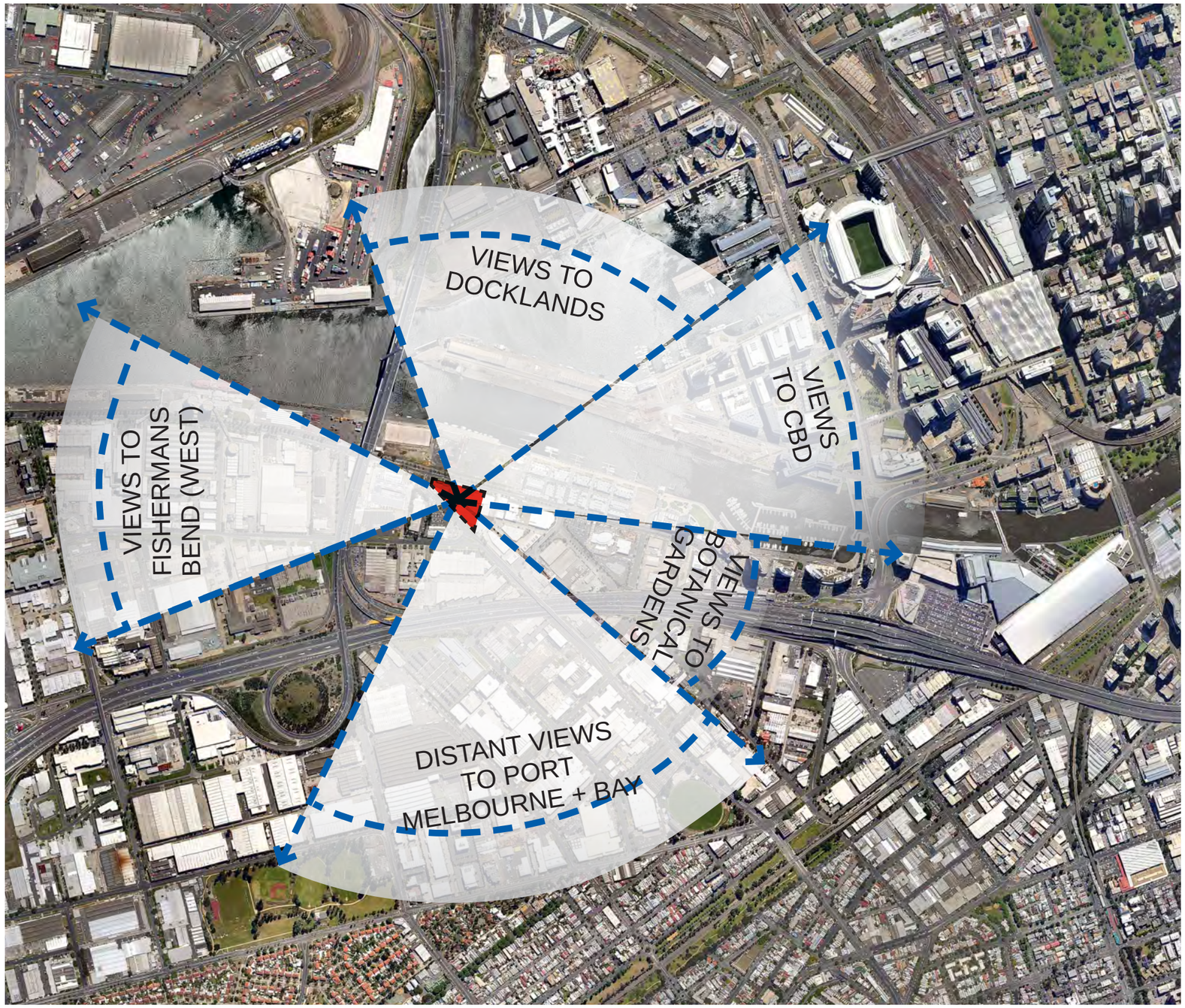
- Promote active and healthy communities through providing ease of access to nature.
- Play a role in integrated water management and sustainability
- Encourage a broad range of different types of greenspace, including parks, wetlands, roof top gardens and recreational spaces.

The subject site is adjacent to the new Lorimer Central Open Space and in close proximity to the Yarra River edge, placing emphasis on greenspace, recreation, connectivity to the Yarra River and its associated waterfront activities.

Legend
- (#) Key project number
- Investigation area - arts and cultural hub
- Investigation area - education and community hub (primary)
- Investigation area - sports and recreation hub
- Investigation area - health and wellbeing hub
- New public open space
- Strategic cycling corridor
- Proposed tram route
- New laneway - 6m wide (location indicative)
- New road - 12m wide
- New road - 18m wide
- New road - 22m wide
- Existing road
- New bridge / existing bridge upgrade

01 Urban Context Analysis

09 Elevated Views

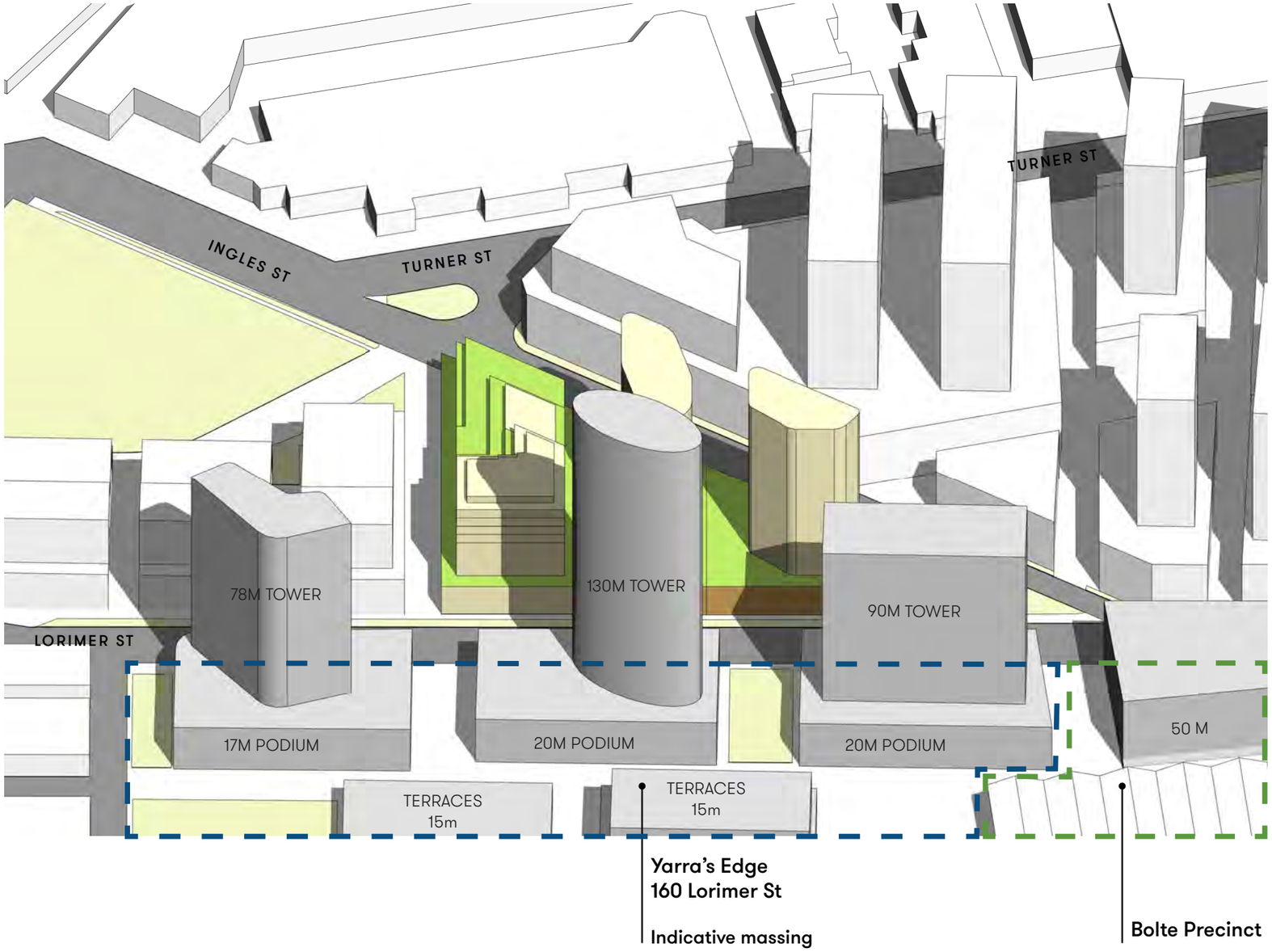


The subject site currently offers elevated views of the Docklands precinct, CBD skyline, Botanical Gardens, Albert Park and Port Melbourne and the bay.

Through long term development of the Lorimer Precinct, elevated view opportunities from the subject site are subject to change. The precinct masterplan seeks to respond to this future condition by constructing new view opportunities.

01 Urban Context Analysis

10 Future Projections + Adjacent Proposals



The Mirvac's masterplan, Yarra's Edge, was approved June 2013 and is located to the north of the subject site. The redevelopment provides a mix of terraces and podium and tower type developments. Yarra Edge's Forge was recently completed and Yarra Edge's Voyage is currently under construction.

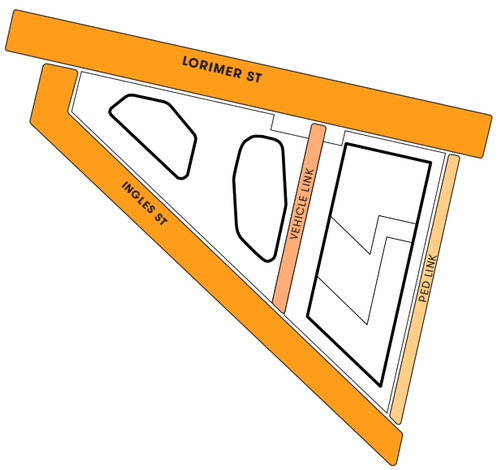
Adjacent to Yarra's Edge is Bolte Precinct, which is a proposed mixed use development that will include community facilities and public open space.

DIAGRAM SHOWING FUTURE PROJECTIONS ON SURROUNDING SITES

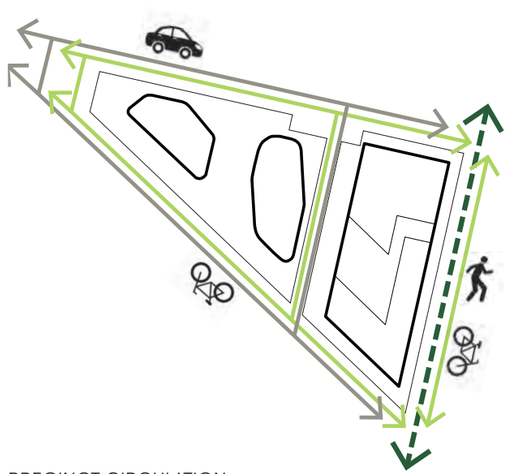
NOT TO SCALE

02 Key Principles

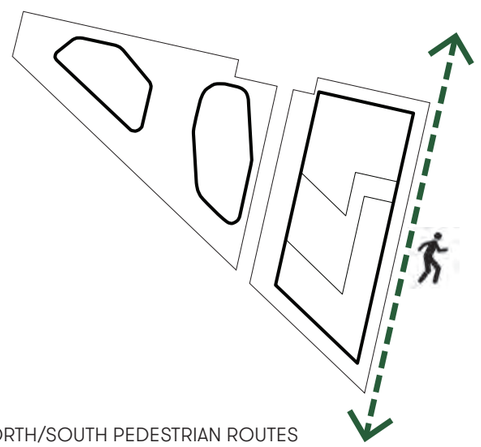
01 Placemaking and Masterplan principles



PUBLIC REALM HIERARCHY

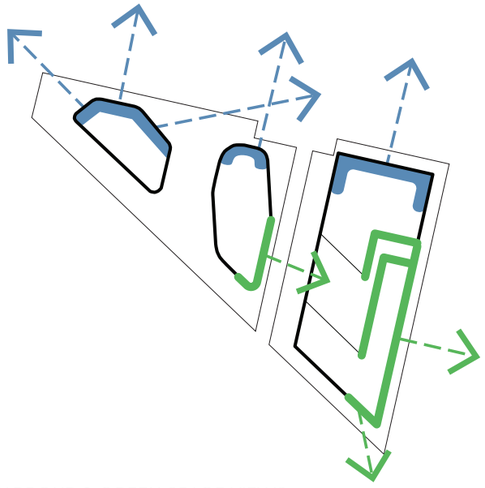


PRECINCT CIRCULATION

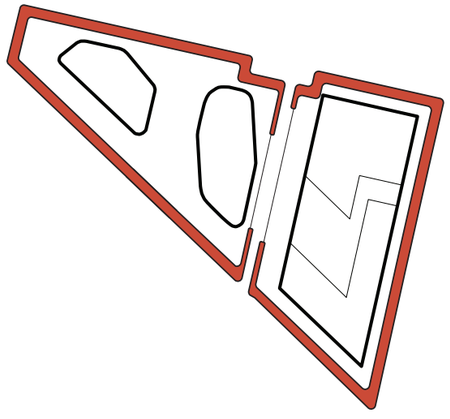


NORTH/SOUTH PEDESTRIAN ROUTES

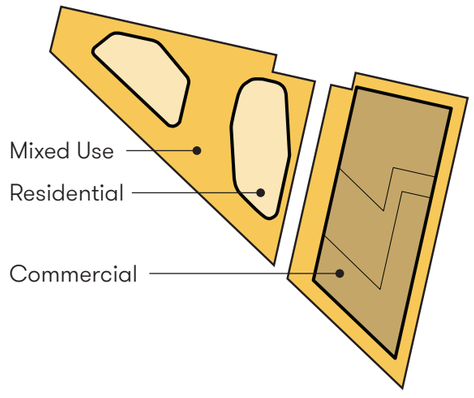
- High quality public realm promoting social encounters
- North/south pedestrian connection creating a link from Lorimer precinct to the river.
- Active frontages including retail, commercial tenancies and flexible residential/ SOHO uses.
- Defined street edge
- Generous tower separations
- Rich residential mix and variety of dwelling types
- Commercial use that supports job and new business creation in Fishermans Bend.
- Rich architectural diversity
- High quality internal amenity (privacy, daylight and air)
- Engagement of the external with the internal views, sun, wind and atmosphere of the locality



HARBOUR & GREEN SPACE VIEWS



ACTIVE EDGES



MIXED USE

02 Key Principles

02 Public Realm Masterplan Principles

DESIGN PRINCIPLE	DESIGN RESPONSE IN REFERENCE TO FISHERMANS BEND FRAMEWORK
Mixed-use development	– Provision of a mix of residential and commercial uses within the development to support the creation of new business and jobs and to encourage 20-minute walkable neighbourhoods.
Public Open Space	– As the subject site is adjacent to new Lorimer Central open space, the built form has been designed to protect the future Lorimer Central open space from overshadowing (above shadow cast by the 'maximum street wall height').
North/South Laneways	– Key pedestrian link along the eastern boundary, to connect Lorimer Street and Ingles Street and provide connection towards the river.
Continuous Public Accessibility	– Pedestrian link to be publicly accessible at all times. All streets and pathways be in accordance with current DDA standards for public areas
Climatic Comfort of Pedestrians	– The public realm to be designed for local wind conditions to ensure that a safe and pleasant pedestrian environment is created.
	– As it's partially adjacent to the proposed Lorimer Central Open Space, the pedestrian link along the eastern boundary should receive a substantial amount of daylight and natural ventilation.
Active Frontages	– Active frontage to be provided to Ingles Street and the 12m road where possible (approximately 80% active frontage to Ingles and 60% to the 12m road). This is to be achieved by providing a mix of commercial and retail tenancies at ground level along with commercial and residential lobbies.
Vehicular Entry	– Vehicular access to both stages is via the central road whereby minimising the potential impact on the proposed Ingles St cycle corridor and also maximising activation along the eastern boundary.

02 Key Principles

03 Podium Masterplan Principles

DESIGN PRINCIPLE	DESIGN RESPONSE IN REFERENCE TO FISHERMANS BEND FRAMEWORK
Street wall height	– A three level podium will provide a low scale pedestrian edge to Lorimer and Ingles Street.
Active Frontages and Passive Surveillance	– Podium face will be occupied with active uses comprising of residential and commercial tenancies on ground floor to maintain passive surveillance onto street.
	– Ground floor of podium to have designated spaces for retail and boutique commercial tenancies adjacent / near to residential and commercial lobbies.
Concealed Carpark	– Carpark to be typically concealed behind sleeved apartments and commercial and retail tenancies on all street frontages. Where the carpark has a permeable face of screening, vertical landscape elements should be incorporate into the facade treatment.
Residential Mix and Diversity	– Podium mix to consist of 1-3 bed apartments as well as SOHO units on the ground floor to attract a wide variety of users and occupants.
Podium Grain	– Podium facade to reflect a fine grain character with articulated windows and legible entries.
Defined Street Edge	– A continuous podium on all sides of the proposed development creating a defined street edge.
Podium Rooftop	– Level 3 Stage 1 podium to provide outdoor space for the commercial tenancy, including a BBQ area and seating along with planting. The podium level for Stage 2 is to consist of communal facilities, children's play area, pool and gymnasium and a large private outdoor space. These spaces should be well located within passive surveillance of the towers above.
Acoustic Amenity to Podium Units Fronting Lorimer St	– Facade treatments consist of solid and openable panels and insulated glazing to acoustically protect the amenity of residential units facing Lorimer Street

02 Key Principles

04 Tower Masterplan Principles

DESIGN PRINCIPLE	DESIGN RESPONSE IN REFERENCE TO FISHERMANS BEND FRAMEWORK
Adequate Street Setbacks	– Stage 1 upper levels will be set back a minimum of 5 meters. The Stage 2 towers will typically be set back 10m except for a small portion of Tower A along Lorimer St which will be set back a minimum of 5 metres due to the triangular geometry of the site.
Adequate Tower Separation	– Tower separations within the development will be a minimum of 18.5m. The residential tower separation to be maximised with an average setback of over 20m.
Minimal Overlooking in between Towers	– Residential towers to be designed to oriented away from each other to minimise direct overlooking – Facade treatments to be employed by offsetting or angling views to overcome direct overlooking where necessary
Multiple Towers on the Same Site	– Orientation of towers will maximise northern views of the harbour and water edge, as well as the CBD in the distance. – Tower orientation to provide good solar amenity into internal spaces – Towers will contribute to a varied and architecturally interesting skyline.
Visual Impact and Profile	– Towers to be slender in form and designed to be viewed from all sides.
Residential Mix and Diversity	– The apartment mix will provide a minimum of 20% 3 bedroom apartments with the opportunity to combine some of the 1 and 2 bed apartment into larger apartments at a later stage.
Dwelling Amenity	– Dwellings will be designed in accordance with the Better Apartment Design Standards to ensure a good level of amenity for future residents.

02 Key Principles

05 Environmental Sustainability Masterplan Principles

The Fisherman's Bend Framework has identified key sustainability goals in terms of social, environmental and economic principles. The key environmental objectives are:

- A climate resilient community

- A water sensitive community

- A biodiverse community

- A low carbon community

- A low waste community

The Lorimer Street proposal includes the following initiatives in response to the sustainability objectives.

– An overall configuration of the buildings and outdoor spaces to easily accommodate passive design attributes
– Natural ventilation in apartments and good solar access to dwellings
– Water storage and reuse for irrigation of common landscape zones
– Third pipe installed for recycled water to supply non-potable uses.
– High performance thermal envelope incorporating high performance glazing and passive shading
– Cyclist facilities for residents, visitors and workers to promote the use of low emission transportation which can also benefit fitness and enrich the sense of local community
– "Green" areas will also enhance biodiversity and treat stormwater.

A Sustainability Management Plan has been prepared for Stage 1 and 2 by Wood & Grieve. This outlines in further detail the environmentally sustainable design initiatives and pathway for achieving a 5 Star Green Star Design & As built rating.

COMMUNAL KITCHEN GARDEN

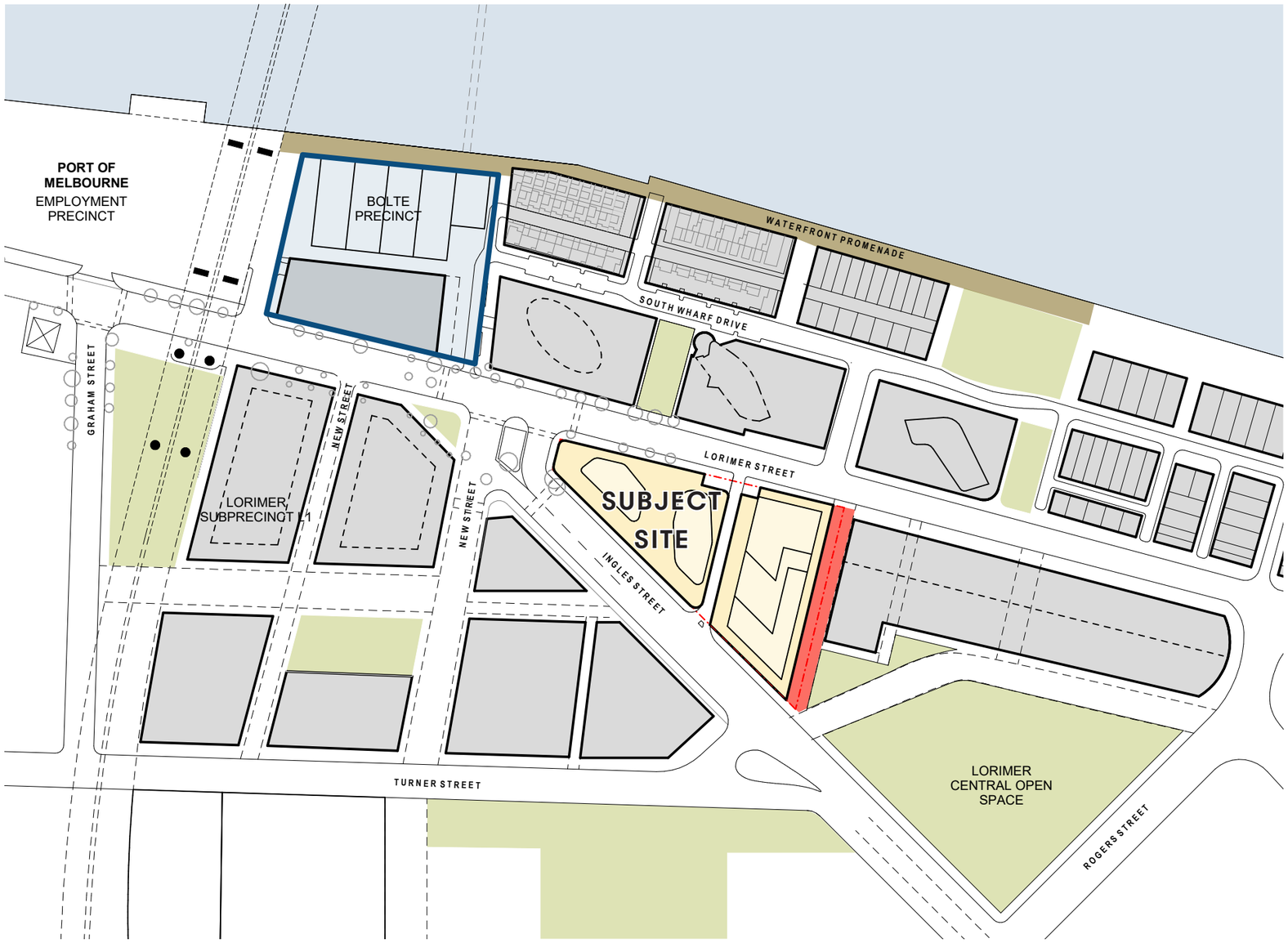
VERTICAL PLANTING

EXTERNAL COMMUNAL DINING

PROVISION OF BICYCLE STORAGE

03 Overall Design Strategy

01 Public Space Network



The proposed scheme aims to build on the surrounding network of open spaces planned for the Lorimer Precinct.

Key strategies include:

- Strengthening the north-south connection to the waterfront promenade by the introduction of a pedestrian link along the eastern boundary.
- Provide connection to the new community facilities to be developed as part of the Bolte Precinct.
- Create a mix of hard and soft landscape environments.
- Offset the connection of public spaces to provide wind protection and greater amenity for pedestrians.
- Emphasise visual connection to adjacent open spaces, in order to create legibility across the network.

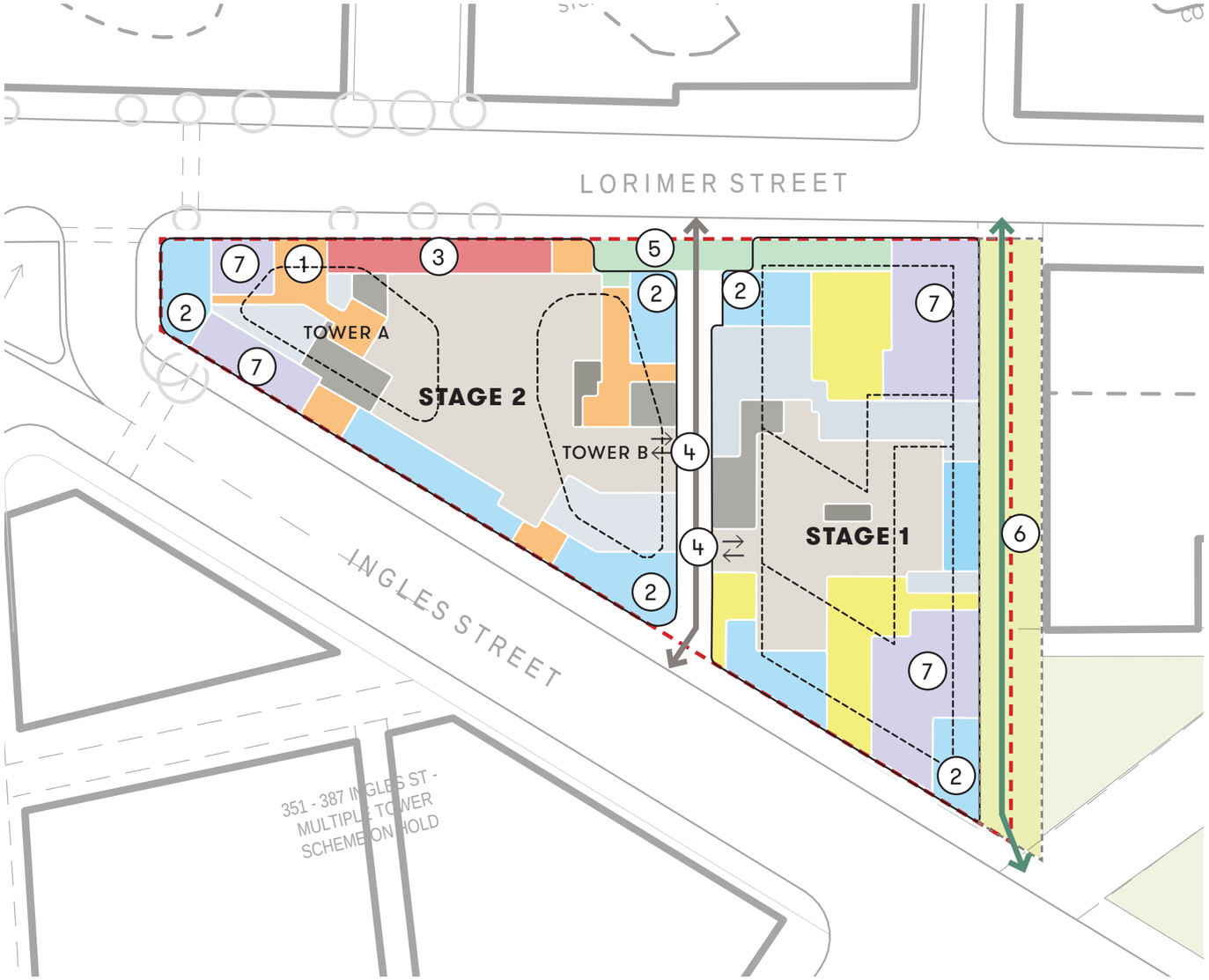
03 Overall Design Strategy
02 Street & Public Realm Character

① Residential Lobbies
- Located off main street for legibility

② Retail Activation
- Retail activation at corners to maintain an active edge

③ SOHOs
- Opportunity for ground level to be used as SOHOs supporting mixed use

④ Vehicle Entries
- Vehicular access to both stages is via the central road minimising the impact on the proposed Ingles St cycle corridor and also maximising activation along the eastern boundary.



⑤ Public Plaza
- Retail & commercial tenancies facing the plaza ensures the public space is supported with activation.

⑥ Pedestrian Laneway
- In its final form, the 12m wide pedestrian laneway will provide a key North/South connection for the precinct.

⑦ Commercial Tenancy
- Opportunity for smaller boutique tenancies on the ground level.

03 Overall Design Strategy

03 Pedestrian Laneway

Proposed Eastern Pedestrian Laneway

The new eastern pedestrian laneway is located adjacent to the proposed new Lorimer Central open space. The pedestrian laneway connects Ingles and Lorimer St and also provides connection towards the river. The laneway will be activated with a mix of retail and commercial tenancies

03 Overall Design Strategy

04 Views of the Pedestrian Laneway

Looking Towards Ingles St

Looking Towards Lorimer St

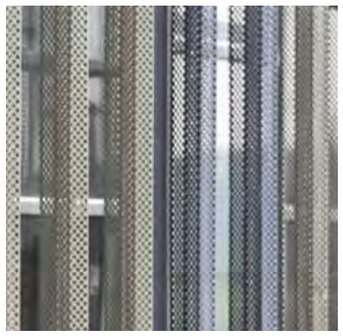
03 Overall Design Strategy
05 Podium Strategy

① RESIDENTIAL APARTMENTS

- SOHOs at ground level and a variety of 1-3 bedroom apartments on the upper levels.

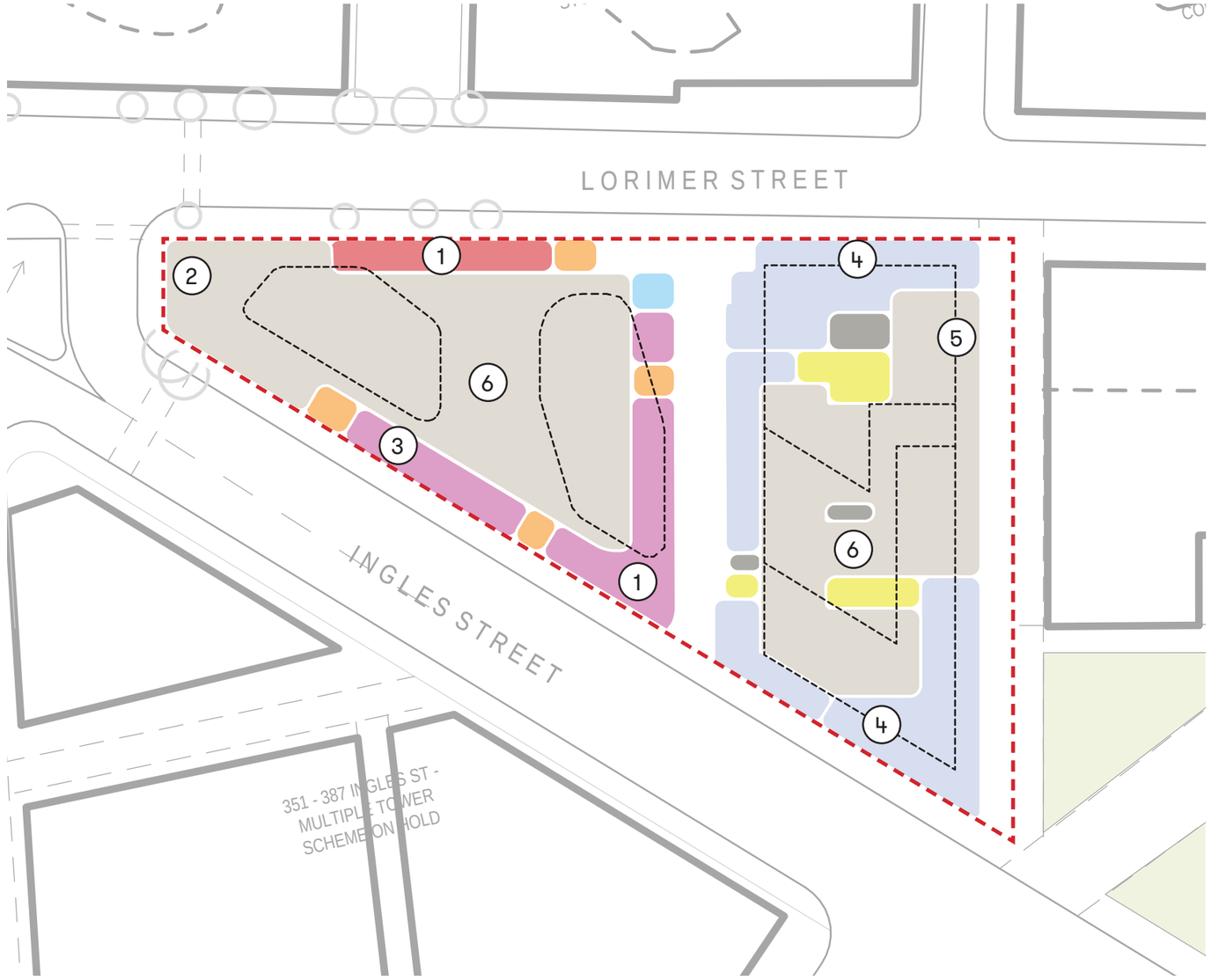
② CARPARK VENTING

- 50% porosity venting is required on the corner of Ingles and Lorimer Street.



③ SLEEVED CARPARK

- Carpark is mainly concealed, sleeved by residential apartments on Lorimer and Ingles Street



④ WELL-DEFINED STREET EDGE

- Podium wraps around site and pedestrian link in a continuous manner

⑤ VENTING

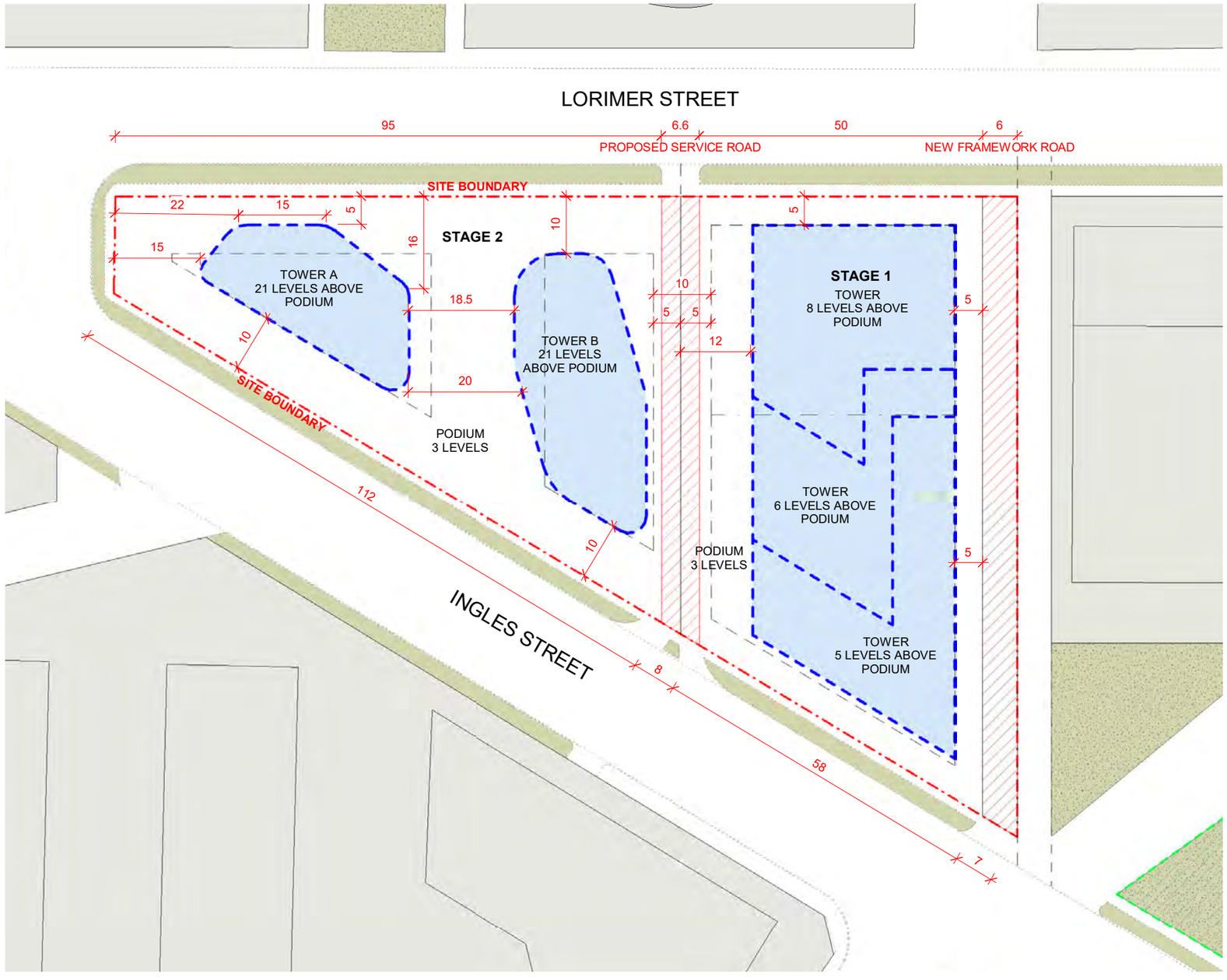
- Venting for Stage 1 is required to balconies on the corner of Lorimer St and the new 12m road and also along the carpark edge. 50% porosity will be achieved through a mix of hit and miss bricks and perforated screens. Vegetation will also be incorporated.

⑥ LOW RISE PODIUM SCALE

- 3 level podium

03 Overall Design Strategy

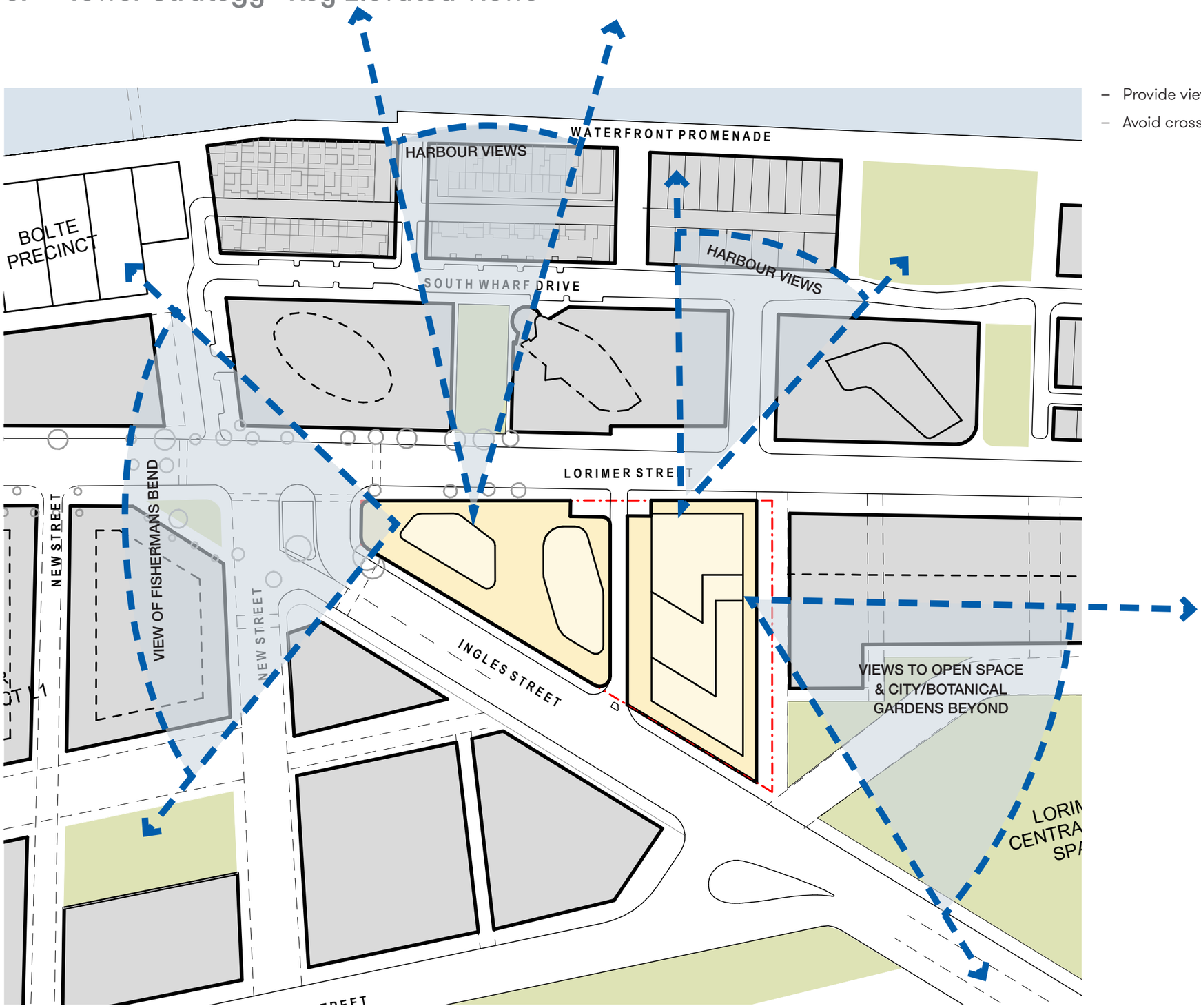
06 Tower Strategy - Separations and setbacks



- Opportunity for generous tower spacing
- Harbour views maximised along with views to the proposed new open space.
- Tower stepping and offset minimises cross viewing between towers within the site and surrounding sites

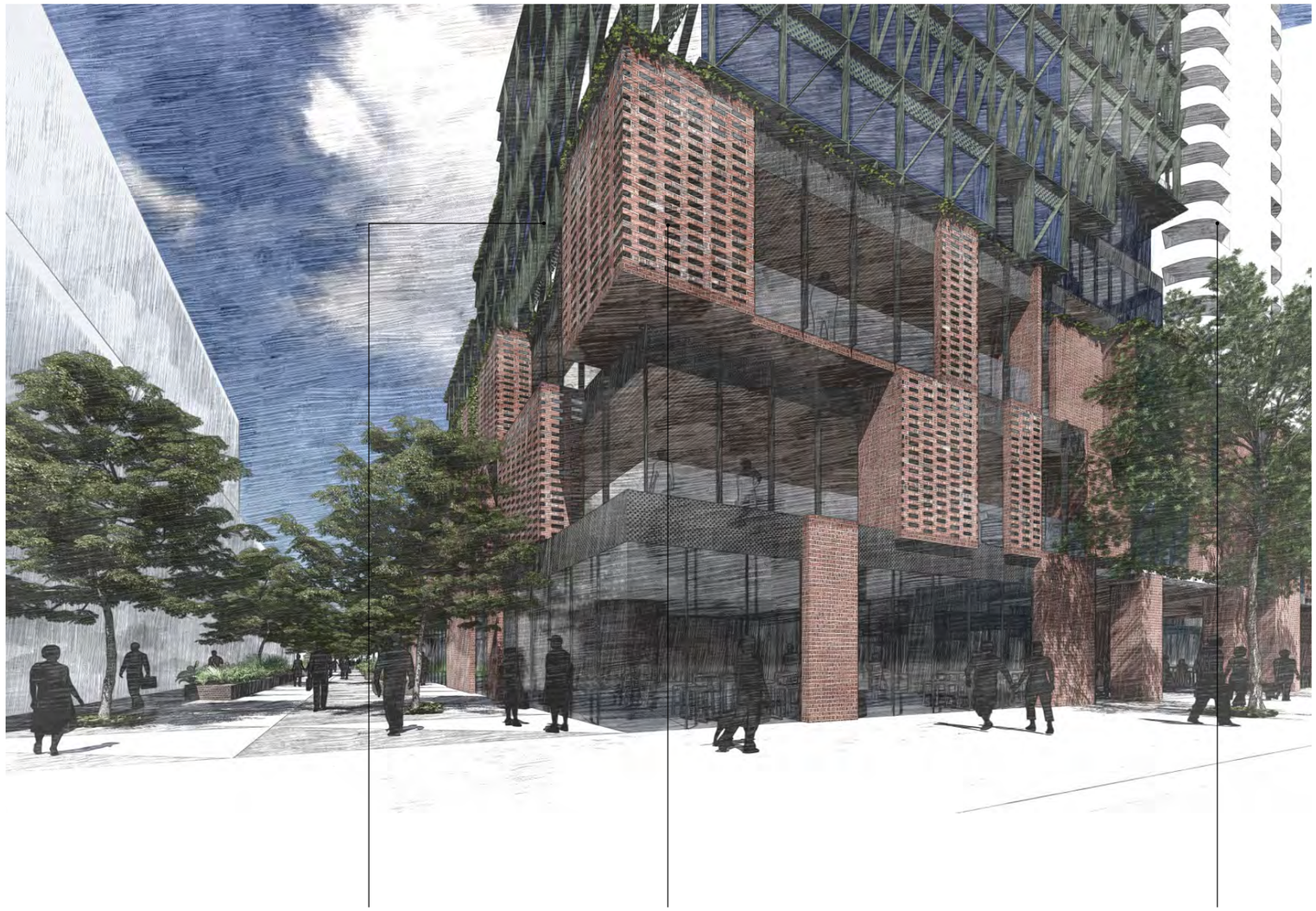
03 Overall Design Strategy

07 Tower Strategy - Key Elevated Views



- Provide views between future Mirvac building forms
- Avoid cross viewing between residential towers

03 Overall Design Strategy
08 Wind Strategy



UPPER LEVEL SETBACKS AROUND PODIUM TO MITIGATE DOWN DRAFTS

VENTING TO NORTHWEST CORNER AND ALONG THE CARPARK EDGE TO MITIGATE DOWN DRAFTS

ROUNDED CORNERS. TOWERS SHAPED TO REDIRECT WIND FLOWS AND TO MITIGATE DOWN DRAFTS

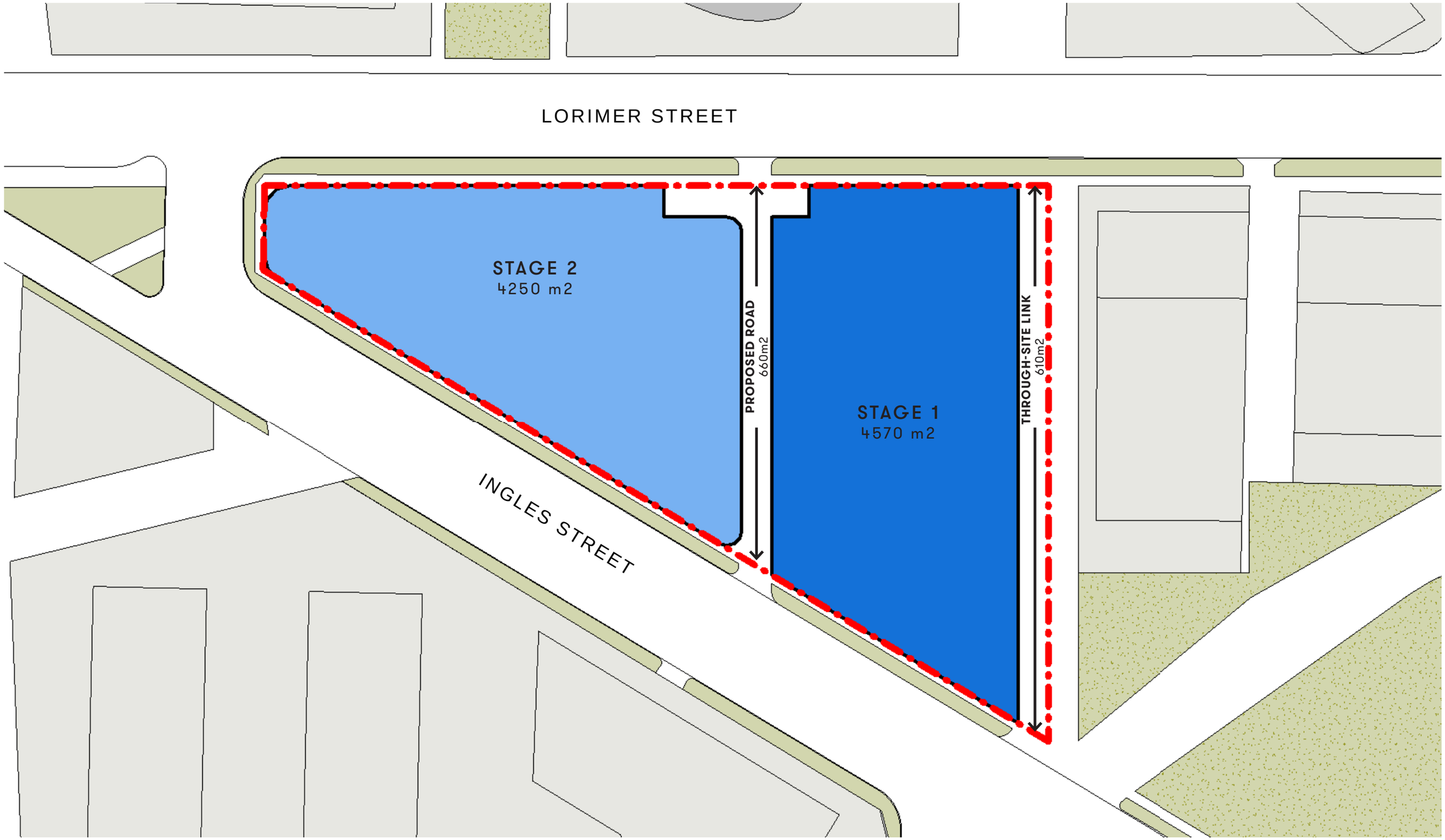
The form and detail of the design has been influenced by an exploration of wind effects by MEL Consultants and its implications on the surrounding public realm.

The proposed design was tested against the Melbourne Planning Scheme wind comfort criteria as discussed in MEL Consultants Report 74-19-WT-ENV-00. The testing demonstrated that by implementing several wind mitigation strategies, the proposed design achieved walking comfort criteria. These strategies are as follows:

- Venting to the northwest corner of Stage 1
- Venting to the northeast corner of Stage 2
- Sculptured tower forms

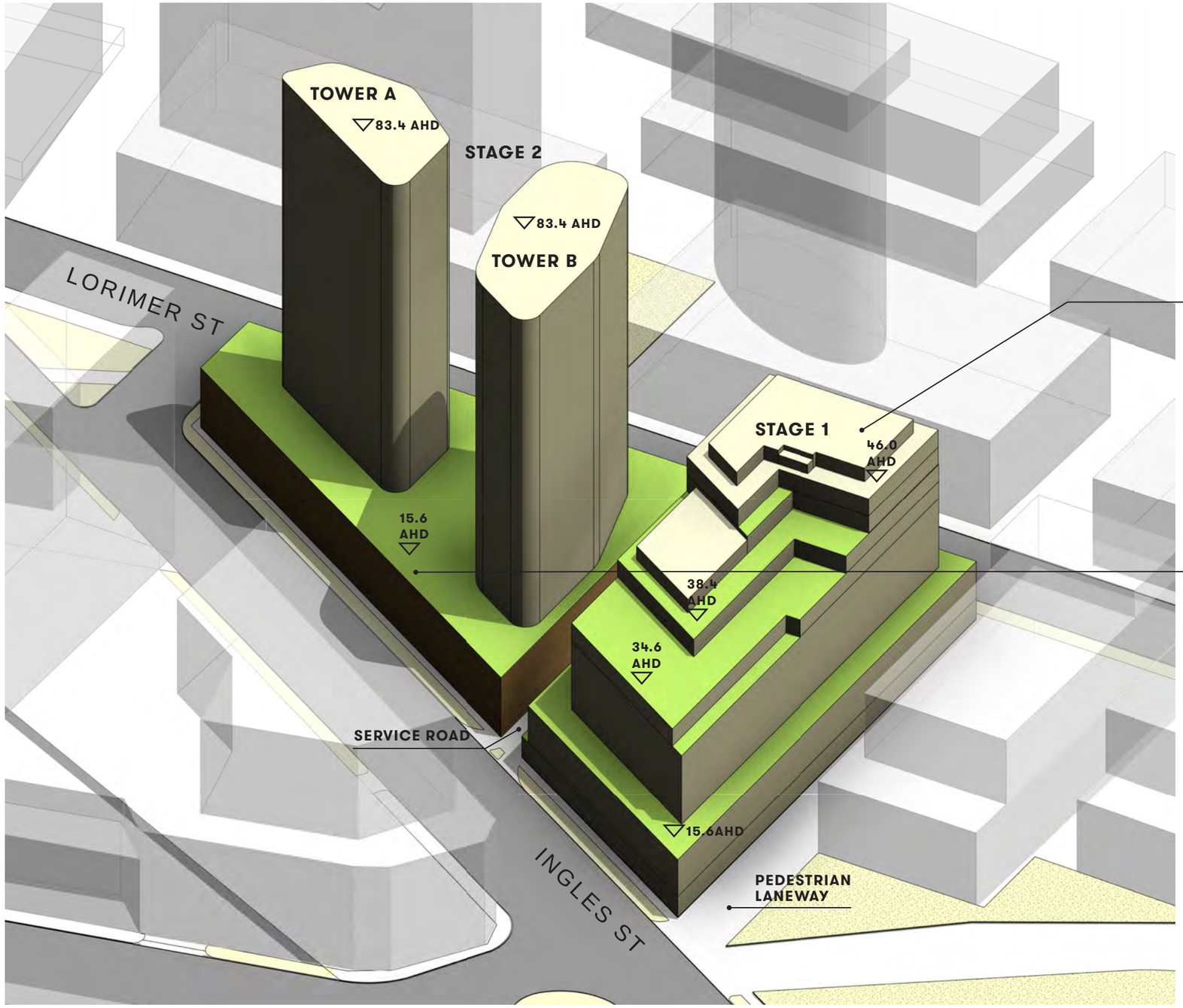
ENVIRONMENTAL WIND SPEED MEASUREMENTS ON A WIND TUNNEL MODEL OF THE 850 LORIMER ST DEVELOPMENT, PORT MELBOURNE BY MEL CONSULTANTS (REPORT 74-19-WT-ENV-00).

03 Overall Design Strategy
09 Parcel Staging



03 Overall Design Strategy

10 Parcel Yield Summary



STAGE 1

11 LEVELS

RETAIL 638m² GFA

COMMERCIAL 23,940m² GFA

STAGE 2

24 LEVELS

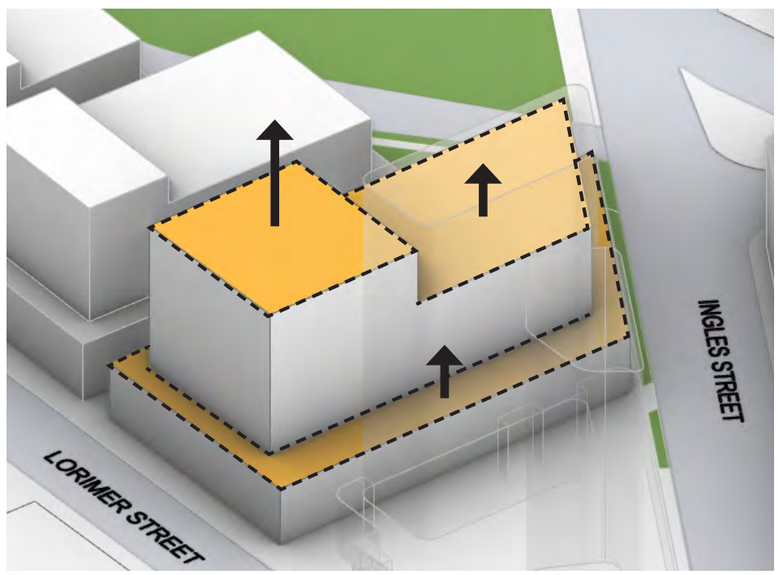
RETAIL 824m² GFA

COMMERCIAL 309m² GFA

336 DWELLINGS

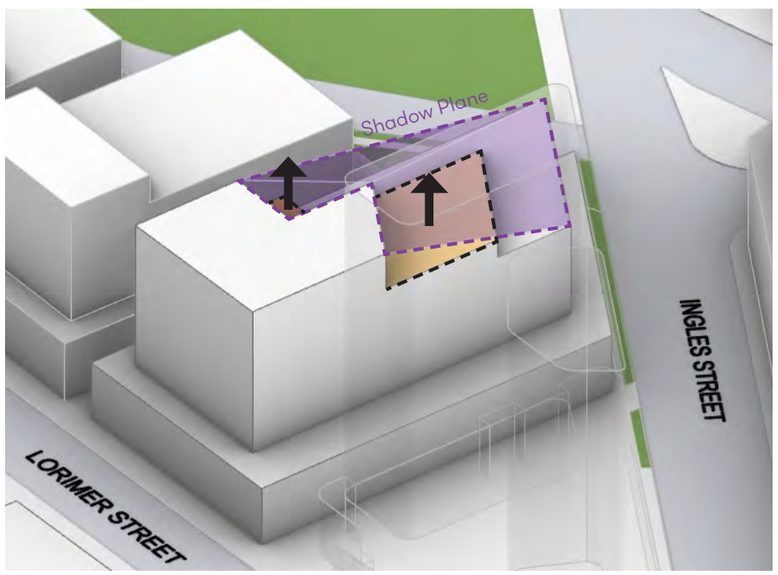
04 Design Response - Stage 1

01 Massing



01 - DDO Volume

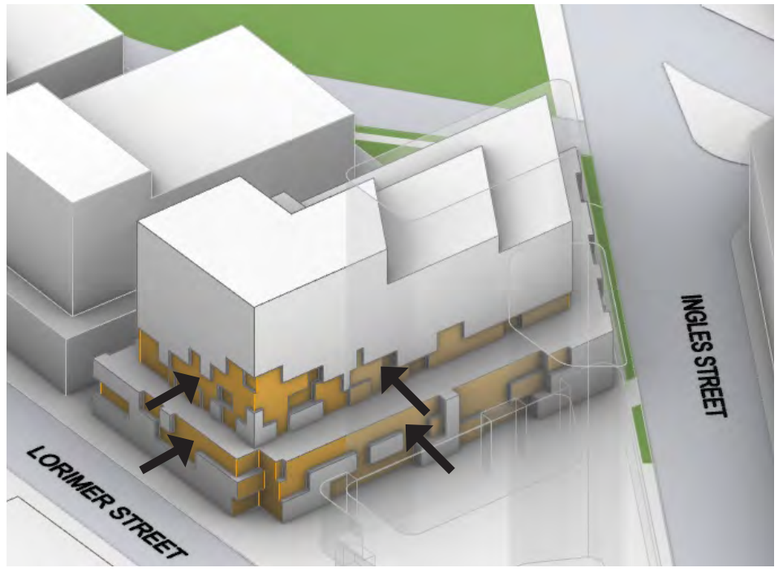
Extrusion of base building footprint to maximum allowable height.



02 - Shadow Constraints

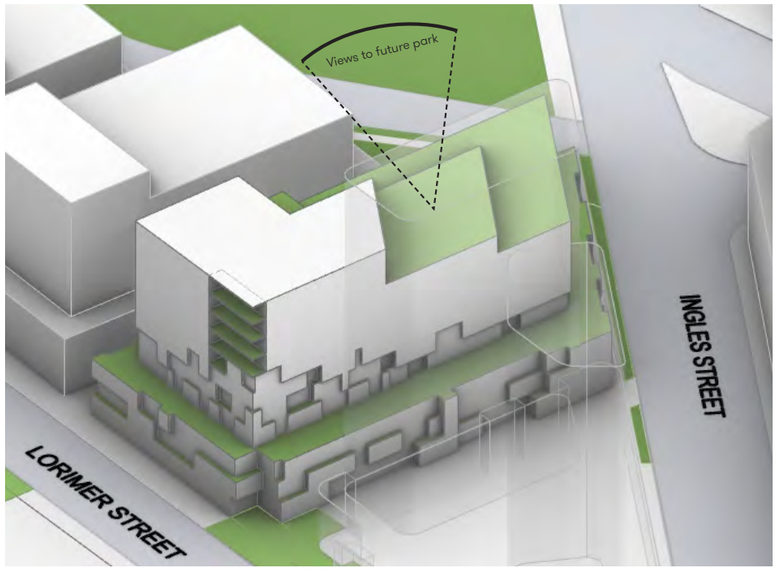
Shadow constraints over the future Lorimer Central Open Space at June 21st 2pm shapes the upper portions of the tower.

The massing for Stage 1 was developed in stages responding to Design Development Overlay requirements, surrounding context and public realm ambitions. The facade articulation creates finer grain and human scale at podium level.



03 - Facade Articulation

Facade eroded to create opportunities for shared spaces, and a sculptural transition between the podium and tower elements. This also serves to give the building a unique identity.



04 - Communal Spaces

Facade articulation creates communal spaces that activate terraces, the ground plane, and create relationships to nearby proposed green spaces.

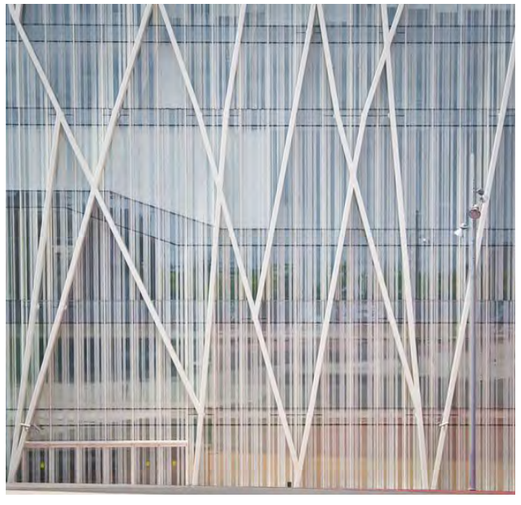
04 Design Response - Stage 1
02 External Character

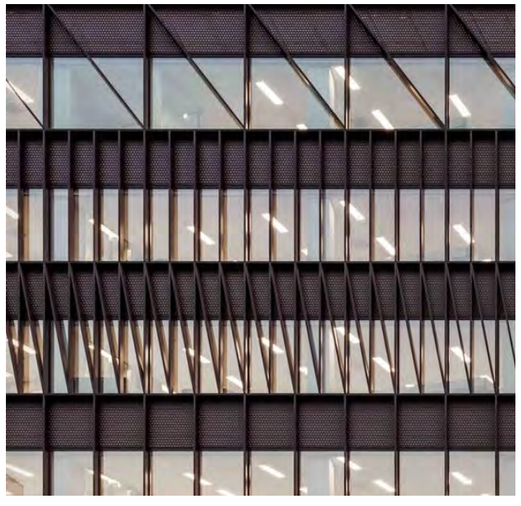
Industrial Character

In terms of the facade language and materiality, the design responds to the industrial character and also history of Fishermans Bend. The design draws upon key references from the surrounding context including the goods sheds, the Bolte Bridge and existing industrial/warehouse buildings, responding to these precedents in an contemporary way through the facade articulation and expression.

Existing Context

Design Response





Celebration of Structure

04 Design Response - Stage 1
03 Podium

- Creates rhythm, and breaks up the podium facade with vertical elements
- Gives texture and depth using shadow
- Creates a warm and welcoming pedestrian environment

04 Design Response - Stage 1
03 Podium

FINE GRAIN COMPOSITION

- Facade composition reflects fine grain detailing

PEDESTRIAN SCALE

- Low level podium and facade articulated creates comfortable scale for the pedestrian link.

POP OUTS

- Pop outs provide opportunities for informal meeting spaces, breakout space and protected balconies.

GLAZING

- Balance between brick and glazing ensures adequate daylight to penetrate the tenancies whilst maintaining thermal comfort.

PERFORATED BRICK

- Part of the wind mitigation strategies, venting is provided through the use of perforated brickwork.

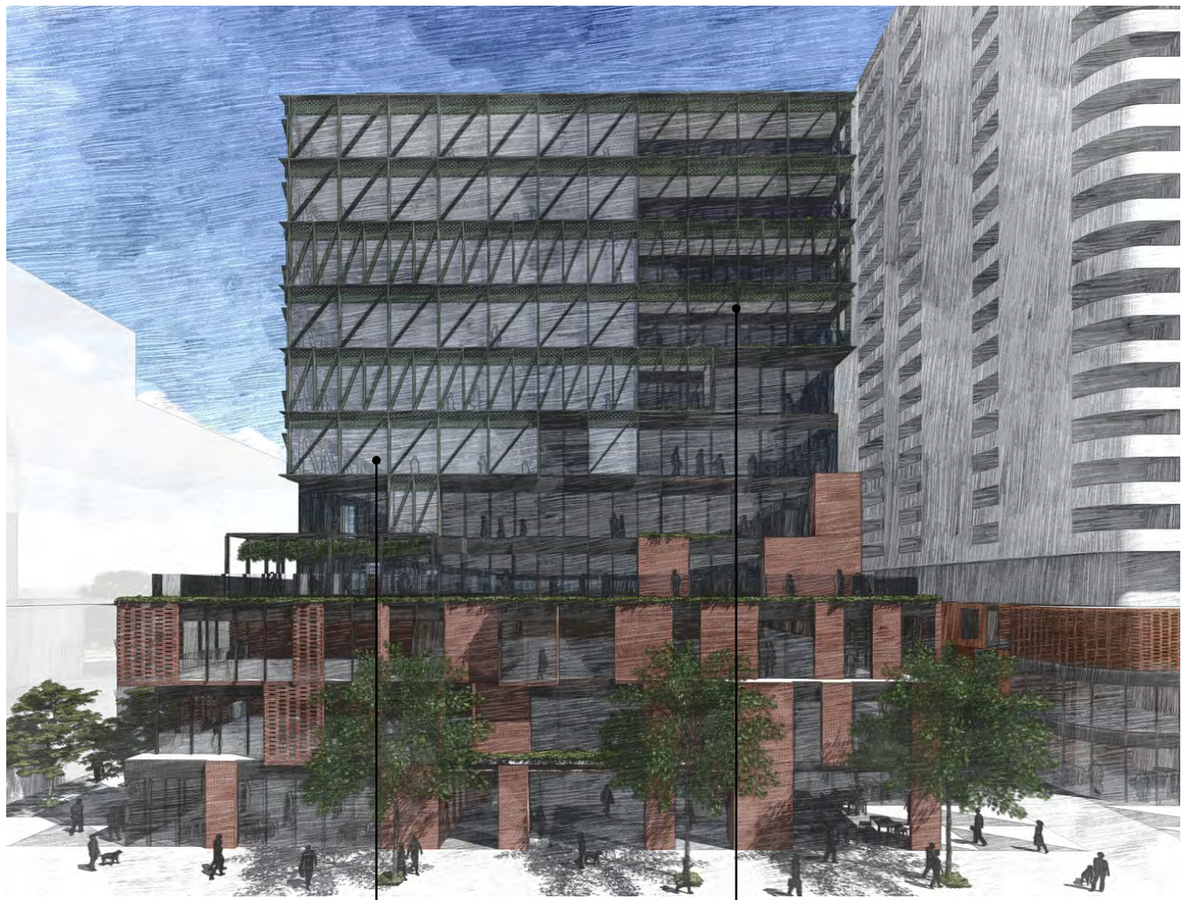
04 Design Response - Stage 1

04 Tower

- Celebrates the existing industrial and structural elements in Fishermans Bend
- Creates texture and depth along the facade
- Creation of habitable outdoor space behind the facade elements

04 Design Response - Stage 1

04 Tower

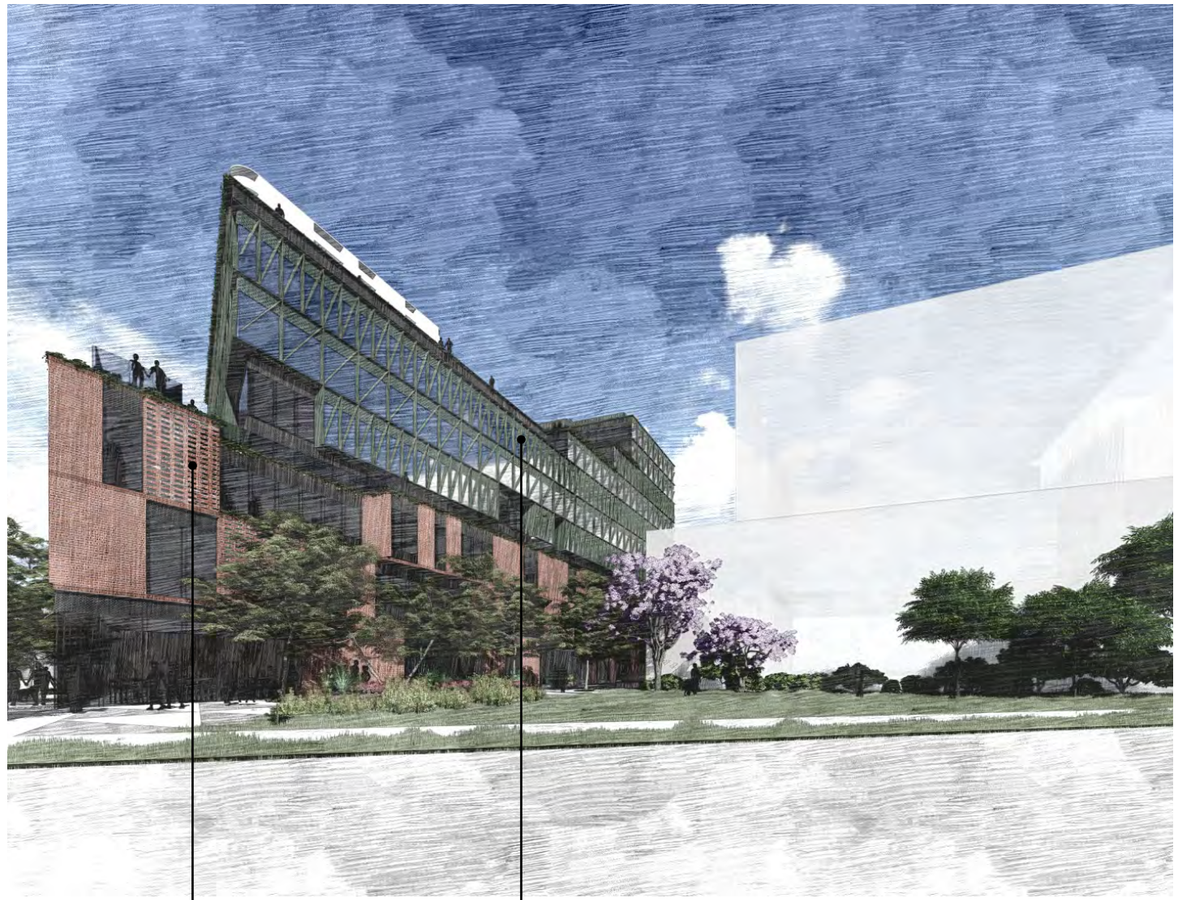


VERTICAL RHYTHM

- The metal articulation to the facade creates a vertical rhythm.

BALCONIES

- Creation of habitable north facing outdoor space behind the facade elements



PERFORATED BRICK

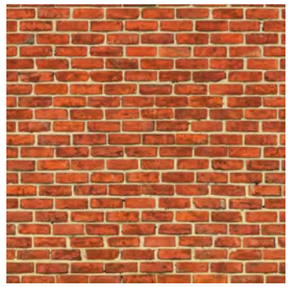
- Provides additional daylighting to the tenancies.

METAL FINS

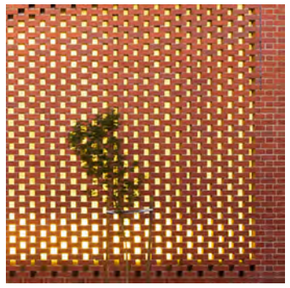
- Create texture and depth and also provide shading.

04 Design Response - Stage 1

05 Podium Elevation



BK1 - RED BRICKWORK



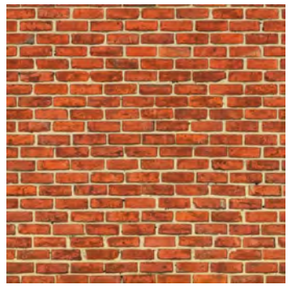
BK2 - PERFORATED BRICKWORK

GL1 - GLAZED CURTAIN WALL SYSTEM

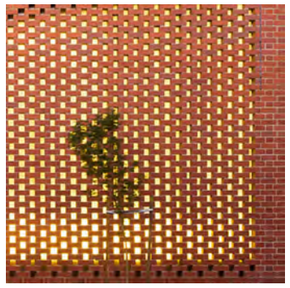
ST1 - STEEL FACADE FINS

04 Design Response - Stage 1

05 Podium Elevation



BK1 - RED BRICKWORK



BK2 - PERFORATED BRICKWORK

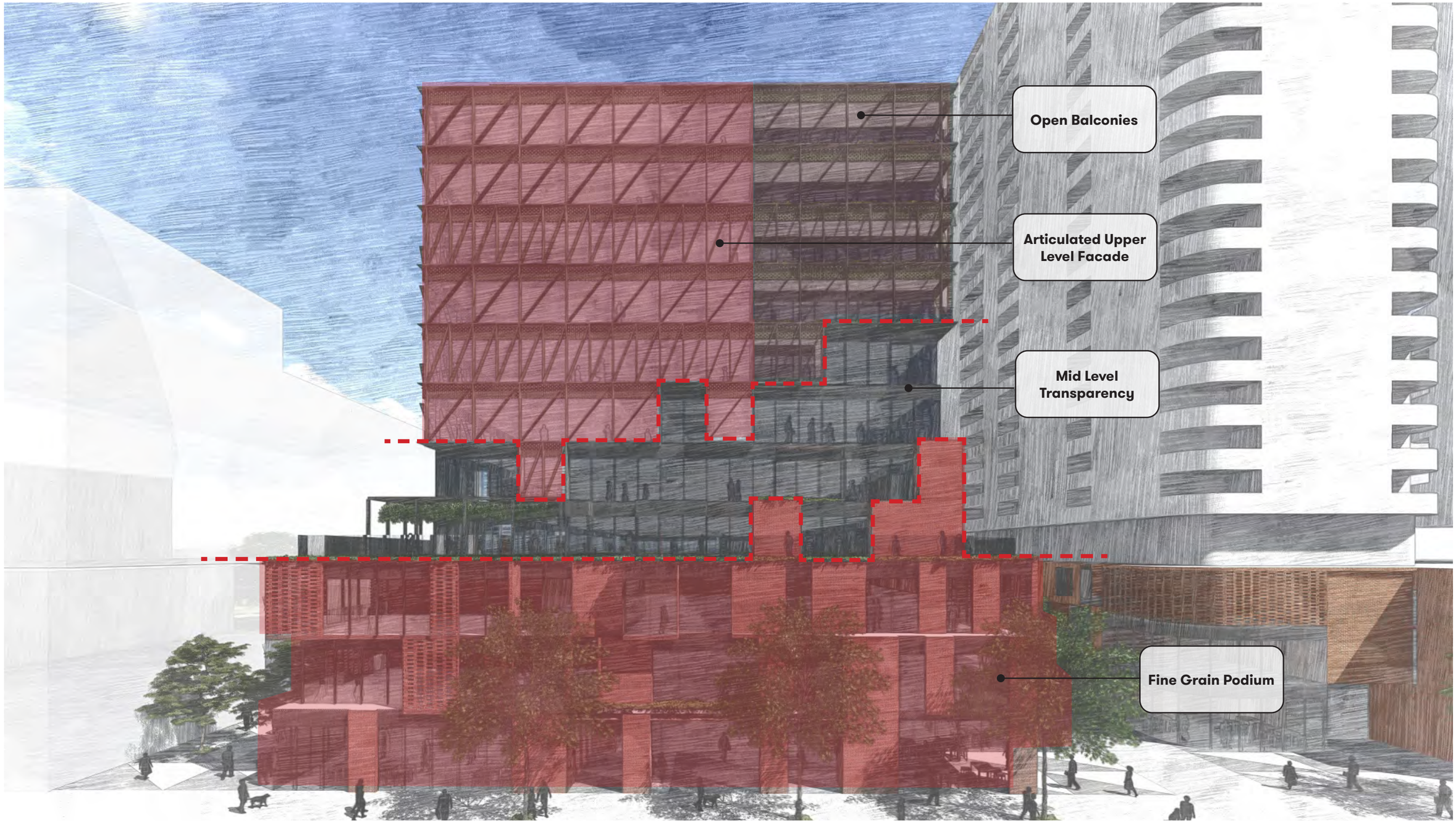
GL1 - GLAZED CURTAIN WALL SYSTEM

ST1 - STEEL FACADE FINS

04 Design Response - Stage 1

06 Podium and Tower Transition

Vertical rhythm between the closed and open facade



04 Design Response - Stage 1

07 View from Lorimer Central Open Space

04 Design Response - Stage 1
08 Public Realm

WELL DEFINED MAIN ENTRANCE

- Main entrance is clearly defined and activated with retail tenancies either side.

END OF TRIP FACILITIES

- Glazed frontage to the end of trip facilities, promotes an active lifestyle.

SLEEVED CARPARK

- Carpark is generally concealed, sleeved by commercial and retail tenancies.

BOUTIQUE OFFICES

- Opportunities for boutique offices on the ground floor.

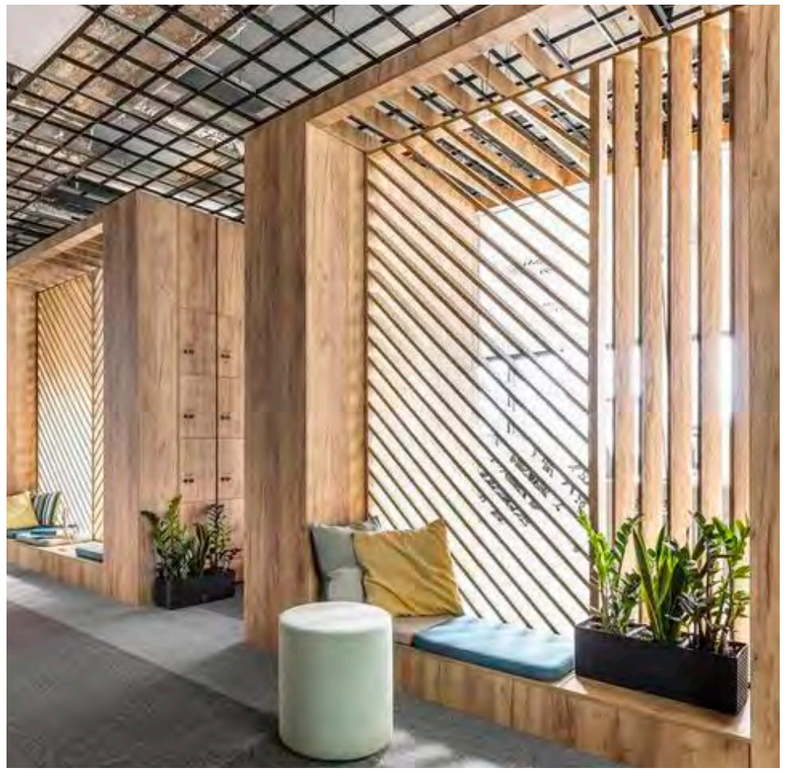
END OF TRIP FACILITIES (ENTRANCE)

- With a focus on healthy lifestyle and communities, generous end of trip facilities have been provided.

RETAIL

- Creates activation of the corner and also has great outlook onto the new Lorimer Central Open Space.

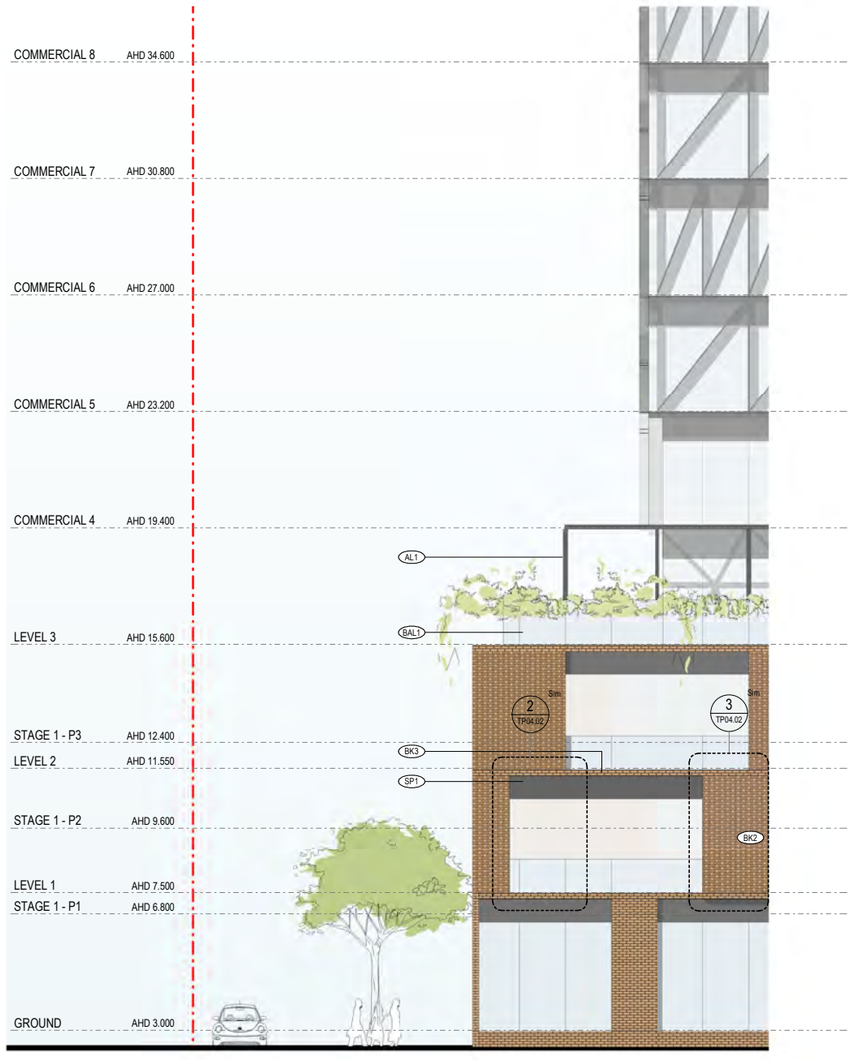
04 Design Response
09 Internal Planning Opportunities



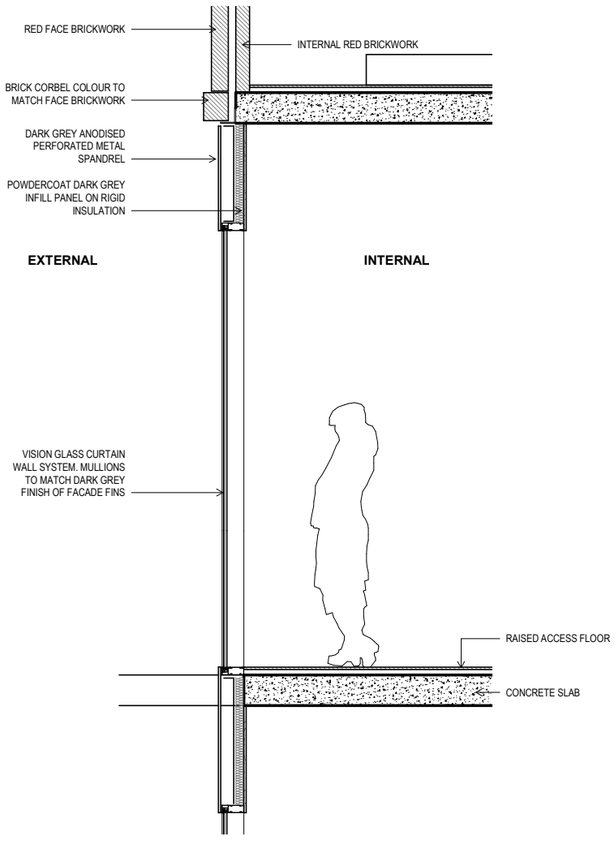
- Opportunities for multiple types of breakout and meeting spaces
- The potential for a number of habitable outdoor areas

04 Design Response - Stage 1

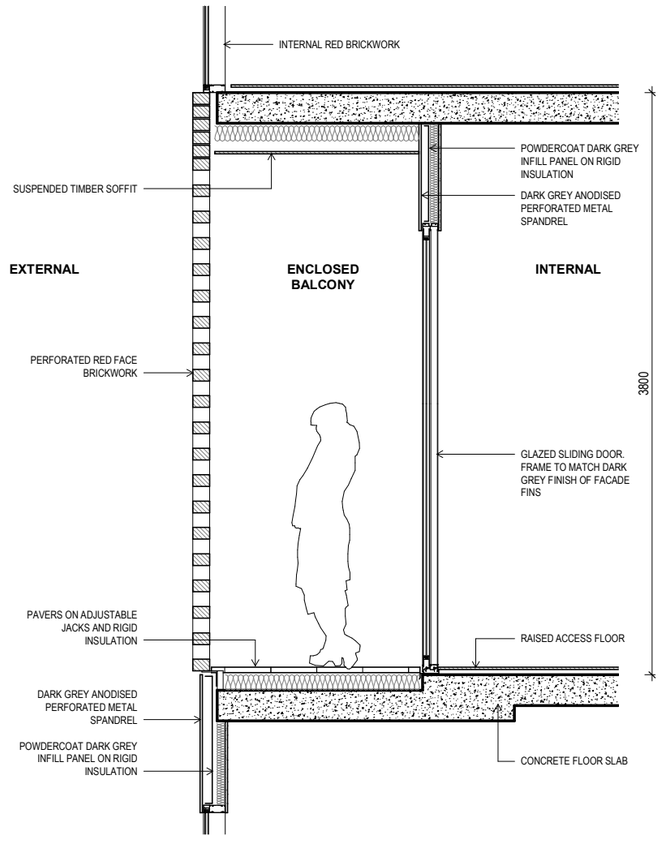
10 Facade Detail Section - Podium



1 North Elevation Facade Detail - Podium
1 : 100



2 Podium Facade Detail - Typical
1 : 20

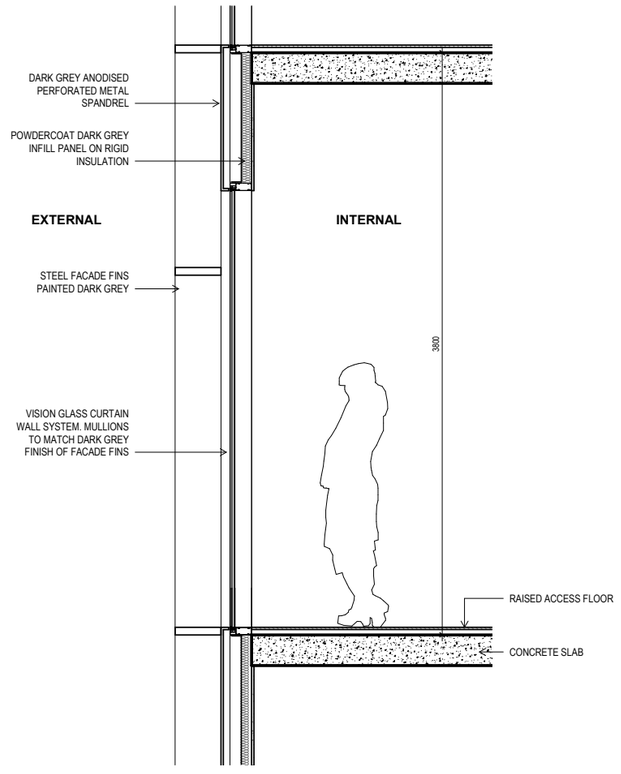


3 Podium Perforated Brick Detail - Typical
1 : 20

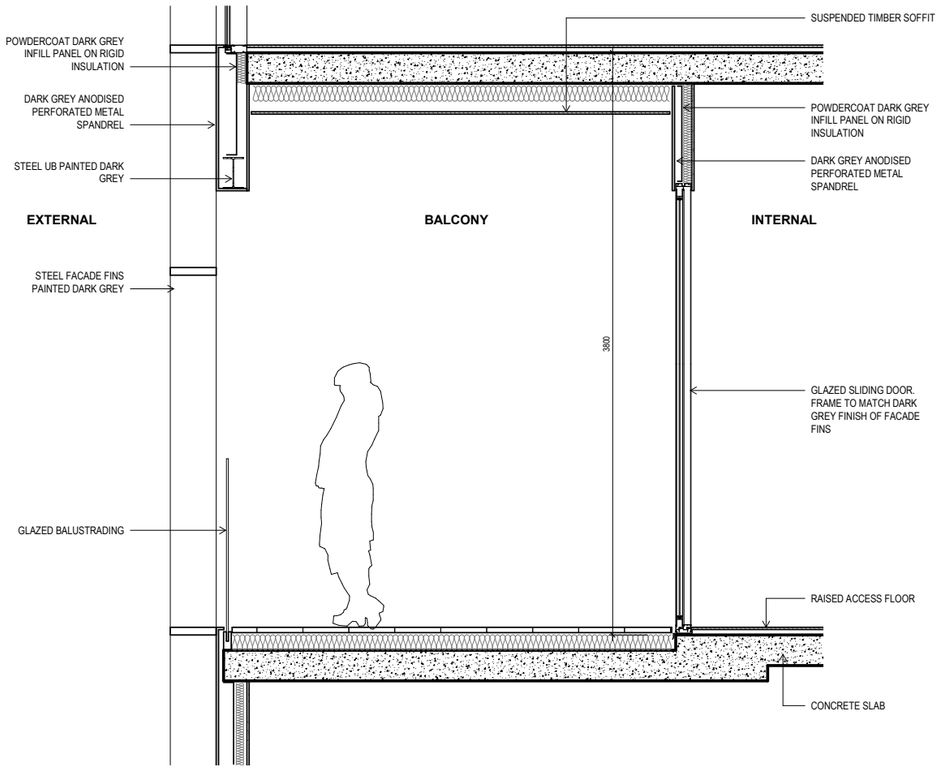
04 Design Response - Stage 1

11 Facade Detail Section - Tower

1 West Elevation Facade Detail - Tower
1 : 100



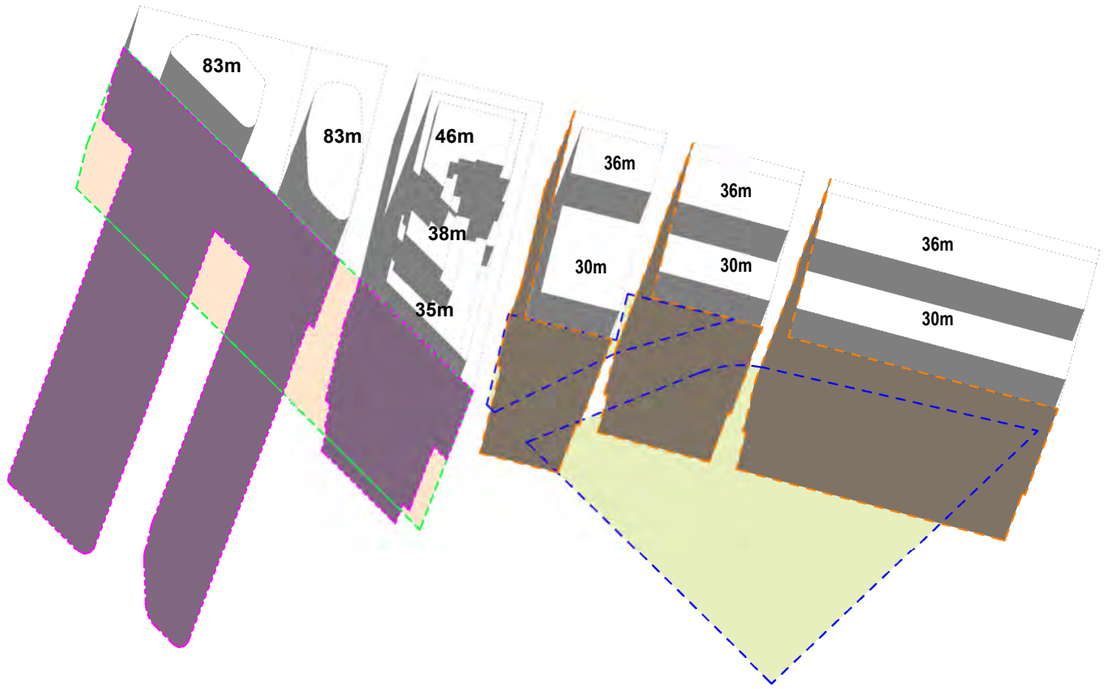
2 Tower Facade Detail - Typical
1 : 20



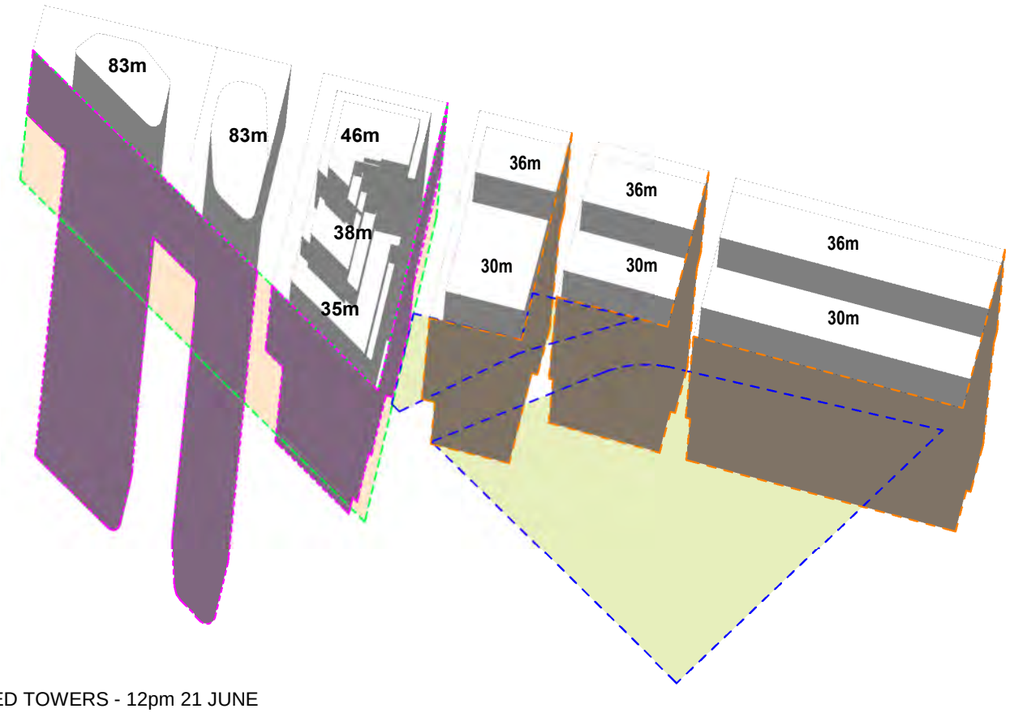
3 Tower Balcony Detail - Typical
1 : 20

04 Design Response - Stage 1

12 Shadow Diagrams - June 11am + 12pm



PROPOSED TOWERS - 11am 21 JUNE



PROPOSED TOWERS - 12pm 21 JUNE

PROPOSED MASS SHADOW EXTENT

MAXIMUM STREET WALL HEIGHT SHADOW - 26m

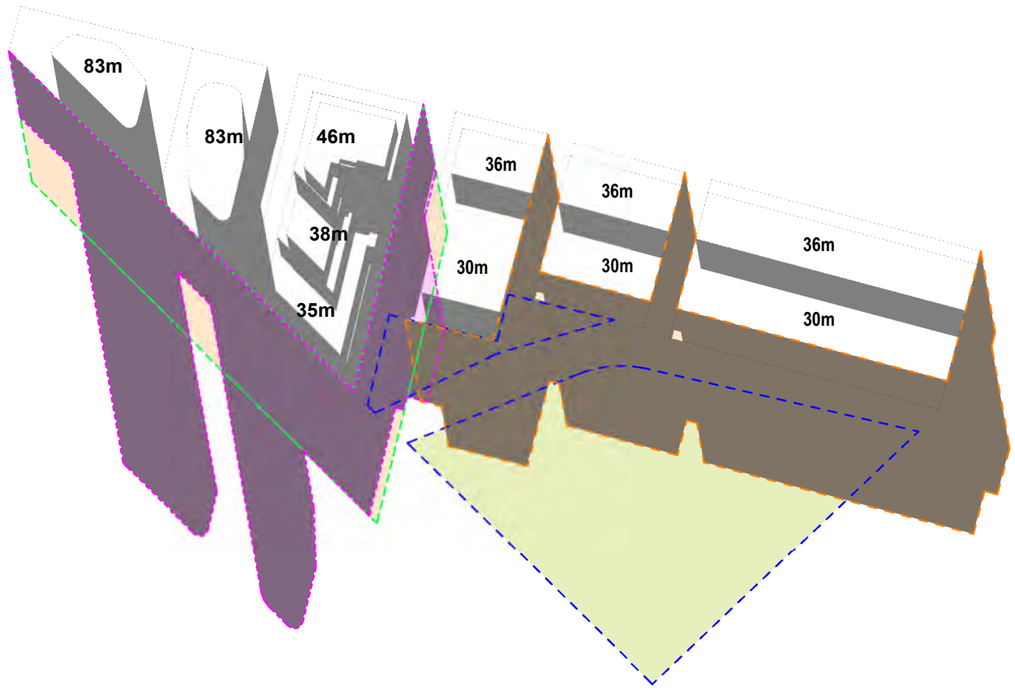
POTENTIAL NEIGHBOURING BUILDING TO DDO

LORIMER CENRAL PROPOSED PUBLIC OPEN SPACE

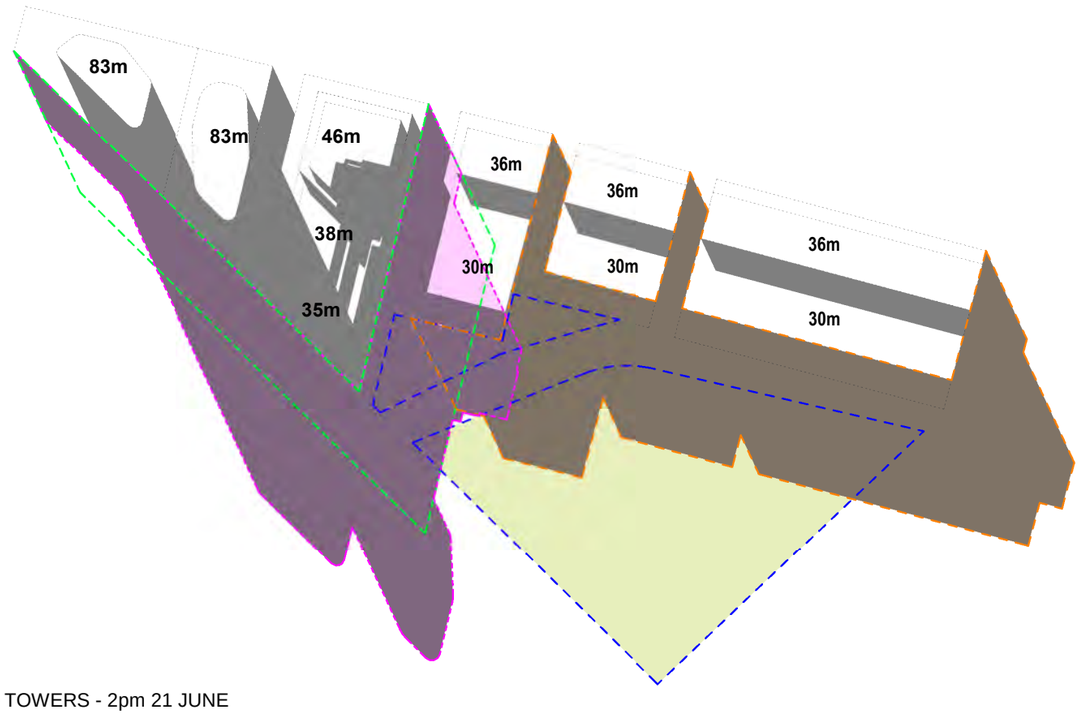
The shadow studies are based on RL 2.64 for the proposed Lorimer Central Open Space which was obtained from the latest survey prepared by RealServe dated 29.10.2019. The shadow studies assume RL2.64 across the site.

04 Design Response - Stage 1

12 Shadow Diagrams - June 1pm + 2pm



PROPOSED TOWERS - 1pm 21 JUNE



PROPOSED TOWERS - 2pm 21 JUNE

PROPOSED MASS SHADOW EXTENT

MAXIMUM STREET WALL HEIGHT SHADOW - 26m

POTENTIAL NEIGHBOURING BUILDING TO DDO

LORIMER CENRAL PROPOSED PUBLIC OPEN SPACE

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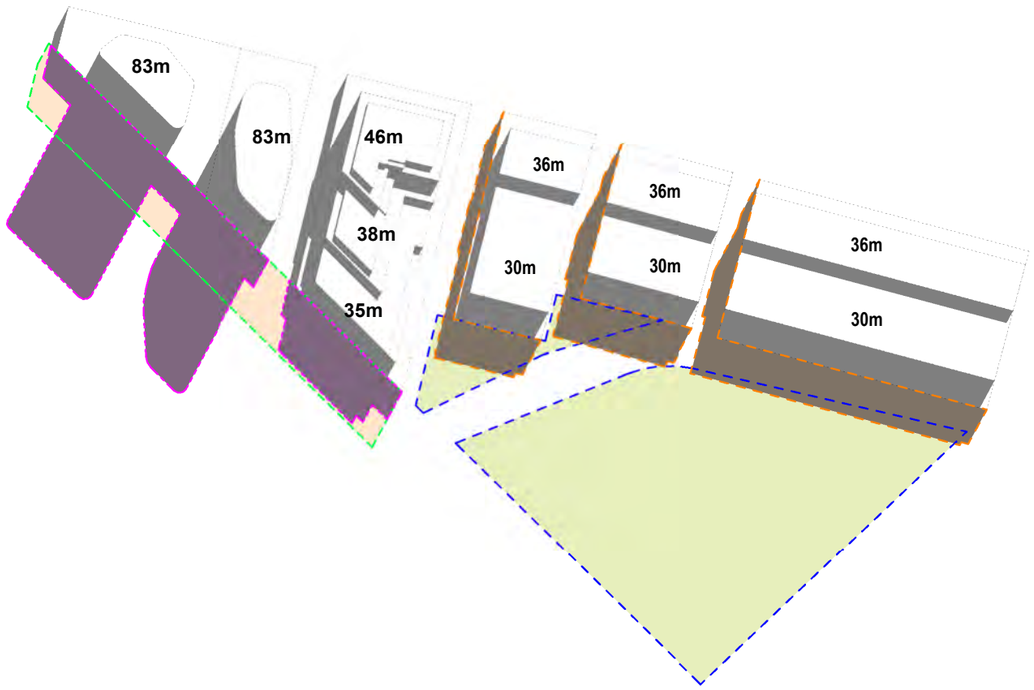
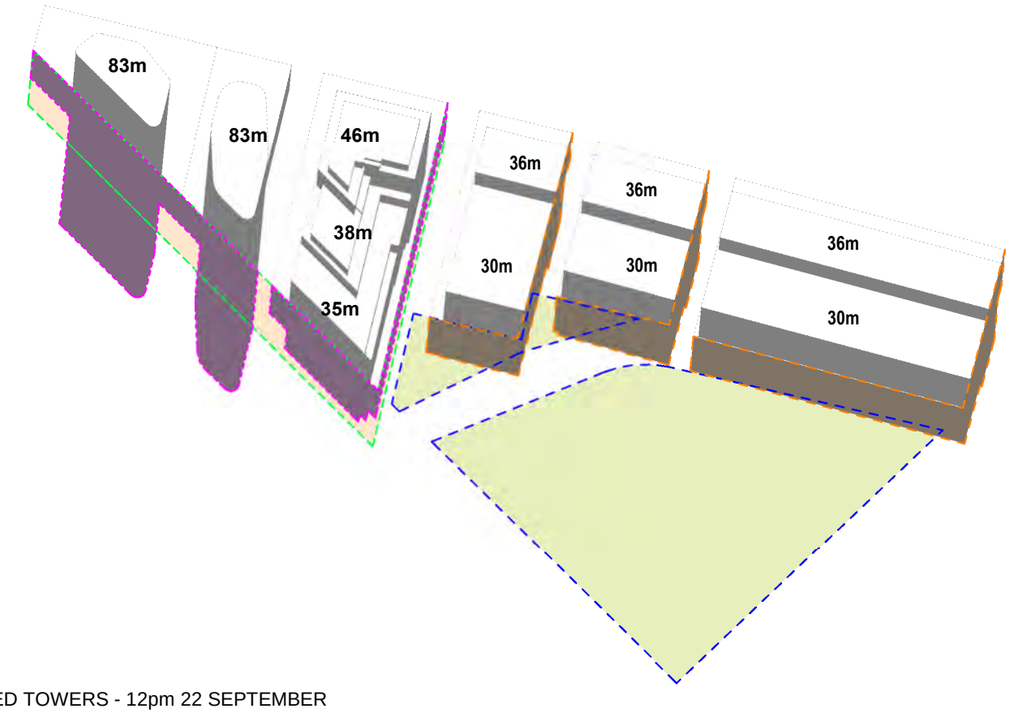
04 Design Response - Stage 1

12 Shadow Diagrams - September 11am + 12pm



PROPOSED TOWERS - 11am 22 SEPTEMBER



PROPOSED TOWERS - 12pm 22 SEPTEMBER

PROPOSED MASS SHADOW EXTENT

MAXIMUM STREET WALL HEIGHT SHADOW - 26m

POTENTIAL NEIGHBOURING BUILDING TO DDO

LORIMER CENRAL PROPOSED PUBLIC OPEN SPACE

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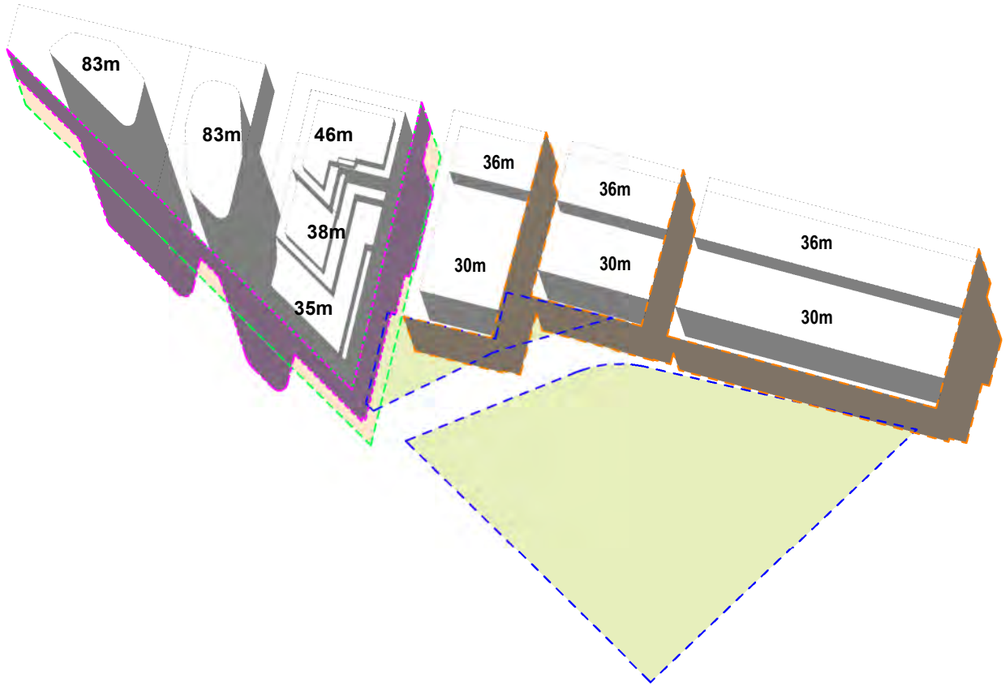
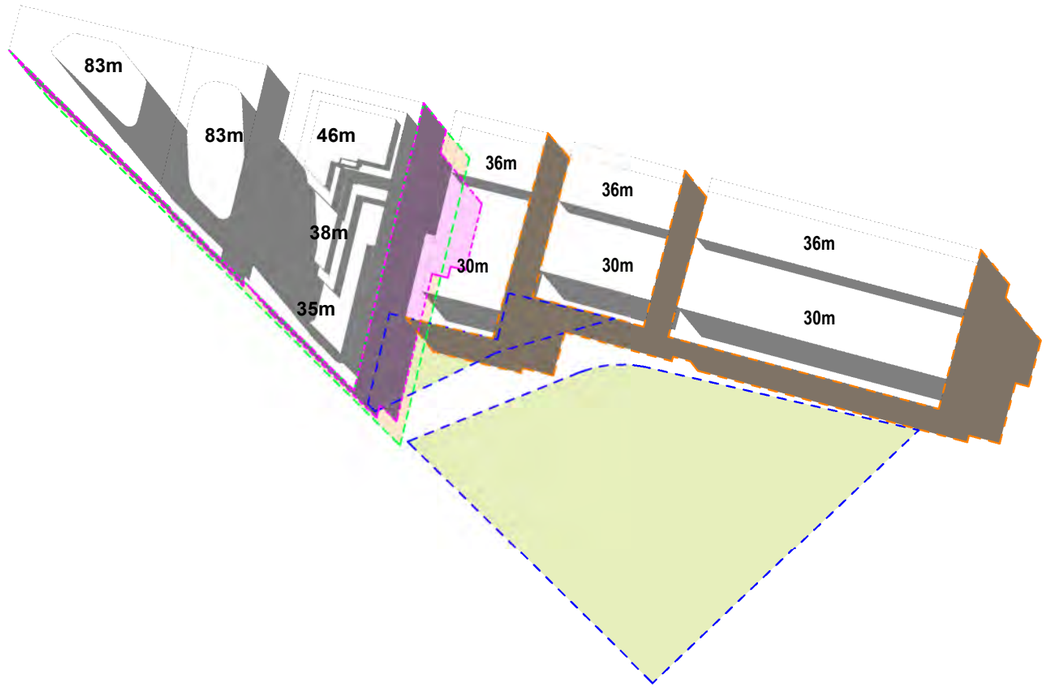
04 Design Response - Stage 1

12 Shadow Diagrams - September 1pm + 2pm



PROPOSED TOWERS - 1pm 22 SEPTEMBER



PROPOSED TOWERS - 2pm 22 SEPTEMBER

PROPOSED MASS SHADOW EXTENT

MAXIMUM STREET WALL HEIGHT SHADOW - 26m

POTENTIAL NEIGHBOURING BUILDING TO DDO

LORIMER CENRAL PROPOSED PUBLIC OPEN SPACE

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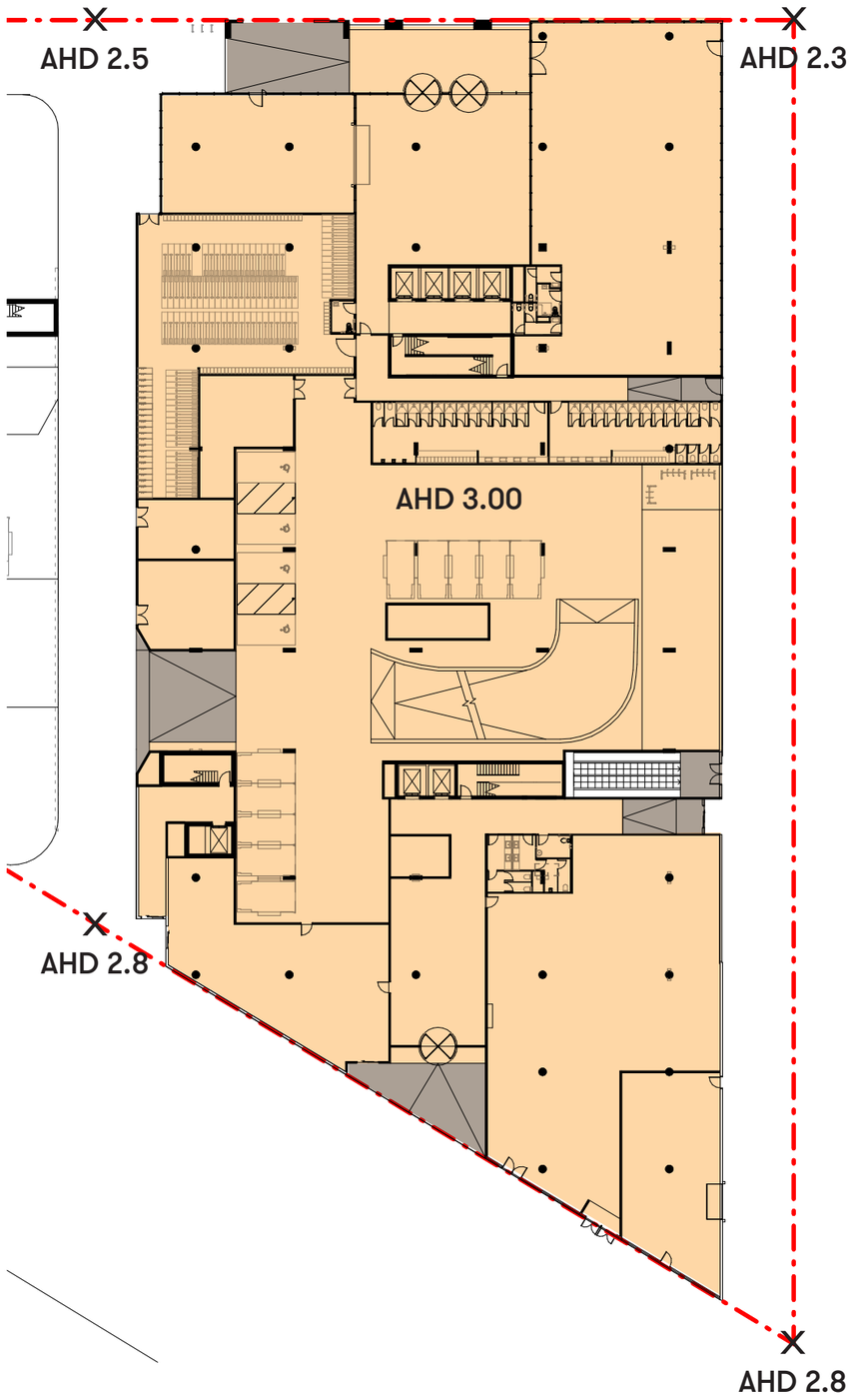
04 Design Response - Stage 1

13 Flood Response



The proposed development is required to respond to future flood risks.

A series of strategies discussed with Melbourne Water to achieve flood mitigation performance requirements include:

- Modifying the topography to create a raised ground plane.
- Combination of ramps and step entries

The architectural and urban design opportunities of level changes at thresholds and entrances have been explored while maintaining universal access at all public entrances.

The following minimum floor levels were advised by Melbourne Water:

LAND USE	AHD HEIGHT (METRES)
Lift Lobby and Commercial	3.0
Carpark Entry	3.0
Retail - along Lorimer St	2.6
Retail - along Ingles St	2.6 - 2.8

LEGEND

AHD 2.5 - 3.0

AHD 3.0

Surrounding levels obtained from the latest survey prepared by RealServe dated October 29, 2019.

05 Landscape Design
01 Landscape Approach

1.1 Introduction

The Lorimer Street site is well positioned within the Lorimer Precinct of the Fishermans Bend Urban Renewal Area south-west of Melbourne's CBD, with Yarra's Edge to the north and the West Gate Freeway to the south.

The project is a mixed use development including residential apartments & soho's, commercial and retail spaces, all within extensive public realm works and communal outdoor areas.

The development will be delivered in two stages; with a temporary landscape proposed for the stage 2 site in the interim.

1.2 Design Drivers

The design will aim to provide a high quality public realm for the future community of Fishermans Bend, as well as enjoyable communal spaces for the residents and commercial tenants of the precinct. The project includes a significant landscaping in both public and private areas and will be guided by the following three design drivers:

1. ENHANCE PUBLIC SPACE NETWORK

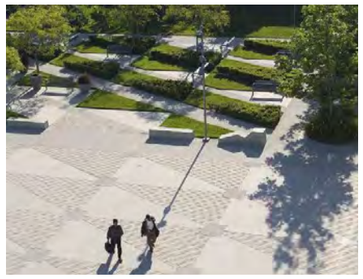
   Connect the site with a series of public spaces that are functional, legible and green, whilst expressing a sense of place though detailing & materials selection.

2. HIGH QUALITY COMMUNAL SPACES

   Provide a variety of high quality outdoor spaces for residents and workers that are attractive, functional and protected from environmental conditions.

3. ENVIRONMENTAL FOCUS

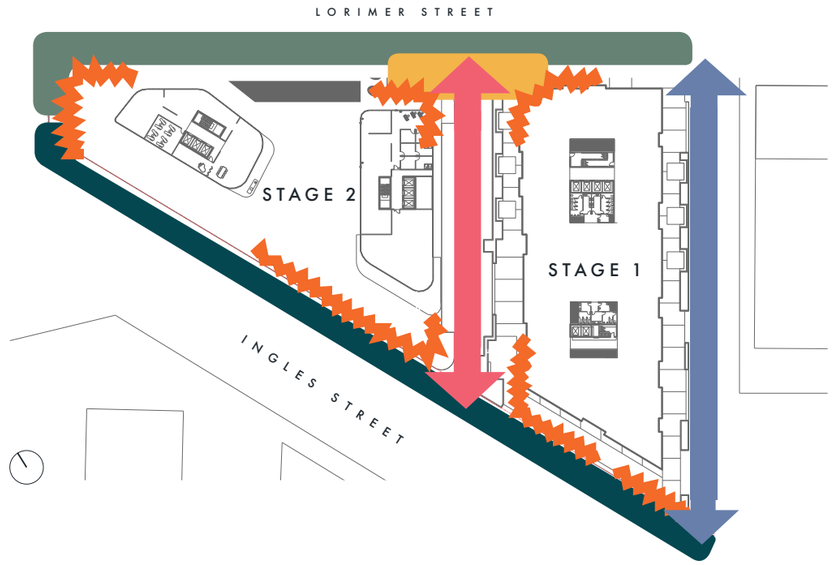
   Embrace ESD and WSUD initiatives throughout the development including urban cooling strategies, planting biodiversity and use of recycled materials where possible.




05 Landscape Design
02 Functional Layout

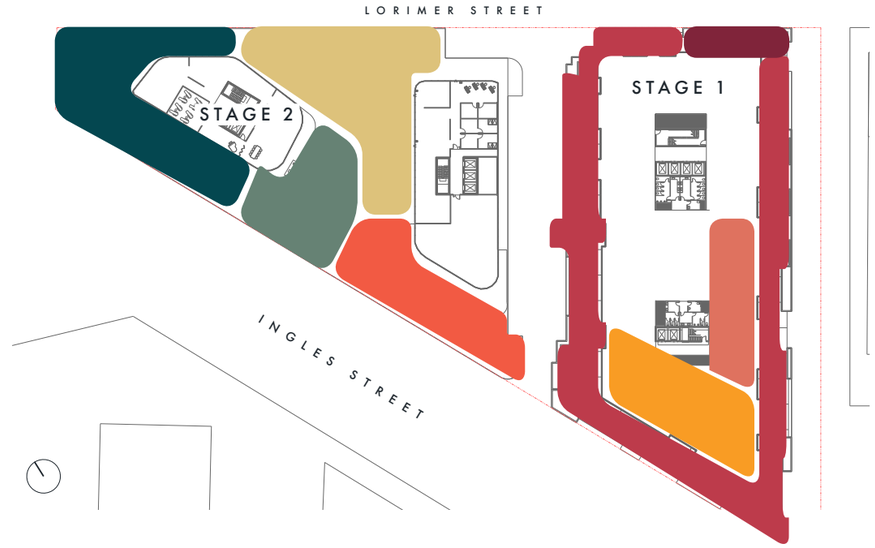
2.1 Ground Floor & Public Realm - Stage 1 & 2



LEGEND

- **Pedestrian Laneway** — New public connection from Lorimer to Ingles streets
- Active frontage (retail)
- **Green Plaza** — Arrival from Lorimer street, outdoor dining & retail
- **LorimerStreet** — Upgrade streetscape in acocrdance with Council Guidelines
- **Ingles Street** — Upgrade streetscape in acocrdance with Council Guidelines
- **Access Road** — Vehicular & bicycle access.

2.2 Upper Terraces - Stage 1 & 2



STAGE 1 - COMMERCIAL

- **Office Break-out Space - Level 3** — Integrated seating and raised planters
- **Social space - Level 3** — Outdoor dining, barbecue under pergola
- **Open Lawn - Level 8** — Natural raised lawn, seating and raised planters
- **Social space - Level 8** — Outdoor dining, barbecue under pergola

STAGE 2 - RESIDENTIAL

- **Garden Oasis - Level 3** — Tree and shrub planting, and intimate seating spaces
- **Entertaining Area- Level 3** — Social spaces including outdoor and barbecues
- **Communal Recreation Area - Level 3** — Swimming pool, spa, gym, yoga lawn
- **Community Facilities - Level 3** — Toddler play space, natural lawn space

05 Landscape Design

03 Landscape Concept - Stage 1

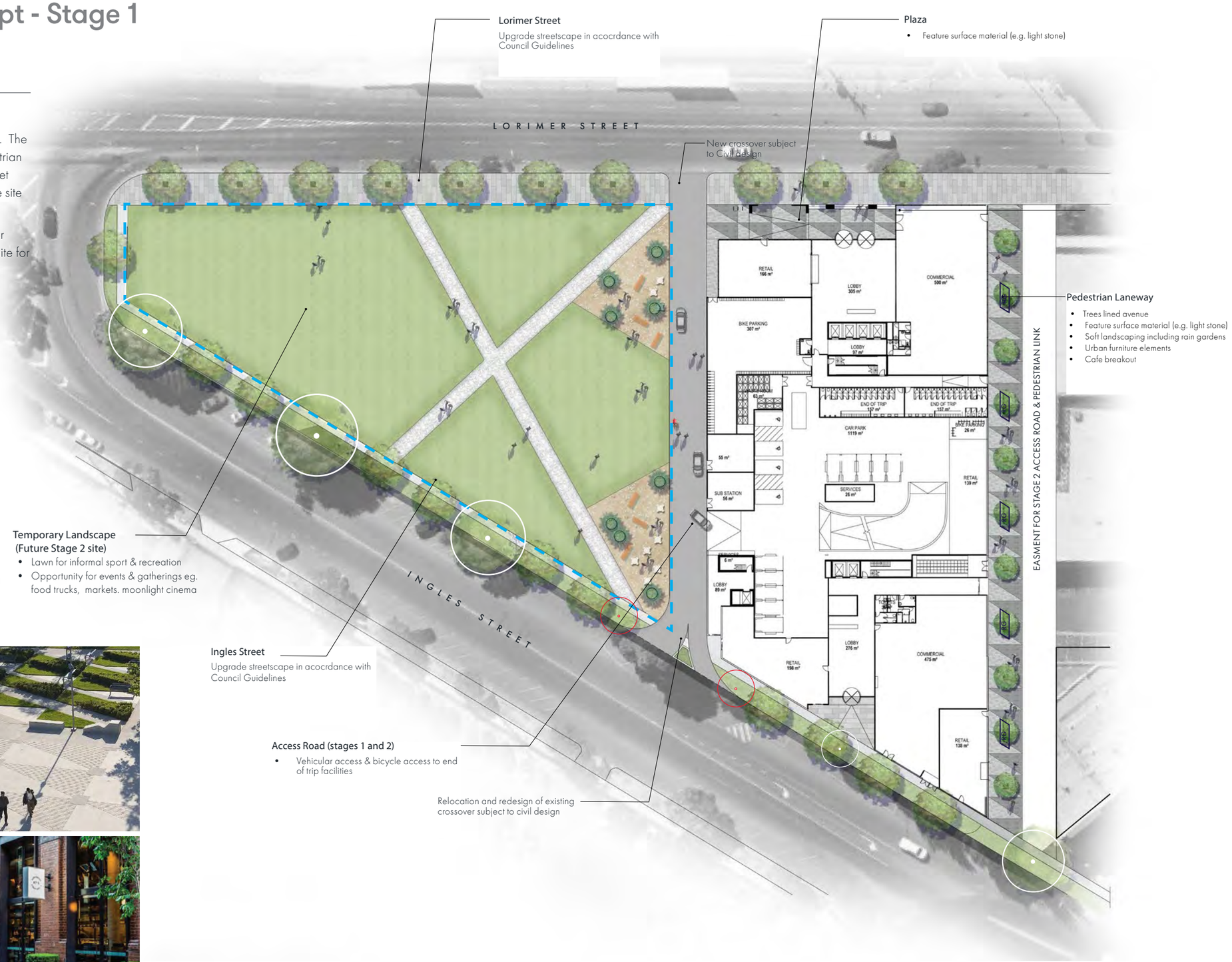
3.1 Ground Floor & Public Realm

The 'opening up' of the site provides several areas for landscape opportunities and to improve the public realm. The new Pedestrian Laneway will become a tree lined pedestrian street that terminates at a plaza space at the Lorimer Street end. The new road provides a secondary link through the site and will accommodate vehicles, bicycles & pedestrians.

The 'temporary landscape' includes an extensive lawn for passive recreation, connecting paths and a crushed granite for cafe break out and casual loose furniture.

LEGEND

- Extent of Temporary Landscape
- Lawn
- Informal paths eg. Fine gravel
- Breakout area - crushed granite, raised planters with trees, moveable furniture
- Bicycle hoops
- Street Tree to be retained
- Street Tree to be removed
- RG Rain Garden



05 Landscape Design
03 Landscape Concept - Stage 1

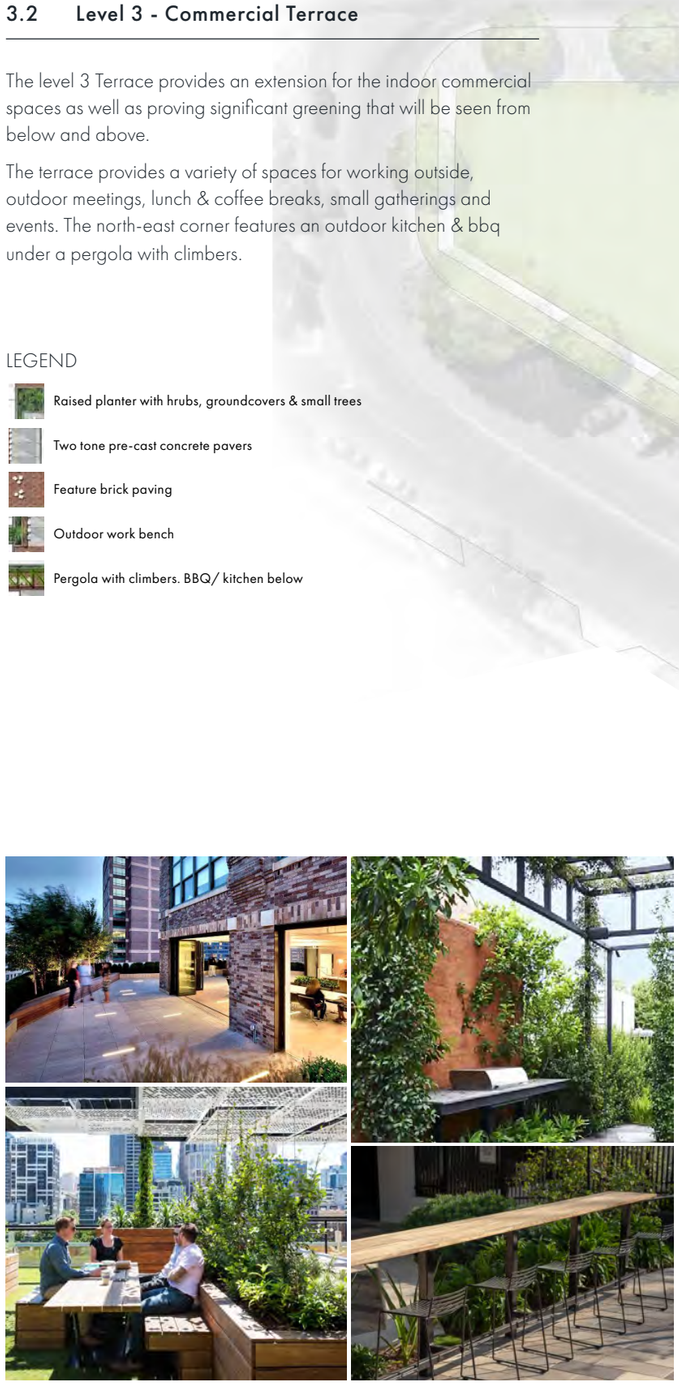
3.2 Level 3 - Commercial Terrace

The level 3 Terrace provides an extension for the indoor commercial spaces as well as proving significant greening that will be seen from below and above.

The terrace provides a variety of spaces for working outside, outdoor meetings, lunch & coffee breaks, small gatherings and events. The north-east corner features an outdoor kitchen & bbq under a pergola with climbers.

LEGEND

- Raised planter with hrubs, groundcovers & small trees
- Two tone pre-cast concrete pavers
- Feature brick paving
- Outdoor work bench
- Pergola with climbers. BBQ/ kitchen below



05 Landscape Design
03 Landscape Concept - Stage 1

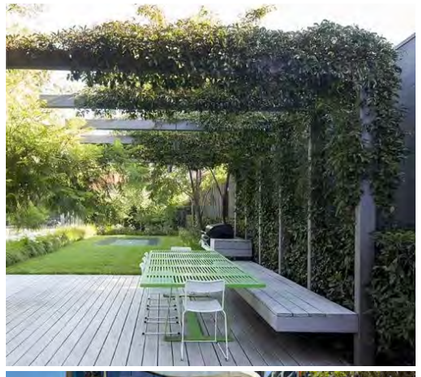
3.3 Level 8 & 9

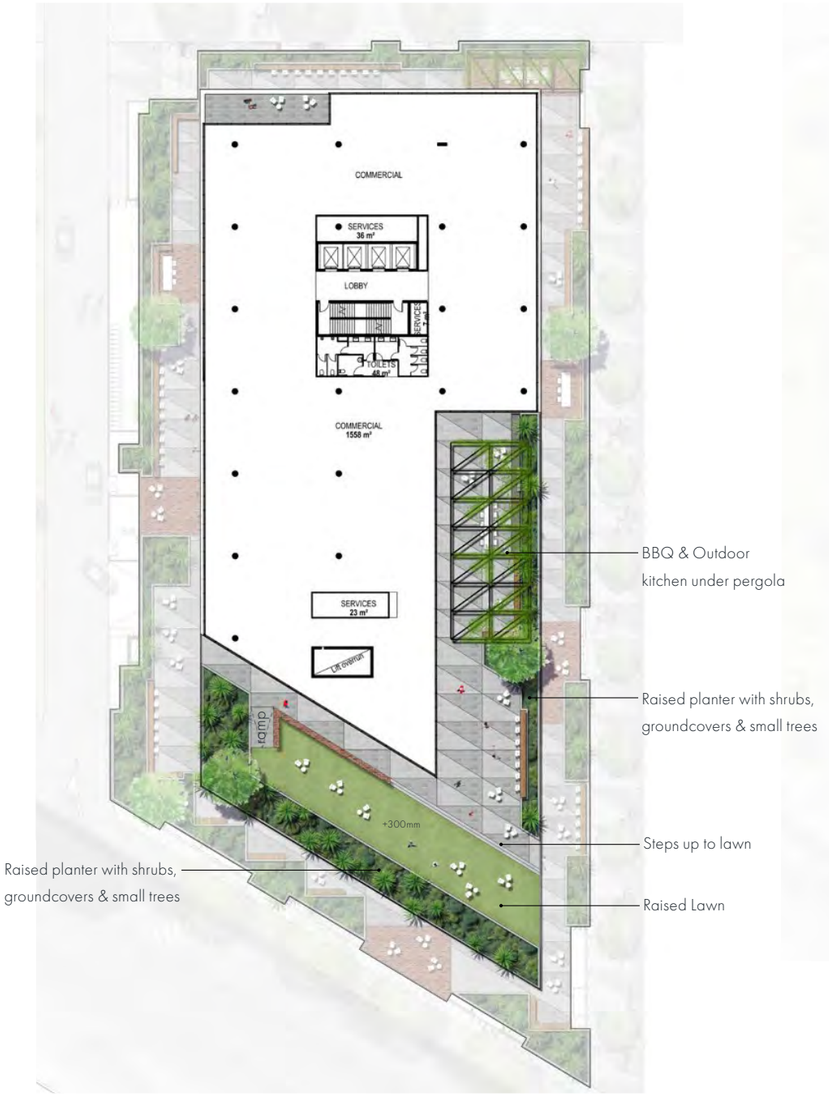
The level 8 & 9 terraces continue to provide significant greening and functional spaces for the commercial tenants. Level 8 features a large expanse of natural lawn and large outdoor dining area which could be suitable for functions and events.

The paving and pergola design references the industrial themes of the architecture.

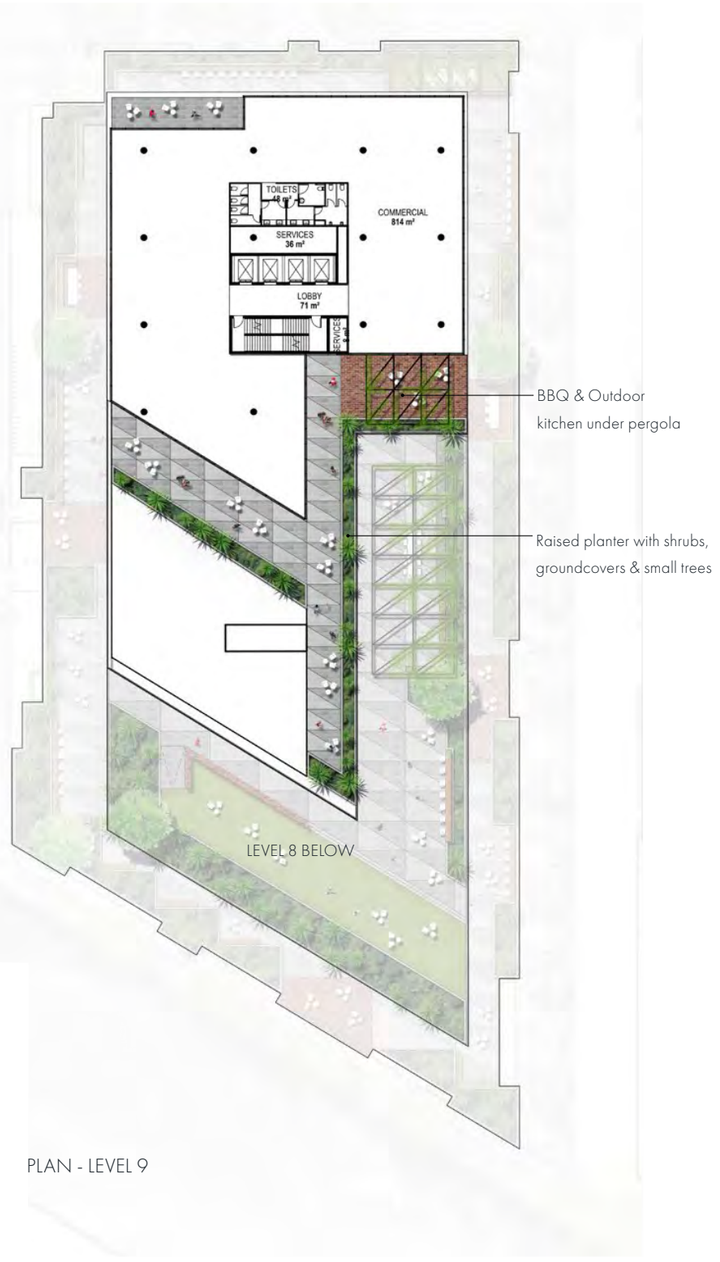
LEGEND

- Lawn
- Raised planter with hrubs, groundcovers & small trees
- Two tone pre-cast concrete pavers
- Bar Height seating
- Pergola with climbers. BBQ/ kitchen below
- Feature brick paving





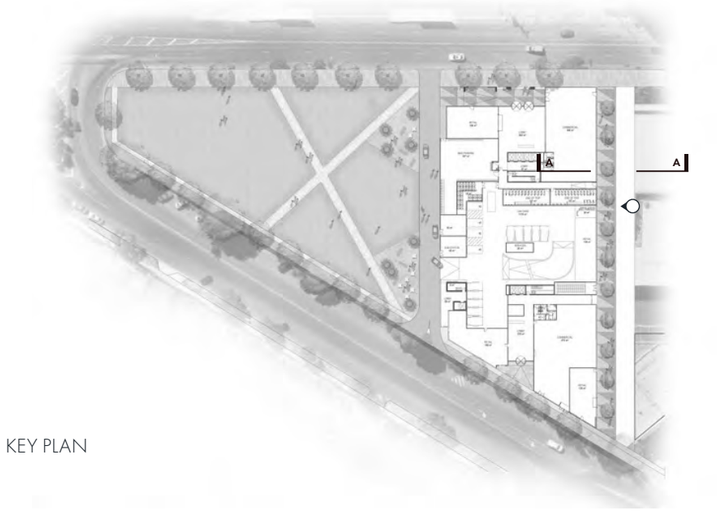
PLAN - LEVEL 8



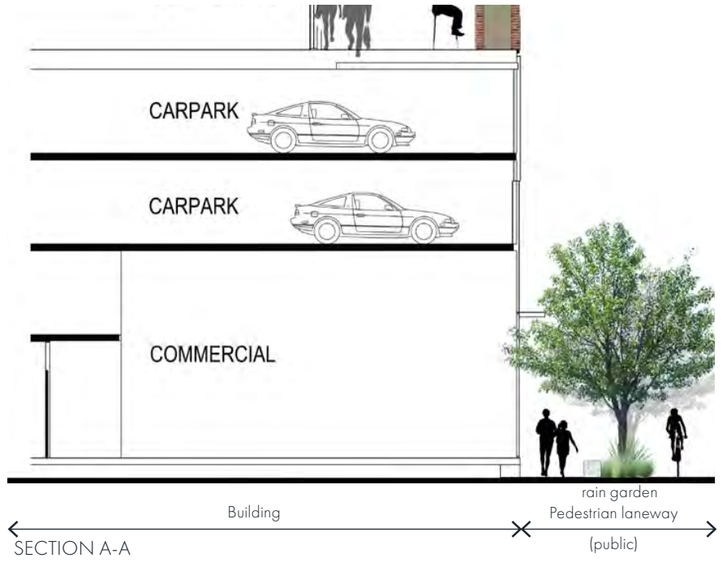
PLAN - LEVEL 9

05 Landscape Design

04 Landscape Sections & Elevations - Stage 1



KEY PLAN



SECTION A-A

ELEVATION (B)

05 Landscape Design

05 Landscape Concept - Stage 2

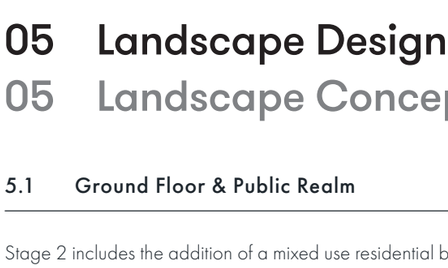
5.1 Ground Floor & Public Realm

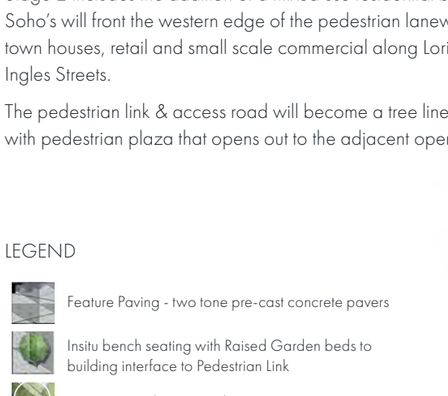
Stage 2 includes the addition of a mixed use residential building. Soho's will front the western edge of the pedestrian laneway, with town houses, retail and small scale commercial along Lorimer and Ingles Streets.

The pedestrian link & access road will become a tree lined street with pedestrian plaza that opens out to the adjacent open space.

LEGEND

- Feature Paving - two tone pre-cast concrete pavers
- Insitu bench seating with Raised Garden beds to building interface to Pedestrian Link
- Street Tree to be retained
- RG Rain Garden





05 Landscape Design

05 Landscape Concept - Stage 2

5.2 Level 3 - Residential Podium

The residential podium provides multiple communal spaces for the residents to enjoy. The outdoor areas are designed to complement in internal communal uses and provide an extension of the space.

Significant planting and pergolas provide protection and enclosure to create a comfortable podium environment.

05 Landscape Design
06 Landscape Materials

6.1 Ground Floor & Public Realm

The landscape design proposes a simple palette with timeless materials. Pre-cast concrete paving is proposed for the pedestrian laneway, with a contrasting tones to create the industrial inspired pattern. The landscape design includes variety of seating including brick benches to the rain gardens and timber to the seating walls along the building landscape interface. Bike hoops are provided throughout the public realm.

Paving
(inside property boundary)
Pre-cast concrete pavers

Seating walls to rain gardens
Brick

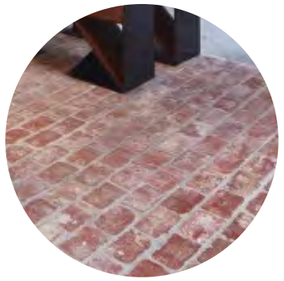
In-situ Seating Bench
Timber

Stainless Steel Bicycle Hoops
to Standard detail

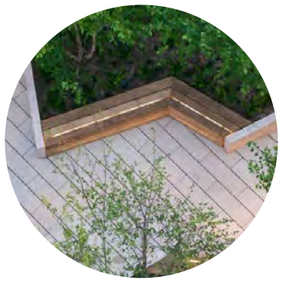
6.2 Upper Terraces

The two tone pre-cast concrete paving is continued to the upper terraces to complement the industrial inspired architecture. Key seating areas are defined by areas of recycled bricks that continue the industrial character as well as providing interesting detail. Timber In-situ seating benches and bar height tables provide warmth and a tactile surface.

Paving
Pre-cast concrete pavers



Feature Paving
Recycled Red brick



In-situ Seating Bench
Timber

Bar ledge
Timber & black steel

6.3 Temporary Landscape

The materials of the temporary landscape should be cost effective and functional. Extensive areas of lawn will be welcomed by residents, workers and dog owners while areas of crushed granite can accommodate cafe furniture and picnic tables. Recycled concrete silos could form planters for trees and productive gardens and give an industrial character.

Breakout Areas
Crushed Granite

Paths
Gravel

Lawn Areas
Instant turf

Planters
Recycled Concrete Cylinders

05 Landscape Design
07 Planting Design

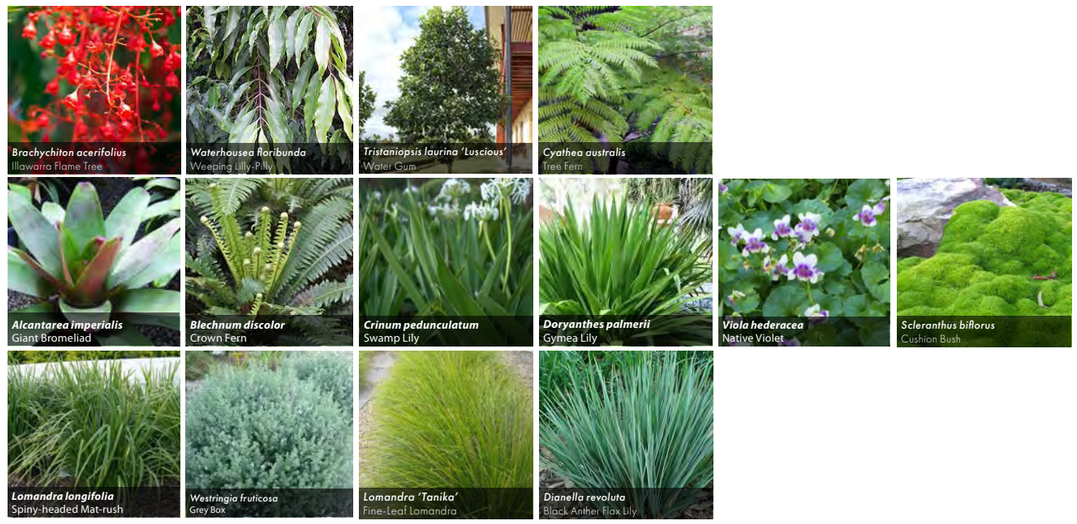
7.2 Design Intent

The planting concept consists of mostly native plants, with some exotics included for interest and climatic suitability (e.g bromeliads & succulents). The ground floor & public realm includes of Australian native rain forest species and are suited to the part shade conditions. The upper terraces continue a similar palette but with plants suited to rooftop and podium conditions. The species selected are hardy and low maintenance with low water consumption.

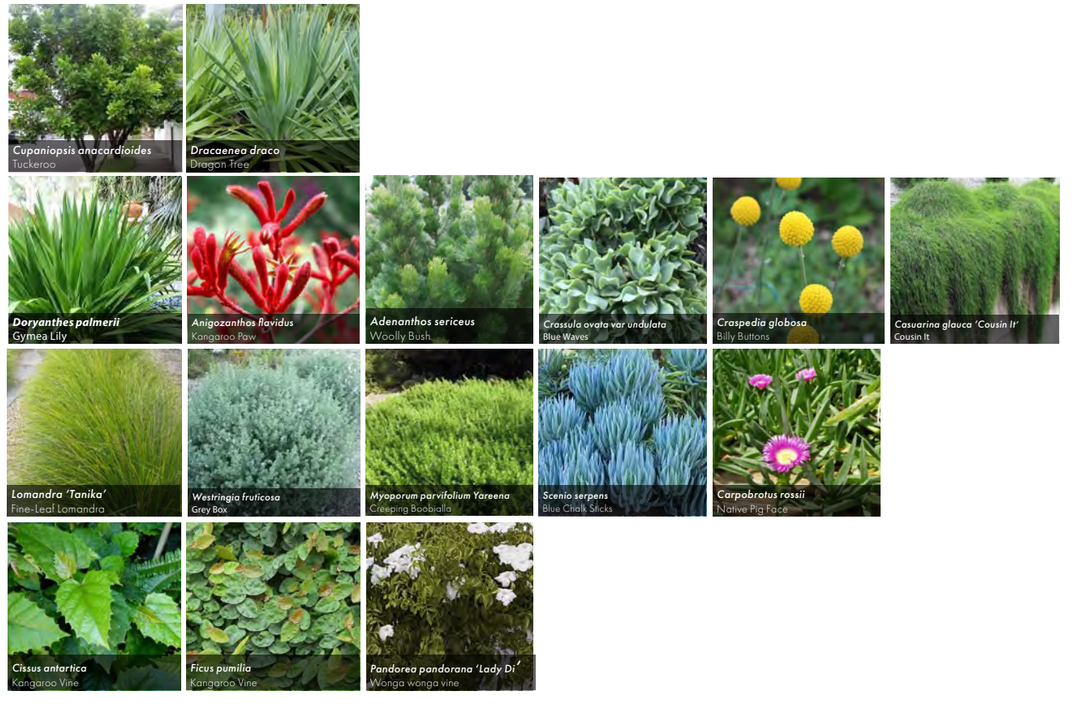
7.1 Planting Schedule

	Botanical Name	Common Name	Install Size	Planting Density	Mature size (hxw)
GROUND FLOOR & PUBLIC REALM					
TREES					
	Brachychiton acerifolius	Illawarra Flame Tree	100Lt	as shown	10-15 x 5m
	Waterhousea floribunda	Weeping Lily Pily	100Lt	as shown	8 x 5m
	Tristaniopsis laurina	Water Gum	45Lt	as shown	10 x 4m
SHRUBS					
	Alcantarea imperialis	Giant Bromeliad	45Lt	as shown	1 x 2m
	Cyathea australis	Tree fern	45Lt	as shown	2 x 3m
	Crinum pendunclutallum	Swamp Lily	300mm	as shown	1 x 1m
	Doryanthes palmeri	Doryanthes palmeri	300mm	as shown	3 x 3m
	Blechnum discolor	Crown Fern	300mm	as shown	1 x 1
GROUND COVERS					
	Scleranthus biflorous	Cushion bush	150mm	6m/2	0.4 x 3m
	Viola hederacea	Native Violet	150mm	6m/2	0.25 x 0.40m
FILTRATION SPECIES					
	Lomandra longifolia	Spiny-headed Mat-rush	300mm	5/m2	1.2 x 0.8m
	Dianella revoluta	Black Anther Flax Lily	300mm	5/m2	
	Lomandra longifolia 'Tankika'	Fine leaf Lomandra	300mm	5/m2	1 x 0.8m
	Westringia fruticosa	Grey Box	300mm	5/m2	1 x 1m
ROOF TERRACES					
TREES					
	Cupaniopsis anarcardoides	Tuckeroo	45Lt	as shown	10 x 4m
SHRUBS					
	Adenanthos sericeus	Woolly Bush	300mm	5/m2	1 x 1.5m
	Anigozanthos flavidus	Kangaroo Paw	300mm	5/m2	2 x 1.5m
	Crassula ovata 'Blue Waves'	Blue waves cassula	300mm	as shown	1 x 1m
	Doryanthes palmeri	Doryanthes palmeri	300mm	as shown	3 x 3m
	Dracena draco	Dragon Tree	300mm	as shown	2 x 3m
	Lomandra longifolia 'Tankika'	Fine leaf Lomandra	300mm	5/m2	1 x 0.8m
	Westringia fruticosa	Grey Box	300mm	5/m2	1 x 1m
GROUND COVERS					
	Casuarina glauca	Cousin IT	150mm	6m/2	0.1 x 3m
	Craspedia globosa	Billy buttons	150mm	6m/2	0.5 x 0.5m
	Myoporum parvifolium	Creeping boobialla	150mm	6m/2	0.1 x 3m
	Poa labillardieri	Common Tussock Grass	150mm	6m/2	1 x 0.5m
	Carpobrotus rossii	Native Pig Face	150mm	6m/2	0.4 x 3m
	Viola hederacea	Native Violet	150mm	6m/2	0.25 x 0.40m
CLIMBERS					
	[illegible]	Wonga wonga vine	150mm	4/lm	n/a
	Ficus pumilia	Climbing Fig	150mm	4/lm	n/a
	Cissus antartica	Kangaroo Vine	150mm	4/lm	n/a
CARPARK VENTS					
CLIMBERS					
	Cissus antartica	Kangaroo Vine	150mm	4/lm	n/a

GROUND FLOOR & PUBLIC REALM



UPPER TERRACES



05 Landscape Design

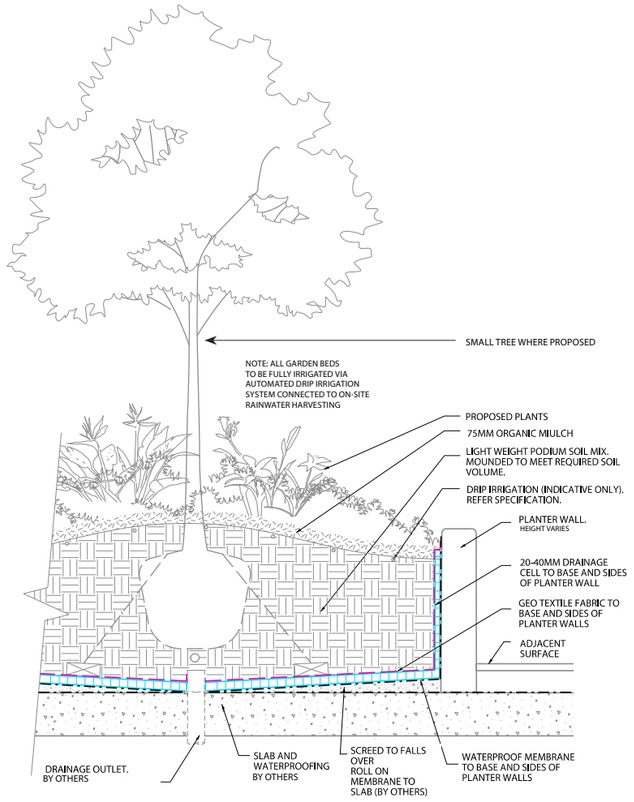
08 Irrigation & Maintenance

All proposed planting within the site would be serviced by an automatic drip irrigation system with moisture sensors, (to be specified within the Landscape Specification). All landscape irrigation will be sourced from the on-site rain harvesting system.

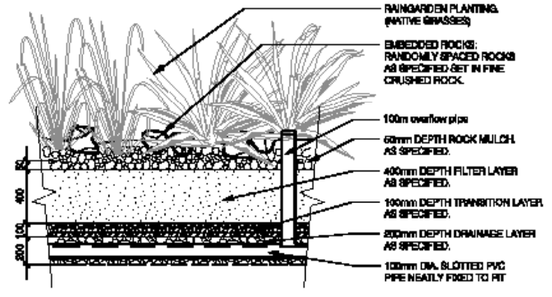
The maintenance of the landscape will be paramount to its establishment and ongoing ability to thrive. The species selected are known performers in situations where soil depth and light levels are limited,however a rigorous continuous maintenance regime will ensure the garden installation flourishes and presents well throughout the year.

Maintenance activities undertaken, during and post establishment, will include; weeding; tip pruning; fertilizer application; herbicide spray (if appropriate), replenishment of mulch; and monitoring of plant health and performance and the implementation of other appropriate horticultural measures to ensure optimal growth at all times.

09 Typical Landscape Details



Planter on structure detail



NOTE: RAIN GARDEN SIZE AND PITS TO BE DETERMINED BY ENGINEERS

Rain Garden detail

06 Development Summary

Development summary is indicative only. Subject to change following detailed design.

850 Lorimer Street

Stage 1, Stage 2

Development Summary 25/05/2020
Project Number: 1854

			STAGE 2 - PODIUM + TOWER A									STAGE 2 - TOWER B							STAGE 1				
			RESIDENTIAL APARTMENTS						RETAIL			RESIDENTIAL APARTMENTS							COMMERCIAL				
			1 Bed 1 Bath	2 Bed 2 Bath	3 Bed 2 Bath	Total	NSA (m2) (incl Balcony)	External Communal (m2)	Retail GFA* (m2)	Commercial GFA* (m2)	GFA* (m2)* (incl Balcony & Stage 2 Carpark)	1 Bed 1 Bath	2 Bed 2 Bath	3 Bed 2 Bath	Total	NSA (m2) (incl Balcony)	External Communal (m2)	GFA* (m2) (incl Balcony)	Retail GFA* (m2)	Office GFA* (m2) (incl Balcony)	Office NFA** (m2) (incl amenities)	Terrace (m2)	GFA (m2)* (incl Carpark)
Basement											2479												3839
Ground	G	PODIUM		3	1	4	266		764	309	4234								638	1695	1006		4283
	P1	PODIUM									1425												1745
Level 1		PODIUM	3	5	1	9	996		60		1345									2157	1707		2157
	P2	PODIUM									2882												2159
Level 2		PODIUM	5	4	3	12	1053				4246									2152	1678		2152
	P3	PODIUM																					2143
Level 3								3000			525							724		2657	2362	1638	2657
Level 4			4	2	1	7	530				628	5	2	2	9	735		850		2762	2424		2762
Level 5			4	2	1	7	530				628	5	2	2	9	735		850		2869	2512		2869
Level 6			4	2	1	7	530				628	5	2	2	9	735		850		2858	2519		2858
Level 7			4	2	1	7	530				628	5	2	2	9	735		850		2783	2396	121	2783
Level 8			4	2	1	7	530				628	5	2	2	9	735		850		1913	1612	991	1913
Level 9			4	2	1	7	530				628	5	2	2	9	735		850		1098	864	497	1098
Level 10			4	2	1	7	530				628	5	2	2	9	735		850		997	815	49	997
Level 11			4	2	1	7	530				628	5	2	2	9	735		850					
Level 12			4	2	1	7	530				628	5	2	2	9	735		850					
Level 13			4	2	1	7	530				628	5	2	2	9	735		850					
Level 14			4	2	1	7	530				628	5	2	2	9	735		850					
Level 15			2	2	2	6	532				628	5	2	2	9	735		850					
Level 16			2	2	2	6	532				628	5	2	2	9	735		850					
Level 17			2	2	2	6	532				628	5	2	2	9	735		850					
Level 18			2	2	2	6	532				628	5	2	2	9	735		850					
Level 19			2	2	2	6	532				628	5	2	2	9	735		850					
Level 20			2	2	2	6	532				628	5	2	2	9	735		850					
Level 21			2	2	2	6	532				628	5	2	2	9	735		850					
Level 22			2	2	2	6	532				628	5	2	2	9	735		850					
Level 23			2	2	2	6	532				628	5	2	2	9	735		850					
Rooftop																							
Total			**70**	**52**	**34**	**156**	**12935**	**3000**	**824**	**309**	**29685**	**100**	**40**	**40**	**180**	**14696**		**17724**	**638**	**23940**	**19895**	**3296**	**36412**
Mix			**45%**	**33%**	**22%**	**100%**						**56%**	**22%**	**22%**	**100%**								
Total Stage 2			**170**	**92**	**74**	**336**	**27631**	**3000**	**824**	**309**	**47409**												
Mix			**51%**	**27%**	**22%**	**100%**																	
Total All Stages			**170**	**92**	**74**	**336**	**27631**	**6296**	**1462**	**24249**	**83821**												
Mix			**51%**	**27%**	**22%**	**100%**																	

Overall Development summary		
	Notes	Total
Site Area (m2)	From Title	1.01 ha
Total GFA (m2)		83821
Total Dwellings		336

Car Parking - Stage 2						
	Residential	Resi. Visitor	Retail	Commercial		Total
Basement 1	49					49
Ground	9		8	3		20
P1	19					19
P2	64					64
P3	64					64
	205		8	3		**216**
includes 10 car share spaces						

Bike Parking - Stage 2						
	Residential	Resi. Visitor	Staff	Vistor		Total
Basement	64					64
Ground	272	34	23	1		330
	336	34	23	1		**394**

Motorcycle Parking - Stage 2			
	Residential	Non Resi	Total
Basement	6		6
Ground	1	1	2
	6	1	**8**

Car Parking - Stage 1			
	Commercial	Retail	Total
Basement	65		65
Ground	8	6	14
P1	42		42
P2	62		62
P3	62		62
	239	**6**	**245**
includes 4 car share spaces			

Bike Parking - Stage 1			
	Staff	Visitor	Total
Basement	188		188
Ground	223	21	244
	411	**21**	**432**

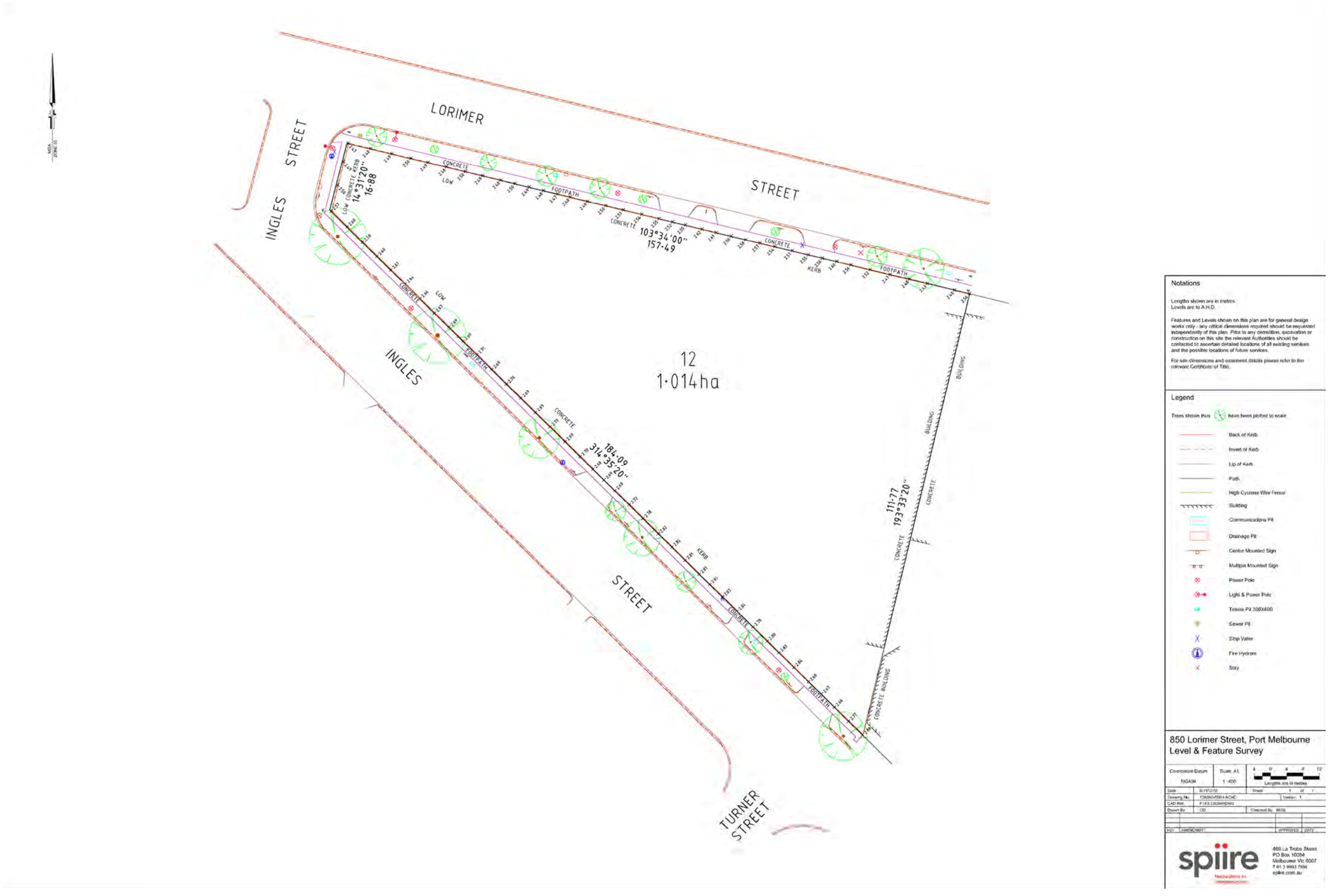
Motorcycle Parking - Stage 1		
	Commercial	Total
P2	3	3
	3	**3**

NOTE
** GFA measurement based on Planning Scheme Definition - The total floor area of a building, measured from the outside of external walls or the centre of party walls, and includes all roofed areas.*
*** NFA measurement based on Planing Scheme Definition - The total floor area of all floors of all buildings on a site. It includes half the width of any party wall and the full width of all other walls. It does not include the area of stairs, loading bays, accessways, or car parking areas, or any area occupied by machinery required for air conditioning, heating, power supply, or lifts.*

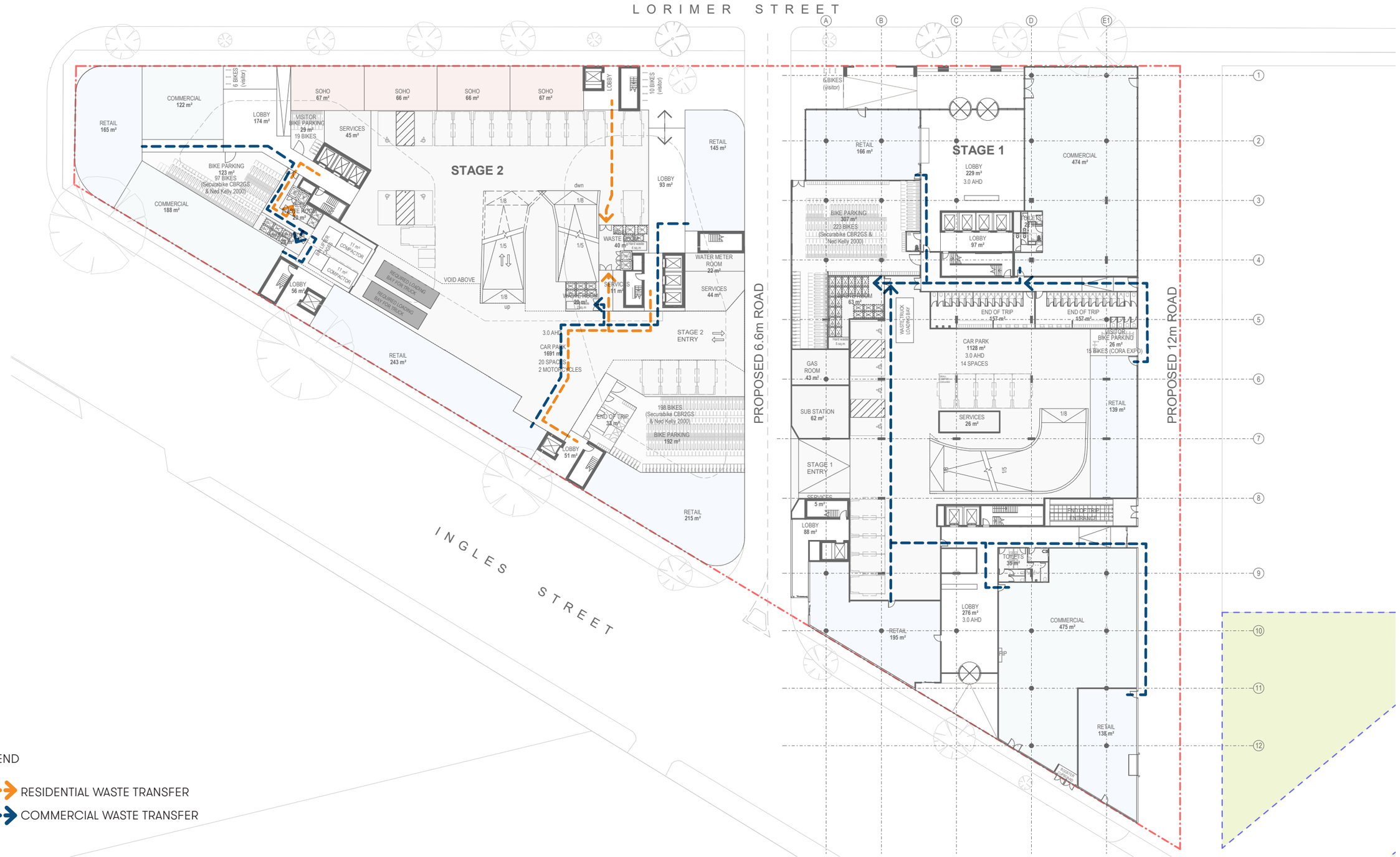
The information presented herein is preliminary.
It will require further advice from a professional planning consultant and other consultants and is subject to approval from the relevant Statutory Authorities.
Accurate survey information will be required from a licensed land surveyor. Any information shown to date shall be subject to confirmation by a licensed land surveyor.
Floor areas shown have generally been measured using the guidelines – published by the Property Council of Australia.
All areas and measurements shown are rounded to the nearest whole number.
All areas shown have generally been measured from drawings produced at the yield study stage and are approximate and for illustrative purposes only.
Further development of this design will require information produced by a number of specialist consultants.
This information, together with other considerations, such as the requirements of relevant statutory authorities, construction tolerances and the like, and/or changes requested by the client, may result in significant changes to the information presented.
Hayball accepts no legal responsibilities for any decision, commercial or otherwise, made on the basis of the information presented.

07 Appendix

01 Level & Feature Survey



07 Appendix
02 Waste Transfer Diagram



LEGEND

- RESIDENTIAL WASTE TRANSFER
- COMMERCIAL WASTE TRANSFER

Hayball

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Surry Hills NSW 2010
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Brisbane QLD 4000
T +61 7 3211 9821

hayball@hayball.com.au
hayball.com.au

850 - 858 LORIMER ST, PORT MELBOURNE

NO	SHEET NAME
TP00.00	COVER SHEET
TP00.01	SITE PLAN
TP01.00	BASEMENT PLAN
TP01.01	GROUND FLOOR PLAN
TP01.02	CAR PARK LEVEL 1
TP01.03	LEVEL 1
TP01.04	CAR PARK LEVEL 2
TP01.05	LEVEL 2/P 3
TP01.06	LEVEL 3
TP01.07	LEVEL 4
TP01.08	LEVEL 5
TP01.09	LEVEL 6
TP01.10	LEVEL 7
TP01.11	LEVEL 8
TP01.12A	LEVEL 9
TP01.12B	LEVEL 10
TP01.13	LEVEL 11 - 14
TP01.14	LEVEL 15 - 23
TP02.01	LORIMER STREET SECTION
TP03.01	SOUTH ELEVATION
TP03.02	WEST ELEVATION
TP03.03	NORTH ELEVATION
TP03.04	EAST ELEVATION
TP04.01	PODIUM ELEVATIONS
TP04.02	FACADE DETAILS 01
TP04.03	FACADE DETAILS 02

Project Title
850 LORIMER STREET
850-858 LORIMER STREET, PORT MELBOURNE

Drawing Title
COVER SHEET

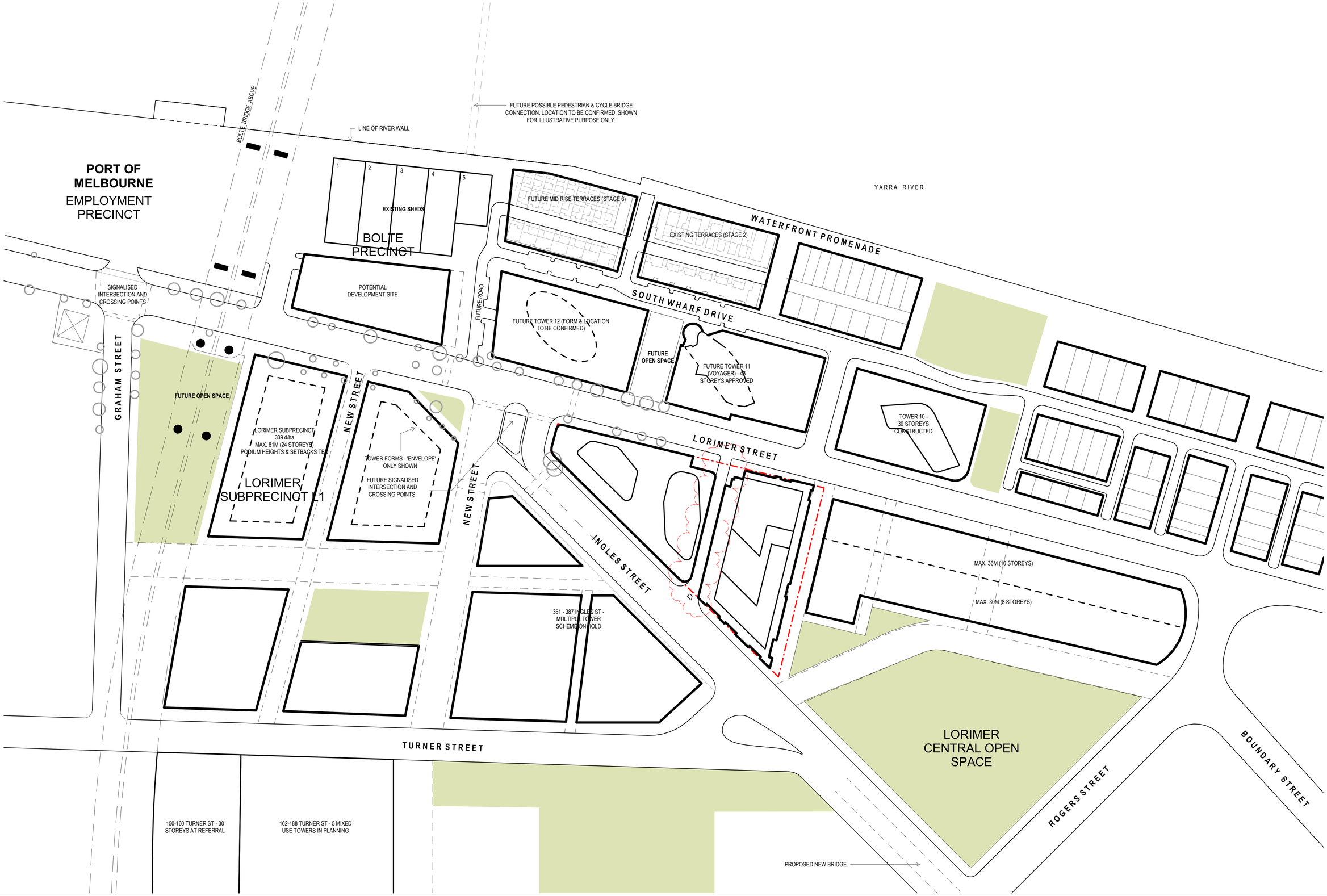
Status
TOWN PLANNING
WITHOUT PREJUDICE

Project No	Drawing No	Revision
1854	TP00.00	2

Drawn By	OK
Checked By	LB
Date Printed	22/05/2020 2:03:49 PM
Scale	@ A1

Rev	Date	Description
1	11.07.19	TOWN PLANNING ISSUE
2	22.05.20	REVISED TOWN PLANNING DRAWINGS

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028



Project Title
850 LORIMER STREET
850-858 LORIMER STREET, PORT MELBOURNE

Drawing Title
SITE PLAN

Status
TOWN PLANNING
WITHOUT PREJUDICE

Project No 1854

Drawing No TP00.01

Revision 2

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Checked By	LB
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2	22.05.20	REVISED TOWN PLANNING DRAWINGS

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
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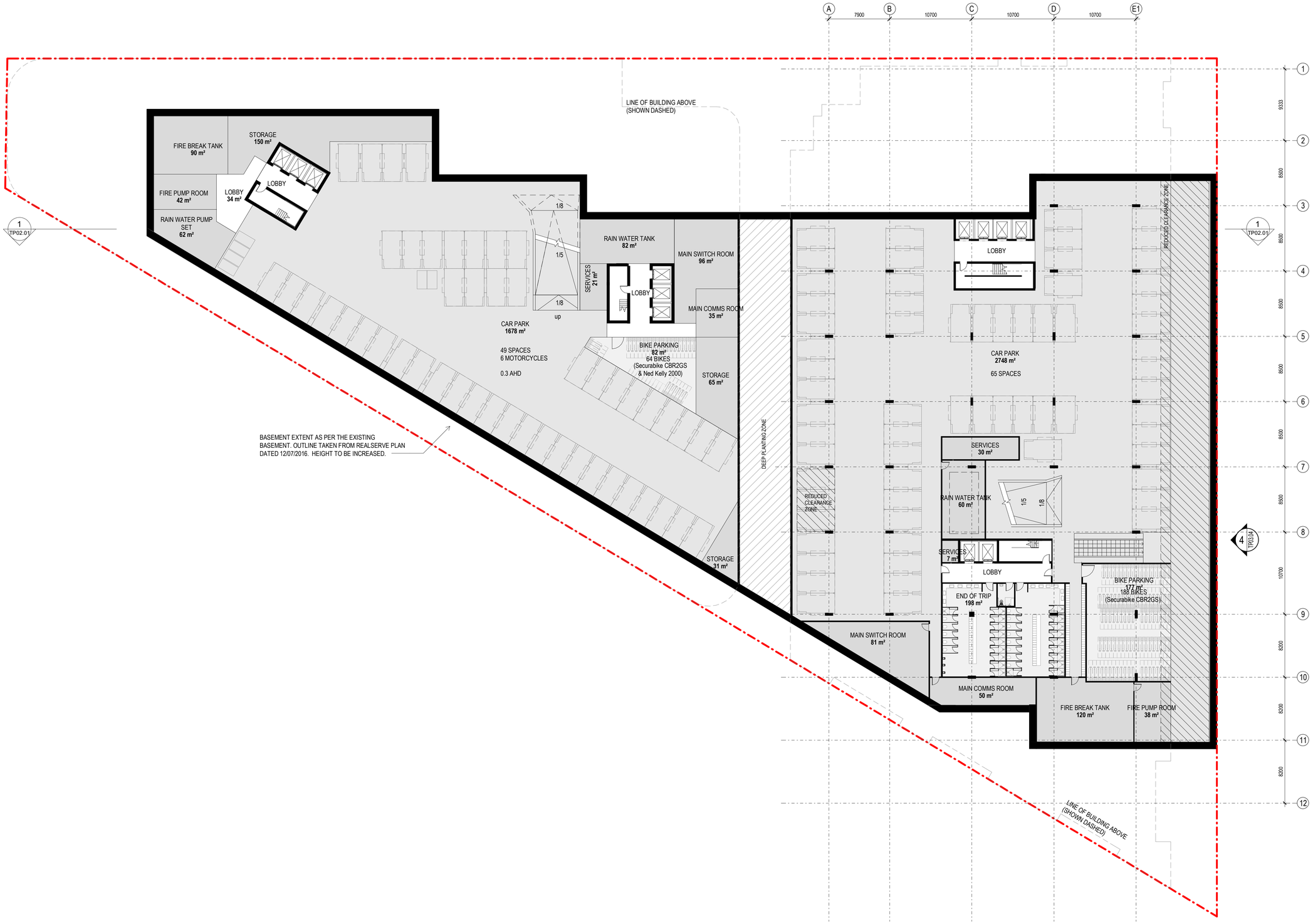
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028

hayball



Project Title
850 LORIMER STREET
850-858 LORIMER STREET, PORT MELBOURNE

Drawing Title
BASEMENT PLAN

Status
TOWN PLANNING
WITHOUT PREJUDICE

Project No	Drawing No	Revision
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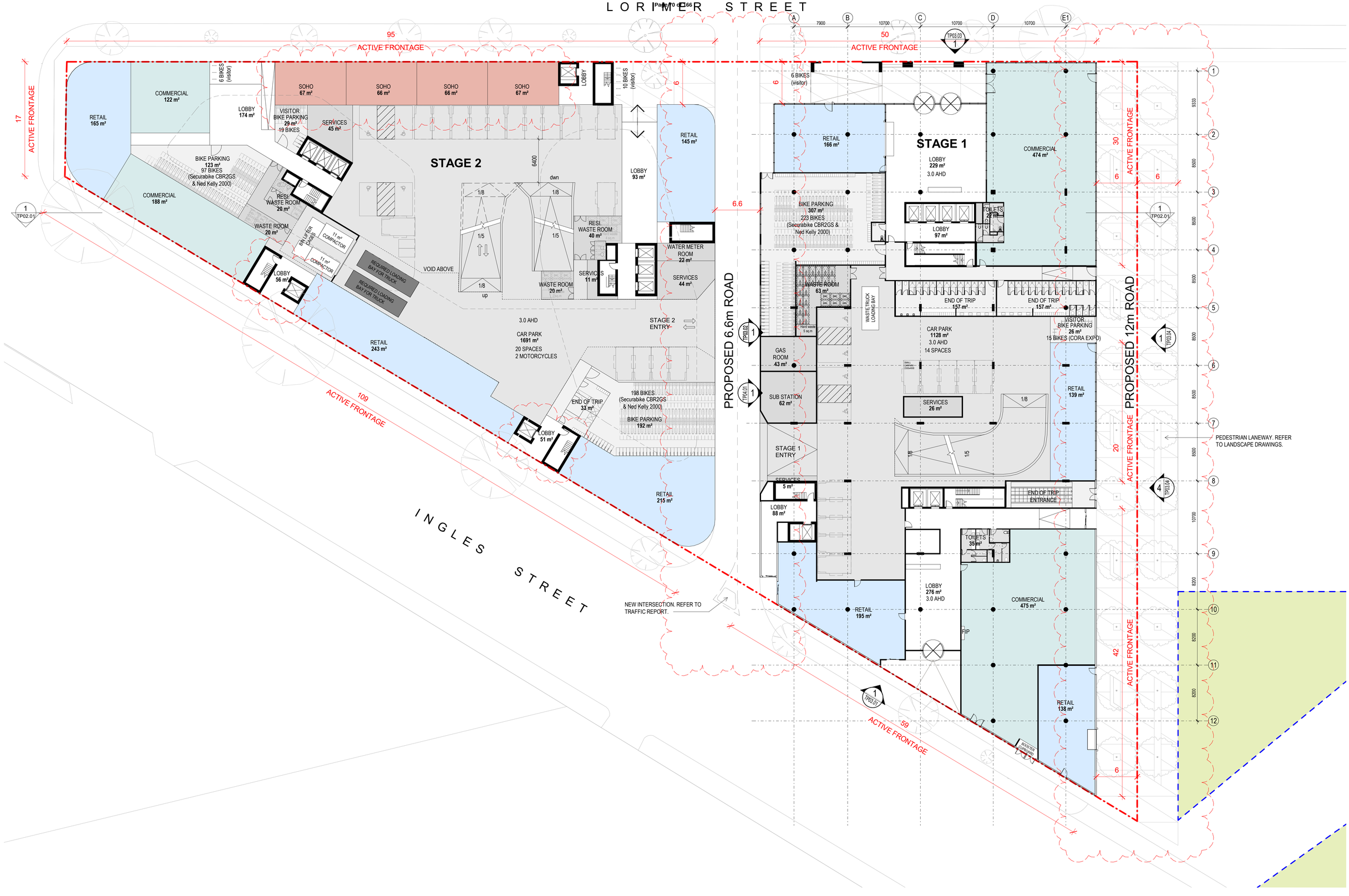
2	22.05.20	REVISED TOWN PLANNING DRAWINGS

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028



Project Title	**Drawing Title**	**Status**	**Project No**	**Drawing No**	**Revision**	**Drawn By**	OK	0 2.5 5 7.5 12.5 m	**Rev**	**Date**	**Description**	**Melbourne :**	Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
850 LORIMER STREET	GROUND FLOOR PLAN	TOWN PLANNING	1854	TP01.01	2	**Checked By**	LB		1	11.07.19	TOWN PLANNING ISSUE	**Sydney :**	GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
850-858 LORIMER STREET, PORT MELBOURNE		WITHOUT PREJUDICE				**Date Printed**	22/05/2020 3:14:52 PM		2	22.05.20	REVISED TOWN PLANNING DRAWINGS	**Brisbane :**	Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
						Scale	1 : 250@ A1					ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028	

Project Title	Drawing Title	Status	Project No	Drawing No	Revision
850 LORIMER STREET 850-858 LORIMER STREET, PORT MELBOURNE	CAR PARK LEVEL 1	TOWN PLANNING WITHOUT PREJUDICE	1854	TP01.02	2

Drawn By	OK
Checked By	LB
Date Printed	22/05/2020 2:03:57 PM
Scale	1 : 250@ A1

0 2.5 5 7.5 12.5 m

Rev	Date	Description
1	11.07.19	TOWN PLANNING ISSUE
2	22.05.20	REVISED TOWN PLANNING DRAWINGS

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521,
Richard Leonard 7522, David Tordoff 8028

LORIMER STREET

INGLES STREET

CARPARK LEVEL 2

SOHO 58 m² | SOHO 57 m² | SOHO 57 m² | SOHO 71 m²
BAL 8 m² | BAL 8 m² | BAL 8 m² | BAL 8 m²

RETAIL 60 m²
2B2B 75 m² | BAL 14 m²
LOBBY 43 m²
1B1B 51 m² | BAL 11 m²
2B2B 72 m² | BAL 14 m²
2B2B 72 m² | BAL 14 m²
3B2B 103 m² | BAL 15 m²
2B2B 73 m² | BAL 8 m²
LOBBY 91 m²
2B2B 74 m² | BAL 8 m²
1B1B 52 m² | BAL 8 m² | BAL 8 m²
1B1B 51 m² | LOBBY 102 m²

CARPARK VENTING 50% POROSITY

PLANTING TO ROOFSCAPE. NOT ACCESIBLE. MAINTENANCE ACCESS ONLY.

PROPOSED 6.6m ROAD

PROPOSED 12m ROAD

COMMERCIAL 501 m² 7.5 AHD
BAL 169 m²
50% POROSITY SCREEN BETWEEN BALCONY AND CARPARK
VENTING 50% POROSITY TO BALCONY AND CARPARK
SERVICES 31 m²
LOBBY 90 m²
COMMERCIAL 261 m²
CARPARK LEVEL 2
LOBBY 55 m²
LOBBY 97 m²
COMMERCIAL 186 m²
COMMERCIAL 650 m² 7.5 AHD

A 7899 | B 10700 | C 10700 | D 10700 | E1
1 2 3 4 5 6 7 8 9 10 11 12
9333 | 8500 | 8600 | 8600 | 8600 | 8600 | 8600 | 10700 | 8200 | 8200 | 8200

TP03.03 1 | TP02.01 1 | TP03.02 1 | TP03.04 1 | TP03.04 4 | TP03.01 1

Project Title	**Drawing Title**	**Status**	**Project No**	**Drawing No**	**Revision**		
850 LORIMER STREET 850-858 LORIMER STREET, PORT MELBOURNE	LEVEL 1	TOWN PLANNING WITHOUT PREJUDICE	1854	TP01.03	2		

Drawn By	OK
Checked By	LB
Date Printed	22/05/2020 2:03:58 PM
Scale	1 : 250@ A1

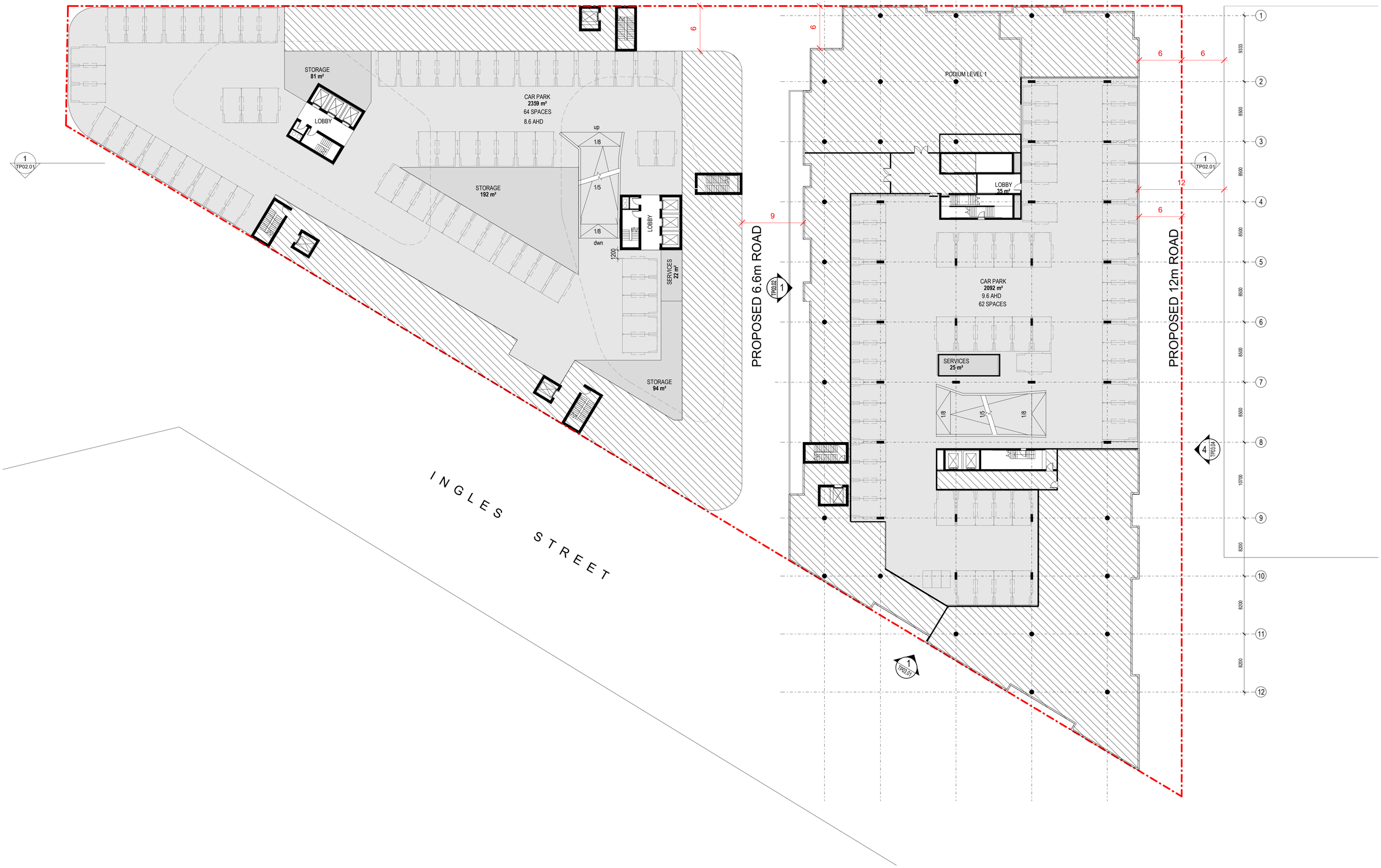
0 2.5 5 7.5 12.5 m

Rev	Date	Description
1	11.07.19	TOWN PLANNING ISSUE
2	22.05.20	REVISED TOWN PLANNING DRAWINGS

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028

LORIMER STREET

INGLES STREET



Project Title	**Drawing Title**	**Status**	**Project No**	**Drawing No**	**Revision**	**Drawn By**	OK	0 2.5 5 7.5 12.5 m	**Rev**	**Date**	**Description**
850 LORIMER STREET	CAR PARK LEVEL 2	TOWN PLANNING	1854	TP01.04	2	**Checked By**	LB		1	11.07.19	TOWN PLANNING ISSUE
850-858 LORIMER STREET, PORT MELBOURNE		WITHOUT PREJUDICE				**Date Printed**	22/05/2020 2:03:59 PM		2	22.05.20	REVISED TOWN PLANNING DRAWINGS
						Scale	1 : 250@ A1				

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028

LORIMER STREET

INGLES STREET

PROPOSED 6.6m ROAD

PROPOSED 12m ROAD

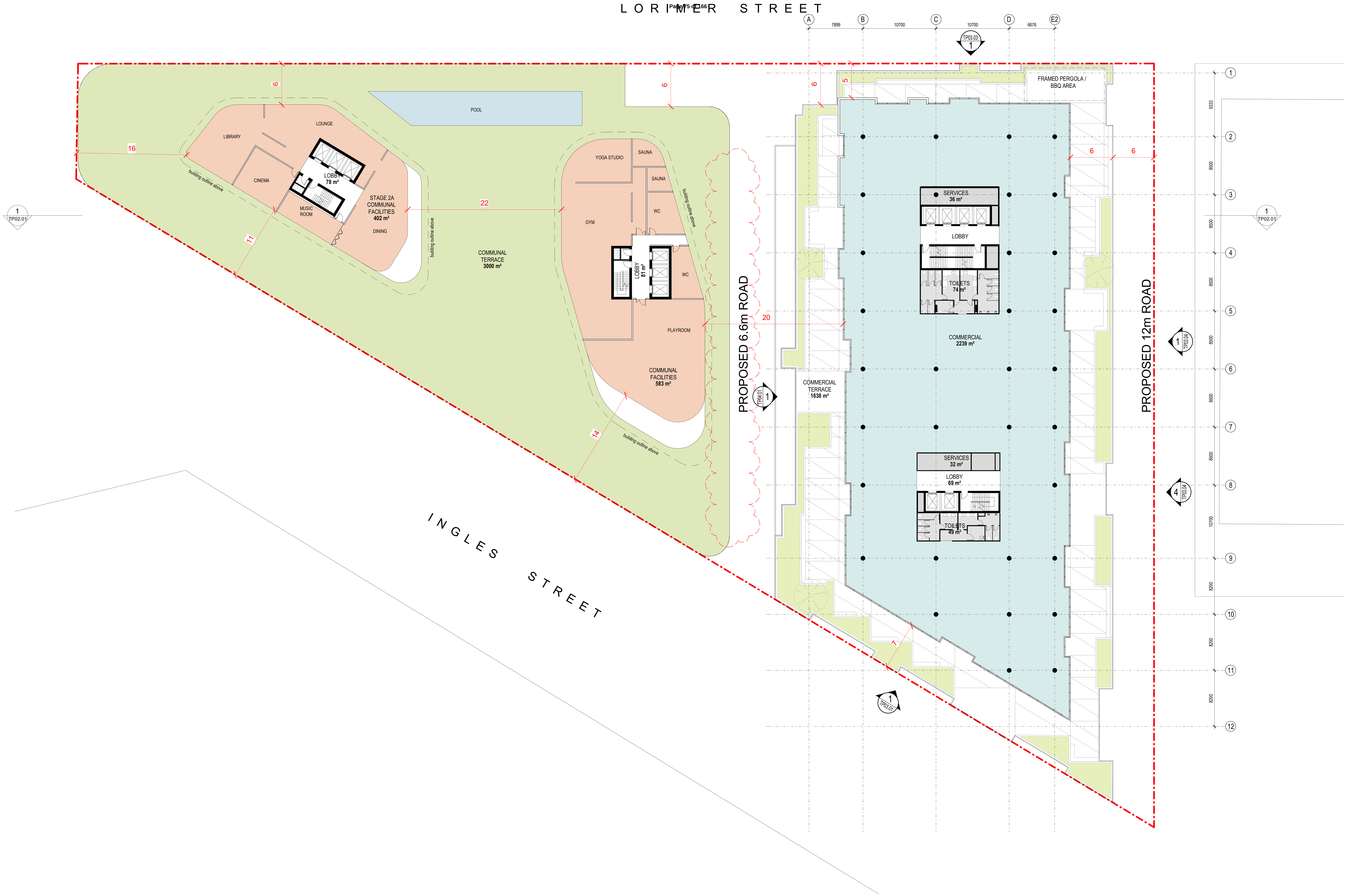
SOHO 67 m²
3B2B 102 m²
BAL 15 m²
1B1B 51 m²
BAL 10 m²
LOBBY
STORAGE 78 m²
LOBBY
11.3 AHD
CARPARK LEVEL 3
64 SPACES
CAR PARK 2304 m²
1/8
1/5
1/8
dwn
STORAGE 196 m²
LOBBY 82 m²
LOBBY 69 m²
SERVICES 22 m²
1B1B 54 m²
BAL 10 m²
1B1B 51 m²
BAL 13 m²
1B1B 51 m²
BAL 11 m²
2B2B 72 m²
BAL 14 m²
2B2B 72 m²
BAL 14 m²
STORAGE 93 m²
LOBBY 97 m²
BAL 8 m²
2B2B 73 m²
3B2B 103 m²
BAL 15 m²
LOBBY 20 m²
LOBBY 87 m²
3B2B 99 m²
BAL 42 m²
BAL 8 m²
1B1B 50 m²
2B2B 73 m²
BAL 8 m²
CARPARK VENTING 50% POROSITY
1 TP02.01
6
9.6
7899
10700
10700
10700
A
B
C
D
E1
1 TP03.03
COMMERCIAL 471 m² 11.3 AHD
BAL 166 m²
VENTING 50% POROSITY TO BALCONY AND CARPARK
50% POROSITY SCREEN BETWEEN BALCONY AND CARPARK
TOILETS 48 m²
SERVICES 36 m²
LOBBY 72 m²
COMMERCIAL 251 m²
CARPARK LEVEL 3
CAR PARK 2109 m²
62 SPACES
12.4 AHD
SERVICES 26 m²
1/8
1/5
1/8
TOILETS 18 m²
LOBBY 56 m²
LOBBY 81 m²
TOILETS 10 m²
COMMERCIAL 170 m²
COMMERCIAL 672 m²
1 TP03.02
1 TP03.01
1 TP03.04
4 TP03.04
1 TP02.01
9333
8500
8500
8500
8500
8500
10700
8200
8200
8200
1
2
3
4
5
6
7
8
9
10
11
12

Project Title	**Drawing Title**	**Status**	**Project No**	**Drawing No**	**Revision**	**Drawn By**	OK	**Rev**	**Date**	**Description**
850 LORIMER STREET	LEVEL 2/P 3	TOWN PLANNING	1854	TP01.05	2	**Checked By**	LB	1	11.07.19	TOWN PLANNING ISSUE
850-858 LORIMER STREET, PORT MELBOURNE		WITHOUT PREJUDICE				**Date Printed**	22/05/2020 2:04:01 PM	2	22.05.20	REVISED TOWN PLANNING DRAWINGS
						Scale	1 : 250@ A1			

0 2.5 5 7.5 12.5 m

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028

hayball



Project Title	Drawing Title	Status	Project No	Drawing No	Revision
850 LORIMER STREET 850-858 LORIMER STREET, PORT MELBOURNE	LEVEL 3	TOWN PLANNING WITHOUT PREJUDICE	1854	TP01.06	2

Drawn By	OK
Checked By	LB
Date Printed	22/05/2020 2:04:02 PM
Scale	1 : 250@ A1

Rev	Date	Description
1	11.07.19	TOWN PLANNING ISSUE
2	22.05.20	REVISED TOWN PLANNING DRAWINGS

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028

Project Title	Drawing Title	Status	Project No	Drawing No	Revision
850 LORIMER STREET 850-858 LORIMER STREET, PORT MELBOURNE	LEVEL 4	TOWN PLANNING WITHOUT PREJUDICE	1854	TP01.07	2

Drawn By: OK
Checked By: LB
Date Printed: 22/05/2020 2:04:03 PM
Scale: 1 : 250@ A1

0 2.5 5 7.5 12.5 m

Rev	Date	Description
1	11.07.19	TOWN PLANNING ISSUE
2	22.05.20	REVISED TOWN PLANNING DRAWINGS

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028

LORIMER STREET

INGLES STREET

PROPOSED 6.6m ROAD

PROPOSED 12m ROAD

Project Title	**Drawing Title**	**Status**	
850 LORIMER STREET 850-858 LORIMER STREET, PORT MELBOURNE	LEVEL 5	TOWN PLANNING WITHOUT PREJUDICE	

Project No	**Drawing No**	**Revision**		
1854	TP01.08	2		
Drawn By	OK			
Checked By	LB			
Date Printed	22/05/2020 2:04:04 PM			
Scale	1 : 250@ A1			

0 2.5 5 7.5 12.5 m

Rev	Date	Description
1	11.07.19	TOWN PLANNING ISSUE
2	22.05.20	REVISED TOWN PLANNING DRAWINGS

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028

Project Title	Drawing Title	Status	Project No	Drawing No	Revision
850 LORIMER STREET 850-858 LORIMER STREET, PORT MELBOURNE	LEVEL 6	TOWN PLANNING WITHOUT PREJUDICE	1854	TP01.09	2

Drawn By	OK
Checked By	LB
Date Printed	22/05/2020 2:04:06 PM
Scale	1 : 250@ A1

0 2.5 5 7.5 12.5 m

Rev	Date	Description
1	11.07.19	TOWN PLANNING ISSUE
2	22.05.20	REVISED TOWN PLANNING DRAWINGS

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028

LORIMER STREET

INGLES STREET

PROPOSED 6.6m ROAD

PROPOSED 12m ROAD

Project Title	850 LORIMER STREET 850-858 LORIMER STREET, PORT MELBOURNE
Drawing Title	LEVEL 7
Status	TOWN PLANNING WITHOUT PREJUDICE
Project No	1854
Drawing No	TP01.10
Revision	2
Drawn By	OK
Checked By	LB
Date Printed	22/05/2020 2:04:08 PM
Scale	1 : 250@ A1

Rev	Date	Description
1	11.07.19	TOWN PLANNING ISSUE
2	22.05.20	REVISED TOWN PLANNING DRAWINGS

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028

LORIMER STREET

INGLES STREET

PROPOSED 6.6m ROAD

PROPOSED 12m ROAD

7899 | 10700 | 10700 | 6676

9333 | 8500 | 8500 | 8500 | 8500 | 8500 | 10700 | 8200 | 8200 | 8200

15 | 18.5 | 18.5 | 22 | 19 | 6 | 10 | 10 | 10 | 5 | 5 | 6

BAL 14 m² | 2B2B 76 m² | BAL 11 m² | BAL 11 m² | 3B2B 103 m² | 1B1B 50 m² | 1B1B 50 m² | BAL 10 m² | BAL 10 m² | 1B1B 51 m² | 1B1B 50 m² | BAL 10 m² | 2B2B 73 m² | BAL 10 m²

BAL 14 m² | BAL 11 m² | 2B2B 72 m² | 3B2B 106 m² | BAL 10 m² | 1B1B 50 m² | BAL 4 m² | BAL 10 m² | 1B1B 64 m² | 1B1B 51 m² | BAL 11 m² | 1B1B 57 m² | BAL 12 m² | BAL 10 m² | 2B2B 75 m² | BAL 10 m² | 1B1B 51 m² | 3B2B 101 m² | BAL 18 m²

BAL 41 m² | COMMERCIAL | SERVICES 36 m² | LOBBY | SERVICES 7 m² | TOILETS 48 m² | COMMERCIAL 1564 m² | BBQ AREA / FRAMED PERGOLA | SERVICES 21 m² | Lift overrun | COMMERCIAL TERRACE 991 m²

1 TP02.01 | 1 TP03.01 | 1 TP03.02 | 1 TP03.03 | 1 TP03.04

Project Title	Drawing Title	Status	Project No	Drawing No	Revision
850 LORIMER STREET 850-858 LORIMER STREET, PORT MELBOURNE	LEVEL 8	TOWN PLANNING WITHOUT PREJUDICE	1854	TP01.11	2

Drawn By	OK
Checked By	LB
Date Printed	22/05/2020 2:04:09 PM
Scale	1 : 250@ A1

0 2.5 5 7.5 12.5 m

Rev	Date	Description
1	11.07.19	TOWN PLANNING ISSUE
2	22.05.20	REVISED TOWN PLANNING DRAWINGS

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028

hayball

LORIMER STREET

INGLES STREET

PROPOSED 6.6m ROAD

PROPOSED 12m ROAD

BAL 14 m²
2B2B 76 m²
BAL 11 m²
BAL 11 m²
3B2B 103 m²
1B1B 52 m²
1B1B 51 m²
1B1B 50 m²
BAL 10 m²
BAL 10 m²
1B1B 50 m²
2B2B 73 m²
BAL 10 m²
BAL 10 m²
15
5
10
18.5
10

BAL 14 m²
3B2B 106 m²
BAL 11 m²
2B2B 72 m²
BAL 10 m²
1B1B 50 m²
BAL 4 m²
BAL 10 m²
1B1B 64 m²
1B1B 57 m²
BAL 12 m²
BAL 10 m²
1B1B 51 m²
1B1B 51 m²
BAL 11 m²
BAL 10 m²
2B2B 75 m²
3B2B 101 m²
BAL 18 m²
10
18.5

BAL 41 m²
TOILETS 50 m²
COMMERCIAL 814 m²
SERVICES 34 m²
LOBBY
SERVICES 7 m²
BBQ AREA / FRAMED PERGOLA
5
6
COMMERCIAL TERRACE 497 m²
ROOF PLANT 318 m²

A 7899 B 10700 C 10700 D 6676 E2

1 2 3 4 5 6 7 8 9 10 11 12

9333 8500 8500 8500 8500 8500 8500 10700 8200 8200 8200

1 TP02.01
1 TP03.02
1 TP03.03
1 TP03.04
1 TP03.01

Project Title	**Drawing Title**	**Status**	**Project No**	**Drawing No**	**Revision**	
850 LORIMER STREET 850-858 LORIMER STREET, PORT MELBOURNE	LEVEL 9	TOWN PLANNING WITHOUT PREJUDICE	1854	TP01.12A	2	

Drawn By	OK
Checked By	LB
Date Printed	22/05/2020 2:04:11 PM
Scale	1 : 250@ A1

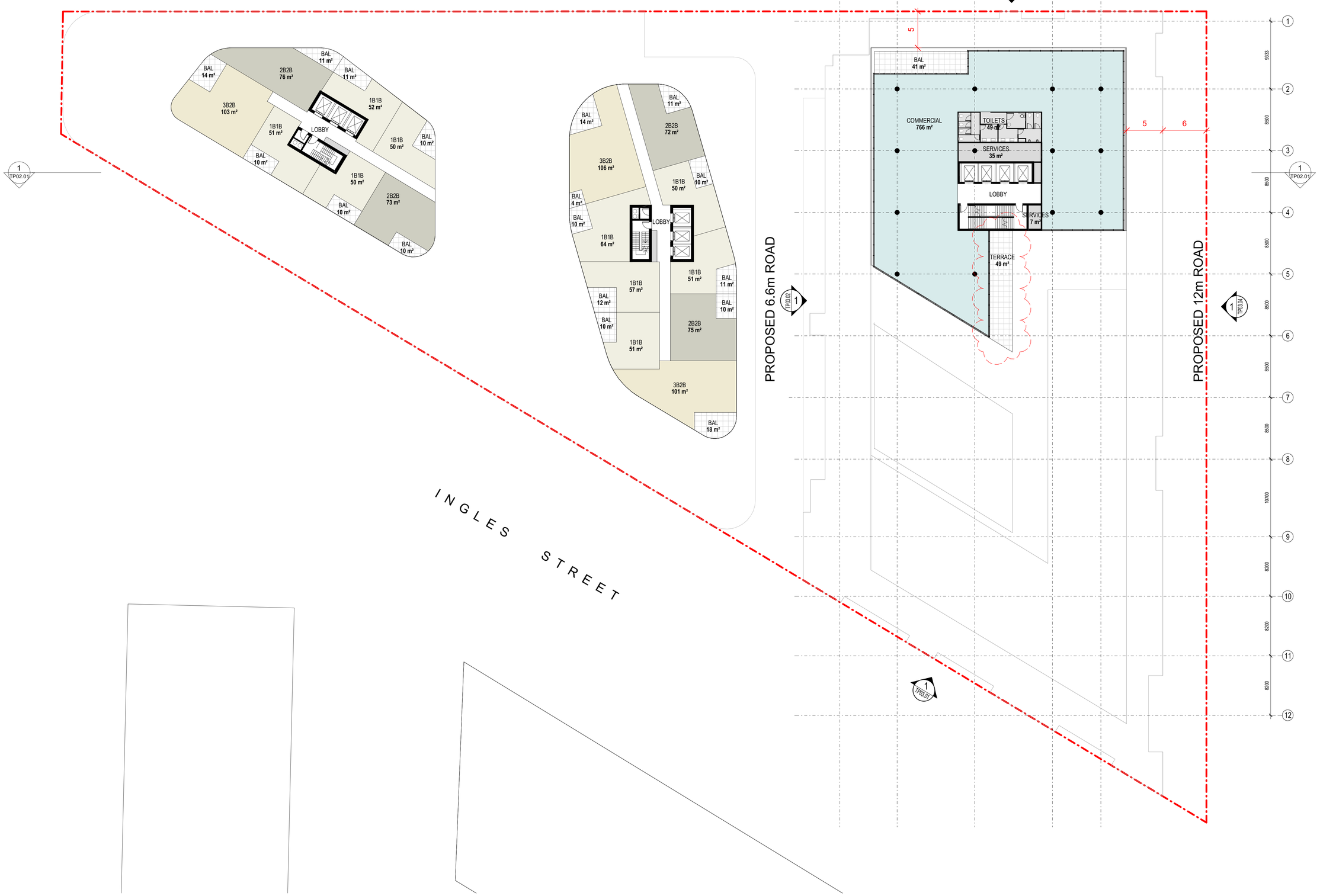
0 2.5 5 7.5 12.5 m

Rev	Date	Description
1	11.07.19	TOWN PLANNING ISSUE
2	22.05.20	REVISED TOWN PLANNING DRAWINGS

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028

LORIMER STREET

INGLES STREET



Project Title	**Drawing Title**	**Status**	**Project No**	**Drawing No**	**Revision**	**Drawn By**	Author	0 2.5 5 7.5 12.5 m	**Rev**	**Date**	**Description**
850 LORIMER STREET	LEVEL 10	TOWN PLANNING	1854	TP01.12B	1	**Checked By**	Checker		1	22.05.20	REVISED TOWN PLANNING DRAWINGS
850-858 LORIMER STREET, PORT MELBOURNE		WITHOUT PREJUDICE				**Date Printed**	22/05/2020 2:04:12 PM				
						Scale	1 : 250@ A1				

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
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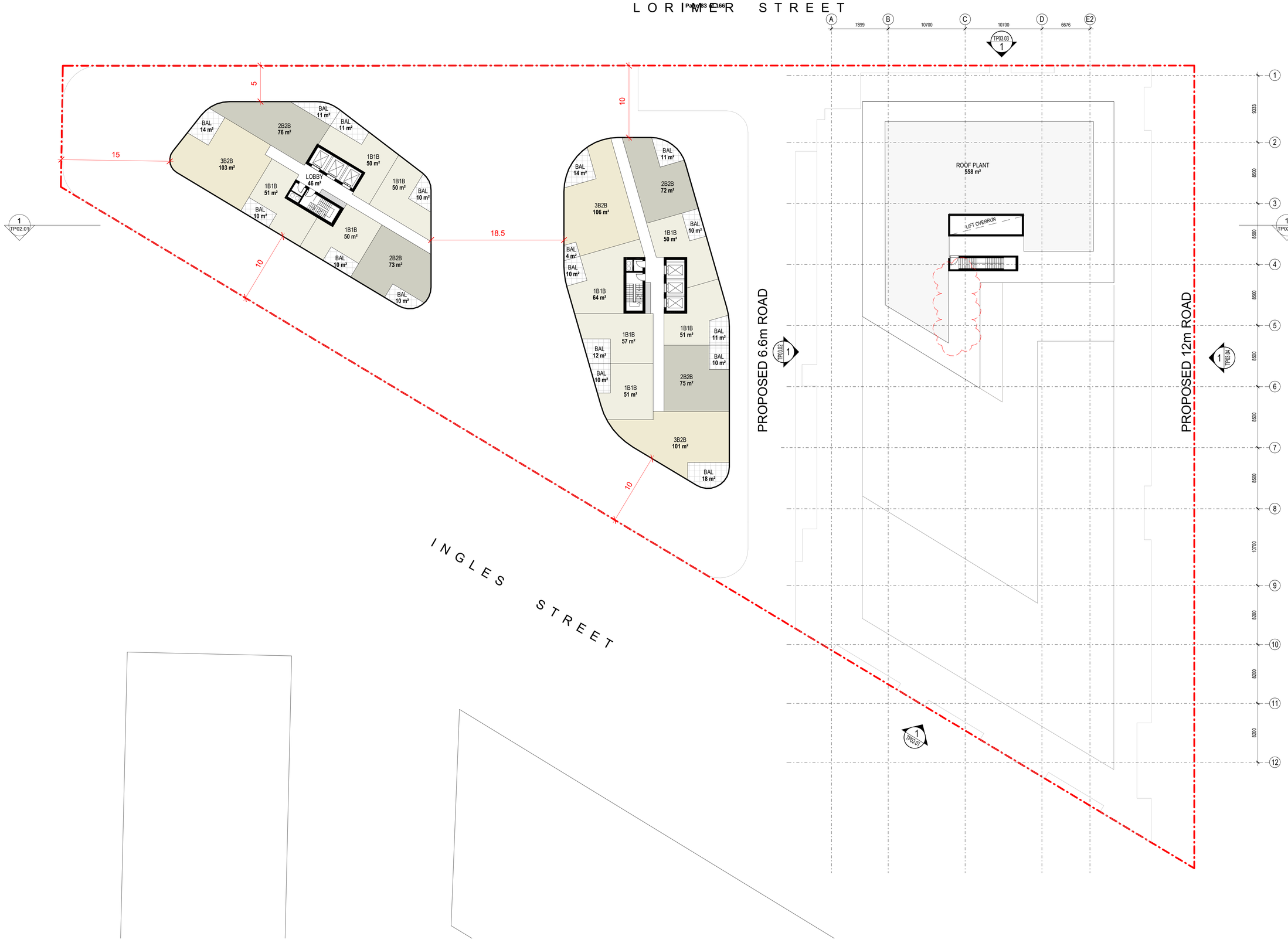
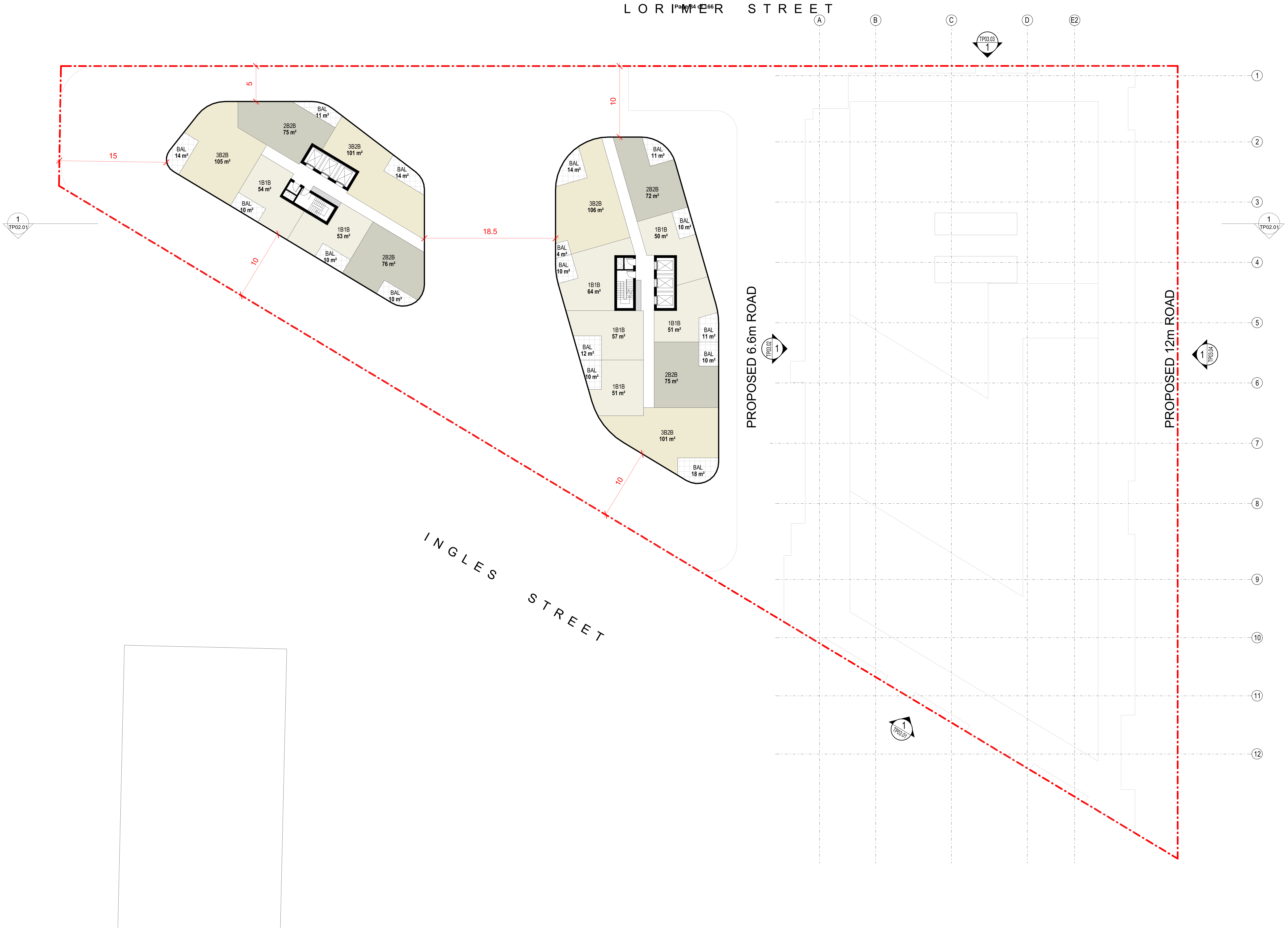


Project Title	**Drawing Title**	**Status**	**Project No**	**Drawing No**	**Revision**	**Drawn By**	OK	0 2.5 5 7.5 12.5 m	**Rev**	**Date**	**Description**
850 LORIMER STREET	LEVEL 11 - 14	TOWN PLANNING	1854	TP01.13	2	**Checked By**	LB		1	11.07.19	TOWN PLANNING ISSUE
850-858 LORIMER STREET, PORT MELBOURNE		WITHOUT PREJUDICE				**Date Printed**	22/05/2020 2:04:14 PM		2	22.05.20	REVISED TOWN PLANNING DRAWINGS
						Scale	1 : 250@ A1				

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028



Project Title	Drawing Title	Status	Project No	Drawing No	Revision
850 LORIMER STREET 850-858 LORIMER STREET, PORT MELBOURNE	LEVEL 15 - 23	TOWN PLANNING WITHOUT PREJUDICE	1854	TP01.14	2

Drawn By	OK
Checked By	LB
Date Printed	22/05/2020 2:04:15 PM
Scale	1 : 250@ A1

0 2.5 5 7.5 12.5 m

Rev	Date	Description
1	11.07.19	TOWN PLANNING ISSUE
2	22.05.20	REVISED TOWN PLANNING DRAWINGS

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
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Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521,
Richard Leonard 7522, David Tordoff 8028

Project Title	Drawing Title	Status	Project No	Drawing No	Revision
850 LORIMER STREET 850-858 LORIMER STREET, PORT MELBOURNE	LORIMER STREET SECTION	TOWN PLANNING WITHOUT PREJUDICE	1854	TP02.01	2

Drawn By: OK
Checked By: LB
Date Printed: 22/05/2020 2:04:19 PM
Scale: 1 : 250@ A1

0 2.5 5 7.5 12.5 m

Rev	Date	Description
1	11.07.19	TOWN PLANNING ISSUE
2	22.05.20	REVISED TOWN PLANNING DRAWINGS

Melbourne : Level 1, 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9699 3644
Sydney : GroundFloor11-1 Buckingham Street,Surry Hills, NSW 2010T +61 2 9660 9329
Brisbane : Level 12,324 Queen Street, Brisbane Qld 4000 T +61 7 3211 9821
ABN: 84006394261 NSW Nominated Architects:Tom Jordan 7521,
Richard Leonard 7522, David Tordoff 8028

BK1 RED BRICKWORK
BK2 PERFORATED BRICKWORK
BK3 CORBEL TO MATCH BRICKWORK
GL1 GLAZED CURTAIN WALL SYSTEM
SP1 DARK GREY ANODISED PERFORATED METAL SPANDREL
BAL1 GREY TINTED GLAZED BALUSTRADE
ST1 STEEL FACADE FINS PAINTED DARK GREY
ST2 STEEL CANOPY SHROUDS PAINTED DARK GREY
ST3 DARK GREY VERTICAL STEEL FINS
ST4 ANODIZED STEEL DOORS, RED BROWN COLOUR TO MATCH BRICKWORK
ST5 ANODIZED DARK GREY STEEL ANGLE / REVEAL
AL1 ALUMINIUM SECTIONS PAINTED DARK GREY
MSH1 BLACK ALUMINIUM MESH SCREEN

Project Title
850 LORIMER STREET
850-858 LORIMER STREET, PORT MELBOURNE

Drawing Title
SOUTH ELEVATION

Status
TOWN PLANNING
WITHOUT PREJUDICE

Project No	Drawing No	Revision
1854	TP03.01	2

Drawn By	OK
Checked By	LB
Date Printed	22/05/2020 2:05:16 PM
Scale	1 : 200@ A1

0 2.5 5 7.5 12.5 m

Rev	Date	Description
1	11.07.19	TOWN PLANNING ISSUE
2	22.05.20	REVISED TOWN PLANNING DRAWINGS

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BK1 RED BRICKWORK
BK2 PERFORATED BRICKWORK
BK3 CORBEL TO MATCH BRICKWORK
GL1 GLAZED CURTAIN WALL SYSTEM
SP1 DARK GREY ANODISED PERFORATED METAL SPANDREL
BAL1 GREY TINTED GLAZED BALUSTRADE
ST1 STEEL FACADE FINS PAINTED DARK GREY
ST2 STEEL CANOPY SHROUDS PAINTED DARK GREY
ST3 DARK GREY VERTICAL STEEL FINS
ST4 ANODIZED STEEL DOORS, RED BROWN COLOUR TO MATCH BRICKWORK
ST5 ANODIZED DARK GREY STEEL ANGLE / REVEAL
AL1 ALUMINIUM SECTIONS PAINTED DARK GREY
MSH1 BLACK ALUMINIUM MESH SCREEN

Project Title	**Drawing Title**	**Status**	**Project No**	**Drawing No**	**Revision**	**Drawn By**	OK	0 2.5 5 7.5 12.5 m	**Rev**	**Date**	**Description**
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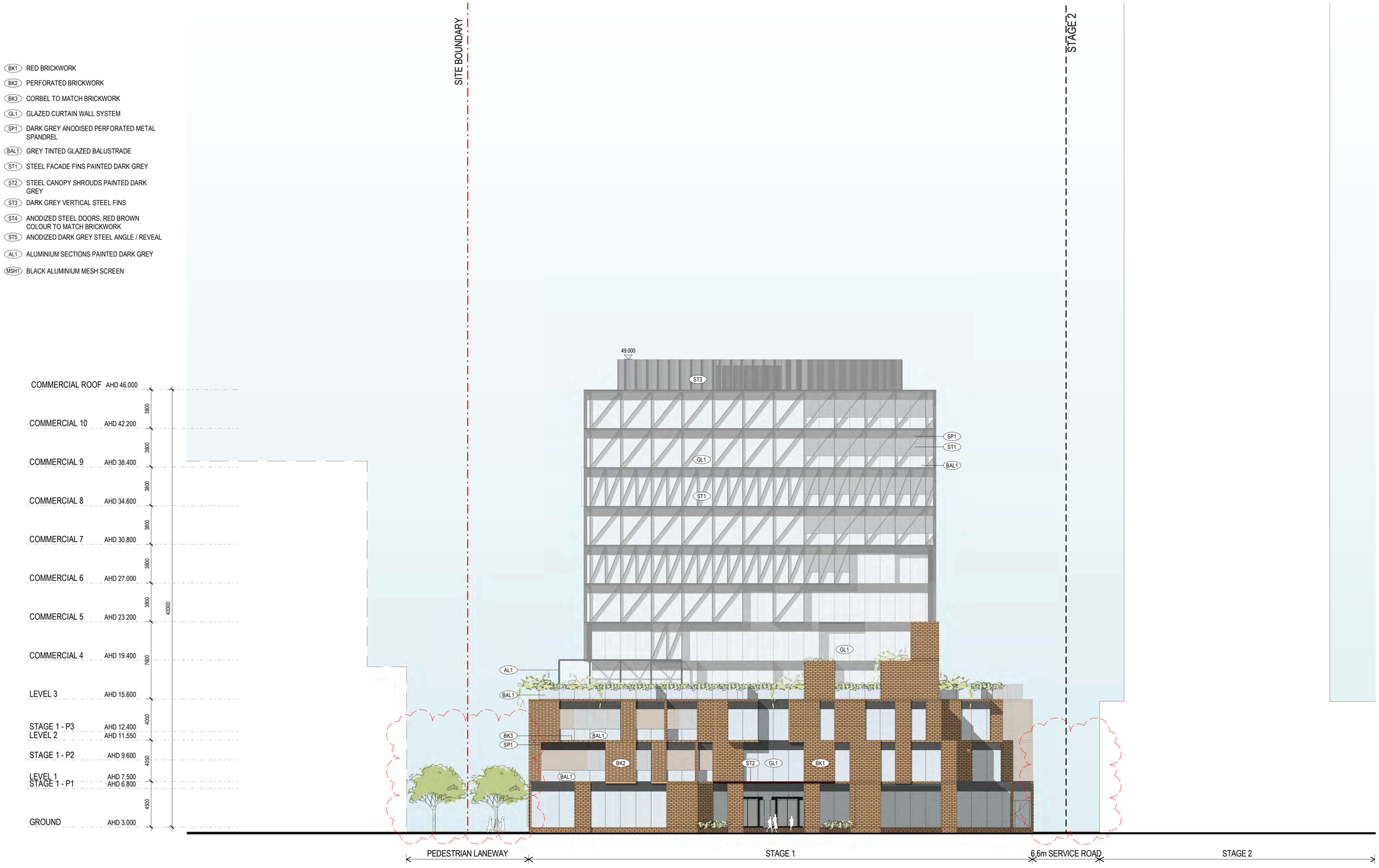
AL1 ALUMINIUM SECTIONS PAINTED DARK GREY
MSH1 BLACK ALUMINIUM MESH SCREEN



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BK3 CORBEL TO MATCH BRICKWORK
GL1 GLAZED CURTAIN WALL SYSTEM
SP1 DARK GREY ANODISED PERFORATED METAL SPANDREL
BAL1 GREY TINTED GLAZED BALUSTRADE
ST1 STEEL FACADE FINS PAINTED DARK GREY
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ST5 ANODIZED DARK GREY STEEL ANGLE / REVEAL
AL1 ALUMINIUM SECTIONS PAINTED DARK GREY
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Project Title
850 LORIMER STREET
850-858 LORIMER STREET, PORT MELBOURNE

Drawing Title
EAST ELEVATION

Status
TOWN PLANNING
WITHOUT PREJUDICE

Project No	Drawing No	Revision
1854	TP03.04	2

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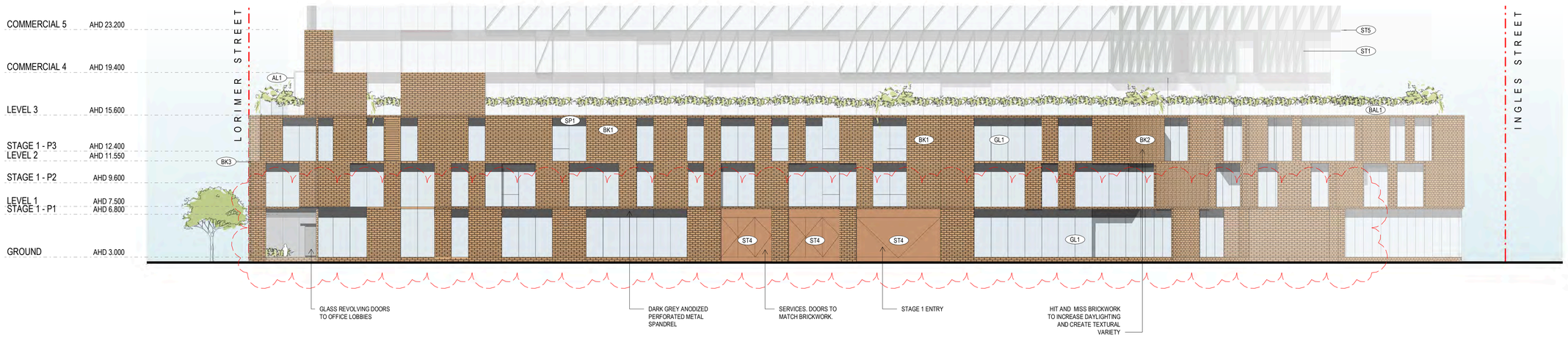

PODIUM WEST ELEVATION

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BK2 PERFORATED BRICKWORK

BK3 CORBEL TO MATCH BRICKWORK

GL1 GLAZED CURTAIN WALL SYSTEM

SP1 DARK GREY ANODISED PERFORATED METAL SPANDREL

BAL1 GREY TINTED GLAZED BALUSTRADE

ST1 STEEL FACADE FINS PAINTED DARK GREY

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AL1 ALUMINIUM SECTIONS PAINTED DARK GREY

MSH1 BLACK ALUMINIUM MESH SCREEN

Project Title
850 LORIMER STREET
850-858 LORIMER STREET, PORT MELBOURNE

Drawing Title
PODIUM ELEVATIONS

Status
TOWN PLANNING
WITHOUT PREJUDICE

Project No	Drawing No	Revision
1854	TP04.01	2

Drawn By	OK
Checked By	LB
Date Printed	22/05/2020 2:10:57 PM
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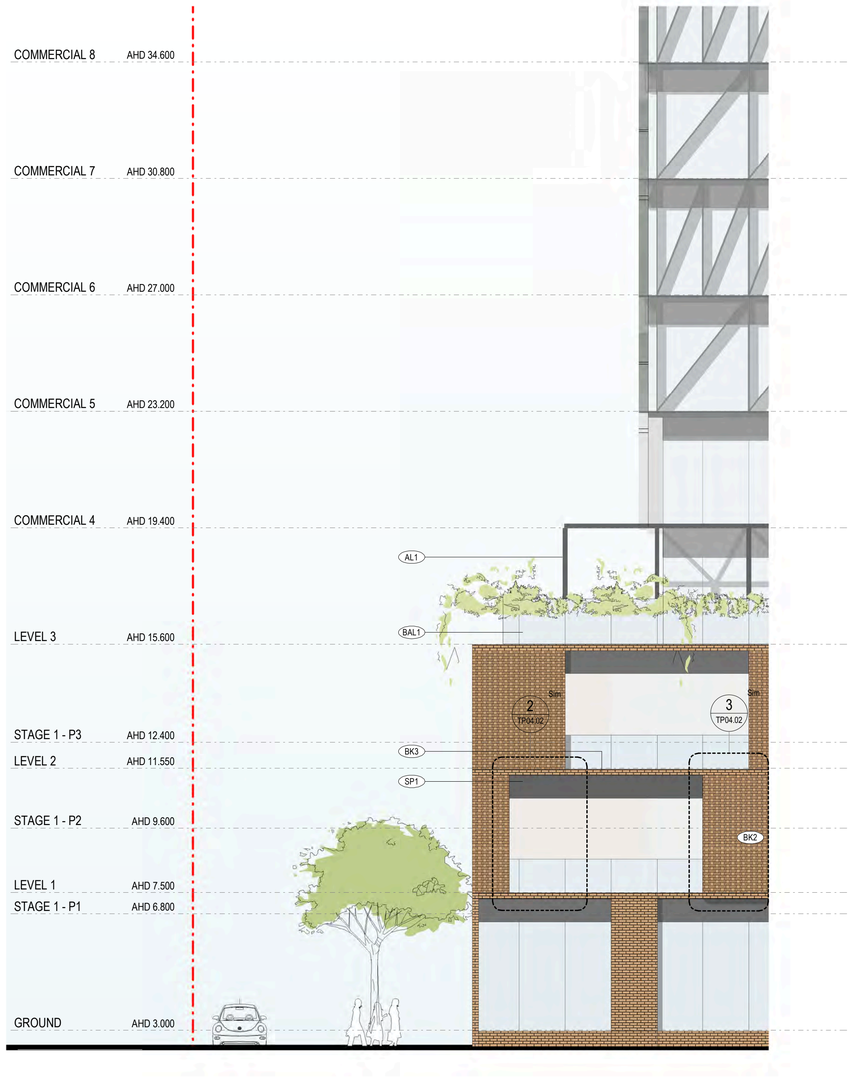
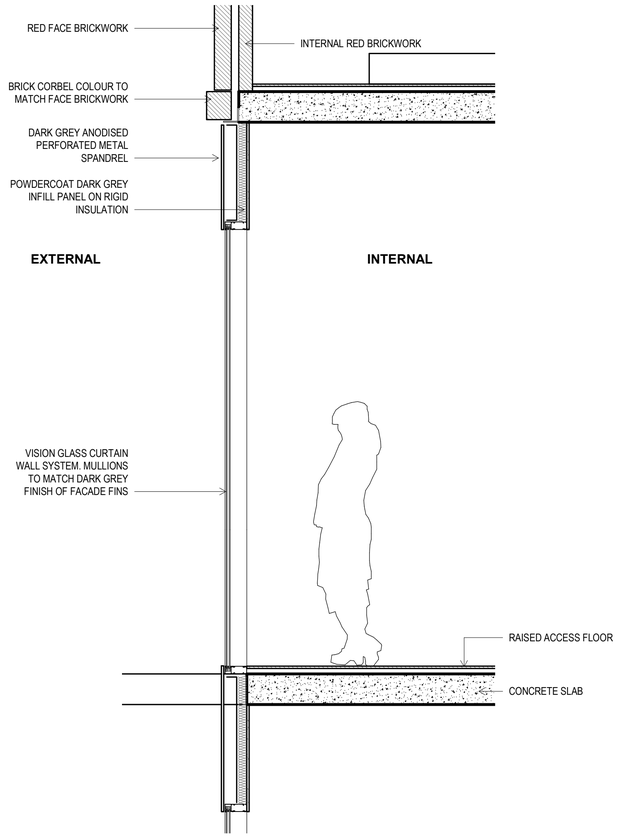


1 North Elevation Facade Detail - Podium
1 : 100



2 Podium Facade Detail - Typical
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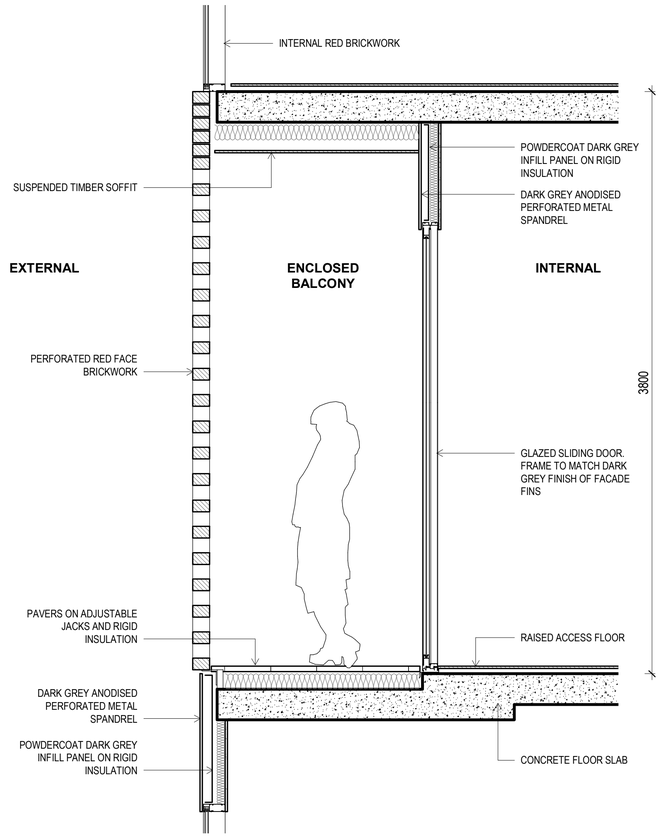

3 Podium Perforated Brick Detail - Typical
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Project Title
850 LORIMER STREET
850-858 LORIMER STREET, PORT MELBOURNE

Drawing Title
FACADE DETAILS 01

Status
TOWN PLANNING
WITHOUT PREJUDICE

Project No	Drawing No	Revision
1854	TP04.02	2

Drawn By	OK
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Date Printed	22/05/2020 2:11:57 PM
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Rev	Date	Description
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1 West Elevation Facade Detail - Tower
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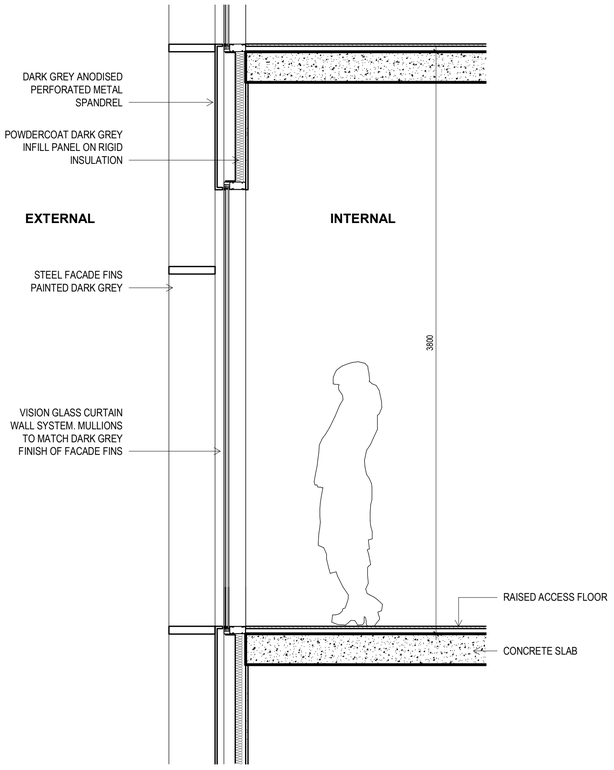

2 Tower Facade Detail - Typical
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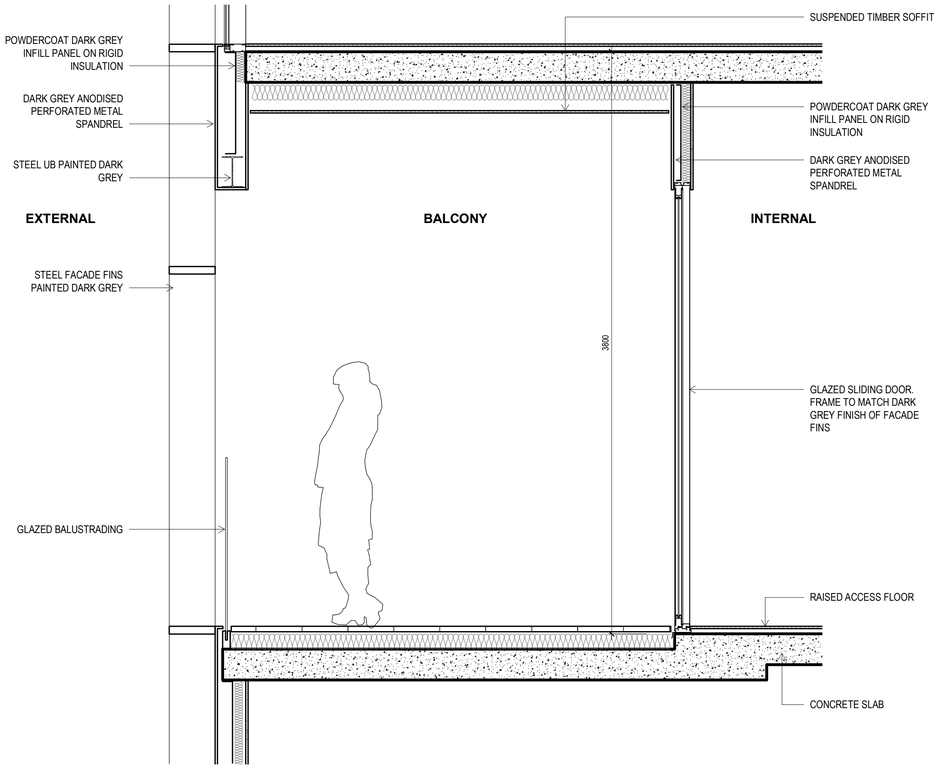

3 Tower Balcony Detail - Typical
1 : 20

Project Title
850 LORIMER STREET
850-858 LORIMER STREET, PORT MELBOURNE

Drawing Title
FACADE DETAILS 02

Status
TOWN PLANNING
WITHOUT PREJUDICE

Project No	Drawing No	Revision
1854	TP04.03	2

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MINISTERIAL PLANNING REFERRAL
DELEGATE REPORT

CoM Application Number:	ID-2020-5
DELWP Reference Number:	Planning Scheme Amendment C361melb
Applicant:	Goodman Property Services (Aust) Pty Ltd
	C/- Urbis
Owner:	The Trust Company Limited
Architect:	Hayball
Address:	850-868 Lorimer Street, Port Melbourne
Proposal:	Amendment to Melbourne Planning Scheme to apply Specific Controls Overlay (SCO) to land and introduce a new Incorporated Document
Cost of Works:	$252million
Date Application Received by CoM:	13 August 2020
Responsible Officer:	Richard Cherry, Principal Urban Planner

1 SUBJECT SITE AND SURROUNDS

1.1 Subject Site

The subject site is located on the south side of Lorimer Street and the north side of Ingles Street, Port Melbourne. These two streets intersect at the site's west corner. The site has a frontage to Lorimer Street of approximately 157m, a frontage to Ingles Street of approximately 200m and a total area of 10,100m².

The site is currently used as commercial / warehouse / office space within a two storey building and has several vehicular access points (crossovers) along both street frontages.

1.2 Surrounds

The site sits at the eastern end of a larger triangular block bound by Lorimer Street, Ingles Street and Rogers Street. The block is developed with several low-scale buildings that are operated by commercial and light industrial uses.

To the north on the opposite side of Lorimer Street is a 43 storey residential tower, known as 'Voyager', currently under construction. To the east of that is a recently constructed 30 storey residential tower known as 'Forge'.

To the east on the opposite side of Rogers and Boundary Streets is a car dealership (Subaru) and concrete batching plants.

To the south on the opposite side of Ingles Street is a car dealership (Land Rover, Jaguar and Volvo).

To the west is a warehouse / store.

Figure 1: Map of subject site and surrounds


Figure 2: Aerial of subject site and surrounds

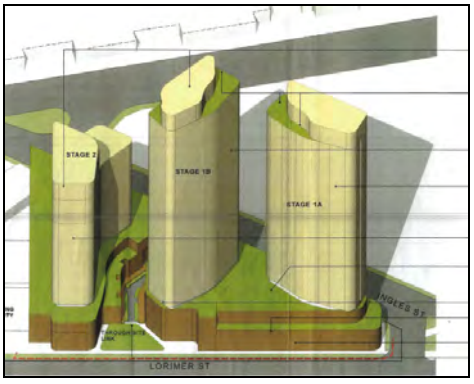
Figure 3: Aerial of subject site and surrounds looking west (source: Google Maps)

2 BACKGROUND AND HISTORY

On 12 August 2020 Council received notice from the Minister for Planning of an application to amend the Melbourne Planning Scheme to facilitate the redevelopment of the subject site. Though lodged in accordance with Section 20(4) of the *Planning and Environment Act 1987*, the application was referred to Council in accordance with Section 20(5). Whereas Section 20(4) does not allow for consultation, Section 20(5) allows this, albeit limited only. In this case, it includes Council.

This referral follows a previous request for comments in relation to a proposed development at the site (refer Planning Application TPM-2014-17). That application sought approval for a three tower, multi-storey residential development standing to heights of 28 storeys (96m), 42 storeys (138m) and 44 storeys (144m). The proposed development included a central pedestrian through-link between Lorimer Street and Ingles Street.

On 10 February 2016, Council resolved to support the proposal subject to conditions through the Future Melbourne Committee (FMC).



Figures 4 & 5: Planning Application TPM-2014-17

Notwithstanding Council's recommendation, on 14 November 2016 Planning Scheme Amendment GC50 was gazetted into the Melbourne Planning Scheme. The

amendment introduced interim design controls in Fishermans Bend, which resulted in the proposed development being prohibited.

In February 2018, the Minister for Planning placed 26 applications on-hold (including the application the subject of this assessment); deferring consideration until permanent controls for Fishermans Bend were developed.

On 5 October 2018, Planning Scheme Amendment GC81 was gazetted into the Melbourne Planning Scheme. The amendment introduced permanent controls, including the Infrastructure Contributions Overlay (ICO), which prohibits the grant of a permit until an Infrastructure Contributions Plan (ICP) has been approved and incorporated into the Planning Scheme. Therefore, to allow for development to be approved in the interim, the Minister has invited the submission of a Planning Scheme Amendment to allow for site-specific controls that will facilitate the redevelopment of the site.

Refer Section 3.1 of this report for further details.

3 PROPOSAL

3.1 Planning Scheme Amendment

This application seeks approval to amend the Melbourne Planning Scheme to introduce site specific controls governing the future use and development of the land. These controls would operate independently of those which govern surrounding sites and as such allow for an alternate development model.

The proposed primary control is the Specific Controls Overlay (SCO). The purpose of this overlay is *to apply specific controls designed to achieve a particular land use and development outcome in extraordinary circumstances.*

Clause 45.12-1 (Use or Development) of the SCO states:

> *Land affected by this overlay may be used or developed in accordance with a specific control contained in the incorporated document corresponding to the notation on the planning scheme map (as specified in the schedule to the overlay). The specific control may:*
>
> - *Allow the land to be used or developed in a manner that would otherwise be prohibited or restricted;*
> - *Prohibit or restrict the use or development of the land beyond the controls that may otherwise apply;* and
> - *Exclude any other control in this scheme.*

In this case, the schedule to the SCO would be amended to reference a new schedule number (yet to be determined). This, in turn, would introduce a new Incorporated Document (ID) entitled 'Specific controls for 850-858 Lorimer Street, Port Melbourne'; the stated objective of which is to facilitate a two staged development of the site, including one commercial building for use as office and retail (Stage 1), two mixed-use towers for use as dwellings, commercial and retail (Stage 2), a shared laneway, a pedestrian through-link and associated car and bicycle parking. Detailed design is provided for Stage 1 only.

Importantly, Clause 4.2 of the draft ID specifically excludes the requirements of Clause 45.11 (Infrastructure Contributions Overlay). This is on the basis the application is exempt from these requirements in accordance with the Fishermans Bend Standing Advisory Committee Terms of Reference. This point is discussed further through this report.

In summary, the proposal seeks to amend the Melbourne Planning Scheme (Planning Scheme Amendment) by introducing:

- An Incorporated Document to the Schedule to Clause 51.01 (Specific Sites and Exclusions) to facilitate the proposed development;
- A new site Specific Control Overlay to the Schedule to Clause 45.12 (Specific Controls Overlay);
- An update to the Schedule to Clause 72.04 (Documents Incorporated in this Planning Scheme).

3.2 Proposed Development

In summary, the development the proposed SCO and ID seek to facilitate comprises:

- A commercial building (Stage 1) located on the eastern portion of the site;
- Two residential towers (Stage 2) located on the western portion of the site;
- A 6.6m wide central shared (pedestrian and vehicle) road extending north-south between Lorimer Street and Ingles Street;
- A 12m wide (6m on subject site and 6m on the adjoining property to east) pedestrian through-link along the eastern boundary of the site extending north-south between Lorimer Street and Ingles Street.

Specific details of the proposal are as follows:

STAGE 1	
Building Height	11 storeys (43m) + 3m roof plant and single level basement
Street Wall Height	3 storeys (12.6m)
Uses / Floor Area	Office = 19,895m² NFA (including amenities) + 3,296m² terraces Retail = 638m² NFA
Parking	245 car spaces including: • 239 commercial • 6 retail 4 car share spaces 3 motorcycle spaces 432 bicycle spaces including: • 411 staff • 21 visitors
STAGE 2	
Building Height (Both Towers)	24 storeys (80.4m) + 2.8m roof plant and single level basement
Street Wall Height	3 storeys (12.6m)
Uses / Floor Area	Residential = 336 dwellings, including: <u>Tower A</u> • 1 Bedroom = 70 • 2 Bedroom = 52 • 3 Bedroom = 34 • Total = 156 <u>Tower B</u> • 1 Bedroom = 100 • 2 Bedroom = 40 • 3 Bedroom = 40 • Total = 180

	Residential Communal Open Space = 3,000m² (podium roof) Commercial = 310m² NFA Retail = 768m² NFA
Parking	216 car spaces including: • 205 residential • 3 commercial • 8 retail 10 car share spaces 8 motorcycle spaces 394 bicycle spaces including: • 336 residential • 34 residential visitors • 24 commercial / retail
STAGE 1 & 2	
Uses / Floor Area	Residential = 336 dwellings Office/Commercial = 20,205m² NFA Retail = 1,406m² NFA
Parking	461 car spaces 14 car share spaces 11 motorcycle spaces 826 bicycle spaces

Stage 1

- The single level basement includes car and bicycle parking, end-of-trip facilities, a rainwater tank and services. Vehicular access (including loading) to the basement is located off the proposed central shared road.
- The podium is constructed on the north (Lorimer Street) and south (Ingles Street) boundaries and is set back 6m from the east boundary to cater for the proposed pedestrian through-link (which is a key infrastructure requirement identified in the Fishermans Bend Framework).
- The ground floor includes several commercial and retail tenancies, separate entry lobbies off each interface, car and bicycle parking, waste facilities, end-of-trip facilities and services.
- The upper podium levels include a mix of car parking and commercial tenancies.
- The upper levels (above podium) include commercial floor space and terraces and the elevations are variously set back from the podium façades below. The east and south elevations gradually step in from Level 8.
- The podium levels are constructed from a mix of solid and perforated bricks, glazed curtain walls, metal spandrels, glass tinted balustrades, steel service doors.
- The upper levels are constructed from glazed curtain walls, steel façade detailing and vertical steel fins to roof top plant screening.

Stage 2

- The single level basement includes car and bicycle parking, services and storage. The basement below Stage 2 is connected to the Stage 1 basement as

a single structure. Vehicular access (including loading) is located off the proposed shared road.

- The podium is constructed on the north (Lorimer Street) and south / west (Ingles Street) boundaries; and is separated by 6.6m from the Stage 1 podium (the width of the proposed north-south shared road).
- The ground floor includes several commercial and retail tenancies, SOHO apartment entries off Ingles Street, separate entry lobbies off Lorimer and Ingles Streets, car and bicycle parking, waste facilities, end-of-trip facilities and services.
- The upper podium levels include a mix of car parking and apartments (with a retail tenancy at Level 1).
- The podium roof includes a 3,000m² communal terrace with pool.
- Above podium includes two residential towers. The east tower is set back 10m from Lorimer Street, 10m from Ingles Street and has an 18.5m separation from the Stage 1 building. The west tower is set back 5m from Lorimer Street, 10m from Ingles Street (south) and 15m from Ingles Street (west). Separation between the two towers measures 18.5m.
- Detailed apartment floor layouts and detailed design including materials and finishes have not been provided.

Landscaping

- Stage 1 includes ground level landscaping in the form of a plaza on the north side of the Stage 1 development and a mix of paving, trees and urban furniture elements along the proposed north-south pedestrian link (on the subject site only); and landscaping on the podium rooftop, Level 8 and Level 9.
- Stage 1 also includes a temporary public open space on the portion of the Stage 2 site proposed for the future residential towers. The space includes an extensive lawn for recreation, connecting paths and crushed granite breakout areas. New crossovers are proposed at the Lorimer Street and Ingles Street intersections to accommodate the new shared north-south road that divides the Stage 1 and Stage 2 developments.
- Stage 2 includes ground level landscaping in the form of a plaza on the north side of the Stage 2 development and extensive landscaping on the podium roof terrace.

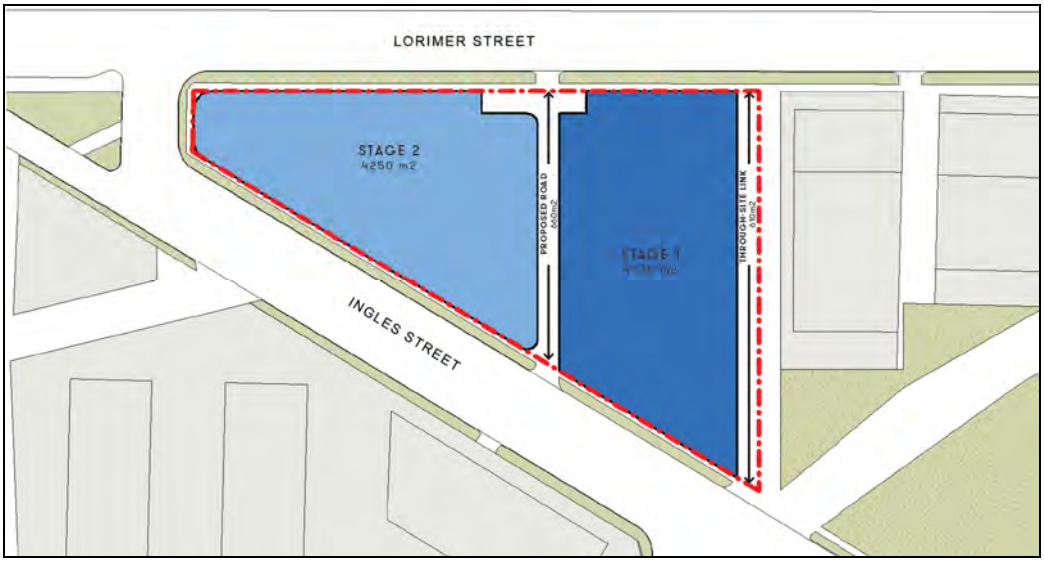


Figure 6: Staging Plan

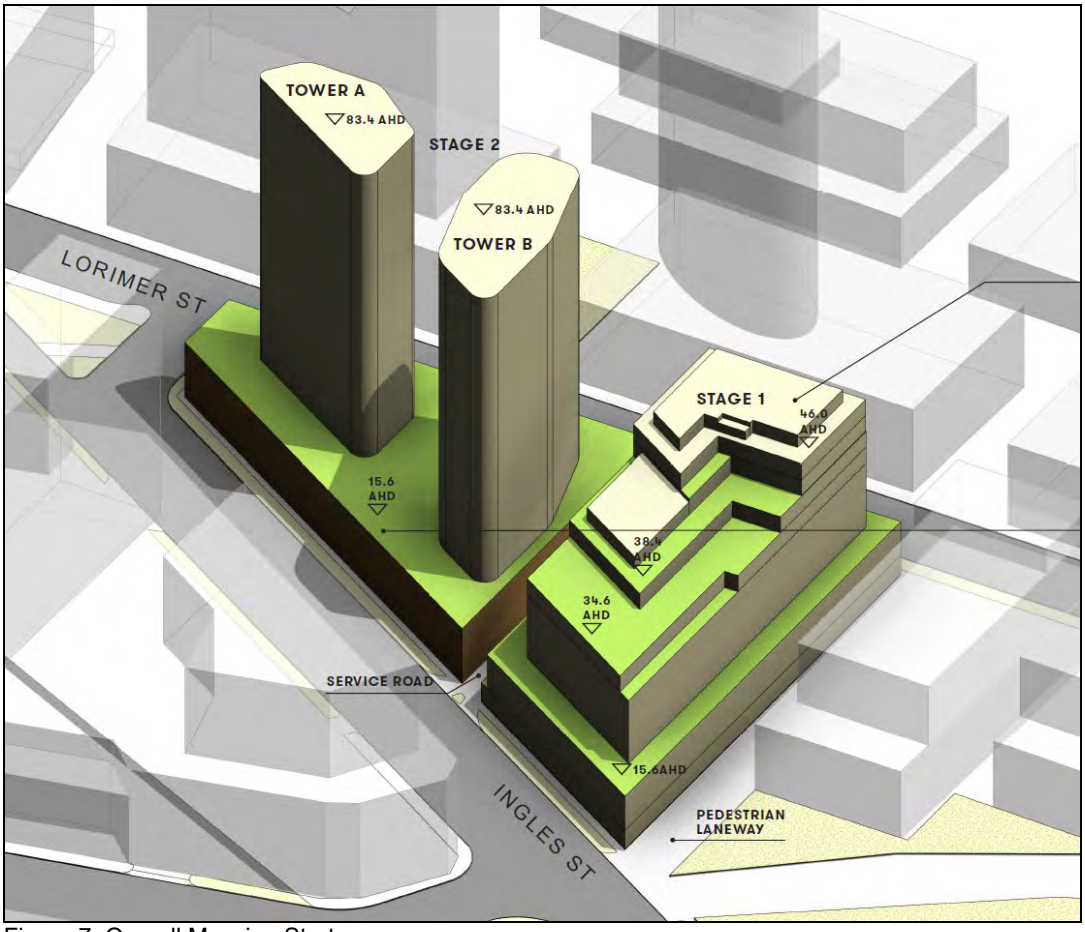


Figure 7: Overall Massing Strategy

Figure 8: Proposed north elevation (Stage 1)

Figure 9: Proposed development from the south-east corner of the site looking north-west (Stage 1)

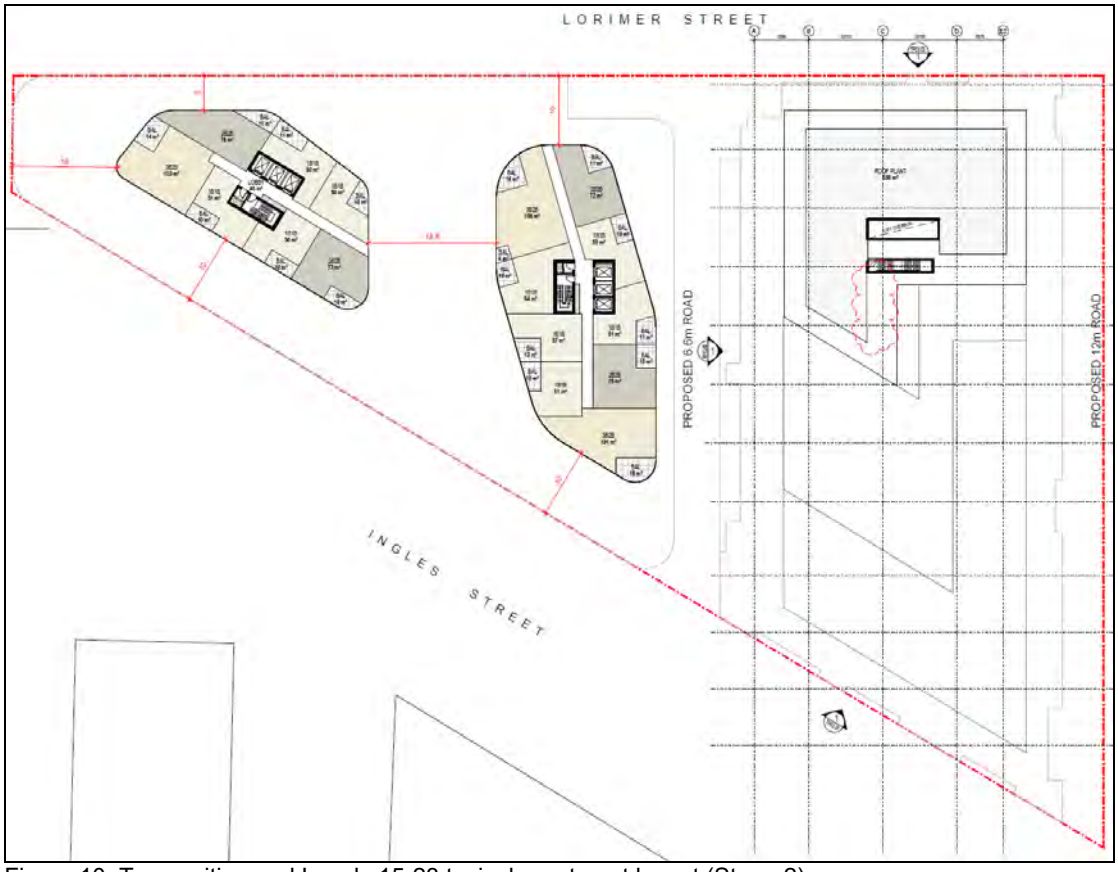


Figure 10: Tower siting and Levels 15-23 typical apartment layout (Stage 2)

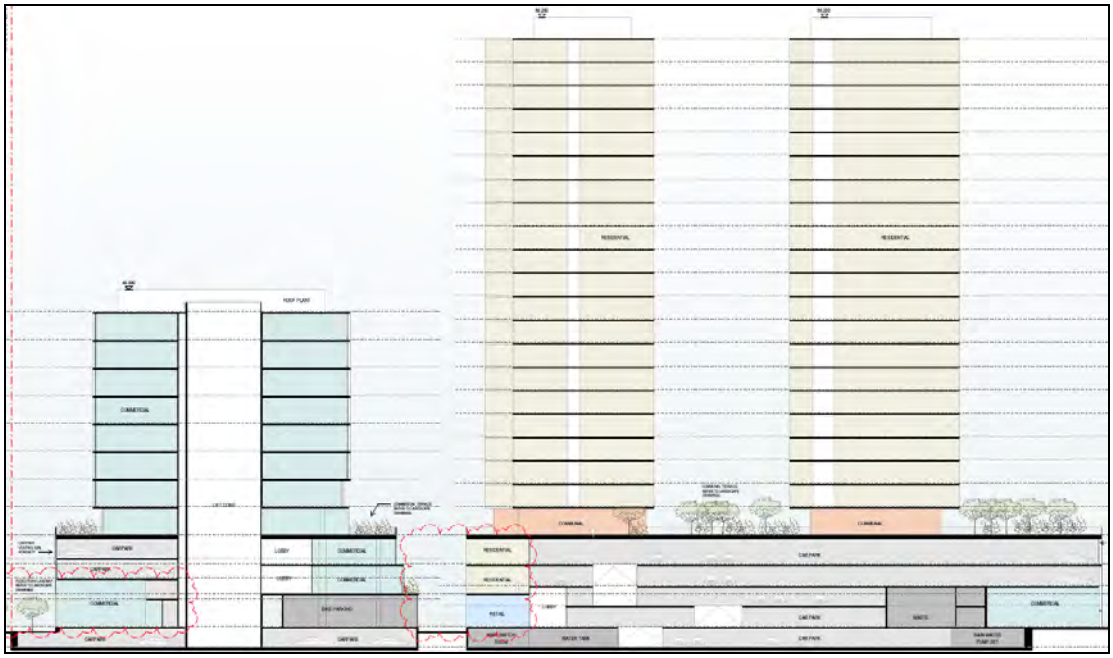


Figure 11: Section diagram of Stage 1 and 2 developments

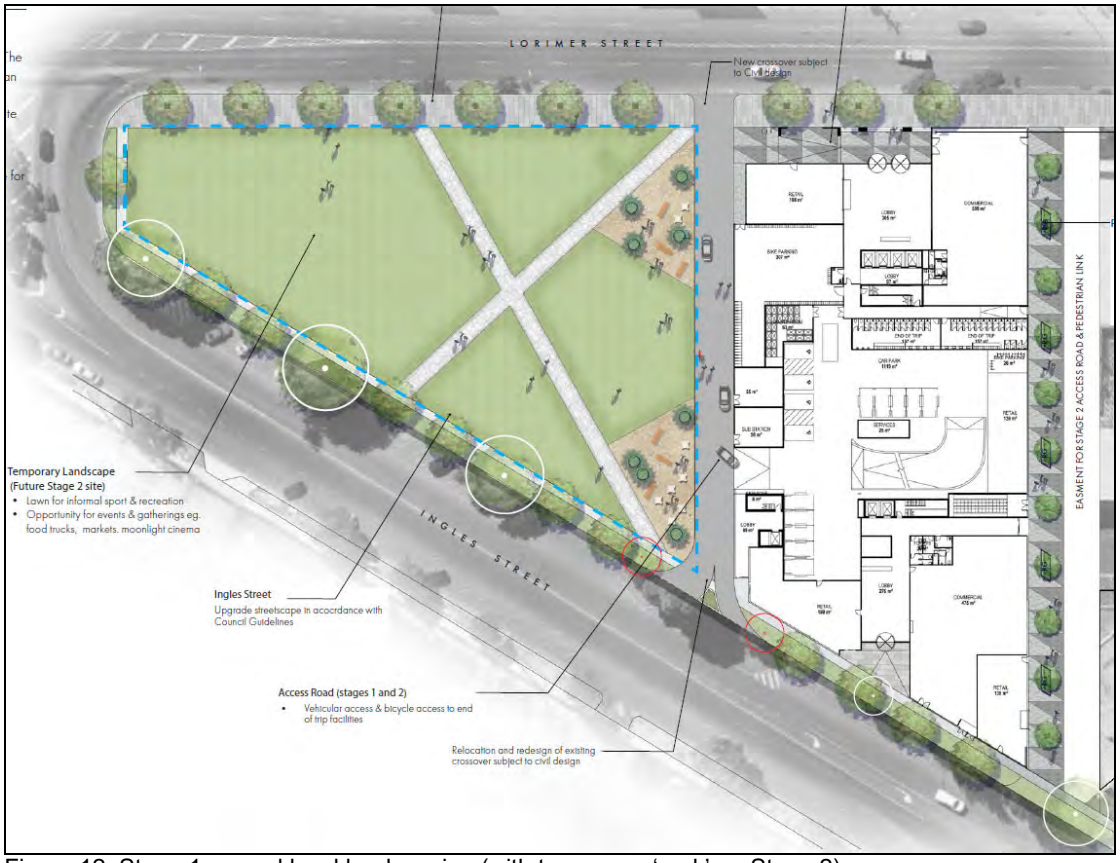


Figure 12: Stage 1 ground level landscaping (with temporary 'park' on Stage 2)

Figure 13: Stage 2 ground level landscaping

Figure 14: Stage 2 podium roof landscaping

4 STATUTORY CONTROLS

Planning Policies	
Planning Policy Framework	Clause 11 – Settlement Clause 13 – Environmental Risks and Amenity Clause 15 – Built Environment and Heritage Clause 16 – Housing Clause 17 – Economic Development Clause 18 – Transport Clause 19 – Infrastructure
Municipal Strategic Statement	Clause 21.04 – Settlement Clause 21.06 – Built Environment and Heritage Clause 21.07 – Housing Clause 21.08 – Economic Development Clause 21.09 – Transport Clause 21.10 – Infrastructure Clause 21.13 – Urban Renewal Areas Clause 21.13-3 – Fishermans Bend Urban Renewal Area Clause 21.17 – Reference Documents
Local Planning Policies	Clause 22.02 – Sunlight to Public Spaces Clause 22.19 – Energy, Water and Waste Efficiency Clause 22.23 – Stormwater Management (Water Sensitive Urban Design) Clause 22.27 – Fisherman's Bend Urban Renewal Area Policy

Statutory Controls	
Clause 37.04	Use

Capital City Zone 4	Pursuant to Schedule 4 to the Capital City Zone: • Office is a Section 1 Use (no permit required); • Retail Premises is a Section 1 Use (no permit required) provided it does not exceed 1,000m² of gross leasable floor area. The proposed Retail Premises across the overall development (Stages 1 and 2) exceeds 1,000m² and therefore a **permit is required**. • Dwelling is a Section 1 Use (no permit required) on the basis that it is not within an Amenity buffer shown within Map 3 of CCZ4. The site is located within an Amenity buffer area and therefore a **permit is required**. The site is also located within the 'Core Area' where a maximum dwelling density of 339 units per hectare applies. <u>Development</u> Pursuant to Schedule 4 to the Capital City Zone, a **permit is required** to construct a building or construct or carry out works and to demolish or remove a building or works. <u>Parking</u> Schedule 4 to the Capital City Zone sets out minimum bicycle, motorcycle and car share parking space requirements as follows: Dwellings: • 1 resident bicycle space per dwelling; • 1 visitor bicycle space per 10 dwellings; • 1 resident motorcycle space per 50 dwellings; • 2 car share scheme spaces plus 1 per 25 car spaces. Non-Residential: • 1 staff/employee bicycle space per 50m² of net non-residential floor area; • 1 visitor bicycle space per 1,000m² of net non-residential floor area; • 1 staff/employee motorcycle space per 100 car parking spaces; • Minimum 2 car share scheme spaces for developments with 120 or less car spaces; • 1 car share scheme space per 60 car parking spaces for developments with more than 120 car spaces.
Clause 43.02 Design and Development Overlay 67	Pursuant to Clause 43.02-2, a **permit is required** to construct a building or construct or carry out works. Clause 2.4 of Schedule 67 to the Design and Development Overlay specifies preferred building typologies by precinct. In accordance with Map 1, the site is located in: • Area L1 (west portion of site) where 'Hybrid (predominantly high-rise)' forms are preferred; and • Area L2 (east portion of site) where 'Mid-rise' forms are preferred. In accordance with Map 2: • A 36m (10 storeys) preferred building height applies to the Lorimer Street frontage of the east portion of the site; • A 30m (8 storeys) preferred building height applies to the Ingles Street frontage of the east portion of the site; and • An 81m (24 storeys) preferred building height applies to the west portion of the site. In accordance with Map 3: • Type D (preferred street wall of minimum 4 storeys and a maximum street wall of 8 storeys where the building is less than or equal to 10 storeys and a maximum street wall of 6 storeys where the building is

	greater than 10 storeys) applies to Lorimer Street and Ingles Street; and • Type C (preferred street wall of minimum 4 storeys and maximum 6 storeys) applies to through-links. Clauses 2.7 and 2.8 allow for varied building forms, including reduced setbacks. Schedule 67 also sets out performance measures relating to, amongst other things: • Overshadowing (Clause 2.6). This clause states that buildings must not cast any additional shadow above the shadows cast by hypothetical buildings built to the maximum street wall height and existing buildings over the proposed public park to the south-east (Lorimer Central) between 11am and 2pm on 21 June to 22 September. • Wind Effects on the Public Realm (Clause 2.11). This clause states that buildings and works higher than 40m must not cause unsafe wind conditions in publicly accessible areas within the assessment distance from all façades; and should achieve comfortable wind conditions in publicly accessible areas within the assessment distance from all façades. • Active Frontages (Clause 2.12). This clause states that, amongst other things, at least 80 per cent clear glazing along the ground level frontage should be provided to Ingles Street; and at least 60 per cent clear glazing along the ground level frontage should be provided to the east elevation of the new north-south pedestrian link. • Adaptable Buildings (Clause 2.13). This clause states that buildings should provide for the future conversion of those parts of the building accommodating non-employment uses to employment uses; and car parking can be adapted to other uses over time.
Clause 45.03 Environmental Audit Overlay	This clause states that prior to the commencement of a sensitive use (in this case this includes the residential component of the building) either a certificate of environmental audit or a statement that the site is suitable for its intended uses must be issued.
Clause 45.09 Parking Overlay 13	Pursuant to Schedule 13 to the Parking Overlay, maximum car parking rates are as follows: • Dwelling – 0.5 spaces to each one and two bedroom dwelling and 1 space to each 3 or more bedroom dwelling; • Office – 1 space to each 100m² of gross floor area; • Retail Premises – 1 space to each 100m² of gross floor area. The proposal does not seek to exceed the maximum car parking rate and therefore, a permit is not required.
Clause 45.11 Infrastructure Contributions Overlay 1	This clause states that a permit must not be granted to construct a building or construct or carry out works until an infrastructure contributions plan has been incorporated into the planning scheme. The requirements of the relevant infrastructure contributions plan incorporated into this scheme apply to the development of land covered by this overlay. To date, no infrastructure contributions plan has been incorporated into the planning scheme.

Particular Provisions
Clause 51.01 – Specific Sites and Exclusions Clause 52.06 – Car Parking Clause 52.29 – Land adjacent to a Road Zone, Category 1 Clause 52.34 – Bicycle Facilities Clause 53.01 – Public Open Space Contribution and Subdivision

Clause 53.10 – Uses with Adverse Amenity Potential Clause 53.18 – Stormwater Management in Urban Development Clause 58 – Apartment Developments

General Provisions	
Clause 65 Decision Guidelines	The Minister for Planning is the Responsible Authority and must determine if the proposed development will generate acceptable outcomes with reference to the provisions of this clause. This includes, amongst other things, the matters set out in Section 60 of the *Planning and Environment Act 1987.*
Clause 66.02 Use and Development Referrals	The Minister for Planning must consult all relevant authorities. Pursuant to Clause 62.02-11, an application to construct a building comprising 60 or more dwellings and 10,000m² or more of office leasable floor area must be referred to Head, Transport for Victoria (Department of Transport) as a determining referral authority.
Clause 66.03 Referral of Permit Applications Under Other State Standard Provisions	The Minister for Planning must consult all relevant authorities. Pursuant to Clause 66.03, an application to create or alter access to, or to subdivide land adjacent to a road declared as a freeway or an arterial road under the Road Management Act 2004, land owned by the Roads Corporation for the purpose of a road, or land in a PAO if the Roads Corporation is the acquiring authority for the land, subject to exemptions specified in the clause, must be referred to Roads Corporation (Department of Transport) as a determining referral authority.
Clause 66.04 Referral of Permit Applications under Local Provisions	The Minister for Planning must consult all relevant authorities. Pursuant to the Schedule to Clause 66.04, any permit application to construct a building or to construct or carry out works under Schedule 4 to the Capital City Zone must be referred to Melbourne Water as a recommending referral authority; and any permit application for development with a gross floor area exceeding 25,000m² within the Capital City Zone must be referred to Melbourne City Council as a recommending referral authority.
Clause 66.06 Notice of Permit Applications Under Local Provisions	Ordinarily the Minister for Planning must notify all relevant authorities. Pursuant to the Schedule to Clause 66.06, where a permit is required for the construction of a building or the construction and carrying out of works under Schedule 4 to the Capital City Zone, the Secretary to the Department of Environment, Land, Water and Planning must be notified; and where a permit is required within 50 metres of the proposed Metro alignment, possible tram routes, proposed bus routes and possible elevated freight routes under Schedule 4 to the Capital City Zone, Transport for Victoria must be notified. However, on the basis this application is being considered in accordance with Section 20(5) of the *Act*, it is not known if the Minister notified these bodies.
Clause 72.01 Responsible Authority for this Planning Scheme	The Minister for Planning is the Responsible Authority in this case. Should the Incorporated Document be approved, Council would be responsible for the future assessment of related plans.

5 PUBLIC NOTIFICATION

The Minister for Planning referred the application to Council for comment in accordance with Section 20(5) of the *Planning and Environment Act 1987.*

No further public notification was required.

Council's advice will assist the Minister in determining if the proposed amendment should be referred to the Fishermans Bend Standing Advisory Committee for further consideration.

6 INTERNAL REFERRALS

6.1 Urban Design

Urban Structure

Quality of through-block links:

- *A 6.6m road is proposed though the centre of the development site, and a 12m road proposed to the east of the Stage 1 development.*
- *A significant portion of the ground level frontage to the proposed 6.6m road is lined with services, and includes two vehicle entries. It is stated that this road has been designed as a primarily vehicle access road. While this is acceptable, it is crucial that pedestrian activity is still supported though this laneway to ensure adequate block permeability through the approx. 145m site frontage. The laneway should be designed to be safe from vehicle traffic, and activated for passive surveillance. We note that this appears to be considered for the stage 1 development, as the western elevation includes a secure garage door, and a glazed frontage to bicycle parking; however, we recommend further measures to enhance human scale, safety and activation to these public interfaces. This recommendation is clarified further within the design detail section of this report.*
- *It is also crucial that garage doors are depicted on floor plans, to ensure they align closely with the rest of the building line, so that deep alcoves with limited passive surveillance are avoided.*
- *We note that it is critical that an equal level of design rigour is applied to the ground level frontage of the stage 2 development, which is similarly lined with services facing the central laneway frontage.*
- *The proposed pedestrian link to the east of the stage 1 development is activated though commercial and retail frontages, as well as secondary lobby entrances. This is considered sufficient, subject to the resolution of design detail to ground level frontages to achieve adequate facade depth and human scale. We note that the laneway appears primarily landscaped, with no designated areas of stationary activity to support activation. We recommend that this is considered.*
- *We note that the preliminary wind report alludes to poor wind conditions, and the achievement of only walking criteria to laneways. We recommend that wind mitigation strategies are explored to provide some areas with wind conditions suitable for stationary activities, particularly within the eastern 'pedestrian laneway'.*
- *We recommend advice from City of Melbourne Landscape Architects in regards to the landscaping treatments to this laneway, in consideration of optimal pedestrian movement, amenity and viability of landscaping.*

Site Layout

Activation and definition of public realm:

- *The primary streetscapes of the stage 1 and sage 2 developments appear sufficiently activated at the ground level.*

- *For stage 2, insufficient detail has been provided of the doorway and threshold design between spaces and the streetscape. This is particularly important to understand for the more private 'SOHO apartments' which front a primary street. We also note that entry doors have not been shown on plans to ground level activation functions. It is crucial that at-grade connections to the streetscape are fostered where possible.*

Podium car parking:

- *The development has two podium car parking interfaces which lack sleeving. This occurs between the corner intersection of Lorimer Street and Ingles Street to the west of the site (stage 2), and as the primary podium interface to the proposed 12m pedestrian street to the east (stage 1).*
- *Podium car-parking is recommended to be sleeved where possible to minimise inactive street frontages. Considering this, the stage 1 eastern podium carpark appears to provide design quality and visual interest to this interface through the use of a permeable wire mesh replacing glazing, a 'perforated brick' screen and vertical greening. While this is generally supported, we note that further landscape and architectural detail should be provided to depict any planters embedded within the facade treatment to ensure the vertical greening depicted on elevations and renders will be viable. This should be reviewed by City of Melbourne Landscape Architects.*
- *We note no details of the stage 2 western podium carpark interface with the street have been provided yet. If the lack of podium sleeving is to be supported, this interface should be treated with sensitivity and high quality details to ensure a high level of permeability, visual interest and design quality.*

Building Mass

Overall building mass and height:

- *The proposed mass for both stage 1 and stage 2 developments appear to be within the requirements of the DDO. We have no major urban design concerns in regards to mass; however, we defer to planning for assessment against the requirements of the DDO.*
- *The stage 2 towers appear to have adequate separation in consideration of maintaining views to the sky from the streetscape, reducing visual bulk and ensuring a high level of apartment amenity; however, this is subject to further review of detailed stage 2 drawings when available., including apartment layouts.*

Building Program

- *We support the mixed use development; however, note that further information is required at future stages of design development to be able to assess the amenity and quality of apartments, as well as compliance with BADS.*

Public Interfaces and Design Detail

Façade design and materials:

- *We note that no facade design information has been provided in terms of elevations, design concept or material palette for the stage 2 development. Our review of the urban design impact of the interfaces of this building will require additional information.*

- *The overall building elevations of the stage 1 development are generally positive, and demonstrate consideration of robust materials, facade depth and high quality details. With this in consideration, the points below touch on crucial matters of detail requiring resolution.*
- *The podium is composed primarily of BK1 – red brickwork, and BK2 – perforated brickwork. The use of brickwork and glazing is supported, as it conveys a high sense of robustness while maintaining visual connections between internal function and the public realm.*
- *We support the use of a 'perforated brickwork' material to enclose balconies or car parking at some locations, and as a screen over glazing in other locations. The condition where 'perforated brick' is used as a facade screen over glazing has not been provided, and we seek clarification as additional supporting structure may be required to support large expanses of perforated brickwork which could impact on the viability of this treatment . We reiterate that we are very supportive of the perforated brickwork approach, therefore seek confirmation that crucial details can be resolved.*
- *The tower is composed primarily of anodised metal spandrel panels and fixed steel metal fins for shading. We strongly support the use of diagonal steel fins which reflect the industrial character of Fisherman's Bend, while providing visual interest and shading to the glazed tower facade.*
- *We note that the type of glazing for both the podium and tower has not been specified. Our preference would be for a highly transparent glazing with low reflectivity to maximise visual connectivity with the streetscape, and minimise glare.*

Ground level public interfaces:

- *A steel canopy is depicted over the primary lobby entrance of stage 1 building from Lorimer Street, and a colonnaded entrance deals with level changes while adding some facade depth, which is positive.*
- *We note that no other building entries into ground level retail or commercial tenancies have canopies depicted, which is crucial in emphasising a sense of human scale, the identity of tenancy entrances, and weather protection (including wind mitigation) along street interfaces. We recommend that canopies are added, at least over building entries. To maintain the hierarchy of the primary steel lobby entry canopy, the secondary canopies could be at a slightly lower height, and be primarily glazed with steel support or even canvas canopies over retail entries.*
- *Service doors and garage doors are depicted on elevation as ST4 – anodised steel. While it is positive that a high quality material is used, we recommend a higher level of nuance in detailing these doors to better reflect their function. For example, a perforated finish or screen design could be utilised to vehicle entries to maintain some transparency though to improve pedestrian safety and add some visual interest. This could be demonstrated in 1:20 detailed elevations of key ground level interfaces.*

- *We note that overall building elevations do not clearly depict entry doors to retail and commercial tenancies at the ground floor, as a brick plinth continues over areas where entries should occur. We recommend that entries are accurately shown, and other measures are considered to emphasise their identity. This could include a prominent steel shroud around entries, and localised canopies.*
- *At future stages of design development, we recommend the provision of detailed 1:20 ground floor elevations which depict detailed design of ground floor thresholds and interfaces, including services, glazing framing, shrouds around entries, integrated seating to plinths, any operable windows to maximise connectivity with the street, the glazing interface to bicycle parking, and canopies.*

Recommendations

There is a positive level of client and design team ambition in the proposed design in consideration of high quality materials and an overall contextual design concept for the stage 1 development. We generally provide support for this development; however, we have outlined a number of urban design concerns and queries within this report which should be addressed prior to the next phase of design development. Our concerns are primarily related to the detailed resolution of facade elements and ground level public interfaces, and concern over wind conditions to the public realm.

Planner's Response

A summary of the unresolved Urban Design requirements is as follows:

- Further measures should be sought to enhance human scale, safety and activation to the public interfaces along the 6.6m wide laneway.
- Demonstrate that deep alcoves with limited passive surveillance are avoided.
- Designated areas of stationary activity to support activity along the pedestrian link should be considered.
- Wind mitigation strategies are recommended to be explored to provide some areas with wind conditions suitable for stationary activities, particularly within the eastern 'pedestrian laneway'.
- For stage 2, insufficient detail has been provided of the doorway and threshold design between spaces and the streetscape. This is particularly important to understand for the more private 'SOHO apartments' which front a primary street. Entry doors have not been shown on plans to ground level activation functions. It is crucial that at-grade connections to the streetscape are provided wherever possible.
- No details of the stage 2 western podium carpark interface with the street have been provided yet. If the lack of podium sleeving is to be supported, this interface should be treated with sensitivity and high quality details to ensure a high level of permeability, visual interest and design quality.
- The type of glazing for both the podium and tower has not been specified.
- Canopies should be added over building entries.

- A higher level of nuance in detailing service and garage doors should be provided to better provide interest and surveillance.
- Measures to emphasise pedestrian entries to retail and commercial tenancies at ground floor should be provided.

6.2 Traffic Engineering

Please note the following traffic comments in relation to the above application, comprising:

- *Stage 1 (11 storey office/retail building)*
- *Stage 2A (24 storey residential/retail/office, Tower A)*
- *Stage 2B (24 storey residential/retail/office, Tower B)*
- *19,895m^2 office*
- *638m^2 retail*
- *180 dwellings*
- *461 car parking spaces (including 14 car share)*
- *826 bicycle spaces*
- *11 motorcycle spaces.*

Car parking and access

We have no objection to the proposed parking provision. The future occupants / residents of this development should be advised: "Council will not change the on-street parking restrictions to accommodate the access, servicing, delivery and parking needs of this development. As the developments in this area are not entitled to resident parking permits, the residents of this development will not be eligible to receive parking permits and will not be exempt from on-street parking restrictions".

*Swept path diagrams must be provided, showing the complete journeys of all required vehicles, demonstrating all turns to/from both Lorimer and Ingles streets to/from the site**.*

The layouts of both car parks, including all spaces, accessways, ramp grades, transitions, head clearances and loading areas should be designed in accordance with the relevant requirements of the Melbourne Planning Scheme (MPS) or relevant Australian Standards.

*The operation/locations of the access doorways to both the parking and loading areas have not been specified. To ensure vehicles entering the sites do not stop in the street and obstruct pedestrians/bicycle/traffic while waiting for the entry doors to open, the doors to the parking/loading areas should be offset by at least 6m from the site boundary**. Alternatively, the doors at the site boundary could be left open during the peak periods and closed off-peak**.*

*Ramp grade of <1:10 should be provided for the first 5m from site boundaries at the access. Pedestrian sight triangles of 2 x 2.5m must be provided at the exits from the carparks into the new road, as well as at the intersections of the new road with both Lorimer and Ingles streets, as required by MPS**.*

The proposed provision of the car share spaces is supported.

As Lorimer St is an Arterial road, this application should be referred to VicRoads.

Loading

*A Loading Management Plan (LMP) must be prepared, specifying how the access/egress of loading vehicles is to be managed**. A Dock Manager should be employed, responsible for controlling the operation of the loading bay and unloading of goods. If it is necessary to undertake any reversing manoeuvres within the site, the Dock Manager's responsibilities should include:*

- *Present on site during all periods when deliveries are to be undertaken*
- *Act as spotter for any reversing movements into the loading bay*
- *Act as informal traffic controller to discourage pedestrian movements when vehicles reverse*
- *Ensure conflicts do not occur between loading and other vehicles*
- *Ensure that space used for vehicle manoeuvring is kept clear of other vehicles/obstructions at all times.*

Bicycle and motorcycle parking

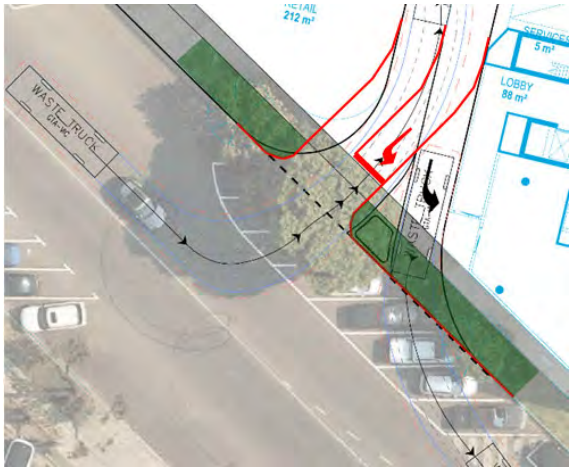
*While both the bicycle and motorcycle parking provisions just meets the MPS requirements, it is requested that at least double the number of both bicycle and motorcycle spaces be provided, to meet the likely demand**. The design/dimensions of bicycle parking should comply with the relevant Australian Standards or Bicycle Network guidelines.*

New road

*It is proposed to construct a new road, with 6.6m carriageway and 0.3m clearances. Clarification is requested whether the road is to be private or public. It is recommended that two narrow Watts Profile road humps (0.8m high X 1.8m wide) be installed along this road, to facilitate low speed and reduce risk to pedestrians. The street should be declared a 10km/h Shared Zone, subject to the Department of Transport (DoT - VicRoads) approval. If DoT's approval for the Shared Zone is not obtained, then footpaths at least 1.5m in width must be provided on each side, to enhance pedestrian safety**.*

*The concept plan of the intersection of the new road with Ingles St is unacceptable, as this would result in a significant loss of on-street parking and encourage vehicles to turn left into Ingles St without giving way to pedestrians. The new road should intersect with Ingles St perpendicularly, designed as a standard CoM crossover to a private property, with a width of less than 6m, as indicated in red below**. The left in / left out arrangement should be facilitated via 'No Right Turn' signs both into and out of the site, at the developer's expense. The footpath along Ingles St should be continuous across the new road, without pedestrians having to give way to exiting traffic – the traffic must give way to pedestrians, with the same arrangement as the traffic exiting the existing nearby crossover to this site**.*

It is recommended that a similar left in / left out arrangement with a standard crossover be provided at the intersection of the new road with Lorimer St, in order to enhance safety for all road users. However, this matter is to be to the discretion of DoT.



Traffic generation

As noted in our previous comments, GTA has again significantly underestimated the traffic generation for this site. Our assessment (using a generation rate of 0.3 vehicles/space/hr for residential spaces and 0.7 vehicles/space/hr for office spaces) indicates the development will generate 240 vehicles/hr in both the AM and PM peak hours (rather than 199 and 182 vehicles/hr in the AM and PM peaks respectively as estimated by GTA). The number of vehicles likely to travel via the Lorimer/Ingles St intersection has also been underestimated.
While GTA acknowledges the need to signalise the Lorimer/Ingles St, there is no commitment in the report to do so. Our comments of 6/1/216 in relation to the traffic generation were as follows:

- *GTA state that there will be no traffic generated to and from the subject site associated with the retail and commercial uses as there is no retail or commercial parking provided on the site. This is incorrect. It is clear that 860 sq m of retail and commercial floor area will generate vehicle trips. Whether the vehicles are parked on site or nearby is irrelevant – they are still trips generated by the site. These trips will have an impact on the surrounding road network.*
- *It is also considered that the residential trip generation rates quoted by GTA are too low for this development, as it clearly does not have good access to public transport. It is not acceptable to state that additional public transport is proposed for the area. This may or may not be delivered. Even if it is delivered it is unlikely to be in the short term.*
- *GTA has significantly underestimated the number of trips that will be generated by the development.*
- *It is also considered that GTA has underestimated the volume of traffic that will be using the Lorimer /Ingles St intersection (i.e. we do not accept GTA's traffic distribution).*
- *GTA now acknowledges that the Lorimer/Ingles St intersection needs to be signalised. They propose that this occur as part of Stage 2 of the development. However, given the comments above in relation to the underestimation of trips and an incorrect trip distribution, it is considered likely that signalisation will be required prior to this time.*
- *It is important to include appropriate permit conditions to ensure that signalisation occurs when it is required.*

- *It may be appropriate to require other developments in the area to contribute to the cost of the signals however even without any other developments this current proposal will trigger the need for signals. Therefore requiring this development to pay the full cost of signals is not unreasonable.*
- *It is noted that GTA have stated that Figure 6.7 of its report provides a 'conceptual intersection configuration'. The plan provided is an extract from SIDRA that shows the type of lanes required. It does not provide any information about the actual design of the intersection. Any permit issued should require a concept functional layout plan of the intersection to be provided to VicRoads' satisfaction. This should be required at an early stage of the project to ensure that any changes to the site design as a result of the intersection upgrade can be accommodated. It is assumed that VicRoads would have a similar position on this matter given that Lorimer St is under their care and management.*

*Our position in relation to this matter has not changed – it is still requested that the Lorimer/Ingles St intersection be signalised, to be fully funded by the developer**.*

Road Safety Audit

*A formal independent desktop Road Safety Audit of the proposed development must be undertaken prior to construction, at the developer's expense, which should include the vehicular/bicycle/pedestrian access arrangements, loading arrangements, internal circulation/layout, the design/layout of the new road, the pedestrian path along the eastern boundary and all works within the public realm. The findings of the Audit should be incorporated into the detailed design, at the developer's expense**.*

Planner's Response

A summary of the key Traffic Engineering items to be addressed is as follows:

- Swept path diagrams showing the complete journeys of all required vehicles, demonstrating all turns to/from both Lorimer and Ingles streets to/from the site could be introduced by way of condition in the ID.
- The operation/locations of the access doorways to both the parking and loading areas have not been specified. To ensure vehicles entering the site do not stop in the street and obstruct pedestrians/bicycle/traffic while waiting for the entry doors to open, a condition in the ID could be introduced requiring either the doors to the parking/loading areas be offset by at least 6m from the site boundary or left open during the peak periods and closed off-peak.
- The requirement for ramp grade of <1:10 for the first 5m from site boundaries at the access and pedestrian sight triangles of 2m x 2.5m at the exits from the carparks into the new road and intersections of the new road with both Lorimer Street and Ingles Street could be introduced by way of condition in the ID.
- A Loading Management Plan (LMP) could be introduced by way of condition in the ID.
- The new 6.6m wide road must either be provided with two narrow Watts Profile road humps (0.8m high X 1.8m wide) and declared a 10km/h Shared Zone (subject to the Department of Transport (DoT – VicRoads) approval) or be provided with footpaths at least 1.5m in width on each side of the road. This requirement could be introduced by way of condition in the ID.

- The new 6.6m wide road must intersect with Ingles Street perpendicularly, designed as a standard CoM crossover to a private property, with a width of less than 6m. The left in / left out arrangement should be facilitated via 'No Right Turn' signs both into and out of the site, at the developer's expense. The footpath along Ingles Street should be continuous across the new road, without pedestrians having to give way to exiting traffic – the traffic must give way to pedestrians, with the same arrangement as the traffic exiting the existing nearby crossover to this site. These design requirements could be introduced by way of condition in the ID.
- Traffic signalisation at the Lorimer Street and Ingles Street intersection, to be funded by the developer, could be introduced by way of condition in the ID.
- A Road Safety Audit could be introduced by way of condition in the ID.

6.3 Civil Design

Tenure Issues – vesting of roads

The proposed 6.6m central laneway and 12m eastern road, of which only half of it will be delivered with this development, generally conform to the infrastructure provisions of the Fisherman Bend Framework and it is Infrastructure Development understanding that both roads are proposed to be dedicated to the public.

We object however to the proposed plaza at the north of the 6m laneway to be dedicated to the public.

Based on the above the following condition needs to be placed on any permit to be issued:

Vesting of roads

Prior to the commencement of development the 6.6m central laneway and the portion of the 12m eastern road that is within the proposed redevelopment must be vested in Council as roads under the provision of the Subdivision Act 1988 to the satisfaction of the City of Melbourne – Infrastructure and Asset and Team Leader Land Survey. The new roads are to be unlimited in height and depth and must exclude any structure above and below the surface of the roads.

COMMENTS

Only half of the eastern 12m road will be delivered with this redevelopment, the other half to be delivered when the eastern adjacent property at 870 Lorimer Street is being redeveloped. We note however that the eastern laneway is proposed to be pedestrian/cycle use only and query whether this proposal might affect the potential of the adjoining eastern site in the future.

Infrastructure Development requires that the whole of the 12m eastern road be designed at this stage including design of public lighting and drainage. The design must also clearly shows the proposed arrangement during the interim period when the road is only 6m wide.

Pursuant to the Road Management Act 2004 (the Act) any works within the road reserve of Lorimer Street, an arterial road, requires the written consent of VicRoads, the Coordinating Road Authority. Footpaths, nature strips and medians of such roads fall under the City of Melbourne's control. The 'road' is the reserve from building line to building line. Subsequently our conditions for works on footpaths, nature strips and medians of arterial and municipal roads are listed below.

The proposed crossings/intersections are located next an existing street tree in the road reserve. This matter should be referred to the Urban Forest and Ecology Team for comment.

Planner's Response

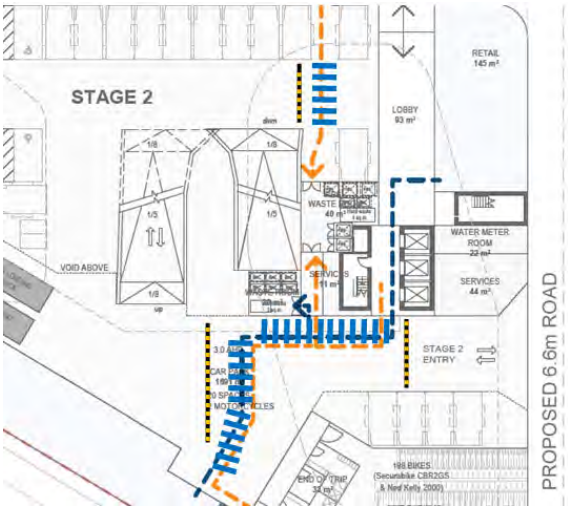
A summary of the key Civil Design items to be addressed is as follows:

- The proposed new laneway and east pedestrian through-link, which are to be declared roads, must be unlimited in height and depth. Exact outline of the basement needs to be clarified as it appears basement structures extend underneath the new 'roads', which is not supported. Amended plans showing no structures below the proposed roads could be introduced by way of condition in the ID.
- An objection has been raised in relation to the proposed plaza at the north of the 6m laneway to be dedicated to the public. The Plaza is required to remain private and amended plans noting that the "Plaza" is not nominated as a 'road' could be introduced by way of condition in the ID.
- The entire 12m eastern road is required to be designed at this stage, including design of public lighting and drainage. The design must also clearly show the proposed arrangement during the interim period when the road is only 6m wide. These requirements could be introduced by way of condition in the ID.
- In addition to the above, standard civil conditions have been provided for inclusion in the ID.

6.4 Waste Services

We have reviewed the WMP by Leigh Design dated 26th May 2020 for this proposed development and found it to be unacceptable.
The following items need to be addressed:

- *The development is entitled to bi-monthly hard waste collections of up to 4m³ for the residential hard waste.*
- *Please confirm that the residential compactors will be available for use at the completion of Stage 2a.*
- *Given that there will be a high component of organic waste generated from the food tenancies, it is highly recommended that organic waste is managed separately to reduce the amount of waste going to landfill.*
- *All tenancies are required to have internal access to the waste areas, including the Soho properties. Please amend access for those that don't have internal access and show paths of travel for all tenancies to their respective waste areas.*
- *Please show all doors/access points for the commercial tenancies.*
- *Paths of travel shown in Stage 2 show the requirement for pedestrians to cross internal roadways to access waste storage areas. This safety issue must be considered as part of the Road Safety Audit. We suggest pedestrian crossings and narrow road humps be placed at appropriate locations indicatively shown below, subject to the Audit.*



- *The swept path diagrams for the hook-lift vehicle needs to show a 9.8m truck, to account for the compactor overhang. Please confirm that there are no obstructions (kerbs, walls, etc) in the path of the vehicle.*
- *The waste loading area in Stage 1 blocks access to a disabled carpark, which is unacceptable.*
- *All chutes termination points are to be fully enclosed.*
- *Please include swept path diagrams for a MRV which will perform collections of municipal hard waste.*
- *Please include cross sectional diagrams showing sufficient height clearances for the hook lift vehicles.*
- *Please confirm the clearance between the compactors and between the compactors and side walls.*

Planner's Response

The additional information / changes requested by Waste Services could be introduced by way of condition in the ID.

6.5 Green Infrastructure

General

The development generally has good ESD targets. Some issues have been identified as detailed below.

Recommendations

Overarching ESD and Green Star Pathway

The ESD Statement provides an overview of the Green Star and general sustainability approach for the development.

A full Green Star pathway as well as any preliminary calculations or modelling undertaken to identify eligibility for points targeted under the Green Star pathway should be included as an appendix to the ESD Statement.

The development has committed to achieving a certified 5 Star Green Star outcome, and this should be reflected in any permit conditions requiring submission of certificates post successful achievement of certification.

Energy & Renewables

The energy performance targets for the development are good, with an average NatHERS rating of 7.0 Stars targeted, which is in line with current industry best practice.

Improvements over NCC 2016 minimum requirements have been included, with a target of reducing overall energy consumption by 20%.

No renewable energy generation has been proposed, and it is strongly recommended that the opportunity for solar PV be pursued on this project.

Green Infrastructure and Landscaping

The proposal as presented contains an attractive mix of on-structure landscaping, communal terrace gardens and green roofs; however all of these elements require additional information to assess their viability. At a future, more detailed design phase, a detailed breakdown of soil volumes and planter depths for all on structure planting should be incorporated in the landscape documentation package.

Prior to commencement of development it is recommended that a comprehensive Landscape Management Plan be submitted to the satisfaction of the responsible authority.

The Landscape Management Plan should provide further detail with respect to ongoing maintenance of on-structure planters, including specific provision for maintenance beyond the fifty two week period following Practical Completion.

It is also requested that the application incorporate benchmarking of the buildings' green infrastructure quality by voluntary use of the City of Melbourne's Green Factor tool.

Stormwater Management

The Clause 22.23 and Clause 37.04-4.3 response consists of a 55kL tank for rainwater collection connected to toilets and irrigation, and proprietary treatment of surface runoff.

Stormwater treatment assets much be shown on the architectural plans.

Planner's Response

The additional information / changes requested by Green Infrastructure could be introduced by way of condition in the ID.

6.6 City Design

Tract Design Report

This Report provides a high level description of the landscape design intent for the site. The design is considered appropriate to the architectural proposal and site development and the level of detail provided is consistent with a proposal of this nature and the stage of approval it is at. The landscape design report is supported.

We have a number of minor comments and queries as set out below.

- *Figure 2.1, a Functional Layout, identifies a 'Green Plaza' at the northern end of the vehicle access but a 'green' element is not evident in the subsequent schematic design plans and images. Have opportunities for 'greening' been identified at this location?*

- *It is assumed that the temporary open space and pedestrian laneway will be privately maintained. It is suggested that the narrative in Section 08 of the report (Irrigation and Maintenance) is expanded to include reference to the management and maintenance of both the temporary and the final ground level works within title.*
- *It is not clear from the plans and images how the raised brick planters in the pedestrian laneway collect pavement run-off and so function as rain gardens.*
- *It may be necessary at a further, more detailed stage, to consider repositioning rain gardens at the southern end of the pedestrian laneway to facilitate pedestrian movement between the 'Adjacent Open Space' (a future open space) and the retail / commercial tenancies and laneway.*
- *There is a minor error in the common name given for Ficus pumila in section 7.1, Planting Schedule.*

Planner's Response

A summary of the key City Design items to be addressed is as follows:

- The Landscape Report (Irrigation and Maintenance section) could be updated to include reference to the management and maintenance of both the temporary and the final ground level works within title by way of condition in the ID. Further, the temporary park on the Stage 2 site could be formally delivered through a Section 173 Agreement to ensure it is constructed prior to occupation of Stage 1.
- Run-off collection details around the raised brick planters in the pedestrian laneway could be sought by way of condition in the ID.

6.7 Land Survey

Developer Contributions

The application (along with proposed developer contribution condition) will need to be internally referred for further comments.

Consolidation of Titles

Prior to the commencement of works, including demolition, all the land for the proposed development must be owned by the one entity and consolidated onto the one certificate of title to the satisfaction of the Responsible Authority

Removal of Easement

Prior to the commencement of the development including demolition, the owner must lodge with the Responsible Authority, an application for certification pursuant to Section 23 of the Subdivision Act 1988 for the Removal of Easement E-1 on Plan of Subdivision No. 306409K. When certified by the Responsible Authority and a Statement of Compliance has issued, the plan must lodge at the Land Victoria for registration and evidence of registration must be provided to the Responsible Authority as compliance of this condition.

New Roads

The application will need to be referred to Infrastructure and Assets in relation to whether or not the Roads are to be vested in council, with specific comments in relation to any height and or depth limitations, noting that there appears to be no uniform width of both roads and plan appears to show the width altering from the basement section through to the upper levels. Should the Roads be vested, and the Engineers have requested that they be vested unlimited in height and depth the

following condition will need to be placed as a condition of permit and/or amended accordingly in response to their comments.

Vesting of Roads

Prior to the commencement of development (including demolition), the north-south access way and eastern road must be vested in Council as a road under the provision of the Subdivision Act 1988. The new portion of the road is to have no upper or lower limit and must exclude any structure above and below to the satisfaction of the Responsible Authority – the City of Melbourne.

Canopy

Proposed Canopy must comply with Councils Road Encroachment Guidelines.

Naming

Naming of the Eastern Lane and Proposed Link

Eastern Pedestrian Lane and the Proposed Link must be named prior to occupation to provide for appropriate addressing of the ground floor uses. This will require a condition along the following lines to be included on the incorporated document:

- *Prior to occupation, the north-south access ways which links Lorimer Street and Ingles Street must be named in accordance with the Geographic Place Names Act 1998 to provide appropriate street addressing for the retail tenancies.*
- *Any proposed road name must comply with the Guidelines for Geographic Names 2010, and the Geographic Place Names Act 1998.*

Planner's Response

Land Survey requirements could be introduced by way of conditions in the ID.

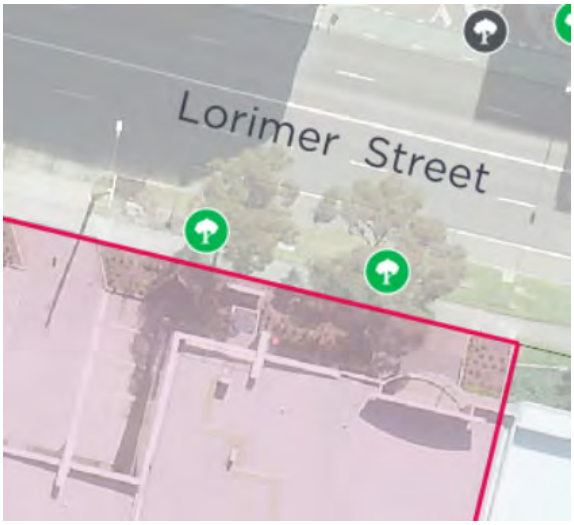
6.8 Urban Forest and Ecology

General

These comments refer to the potential impacts of the proposal on public trees and are made in accordance with the Tree Retention and Removal Policy.

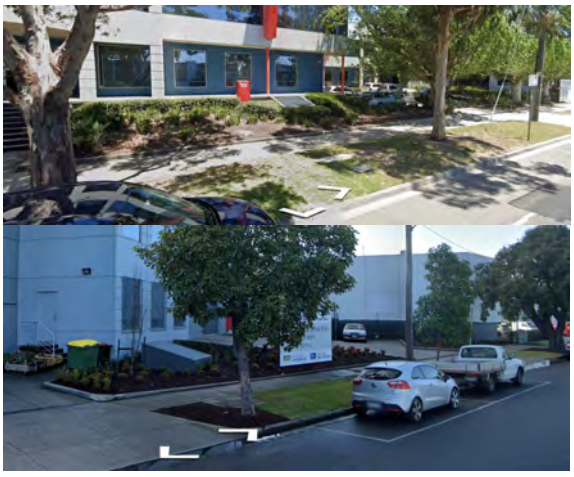
Comments

The application documents and plans show the 17 public trees bordering this site. Seven trees are adjacent to the boundaries of Stage 1. The proposed build line to the northern boundary is likely to directly impact two mature trees growing in the nature strip (as shown below).



Other significant impacts may also result if the nature strips are replaced by bluestone, which seems to be indicated by the Public Realm plans within the Urban Context and Design Response Report (see clip below). Similar effect may result for the trees adjacent to the southern boundary, which are growing in the nature strip on Ingles Street.

The current nature strip on Lorimer Street and Ingles Street are shown below.



Other than these likely impacts that are evident at the application stage, most impacts to public trees occur at demolition or construction phases. Whist the planning scheme does not require applicants to consider how a building will be demolished or constructed, it is a factor for council. The Tree Retention and Removal Policy (the Policy) will support minimal pruning and the retention of trees. In this instance, it is noted that eleven new trees are proposed within the pedestrian

laneway, which could meet the Policy requirements if trees are proposed for removal.

Should a permit be issued, in addition to the conditions detailed below, it is strongly recommended that a condition requiring revised public realm plans be to the satisfaction of the City of Melbourne (example condition provided).

Planner's Response

Standard Urban Forest and Ecology conditions have been provided for inclusion in the ID.

6.9 City Strategy

General Comments

- *Generally, the proposal is improved from the previously submitted application.*
- *CoM is supportive of the siting change to locate the high amenity pedestrian laneway to the east of the Stage 1 building to provide an active interface with the Lorimer Central open space and future tram stop.*
- *CoM is supportive of leading with commercial development in Stage 1.*
- *CoM is supportive of the temporary use of the balance of the site as open space prior to Stage 2 of the development. Guidance should be sought from Parks and City Greening on the use and design of this space.*

Transport and Parking

- *Though compliant, preference would be for a reduction in car parking and exceedance of the required rate of bike parking. Proximity to the Yarra River Trail makes cycling attractive in this location, in addition to significantly improved future cycling provision in the area. This would future-proof the development.*
- *Ensure car parking is managed and designed to accommodate changing needs over time.*
    - *While a reduction of the overall number of car parking spaces is desirable, it is acknowledged it may not be feasible due to the limited public transport services currently available in Fishermans Bend.*
    - *As the proposed rate of car parking will likely be excessive once public transport services are delivered, emphasis should be given to most efficiently using the spaces provided.*
    - *Eg. Ensuring public access to car parking (leasing and/or casual access), unbundling parking spaces from property titles, and designing for convertibility would be beneficial in ameliorating the impacts of the amount of parking provided.*
- *In order to avoid negative amenity impacts on Ingles Street as the new 'high street' of Lorimer precinct, vehicle access to the new north-south service lane should be restricted to Lorimer Street only.*
    - *As per the Fishermans Bend Framework, new vehicle crossovers are not permitted from Lorimer or Ingles streets.*

- *CoM supports the provision of the new north-south service lane to provide vehicle access to the property, though seeks a design that will mitigate negative amenity impacts on Ingles Street.*
- *Suggest that access to the north-south service lane be provided via Lorimer Street only.*
- *Suggest that access to the north-south service lane from Ingles Street be restricted to pedestrians and cyclists only.*
- *(Left in/left out is preferred at Lorimer Street. Right turns for service vehicles should be avoided to prevent unnecessary conflict with freight traffic. Lorimer Street is a DoT road and DoT should provide further guidance on this matter.)*

Flooding and Urban Design

- *More information is required to understand how this scheme will transition in height from the interior entrances to ground floor retail and commercial (currently sitting at 3.0AHD) to the entrances to the street which range from 2.3-2.8 AHD. This transition will need to be done inside these retail and commercial spaces.*
- *The elevations do not include existing AHD and only show the finished floor level at 3.0 AHD. Please amend these so the impact at street level is understood.*
- *Further consideration should be given to the south eastern corner of the Stage 1 building's presentation to the street. This will be a prominent retail location within the precinct and requires greater articulation at the detailed design phase to provide a more generous presentation to the street. Currently provides a very sharp, glass street interface.*
- *Further consideration should be given to retail and commercial tenancies at the Ingles Street interface in order to provide a greater diversity of spaces. Ingles Street will be the "high street" of the Lorimer Precinct with a mix of large and small retailers. Currently, ground floor tenancies are mostly very long and shallow floor plates with limited application.*
- *Where possible, preference should be given to retail uses on the ground floor, rather than commercial uses, particularly along Ingles Street and the eastern pedestrian laneway.*
- *The Ingles Street frontage between Lorimer Street and the proposed north south service lane is 109 m. This exceeds the CoM threshold of 100 metres for maximum block length without a through-block link. Consideration should be given to the inclusion of a publicly accessible through block link, arcade or laneway to break up the block length.*

General comments on the Incorporated Document

- *Is there a standard Incorporated Document which is being used as part of the Fishermans Bend Standing Advisory Committee process, or should there be?*
- *Note that there are some differences between this Incorporated Document and the Incorporated Document for 111 Lorimer Street.*

- *For 111 Lorimer Street, the City of Melbourne is identified as the Responsible Authority for matters expressly required to be endorsed, approved or done to the satisfaction of the City of Melbourne and for the enforcement of the Incorporated Document. The City of Melbourne has greater control over the Façade Strategy (it must be approved by the RA in consultation with the City of Melbourne) and landscaping and public realm plans (it must be approved by the City of Melbourne) for 111 Lorimer Street compared to 850 Lorimer Street.*
- *We suggest that the Incorporated Document be updated to require that City of Melbourne approve plans identified in the Incorporated Document as appropriate.*
- *As is the case with incorporated documents which facilitate development in this way, there is a concern that if the development does not go ahead as proposed there will be insufficient guidance for decision makers to assess amended proposals.*
- *For this reason we recommend an additional paragraph be added to clearly state that if the development does not go ahead as proposed in the architectural plans referred to in the incorporated document then the incorporated document will no longer apply and the provisions of the Melbourne Planning Scheme will apply.*
- *We recommend that the Incorporated Plan be updated to include the requirements of the planning scheme which are being removed by the Incorporated Document but which still should apply as per the Terms of Reference of the Fishermans Bend Standing Advisory Committee, including meeting the requirements of the CCZ, DDO and Parking Overlay (other than in relation to the dwelling density requirement, being in accordance with the Fishermans Bend Framework and entering a section 173 agreement to provide a new road or laneway).*
- *For example the Green Star, Third Pipe and Rain Tank and Affordable Housing requirements of CCZ4 and Overshadowing, Wind, Active Street Frontages and sleeved and adaptable Car Parking requirements of DDO67 (and any other applicable requirements) should be requirements in the Incorporated Document.*
- *We also recommend that the Incorporated Document include principles to guide the assessment of the detailed development plans.*
- *For example, in relation to 2b and subject to advice from the Urban Design team, we recommend adding Public Interfaces and Design Detail principles from the Central Melbourne Design Guide (proposed to be an incorporated document to the Melbourne Planning Scheme through Amendment C308) and principles around balancing safety, equitable access and good design in the context of urban design for flood affected areas.*
- *We don't support the current time frame that the Incorporated Document expires if the development is not started within five years of its approval. The standard time frame for planning permits should apply.*
- *Minor comment that the Incorporated Document should be an Incorporated Document in the schedules to Clauses 45.12 and 72.04 rather than schedules to Clauses 51.01 and 72.04 given that amendment VC148 introduced Clause 45.12*

Specific Controls Overlay to gradually replace Clause 51.01 Specific Sites and Exclusions.

General comments on the Explanatory Report

Not reviewed. We don't think we need to review it as we don't generally have concerns about the Explanatory Report.

Planner's Response

- Car and bicycle parking numbers are discussed throughout this report.
- Vehicle access restrictions to the new road has been assessed by Traffic Engineering.
- Sufficient retail frontage is proposed along Ingles Street and the eastern pedestrian link.
- The applicant has consulted with Melbourne Water. The Planning Report identifies that natural ground level is at approximately 2.5m AHD. Therefore, to deal with the required level changes, the development will modify the topography to create a raised ground plane where appropriate and utilise a combination of ramps and step entries where required. Universal access will be maintained at all public entrances. This approach will ensure a comfortable transition from natural ground into the development, without detracting from the experience of the public realm. It is however noted that changing levels within the public realm (Council land) would not be an acceptable design response without further consultation with relevant Council departments.
- AHD levels at natural ground / street level could be included on the plans by way of condition in the ID.
- The maximum block threshold of 100m is exceeded by 9m, which is minimal and reasonable given the location of the new north-south road generally complies with the indicative location maps within DDO67.
- Three years to commence development and five years to complete development would be more appropriate and could be reflected as a condition in the ID.

7 ASSESSMENT

7.1 Clause 22.27 (Fishermans Bend Urban Renewal Area Policy)

Whilst the existing statutory controls governing the site set out current land use and built form expectations (refer Section 4 of this report), these would become redundant should the proposed SCO and Incorporated Document be approved. To this end, the key matters for consideration are the appropriateness of the proposed control and its response to the provisions of Clause 22.27 (Fishermans Bend Urban Renewal Area Policy).

Of particular relevance, this clause requires the following policies to be considered:

- A minimum non-residential plot ratio of 1.7:1;

The proposed development would provide 25,711m² floor area for employment generating uses (office/commercial and retail), which equates to a plot ratio of 2.5:1. The minimum policy requirement would be met.

- At least 20% three bedroom dwellings;

The proposed development would provide 74 three bedroom dwellings, which equates to 22% of the 336 dwellings in total. The minimum policy requirement would be met.

- At least 6% of dwellings as affordable housing;

The application material states that *it is not proposed to include affordable housing as part of this development (Stage 1). The provision of affordable housing will be required via a condition of the Incorporated Document, with the detail confirmed prior to the commencement of Stage 2 of the development.* Affordable housing (minimum 6% of dwellings) in Stage 2 could be required by way of condition in the ID.

- Performance standards relating to design excellence, energy efficiency, flood resilience, waste management, communal open space, landscaping, connectivity, sustainable transport and land use;

These matters are discussed in greater detail below.

7.2 The appropriateness of the Special Control Overlay (SCO)

It is considered that the SCO is an appropriate mechanism to guide the future use and development of the site. Indeed this is the only route to approval available in this part of Fishermans Bend, subject to the provisions of Schedule 1 of the Infrastructure Contributions Overlay (ICO).

The ICO states that a permit must not be granted (including for permit applications called in by the Minister before the approval of Planning Scheme Amendment GC81, such as that proposed development), until such time as an Infrastructure Contributions Plan (ICP) has been incorporated into the planning scheme. On the basis no such ICP currently exists, permits cannot yet be issued for qualifying developments in accordance with the terms of the overlay. The application material states that an ICP is currently being prepared.

To allow for development to be approved in the interim, the Minister has invited the submission of a Planning Scheme Amendment for 26 affected applications, to allow for site-specific controls that will facilitate the redevelopment of each individual site. Applications must now be considered through the SCO / ID process. Though the 'call in' circumvents the need to consider the provisions of the ICO, land owners must still provide / contribute toward future infrastructure. In accordance with the subsequent Fishermans Bend Standing Advisory Committee Terms of Reference, 'appropriate' contributions only must be made.

The application material has not included any details around proposed contributions and the applicant understands a development contribution condition would be applied to any ID issued. Development Contributions is discussed further at Section 7.7 of this report.

As per the terms of the draft ID, a planning permit would not be required to use / develop the site in accordance with the existing controls that govern the site. As such, the ID must provide the guidance necessary to clearly direct the future redevelopment of the site.

The merits of the draft ID are discussed throughout this report.

7.3 Land Uses

The proposal seeks to use the land for the purposes of office/commercial, retail and dwellings.

Pursuant to Schedule 4 to the CCZ, Office use is as-of-right; and a permit is required for Retail Premises (on the basis it exceeds 1,000m² of gross leasable floor area) and Dwellings (on the basis the site is located within an Amenity buffer as shown on Map 3 of CCZ4). This is due to the site's proximity to two concrete batching facilities at 824 Lorimer Street and 310 Ingles Street / 223 Boundary Street, Port Melbourne. Refer Section 7.6 of this report for an amenity assessment.

Broadly speaking, the proposed uses are consistent with a purpose of CCZ4, which seeks *to create a highly liveable mixed-use area where the scale of growth is aligned with the provision of public transport and other infrastructure* and are considered acceptable in principle. The uses will also contribute to the creation of a mixed-use neighbourhood, which is a stated policy objective of Clause 22.27.

7.3.1 Section 2 Uses

Retail Premises

The retail / commercial component equates to 1,462m² of gross floor area across the development. The offering is small in comparison to the other uses proposed on-site; however, it contributes to the minimum non-residential plot ratio of 1.7:1 at Clause 22.27 and the purpose of CCZ4; and is supported.

It is noted that hours of operation have not been specified. Reasonable hours to ensure the amenity of the surrounding area is not impacted could be introduced by way of condition in the ID.

Dwelling

Importantly, the maximum dwelling density set out in CCZ4 (339 units per hectare) does not apply on the basis this application (together with the 25 other applications that are the subject of the ICO and previously called in by the Minister) is exempt from this requirement in accordance with the Fishermans Bend Standing Advisory Committee Terms of Reference. To this end, increased dwelling densities can now be considered.

Notwithstanding, the site is 1.01 hectares and 336 dwellings are proposed. Pursuant to CCZ4, the definition of Dwelling Density (dw/ha) *means the number of dwellings on the site divided by the total site area (hectares), including any proposed road, laneway and public open space.*

The proposed 336 dwellings / the site area of 1.01 hectares = 332 dw/ha.

Therefore, even if the controls of the CCZ4 applied, the dwelling density requirement would be met; and as dwellings are encouraged in the precinct (near the central city and benefitting from (future) immediate public transport services), the proposed part-use of the site for residential apartments is supported.

It is also noted that the proposal would comply with the requirement of at least 20% three bedroom dwellings, pursuant to Clause 22.27, as the proposal would introduce 74 (22%) three bedroom dwellings.

Notwithstanding, the proposal for residential apartments within two towers is also dependent upon an acceptable built form and this matter is discussed further at Section 7.4 of this report.

As outlined above, the application material states that *it is not proposed to include affordable housing as part of this development (Stage 1). The provision of affordable housing will be required via a condition of the Incorporated Document, with the detail confirmed prior to the commencement of Stage 2 of the development.*

The design detail has been provided for Stage 1 only, which relates to the lower office building at the eastern portion of the site. Stage 2 design detail would need to

be introduced through the ID and this could also include provision for at least 6% of dwellings to be provided as affordable housing. Furthermore, the ID could ensure that units are transferred and managed by a housing provider. This, in turn, would ensure that identified eligible households are able to access affordable housing. If the preferred model is build-to-rent, local housing needs may not be adequately addressed and once on-sold, units may no longer be occupied by eligible tenants.

7.4 Built Form

If the proposed SCO/ID were approved, the provisions of DDO67 would not apply. Notwithstanding, the provisions of DDO67 are an appropriate built form guide in this instance and the proposal is assessed against these design outcomes below.

7.4.1 Building Height

It is noted that the schedule introduces three different preferred building heights over the site as shown in Figure 15.

Figure 15: DDO67 Map 2: Building Heights

A comparison between the DDO67 preferred height controls and the proposed buildings is as follows:

Area	DDO67 Height	Proposed Height
West portion of site	81m (24 storeys)	80.4m (24 storeys)
North-East portion of site	36m (10 storeys)	43m (11 storeys)
South-East portion of site	30m (8 storeys)	31.6m (8 storeys) to 35.4m (9 storeys)

The above table demonstrates that the two towers (Stage 2) at the west portion of the site would not exceed the DDO67 control. The Stage 1 building would exceed the DDO67 control by 7m (1 storey) at the north-east portion of the site and by between 1.6m to 5.4m (1 storey) at the south-east portion of the site.
While the proposed Stage 1 building exceeds DDO67, the variation is considered minor and referring to Figure 16, the existing character of the immediate area, particularly recent developments (including currently under construction) to the north,

demonstrate that a slight increase above 30m and 36m would not be an unreasonably addition to the area.

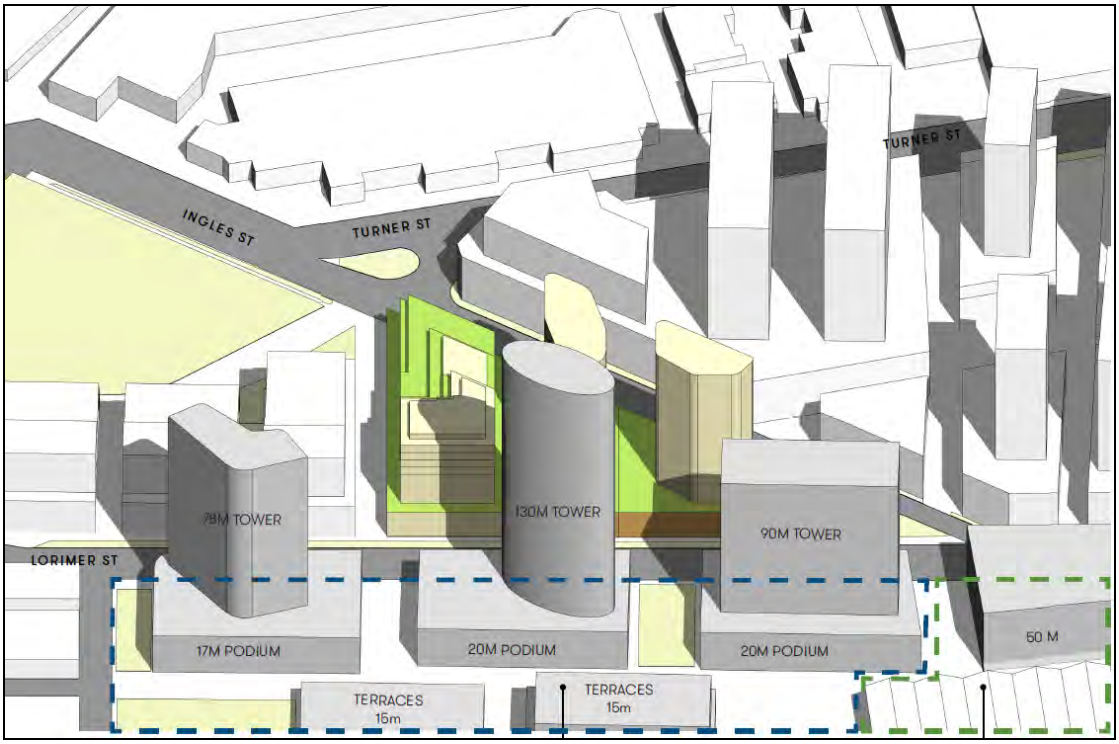


Figure 16: Completed and under construction built form to the immediate north

7.4.2 Overshadowing

Whilst the existing and desired future built form character of the area is a key factor in determining what constitutes appropriate building heights on-site, so too is the effect of the proposed building upon the general amenity of the immediate surrounding area. This includes the extent to which it would overshadow the proposed future public open space to the south-east (known as Lorimer Central) – refer area 'B' in Figure 17.

Schedule 67 states that the shadows cast over this open space between 11am and 2pm on 21 June to 22 September should not extend beyond those which would be cast by a compliant street wall (six storeys).

The application material demonstrates that the proposed development would not cast shadow over the proposed future open space of Lorimer Central between 11am and 1pm on 21 June to 22 September, using the DDO67 formula. However, a small portion of shadow would be cast over the open space at 2pm on 21 June (not 22 September) – refer Figure 18. The extent of shadow would be considered acceptable as the area of shadow would be cast only over the edge of the park adjacent a (future) road; the reduction in sunlight at this location and over the entire day would be inconsequential to the enjoyment of the park; and it would fall within shadow cast by a DDO67 compliant future development on the adjacent site to the east. As such, it is considered that the height of the proposed building is acceptable in regard to shadow impacts.

The overshadowing map in Figure 17 also includes two smaller triangle-shaped future public open spaces located between the site and the future Lorimer Central open space. The DDO67 map indicates that these smaller open spaces have '*no overshadowing controls*'. Notwithstanding, the shadow diagrams provided with the application demonstrate that shadow cast over this open space would remain within

shadow cast by a compliant street wall except for a small portion between 1pm and 2pm on 21 June. This level of additional shadow is minor and, again, would fall within shadow cast by a DDO67 compliant future development on the adjacent site to the east.

Figure 17: DDO67 Map 5: Overshadowing

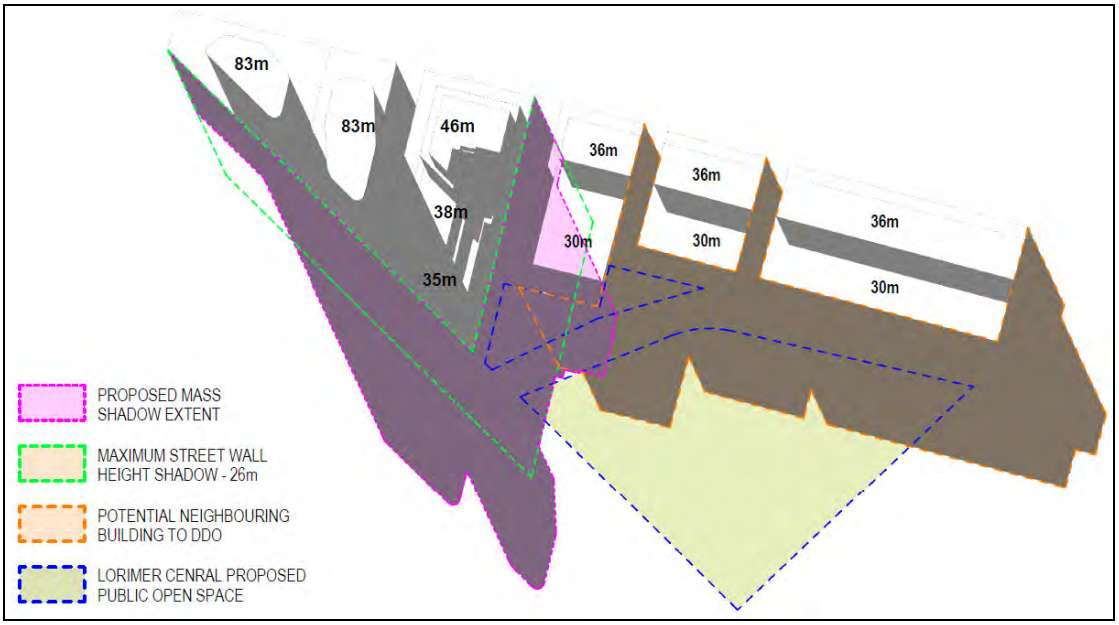


Figure 18: Proposed 2pm shadow (21 June)

In addition to Schedule 67, consideration must also be given to the provisions of Clause 22.02 (Sunlight to Public Spaces). This clause states that new buildings should not unreasonably reduce the amenity of public spaces by way of increased overshadowing between 11am and 2pm on 22 September. In accordance with the above discussion, the proposal is considered to respond positively to this policy.

7.4.3 Street Wall

DDO67 states that Lorimer Street and Ingles Street (Type D) and the newly created laneway and pedestrian through-link (Type C) has preferred street wall heights of at least four storeys.

The proposed Stage 1 building would have a three storey street wall to all streets. While the Stage 2 tower development has not been provided in detail, a Section diagram included in the application material shows a street wall consistent with the Stage 1 building – three storeys and approximately 13m in height.

While the proposed street walls are one storey lower than the preferred height within DDO67, the approximate 13m dimension is akin to a normal four storey scale; the lower form improves the pedestrian experience; a strong and solid design response with large expanses of glazing would be achieved; and a human scale would be delivered.

7.4.4 Setbacks

DDO67 introduces the following setbacks above the street wall:

Qualification	Preferred Setback	Minimum Setback
where building height is ≤ 8 storeys	5 metres	3 metres
where building height is > 8 storeys and ≤ 20 storeys	10 metres	5 metres
where overall building height is > 20 storeys	10 metres	10 metres

Stage 1

- A 5m setback is proposed above the street wall to Lorimer Street, which is 11 storeys in height. The setback in this instance would be consistent with the minimum setback in the above table.
- A 6m setback is proposed above the street wall to Ingles Street, which is eight storeys in height. The setback in this instance would be 1m greater than the preferred setback in the above table.
- The proposed building would also introduce a 9.2m setback above the street wall facing the newly created laneway through the centre of the site and a 5m setback above the street wall facing the newly created pedestrian through-link along the site's eastern boundary. The number of storeys along both new roads varies from three to 11 storeys. For the most part, the setbacks would exceed the minimum and preferred setbacks with the exception of where preferred setback of 10m is sought above eight storeys.

Stage 2

<u>East Tower</u>

- A 10m setback is proposed above the street wall to Lorimer Street and Ingles Street, which is 24 storeys in height. The setback in this instance would be consistent with the minimum and preferred setback.

- The proposed building would also introduce a 2.5m setback above the street wall facing the newly created laneway through the centre of the site, tapering away at the northern end for a 9m setback. The setback would not strictly comply with DDO67 and is discussed below.

West Tower

- A 5m setback is proposed above the street wall to Lorimer Street, which is 24 storeys in height. The setback in this instance would be 5m less than the minimum and preferred setback.
- A 10m setback is proposed above the street wall to Ingles Street, which would be consistent with the minimum and preferred setback. It is noted that a 15m setback is proposed at the northern part of Ingles Street where it intersects with Lorimer Street.

For the most part, the proposed setbacks above the site's various street walls are consistent with the DDO minimum and/or preferred setbacks. Where they do not, the built form outcomes are considered to be acceptable.

For example, the Stage 1 building steps up to a height of 11 storeys only at the northern end of the site. Moving south through the two newly created roads, the building steps down in height to enable adequate daylight and sunlight into these roads; to maintain views to the sky; and to minimise the extent of visual bulk from the public realm.

The most significant shorfalls for the Stage 2 tower development is the eastern tower's east elevation and the western tower's north elevation. In relation to the east tower, the proposed 2.5m setback from the newly created road is minimal; however, this setback only extends along approximately half the tower's east elevation due to a tapered form towards the northern end of the tower, which results in a maximum 9m setback. Because the greater setback is at the northern end, daylight and sunlight to the road is less affected and the tapering assists in ensuring views to the sky and visual bulk are minimised. A similar design approach has been taken for the west tower's north elevation.

The varied setbacks proposed are considered a reasonable response to the existing and future street network surrounding and through the site.

Importantly, the applicant is of the view that the building does not feature 'sides' or a 'rear'. On the basis the building would be viewed in the round and accessible from all frontages, this is agreed and as such the side and rear setback requirements of Schedule 67 need not be considered.

7.4.5 Building Separation

DDO67 building separation within the site is as follows:

Part of building	Building height	Preferred building separation	Minimum building separation
Below the Maximum street wall height		12 metres	6 metres
Above the Maximum street wall height	≤ 20 storeys	20 metres	10 metres
	> 20 storeys	20 metres	20 metres

Between the Stage 1 building and the Stage 2 east tower, a 6.6m building separation is proposed at street wall level and an 18.5m building separation is proposed above the street wall. As the Stage 1 building is less than 20 storeys, a minimum 10m and preferred 20m separation is sought by the DDO. The proposed 18.5m separation is

therefore considered a reasonable response, particularly having regard to the east tower's tapered form, which results in a maximum 25m (approx.) separation. The separation in this instance, along with the significant height variation between the two buildings would ensure that outlook and daylight impacts are not unreasonable; direct views between the buildings are offset; privacy screening would not be required; and the buildings would not appear as a continuous wall when viewed from the Yarra River.

Between the Stage 2 towers, an 18.5m building separation is proposed (above the shared podium). DDO67 seeks a 20m separation; therefore, the proposal would have a shortfall of 1.5m in this instance. The shortfall is minor and as the towers have tapered forms, the shortfall relates to a 15m section of façade only. The separation will ensure that outlook and daylight to the apartments is maintained to a high level of amenity; privacy screening would not be required; and the form and siting would ensure that views from the Yarra River would not result in the appearance of a continuous wall.

7.4.6 Wind Effects

DDO67 states that buildings and works higher than 40m (which applies to all three buildings on-site):

- *Must not cause unsafe wind conditions as specified in Table 7 in publicly accessible areas within the assessment distance from all façades.*
- *Should achieve comfortable wind conditions as specified in Table 7 in publicly accessible areas within the assessment distance from all façades.*

A wind report was provided with the application, dated June 2019. The report identified that wind tunnel testing resulted in wind conditions exceeding the walking comfort criterion at many locations, which led to the development of the following mitigation strategies:

- A void plus a façade with 50% porosity at the upper podium levels on the north-east corner of Stage 1 podium and north-west corner of Stage 2 podium; and
- An angular and curvilinear tower form for both Stage 2 towers.

The report confirms that with these measures in place, wind conditions in and around the site were shown to achieve the walking comfort criterion and at all test locations, and naturally safe wind conditions would be achieved. The submitted application drawings have incorporated the mitigation strategies outlined above and a supplementary wind report, dated 28 May 2020, has been provided. The additional report concludes that the pedestrian level wind effects would be similar to those reported in the original wind report and the original wind tunnel study would remain valid.

Having regard to the façade porosity mitigation strategy, Urban Design has confirmed that they are *very supportive of the perforated brickwork approach*.

Having regard to the tower form mitigation strategy, the outcome of a tapered form results in greater building separation, which is considered a positive design response as discussed at Sections 7.4.4 and 7.4.5 of this report.

While the report identifies walking comfort criterion would be achieved at all test locations, standing comfort criteria would only be met in some test locations and sitting comfort criteria would not be met in any test location. Urban Design recommended that *wind mitigation strategies are explored to provide some areas with wind conditions suitable for stationary activities, particularly within the eastern 'pedestrian laneway'.* The proposed newly created north-east through-link along the east boundary of the site is dedicated to pedestrian activity and the submitted

landscape plan identifies “fixed furniture elements” and “café breakout” within this space. As such, the Urban Design advice is reasonable and it is therefore recommended that a mix of sitting and standing criterion should be met to adequately respond to the built form outcome of DDO67, which seeks to *maintain a safe and pleasant pedestrian environment on footpaths and other public spaces for walking, sitting or standing*. This could be introduced by way of condition in the ID.

It is noted that no wind testing was undertaken at each buildings’ rooftop communal open space; however, as DDO67 requires assessment of wind effects on the public realm only, no further consideration or assessment would be required. Notwithstanding, substantial landscaping is proposed at these levels and could be modified as required to ensure that occupants’ amenity is reasonably maintained.

It is also noted that the test locations excludes an assessment of wind effects at the future open space known as Lorimer Central and to this end it is unclear if the standing and sitting criteria could be achieved here. This open spaces would act as a key local amenity and it is imperative wind conditions are comfortable – equating to at least satisfying the standing criteria. Lorimer Central appears to sit predominantly outside the defined radius required by DDO67; however, it is unclear if the western portion of the open space in fact falls within the defined radius. Though the provisions of Schedule 67 would not apply if the SCO / ID were approved, it is nevertheless considered that relevant performance measures such as this should be applied to safeguard the amenity of future public spaces. It is therefore recommended that a revised wind impact assessment should be required for further consideration. This assessment must confirm that the standing criteria will be satisfied across those parts of adjacent future open spaces within the defined assessment area set out in Schedule 67 of the DDO. This could be introduced by way of condition in the ID.

7.4.7 Active Street Frontages

DDO67 states that new buildings should address and define existing and proposed streets; create activated building façades with windows and legible entries; and consolidate services within sites and within buildings, and ensure any externally accessible services or substations are integrated into the façade design. The related performance standards state that:

- Services should occupy less than 40% of the ground floor of a building;
- Along primary streets (in this case Ingles Street) at least 80% of the ground level frontage should be clear glazed to a height of 2.5 metres (excluding solid plinths);
- Along secondary streets (in this case the proposed pedestrian through-link) at least 60% of the ground level frontage should be clear glazed to a height of 2.5 metres (excluding solid plinths).

<u>Services</u>

With the exception of lift / stair cores, a booster cupboard and an end-of-trip facility, Lorimer Street, Ingles Street and the proposed east pedestrian path would be occupied by active uses including glazing, lobbies, secondary building entries and bike parking. The majority of services are located along the proposed new road through the centre of the site.

Urban Design has stated that *a significant portion of the ground level frontage to the proposed 6.6m road is lined with services, and includes two vehicle entries (one to each of the staged buildings)…it is crucial that pedestrian activity is still supported though this laneway to ensure adequate block permeability through the approx. 145m site frontage. The laneway should be designed to be safe from vehicle traffic, and activated for passive surveillance…we recommend further measures to enhance human scale, safety and activation to these public interfaces.*

It is therefore considered reasonable to require further clarification of activation along the central laneway's west (Stage 1) and east (Stage 2) ground level façades for increased passive surveillance. This could be achieved through additional details and material specification for services doors and garage doors to better reflect their function and provide added visual interest and transparency, including consideration of any textured finish or screening pattern design. This could be introduced by way of condition in the ID.

Primary Streets

Approximately 73% of the Ingles Street ground level frontage would be clear glazed, which is 7% less than the recommended 80% within DDO67. However, this excludes the two newly created pedestrian and shared laneways, which equate to a combined width of 12.6m. As these roads contribute to the activation of Ingles Street, including these in the calculation would result in an active frontage of approximately 80%.

Secondary Streets

Approximately 80% of the east pedestrian through-link ground level frontage would be clear glazed, which is significantly greater than the recommended 60% within DDO67 and therefore provides adequate activation and passive surveillance along this proposed newly created space.

Canopies

DDO67 states that canopies should be provided over footpaths where retail uses are proposed. The submitted drawings identify a steel canopy over the Lorimer Street Stage 1 building entry. However, as detailed by Urban Design, *no other building entries into ground level retail or commercial tenancies have canopies depicted, which is crucial in emphasising a sense of human scale, the identity of tenancy entrances, and weather protection along street interfaces. We recommend that canopies are added, at least over building entries. To maintain the hierarchy of the primary steel lobby entry canopy, the secondary canopies could be at a slightly lower height, and be primarily glazed with steel support or even canvas canopies over retail entries.*

It is therefore considered reasonable to require canopies be provided over each retail and commercial building entry to emphasise human scale, identify tenancy entrances and provide weather protection. This could be introduced by way of condition in the ID.

Car Parking

All ground level car parking would be sleeved with active uses and thus, appropriately concealed from the public realm.

7.4.8 Adaptable Buildings

DDO67 seeks developments to be designed with adaptable buildings by providing for the future conversion of those parts of the building accommodating non-employment uses to employment uses; and adaptable car parking that can be adapted to other uses over time. An assessment against the built form requirements is a follows:

Building Element	Adaptability Opportunity	Proposed Stage 1 Building	Proposed Stage 2 Towers
Lower levels up to the height of the street wall	At least 4.0 metres floor to floor height at ground level. At least 3.8 metres floor to floor height for other lower levels.	Such is the internal layout of the podium levels, floor-to-floor heights vary. However, the ground level is generally greater than 4m in height and the upper podium levels exceed	As design detail for Stage 2 has not been provided, limited details are shown on the submitted drawings relating to floor-to-floor heights. A Section diagram has been provided, which shows

		3.8m in height with the exception of car parking areas (refer below).	active uses (retail and commercial) exceeding 4m floor-to-floor heights.
Car parking areas	In areas not in a basement: • Level floors. • A floor-to-floor height at least 3.8 metres. Mechanical parking systems to reduce the area required for car parking	Podium car parking has floor-to-floor heights of between 2.8m and 3.2m, which is less than the 3.8m sought by the DDO to be adaptable. The number of car parking spaces does not exceed the maximum specified in Parking Overlay Schedule 13.	With the exception of the podium's top level, the lower car parking levels have floor-to-floor heights of between 2.7m and 2.95m. The number of car parking spaces does not exceed the maximum specified in Parking Overlay Schedule 13 and the top level has a floor-to-floor height of 4.05m, which therefore could be adapted over time to reduce car parking numbers (64 spaces) and increase active uses.
Dwelling layout	The ability for one and two-bedroom dwellings to be combined or adapted into three or more bedroom dwellings.	N/A	Internal layout details have not been provided with the application material as the design detail has been provided for Stage 1 only. Notwithstanding, the general layouts depicted within the towers show one and two bedroom dwellings adjacent to each other, which suggests an opportunity for consolidation. However, it is not possible to assess under this Stage of design detail and as such, conditions in the ID would be introduced to provide Stage 2 detailed layouts, include adaptable dwelling options. It is also noted that, while it is important to have adaptable dwellings should this be required prior to sale, the number of three bedroom dwellings proposed exceeds 20% in accordance with the Fishermans Bend Urban Renewal Area Policy at Clause 22.27.
Internal layout	Minimal load bearing walls to maximise flexibility for retail or commercial refits	The plans show that load bearing walls are contained to building cores and columns.	The plans show that load bearing walls are contained to building cores.

7.4.9 Building Finishes

DDO67 states that:

- Buildings should avoid blank façades;
- Building walls facing a street or public place should be detailed to provide visual interest; and
- Buildings fronting main roads should use materials and finishes with a perpendicular reflectivity less than 15 per cent, measured at 90 degrees to the façade surface.

Details of building finishes has been provided for Stage 1 only. As per the assessment from Council's Urban Design team, *the overall building elevations of the stage 1 development are generally positive, and demonstrate consideration of robust materials, façade depth and high quality details.*

Notwithstanding, as detailed at Section 6.1 of this report, Urban Design requires further resolution of the finishes such as the structural integrity of the perforated brick used as a façade screen and the type of glazing to ensure low reflectivity is achieved, glare is managed and visual connectivity with the streetscape is maximised.

It is therefore considered reasonable to require a detailed Façade Strategy by way of condition in the ID.

7.5 Traffic and Parking

7.5.1 Car Parking

In accordance with PO13 and the calculations provided at Section 4 of this report, no more than 461 car parking spaces should be provided on-site. This includes a maximum 205 spaces for dwellings, 242 spaces for office and 14 spaces for retail.

Referring to Section 3.2 of this report, the number of on-site car spaces proposed would not exceed the maximum specified in PO13 for all uses.

In addition to the Parking Overlay provisions, CCZ4 states that two car share spaces plus one per 25 car spaces should be provided for the residential component; and one car share space per 60 car spaces for the non-residential component.

The proposed development would require ten car share spaces for the residential component and four car share spaces for the non-residential component. A total of 14 car share spaces are proposed, therefore meeting the requirement of CCZ4. The car share spaces are not nominated on the plans and could be introduced by way of condition in the ID.

7.5.2 Bicycle Parking

In accordance with CCZ4 and the calculations provided at Section 4 of this report, at least 826 bicycle parking spaces should be provided on-site. This includes a minimum of 370 spaces for the residential component (336 for residents and 34 for visitors) and 456 spaces for the non-residential component (434 for staff and 22 for visitors).

The Development Summary within the submitted Urban Context Report breaks down bicycle parking allocation in accordance with the statutory requirement at Clause 52.34; however, the location and allocation of bicycle spaces have not been adequately nominated on the plans to ensure convenient access for each use. This could be introduced by way of condition in the ID.

End-of-trip facilities in the way of change rooms and 44 showers (42 in Stage 1 and two in Stage 2) is satisfactory.

7.5.3 Motorcycle Parking

In accordance with CCZ4 and the calculations provided at Section 4 of this report, at least ten motorcycle spaces should be provided on-site. This includes a minimum of seven spaces for the residential component and three spaces for the non-residential component.

A total of 11 spaces are proposed, including three within the Stage 1 development and eight within the Stage 2 development. The minimum requirements would be met; however, the location and allocation of bicycle spaces have not been adequately nominated on the plans. This could be introduced by way of condition in the ID.

7.5.4 Access

Vehicle access matters are discussed in detail at Section 6.2 of this report.

7.6 Amenity

7.6.1 Amenity Buffer Area

Being a renewal area, the site and its immediate surrounds comprises a variety of land uses. This includes a range of commercial and industrial premises. Clause 22.27-4.10 recognises the potential amenity impacts which may result and as such states that it is policy:

- *To ensure new uses and the expansion of existing uses with potential adverse amenity impacts do not prejudice the urban renewal of Fisherman's Bend.*
- *For applications that may be affected by adverse amenity impacts, require the preparation of an Amenity Impact Plan that includes measures to mitigate adverse amenity impacts.*

In accordance with Map 3 of CCZ4, the site is located within an identified amenity buffer area on the basis it is located within 300m of two concrete batching facilities at 824 Lorimer Street and 310 Ingles Street / 223 Boundary Street. As such, in accordance with Clause 4.4 of CCZ4, an Amenity Impact Plan is required.

The submitted report (prepared by GHD and dated June 2019) states that given the concrete batching plants are existing industries, the EPA recommended buffer distance guideline is the relevant guideline to be used, which outlines the separation distance to be met for the concrete batching plants and other existing industries. The report confirms that both Barro and Citywide batching plants are located outside the Environment Protection Agency's (EPA's) preferred threshold distance to sensitive uses and do not have the potential to cause constraint to the proposed development. Furthermore, it is unlikely that the existing industries will experience any constraints from redevelopment of the subject site to include sensitive uses.

The report also states that to minimise air quality impacts, a number of mitigation measures can be dealt with at the design phase. These measures include limiting the exposure of emissions to bedroom openable windows/balconies, mechanical ventilation, location of air intakes, use of a filtration unit, non-openable windows, podium treatment and a setback of the tower. The recommendations set out in the Amenity Impact Plan could be introduced by way of condition in the ID.

Insofar as potential noise impacts are concerned, these are discussed at Section 7.6.2 of this report.

The report concludes that based on the findings and the assumption that the management of potential air and noise impacts would be resolved at the design phase utilising mitigation measures that sufficiently mitigate amenity impacts, the subject site's amenity would not be considered to be adversely impacted. In turn, the proposed development of the site is not likely to result in unreasonable impacts to the existing industries.

7.6.2 Acoustic

An Acoustic Report prepared by Stantec and dated 26 May 2020, has been submitted with the application. The report determines that:

- The main source of noise emissions from the proposed development will be from external mechanical plants, which are expected to operate 24/7 in the case of the residential component; and
- The main sources of noise intrusion upon the proposed development will be traffic noise from Lorimer Street, general mechanical hum from plant in surrounding buildings and same building plant noise in areas near plant rooms.

Importantly, the report determines that no significant noise impact from the concrete batching sites is expected.

The report concludes by making preliminary acoustic advice in relation to mechanical plant (silencers, screens etc.) and built form (use of materials such as glazing and concrete). The recommendations in the submitted report must be implemented and an amended acoustic report should be submitted to consider the detailed design of Stage 2. These requirements could be introduced by way of condition in the ID.

7.6.3 Internal Amenity

The Stage 2 component of the proposed development will incorporate 336 dwellings, including 170 x one bedroom, 92 x two bedroom and 74 x three bedroom dwellings.

The detailed design of Stage 2 has not been provided with the application material. To that end, the design principles must be guided by conditions in the ID. This includes compliance with Clause 58 (Apartment Developments) to the satisfaction of the Responsible Authority.

While general apartment sizes and balconies are nominated on the floor plans, it is acknowledged that this may be subject to change to ensure that Clause 58 standards and objectives are met.

7.7 Environmentally Sustainable Design

Refer discussion at Section 6.5 of this report.

7.8 Development Contributions

In assessing the appropriateness of a site specific planning control to facilitate a proposal, the Terms of Reference states that the Advisory Committee must consider, amongst other things:

- *The provision of appropriate development contributions in the form of monetary contribution, land contribution, works in kind or a combination of these and the extent to which they are consistent with, and contribute to, the objectives of the Framework.*

The Fishermans Bend Framework lists the following key infrastructure projects for the Lorimer Precinct:

Medium Term (2020-2025)

- Pop up community hub in Bolte West precinct;
- Lorimer health and wellbeing hub;
- Lorimer education and community hub;
- Northern tram corridor;
- Lorimer Central open space.

Long-Term (2025+)

- Lorimer sports and recreation hub;
- Lorimer arts and cultural hub;
- Lorimer West open space;
- Graham/Bridge Street pedestrian bridge.

The subject site includes the provision for two publicly accessible roads, being the central shared lane and the eastern pedestrian through-link. However, this land is a requirement of the related structure plan and as such should be considered a site constraint as opposed to a contribution. Further, no community facilities are proposed within the proposed development.

Notwithstanding this, it is noted that if the provisions of the Macaulay urban renewal area Development Contributions Plan Overlay (DCPO) were applied (and it is assumed basic infrastructure costs would remain similar), the following rates would be payable:

- $17,053 per dwelling;
- $193 per sq. m of gross office/commercial floor area; and
- $161 per sq. m of gross retail floor area.

Given the proposed development would comprise 336 dwellings, 1,462m² of gross retail floor area and 24,249m² of gross office/commercial floor area, applying the Macaulay contribution rates, a total contribution of $10,645,247 would otherwise be required.

Payment in accordance with the above contribution could be introduced by way of condition in the ID, which is considered to reflect assumed local infrastructure costs.

7.9 Flooding

Refer discussion at Section 6.9 of this report, noting that the site is partially affected by a 100 Year Flood area and Clause 66.04 requires the Minister to refer the application to Melbourne Water as a recommending referral authority (refer Section 4 of this report).

7.10 Cultural Heritage

The site is located in an area of Aboriginal Cultural Heritage Sensitivity. The applicant has advised the following:

> *A Cultural Heritage Management Plan (CHMP) is required if the activity is a high impact activity and falls within an area of cultural heritage sensitivity. A CHMP however, does not need to be prepared for a high impact activity if all the area of cultural heritage sensitivity within the activity area has been subject to significant ground disturbance.*

> *In the previous application (Permit Application No. 2014/001348) for the subject site, we provided a Preliminary Site Investigation Report prepared by Tonkin & Taylor, which details the history of the site based on aerial photos. As described at Chapter 3 of this report, based on the history and site conditions, it is evident that the site has been subject to significant ground disturbance. Therefore, a Cultural Heritage Management Plan is not required.*

It is our understanding that evidence that a Cultural Heritage Management Plan is not required must be provided prior to any planning approval, rather than being conditioned therein. However, DELWP has advised that a standard condition can be included in the ID requiring either a report prepared by a suitably qualified professional confirming to the satisfaction of the Responsible Authority that a Cultural Heritage Management Plan (CHMP) pursuant to the *Aboriginal Heritage Act 2006* is not required; or a certified Preliminary Aboriginal Heritage Test (PAHT) under sections 49B and 49C of the *Aboriginal Heritage Act 2006* in respect of the development of the land; or a letter from Aboriginal Victoria confirming a CHMP has been approved for the land.

8 DRAFT INCORPORATED DOCUMENT

In accordance with the preceding discussion / assessment, the following matters remain outstanding:

General

- The extent to which the ID would apply: Statements should be included in the ID confirming that if the proposed development is not commenced within three years the ID no longer applies.

Built Form and Detailed Design

- A detailed Façade Strategy should be submitted to capture the design detail of the development as a whole and consider the urban design outcomes including landscaping resolution, perforated brick detail, 1:20 or 1:50 ground floor elevations, materials and finishes, and depiction of building entries.
- AHD levels should be provided for natural ground / street level with the provision of level changes occurring on-site only.
- Full architectural drawings should be provided for the Stage 2 development.
- A Clause 58 (Apartment Developments) assessment should be completed, demonstrating high level compliance with the standards and objectives to the satisfaction of the Responsible Authority.
- All tenancies, including Soho units should have internal access to the waste areas and paths of travel should be shown for all tenancies to their respective waste areas.
- All internal doors/access points for the commercial tenancies should be provided.
- The waste loading area in Stage 1 should not block access to a disabled carpark.

Traffic

- Swept path diagrams should be provided showing the complete journeys of all required vehicles, demonstrating all turns to/from both Lorimer Street and Ingles Street to/from the site.

- Garage doors should be either offset at least 6m from the site boundary, or, left open during peak periods and closed off-peak.
- Ramp grades of <1:10 for the first 5m from site boundaries at the access and pedestrian sight triangles of 2m x 2.5m at the exits from the carparks into the new road and intersections of the new road with both Lorimer Street and Ingles Street should be provided.
- A Loading Management Plan (LMP) should be provided specifying how the access/egress of loading vehicles is to be managed. A Dock Manager should be employed, responsible for controlling the operation of the loading bay and unloading of goods.
- The new 6.6m wide road should be either provided with two narrow Watts Profile road humps (0.8m high X 1.8m wide) and declared a 10km/h Shared Zone (subject to the Department of Transport (DoT – VicRoads) approval) or provided with footpaths at least 1.5m in width on each side of the road.
- The new 6.6m wide road should intersect with Ingles Street perpendicularly, designed as a standard City of Melbourne crossover with a width of less than 6m. The footpath along Ingles Street should be continuous across the new road, without pedestrians having to give way to exiting traffic.
- 'No Right Turn' signs both into and out of the site should be provided at the Ingles Street intersection with the new road.
- Traffic signalisation should be provided at the Lorimer Street and Ingles Street intersection to be funded by the developer.
- A Road Safety Audit should be provided, which should include the vehicular/bicycle/pedestrian access arrangements, loading arrangements, internal circulation/layout, the design/layout of the new road, the pedestrian path along the eastern boundary and all works within the public realm and consideration of the proposed paths of travel shown in Stage 2 of which includes the requirement for pedestrians to cross internal roadways to access waste storage areas.
- The car share spaces should be nominated on the plans.
- The location and allocation of bicycle spaces should be nominated on the plans to ensure convenient access for each use.
- The location and allocation of motorcycle spaces should be nominated on the plans.

<u>Civil Infrastructure</u>

- The proposed new laneway and east pedestrian through-link, which are to be declared roads, must be unlimited in height and depth. Exact outline of the basement should be clarified as it appears basement structures extend underneath the new 'roads', which is not supported. Amended plans should be provided, showing no structures below the proposed roads (shared and pedestrian).

- The plans should include a notation on the plans identifying that the public "Plaza" at the north end of the new road does not form part of the 'road' and is to be privately maintained (with public access) via Section 173 Agreement.

ESD

- A full Green Star pathway as well as any preliminary calculations or modelling undertaken to identify eligibility for points targeted under the Green Star pathway should be included as an appendix to the ESD Statement.
- Commitment to achieving a certified 5 Star Green Star outcome should be reflected in the submission of certificates post successful achievement of certification.
- Solar PV should be included as part of the development.
- Stormwater treatment assets should be shown on the architectural plans.

Landscape

- Detailed design of the entire 12m eastern road should be provided at Stage 1, including design of public lighting and drainage and clearly showing the proposed arrangement during the interim period when the road is only 6m wide.
- The Landscape Report (Irrigation and Maintenance section) should be updated to include reference to the management and maintenance of both the temporary and the final ground level works within title.
- Run-off collection details around the raised brick planters in the pedestrian laneway should be provided.
- A detailed breakdown of soil volumes and planter depths for all on structure planting should be incorporated in the landscape documentation package.
- A Landscape Maintenance Plan should be provided to further detail the ongoing maintenance of on-structure planters, including specific provision for maintenance beyond the fifty two week period following Practical Completion.
- The temporary park on the Stage 2 site should be delivered via Section 173 Agreement.

Use

- Hours of operation for the retail premises should be nominated in a condition.

Affordable Housing

- The percentage of and management regime underpinning the delivery of the affordable units should be detailed in a condition. Preferably, these units would be transferred to a housing provider rather than be delivered via the build to rent scheme. This will ensure that identified households are able to access required housing.

Wind

- An amended Wind Report should be provided that demonstrates a mix of sitting and standing criterion is met along the new eastern pedestrian lane and includes an assessment confirming that the standing criteria will be satisfied across the

parts of adjacent future open spaces within the defined assessment area set out in Schedule 67 of the DDO.

Acoustic

- An amended Acoustic Report should be provided that considers the detailed design of Stage 2.

Amenity Impact Plan

- Mitigation measures recommended in the Amenity Impact Plan should be implemented into the development prior to occupation of the residential component.

Development Contributions

- A development contributions condition should be provided and include the following interim figures:
    - Dwelling – $17,053 per unit;
    - Retail floor space – $161 per square metre; and
    - Office/Commercial floor space – $193 per square metre.

Cultural Heritage

- Either a report prepared by a suitably qualified professional confirming to the satisfaction of the Responsible Authority that a Cultural Heritage Management Plan (CHMP) pursuant to the *Aboriginal Heritage Act 2006* is not required; or a certified Preliminary Aboriginal Heritage Test (PAHT) under sections 49B and 49C of the *Aboriginal Heritage Act 2006* in respect of the development of the land; or a letter from Aboriginal Victoria confirming a CHMP has been approved for the land, should be provided.

9 CONCLUSION

It is considered that the outstanding issues identified throughout this report are not insurmountable and the proposal is acceptable and can be supported subject to the recommended alterations set out in the draft version of the Incorporated Document (refer Appendix 1).

10 RECOMMENDATION

It is recommended that the Department of Environment, Land, Water and Planning be advised that Melbourne City Council supports the proposed amendment subject to the draft Incorporated Document at Appendix 1, noting that an old format Incorporated Document was provided with the application and as such, the entire structure and content of this document has been updated.

Appendix 1:

Draft Incorporated Document

INCORPORATED DOCUMENT

SPECIFIC CONTROLS FOR 850 LORIMER STREET, PORT MELBOURNE

DATE TO BE UPDATED

Incorporated document pursuant to Section 6(2)(j) of the *Planning and Environment Act 1987.*

Incorporated document in the Schedules to Clauses 45.12 and 72.04 of the Melbourne Planning Scheme.

1. INTRODUCTION

1.1 This document is an Incorporated Document in the schedules to Clauses 45.12 and 72.04 of the Melbourne Planning Scheme (the Planning Scheme) pursuant to section 6(2)(j) of the Planning and Environment Act 1987.

1.2 The land identified in Clause 3 of this document may be used an developed in accordance with the specific control contained in Clause 4 of this document.

1.3 The control in Clause 4 prevails over any contrary or inconsistent provision in the Planning Scheme. Notwithstanding this, the control and this Incorporated Document apply only to the development detailed on Architectural Drawings TP00.00-TP04.03 prepared by Hayball, dated 11 July 2019 and Urban Context Report prepared by Hayball, dated 11 July 2019 (and required and proposed amendments to these drawings) and expires three years from the date of approval of this Incorporated Document.

1.4 The Minister for Planning is the responsible authority for administering Clause 45.12 of the Melbourne Planning Scheme with respect to this Incorporated Document except that:

a) The City of Melbourne is the Responsible Authority for matters expressly required by the Incorporated Document to be endorsed, approved or done to the satisfaction of the City of Melbourne;

b) The Victorian Planning Authority is the responsible authority for matters under Division 2 of Part 9 of the Act relating to any agreement that makes provision for development contributions;

c) The City of Melbourne is the Responsible Authority for the enforcement of the Incorporated Document.

2. PURPOSE

2.1 To facilitate a two staged development of the site, including one commercial building for use as office and retail (Stage 1), two mixed-use towers for use as dwellings, commercial and retail (Stage 2), a shared laneway, a pedestrian through-link and associated car and bicycle parking generally in accordance with Architectural Drawings TP00.00-TP04.03 prepared by Hayball, dated 22 May 2020 (and required and proposed amendments to these plans).

3. LAND DESCRIPTION

3.1 The control in Clause 4 applies to the land at 850 Lorimer Street, Port Melbourne (the Land), described in the following Certificates of Title:

- Volume 10062, Folio 698 as Lot 1 on Plan of Subdivision 306409K;
- Volume 10062, Folio 699 as Lot 2 on Plan of Subdivision 306409K;
- Volume 10314, Folio 130 as Lot 3 on Plan of Subdivision 306409K;
- Volume 10062, Folio 701 as Common Property on Plan of Subdivision 306409K.

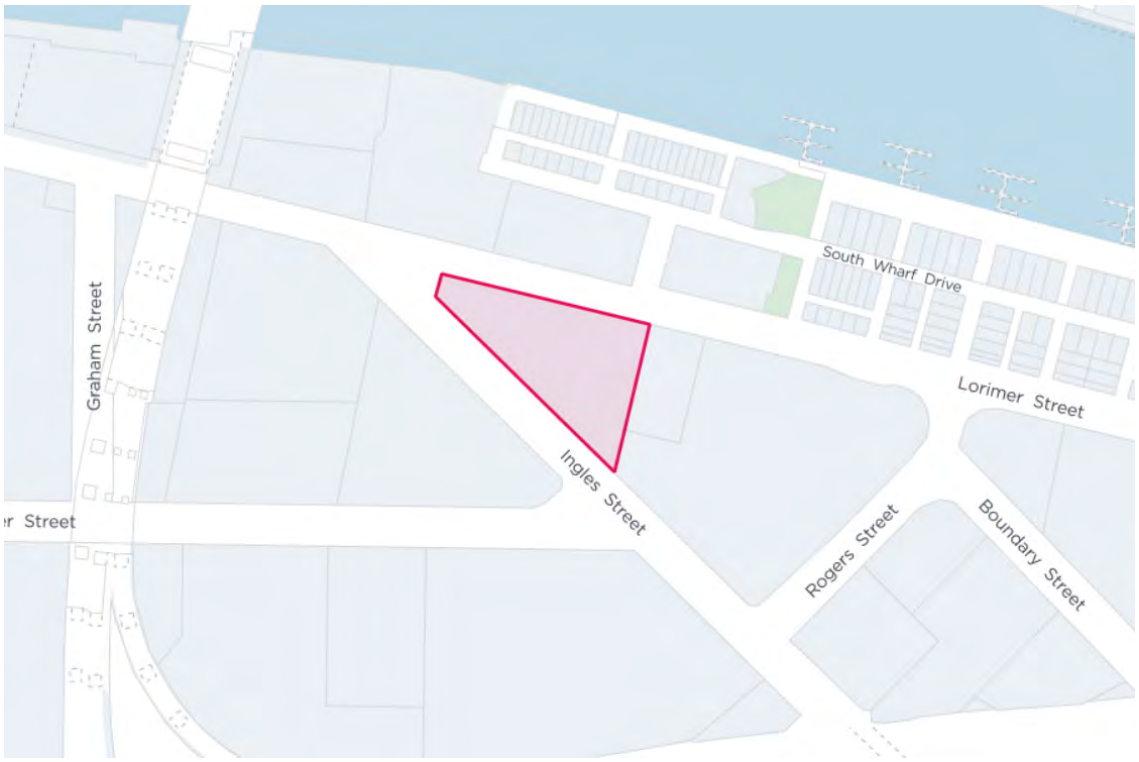


Figure 1: Map of the Land subject to this Incorporated Document

4. CONTROL

Exemption from the Planning Scheme Requirements

4.1 No planning permit is required for, and no provisions in the Planning Scheme operates to prohibit, control or restrict the use or development of the land in accordance with the provisions contained in this Clause with the exception of:

a) Any subdivision of the land under the Planning Scheme, except where the subdivision creates a road to be vested in the City of Melbourne and does not otherwise create any additional lots.

4.2 An application for subdivision is exempt from the requirements in Clause 45.11 (Infrastructure Contributions Overlay) of the Planning Scheme.

Approved Use and Development

4.3 The use and development of the land must be undertaken generally in accordance with all documents approved under Clause 4.

Amended Master Plan and Stage 1

4.4 Before the development starts, excluding demolition, excavation, piling and site preparation works, amended plans must be submitted to and approved by the Minister for Planning. The plans must be drawn to scale and fully dimensioned and show all natural ground levels, floor levels, wall and building heights and lengths (with heights to be expressed to Australian Height Datum (AHD)). The plans must be generally in accordance with the Architectural Drawings TP00.00-TP04.03 prepared by Hayball, dated 22 May 2020 and Urban Context Report prepared by Hayball, dated 25 May 2020, but modified to show:

a) A Staging Plan.

b) AHD levels for natural ground / street level with the provision of level changes occurring on-site only.

c) All tenancies, including Soho units, provided with internal access to the waste areas with paths of travel shown for all tenancies to their respective waste areas.

d) All internal doors/access points for the commercial tenancies.

e) Rearrangement of the waste loading area in Stage 1 so that it does not block access to the disabled carpark.

f) Swept path diagrams showing the complete journeys of all required vehicles, demonstrating all turns to/from both Lorimer Street and Ingles Street to/from the site.

g) Garage doors either offset at least 6m from the site boundary, or, left open during peak periods and closed off-peak.

h) Ramp grades of <1:10 for the first 5m from site boundaries at the access and pedestrian sight triangles of 2m x 2.5m at the exits from the carparks into the new road and intersections of the new road with both Lorimer Street and Ingles Street.

i) The new 6.6m wide road either provided with two narrow Watts Profile road humps (0.8m high X 1.8m wide) and declared a 10km/h Shared Zone (subject to the Department of Transport (DoT – VicRoads) approval) or provided with footpaths at least 1.5m in width on each side of the road.

j) The new 6.6m wide road intersecting with Ingles Street perpendicularly, designed as a standard City of Melbourne crossover with a width of less than 6m. The footpath along Ingles Street should be continuous across the new road, without pedestrians having to give way to exiting traffic.

k) The provision of 'No Right Turn' signs both into and out of the site at the Ingles Street intersection with the new road.

l) The provision of traffic signalisation at the Lorimer Street and Ingles Street intersection in accordance with the corresponding condition(s) below.

m) The car share spaces nominated on the plans.

n) The location and allocation of bicycle spaces on the plans, ensuring convenient access for each allocated use.

o) The location and allocation of motorcycle spaces nominated on the plans.

p) No basement structures directly below the proposed shared road or pedestrian link.

q) A notation identifying that the public "Plaza" at the north end of the new shared road does not form part of the 'road'.

r) The provision of solar PV panels included as part of the development.

s) Stormwater treatment assets.

t) The requirements of the Façade Strategy in accordance with the corresponding condition(s) below.

u) The requirements of the Waste Management Plan in accordance with the corresponding condition(s) below.

v) The requirements for external reflectivity in accordance with the corresponding condition(s) below.

w) The requirements for Landscaping in accordance with the corresponding condition(s) below.

x) The requirements for Traffic, Parking and Loading in accordance with the corresponding condition(s) below.

y) The requirements for new Roads and Laneways in accordance with the corresponding condition(s) below.

z) The requirements for Acoustic measures in accordance with the corresponding condition(s) below.

aa) The requirements of the Amenity Impact Report in accordance with the corresponding condition(s) below.

bb) The requirements of the Wind assessment in accordance with the corresponding condition(s) below.

cc) The requirements of Melbourne Water in accordance with the corresponding condition(s) below.

dd) All Environmentally Sustainable Design requirements in accordance with the corresponding condition(s) below.

ee) All Third Pipe requirements in accordance with the corresponding condition(s) below.

Amended Plans – Stage 2

4.5 Before the development of Stage 2 starts, excluding demolition, excavation, piling and site preparation works, amended plans must be submitted to and approved by the Minister for Planning. The plans must be drawn to scale and fully dimensioned and show all natural ground levels, floor levels, wall and building heights and lengths (with heights to be expressed to Australian Height Datum (AHD)). The plans must be generally in accordance with the Architectural Drawings TP00.00-TP04.03 prepared by Hayball, dated 22 May 2020, but modified to show:

a) Full design detail for the Stage 2 tower and podium.

b) A Better Apartment Design Standards assessment ensuring a high level of compliance with all Clause 58 (Apartment Developments) standards and objectives.

c) Any changes required as a result of the Façade Strategy in accordance with the corresponding condition(s) below.

d) Any changes required as a result of the Waste Management Plan in accordance with the corresponding condition(s) below.

e) The requirements for external reflectivity in accordance with the corresponding condition(s) below.

f) Any changes required as a result of the Landscape Plan in accordance with the corresponding condition(s) below.

g) Any changes required as a result of the Traffic, Parking and Loading reports in accordance with the corresponding condition(s) below.

h) Any changes required as a result of the Acoustic Report in accordance with the corresponding condition(s) below.

i) Any changes required as a result of the Amenity Impact Report in accordance with the corresponding condition(s) below.

j) Any changes required as a result of the Wind Assessment in accordance with the corresponding condition(s) below.

k) Any changes required by Melbourne Water in accordance with the corresponding condition(s) below.

l) Any changes required as a result of the Sustainability Report All Environmentally Sustainable Design, Green Star and Third Pipe requirements in accordance with the corresponding condition(s) below.

Layout and use of the development not to be altered

4.6 The use and development as shown on the endorsed development plans must not be altered or modified without the prior written consent of the Responsible Authority.

4.7 The requirements of any Clause in this Incorporated Document may be varied with the prior written consent of the Responsible Authority.

Retention of Design Team

4.8 Except with the written consent of the Responsible Authority, the primary design team of Hayball Architecture must be retained throughout the design development and documentation phases of the development, and up until completion.

Construction and Demolition Management Plan

4.9 Before demolition starts, a detailed Construction and Demolition Management Plan (CDMP) must be submitted to and approved in writing by the Responsible Authority. The CDMP must address the following matters:

a) Staging of dismantling/demolition.

b) Site preparation.

c) Public safety, amenity and site security.

d) Management of the construction site and land disturbance.

e) Operating hours, noise and vibration controls.

f) Air and dust management.

g) Waste and materials reuse.

h) Stormwater and sediment control.

i) Management of public access and vehicle, bicycle and pedestrian linkages around the site during demolition.

j) Protection of existing artworks in the public realm.

k) Site access and traffic management (including any temporary disruptions to adjoining vehicular, bicycle and pedestrian access ways).

l) Prior to the commencement of any works, including demolition and bulk excavation, a Tree Protection Plan (TPP) must be provided to the satisfaction of the Responsible Authority (Urban Forestry & Ecology). The TPP must identify all impacts to public trees, be in accordance with AS 4970-2009 – Protection of trees on development sites and include:

i. City of Melbourne asset numbers for the subject trees (found at http://melbourneurbanforestvisual.com.au).

ii. Reference to the finalised Construction and Traffic Management Plan, including any public protection gantries, loading zones and machinery locations.

iii. Site specific details of the temporary tree protection fencing to be used to isolate public trees from the demolition and construction activities or details of any other tree protection measures considered necessary and appropriate to the works.

iv. Specific details of any special construction methodologies to be used within the Tree Protection Zone of any public trees. These must be provided for any utility connections or civil engineering works.

v. Full specifications of any pruning required to public trees with reference to marked images.

vi. Any special arrangements required to allow ongoing maintenance of public trees for the duration of the development.

vii. Details of the frequency of the Project Arborist monitoring visits, interim reporting periods and final completion report (necessary for bond release).

Aboriginal Cultural Heritage

4.10 Before the development starts, including demolition, bulk excavation and site preparation works and works to remediate contaminated land, one of the following must be provided to the Responsible Authority:

a) A report prepared by a suitably qualified professional confirming to the satisfaction of the Responsible Authority that a Cultural Heritage Management Plan (CHMP) pursuant to the *Aboriginal Heritage Act 2006* is not required; or

b) A certified Preliminary Aboriginal Heritage Test (PAHT) under sections 49B and 49C of the *Aboriginal Heritage Act 2006* in respect of the development of the land; or

c) A letter from Aboriginal Victoria confirming a CHMP has been approved for the land.

All works on the land must be carried out or constructed in accordance with the requirements of any approved CHMP or otherwise in accordance with the requirements of the Aboriginal Heritage Act 2006 and Aboriginal Heritage Regulations 2018.

Façade Strategy

4.11 Before the development of each Stage starts, excluding demolition, excavation, piling, site preparation works and works to remediate contaminated land, a Facade Strategy must be submitted to and approved in writing by the Responsible Authority. Unless specified otherwise by the Responsible Authority, the Facade Strategy must be generally in accordance with the requirements of Conditions 4.4 and 4.5 and include:

a) Detailed plans and additional landscaping detail demonstrating the resolution of the eastern 'pedestrian laneway', including consideration of designated zones for pedestrian movement, planting and seating, and wind mitigation strategies to provide areas with conditions suitable for stationary activities.

b) Further landscape resolution and 1:20 architectural detail to depict planters embedded within the facade treatment to ensure the vertical greening depicted on elevations and renders will be viable.

c) 1:20 sectional details depicting the condition where 'perforated brick' is used as a facade screen over glazing.

d) Detailed 1:20 or 1:50 ground floor elevations clearly depicting the detailed design of ground floor thresholds and interfaces, including: treatments to services frontages, glazing framing, shrouds or canopies around all key building entries, integrated seating to plinths, any operable windows to maximise connectivity with the street, the glazing interface to bicycle parking, and additional canopies for weather protection.

e) Additional details and material specification for services doors and garage doors to better reflect their function and provide added visual interest and transparency, including consideration of any textured finish or screening pattern design.

f) The clear depiction of all building entry doors to retail and commercial tenancies at the ground floor on overall building elevations and 1:20 detailed elevations, and consideration of other measures to emphasise their identity of entries including well-designed shrouds or localised canopies.

g) Specification of glazing to ensure a highly levels of transparency and reflectivity to not exceed 15%.

Reflectivity

4.12 Except with the prior written consent of the Responsible Authority, all external facade materials and finishes must be of a type that does not reflect more than 15% of visible light when measured at an angle of incidence normal to the surface.

Landscape Plans

4.13 Before the development of each Stage starts, excluding demolition, excavation, piling, site preparation works and works to remediate contaminated land, detailed landscaping and public realm plans must be submitted to and be approved in writing by the Responsible Authority. This detailed plan must be generally in accordance with the landscape plans prepared by Tract Consultants dated 25 May 2020 and the requirements of Condition 4.2, but amended to include:

a) Detailed design of the entire 12m eastern road, including design of public lighting and drainage and clearly showing the proposed arrangement during the interim period when the road is only 6m wide.

b) The Irrigation and Maintenance section updated to include reference to the management and maintenance of both the temporary and the final ground level works within title.

c) Run-off collection details around the raised brick planters in the pedestrian laneway.

d) A detailed breakdown of soil volumes and planter depths for all on structure planting.

e) A Landscape Maintenance Plan to further detail the ongoing maintenance of on-structure planters, including specific provision for maintenance beyond the fifty two week period following Practical Completion.

Legal Agreement – Temporary Park

4.14 Prior to the commencement of the use/occupation of Stage 1 of the development, 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) Be at no cost to the Responsible Authority or City of Melbourne;

b) Be registered on the relevant certificate(s) of title to which it affects;

c) Deliver the construction and completion of the temporary park located on the Stage 2 site, by the Owner, in accordance with plans and specifications first approved by the City of Melbourne – City Design Studio;

d) Give rights of public access to the temporary park located within the subject land 24 hours a day, 7 days a week, but to remain at all times in private ownership as part of the subject land as marked on an agreed plan;

e) The owner must, at its cost, maintain the temporary park to the same standards as is required by the Melbourne City Council;

f) Include timing of construction of the temporary park to be before the occupation of the Stage 1 building;

g) All requirements of the Melbourne City Council (City Design Studio) being met regarding the design and physical treatment of the park, including landscaping, furniture, lighting and servicing infrastructure.

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.

Public Lighting Plan

4.15 Before the development starts, excluding demolition, excavation, piling, site preparation works and works to remediate contaminated land, a detailed lighting plan must be prepared and approved by the Responsible Authority. This plan must:

a) Identify all proposed lighting sources, lux levels and spillage details and address how lighting will integrate with existing lighting in the interfacing public spaces; and

b) Require all public lighting to conform with AS1158, AS3771 and the Public Lighting Code September 2001.

c) The approved lighting plan must be implemented together with the development to the satisfaction of the Responsible Authority.

Traffic

4.16 All traffic access and parking and loading/unloading arrangements must not be altered without the prior written consent of the Responsible Authority.

4.17 Prior to the first occupation of the development hereby approved, all redundant crossings must be removed and the footpath, nature strip, kerb and road reinstated as necessary at the cost of the applicant/owner and to the satisfaction of the Responsible Authority.

4.18 Prior to the first occupation of the development hereby approved, details of the extent to which the laneway extending along the eastern property boundary will act as a pedestrian and/or shared space must be submitted to and approved in writing by the Responsible Authority.

4.19 Prior to the first occupation of the development hereby approved, the provision of traffic signalisation at the Lorimer Street and Ingles Street intersection must be delivered to the satisfaction of DoT – VicRoads in consultation with City of Melbourne – Infrastructure & Assets. The signalisation must be funded by the developer.

4.20 Prior to the commencement of the development hereby permitted, a formal independent desktop Road Safety Audit of the proposed development must be undertaken, at the developer's expense, which should include the vehicular/bicycle/pedestrian access arrangements, loading arrangements, internal circulation/layout, the design/layout of the new road, the pedestrian path along the eastern boundary and all works within the public realm and consideration of the proposed paths of travel shown in Stage 2 of which includes the requirement for pedestrians to cross internal roadways to access waste storage areas. The findings of the Audit should be incorporated into the detailed design, at the developer's expense to the satisfaction of the City of Melbourne – Infrastructure & Assets.

4.21 Prior to the first occupation of each Stage of the development hereby approved (excluding demolition and bulk excavation), a Loading Management Plan (LMP) must be prepared, specifying how the access/egress of loading vehicles is to be managed to the satisfaction of the City of Melbourne – Infrastructure & Assets. A Dock Manager should be employed, responsible for controlling the operation of the loading bay and unloading of goods. If it is necessary to

undertake any reversing manoeuvres within the site, the Dock Manager's responsibilities should include:

a) Present on site during all periods when deliveries are to be undertaken.

b) Act as spotter for any reversing movements into the loading bay.

c) Act as informal traffic controller to discourage pedestrian movements when vehicles reverse.

d) Ensure conflicts do not occur between loading and other vehicles.

e) Ensure that space used for vehicle manoeuvring is kept clear of other vehicles/obstructions at all times.

Waste Management Plan

4.22 Before the development of each Stage starts, excluding demolition, excavation, piling, site preparation works and works to remediate contaminated land, an amended Waste Management Plan (WMP) must be submitted to and approved in writing by the Responsible Authority. This WMP must be generally in accordance with the Waste Management Plan prepared by Leigh Design, dated 26 May 2020, but amended to address the following:

a) The development is entitled to bi-monthly hard waste collections of up to $4m^3$ for the residential hard waste.

b) Confirm that the residential compactors will be available for use at the completion of Stage 2a.

c) Given that there will be a high component of organic waste generated from the food tenancies, it is highly recommended that organic waste is managed separately to reduce the amount of waste going to landfill.

d) The swept path diagrams for the hook-lift vehicle needs to show a 9.8m truck, to account for the compactor overhang. Confirm that there are no obstructions (kerbs, walls, etc) in the path of the vehicle.

e) All chutes termination points are to be fully enclosed.

f) Include swept path diagrams for a MRV which will perform collections of municipal hard waste.

g) Include cross sectional diagrams showing sufficient height clearances for the hook lift vehicles.

h) Confirm the clearance between the compactors and between the compactors and side walls.

4.23 All waste storage and collection must be undertaken in accordance with the approved Waste Management Plan (WMP) and must be conducted in such a manner as not to affect the amenity of the surrounding area and not cause any interference with the circulation and parking of vehicles on abutting streets.

City of Melbourne Civil Design Requirements

Vesting of Roads

4.24 Prior to the commencement of development the 6.6m central laneway and the portion of the 12m eastern road that is within the proposed redevelopment must be vested in Council as roads under the provision of the Subdivision Act 1988 to the satisfaction of the City of Melbourne – Infrastructure and Asset and Team Leader Land Survey. The new roads are to be unlimited in height and depth and must exclude any structure above and below the surface of the roads.

Drainage of Projections

4.25 All projections over the street alignment must be drained to a legal point of discharge in accordance with plans and specifications first approved by City of Melbourne – Infrastructure and Assets.

Drainage System Upgrade

4.26 Prior to the commencement of the development, a stormwater drainage system, incorporating integrated water management design principles, must be submitted to and approved by City of Melbourne – Infrastructure and Assets**.** This system must be constructed prior to the occupation of the development and provision made to connect this system to the City of Melbourne's underground stormwater drainage system. Where necessary, the City of Melbourne's drainage network must be upgraded to accept the discharge from the site in accordance with plans and specifications first approved by City of Melbourne – Infrastructure and Assets. Prior to the commencement of the use/occupation of the development, all necessary vehicle crossings must be constructed and all unnecessary vehicle crossings must be demolished and the footpath, kerb and channel reconstructed, in accordance with plans and specifications first approved by City of Melbourne – Infrastructure and Assets.

Demolish and Construct Access

4.27 Prior to the commencement of the use/occupation of the development, all necessary vehicle crossings must be constructed and all unnecessary vehicle crossings must be demolished and the footpath, kerb and channel reconstructed, in accordance with plans and specifications first approved by City of Melbourne – Infrastructure and Assets.

Street Works Required – 6.6m Central Road and Portion of 12m Eastern Road

4.28 All new roads (including the provision of footpaths, public lighting, drainage, street trees, pavement marking, signage, street furniture, etc.) must be constructed prior to the occupation of the development, in accordance with plans and specifications first approved by City of Melbourne – Infrastructure and Assets.

Roads

4.29 All portions of roads and laneways affected by the building related activities of the subject land must be reconstructed together with associated works including the reconstruction or relocation of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by City of Melbourne – Infrastructure and Assets.

New Sawn Bluestone Kerb and Channel

4.30 The kerb and channel adjoining the site along Ingles Street must be reconstructed in new sawn 300mm wide bluestone kerb and 250mm wide bluestone channel at the cost of the developer, in accordance with plans and specifications first approved by City of Melbourne – Engineering Services.

Footpaths

4.31 The footpaths adjoining the site along Lorimer and Ingles streets must be reconstructed in asphalt together with associated works including the renewal/reconstruction of kerb and channel and modification of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by City of Melbourne – Infrastructure and Assets.

Street Levels not to be altered

4.32 Existing street levels in roads adjoining the site must not be altered for the purpose of constructing new vehicle crossings or pedestrian entrances without first obtaining approval from City of Melbourne – Infrastructure and Assets.

Existing Street Lighting not altered without approval

4.33 Existing public street lighting must not be altered without first obtaining the written approval of City of Melbourne – Infrastructure and Assets.

Existing Street Furniture

4.34 Existing street furniture must not be removed or relocated without first obtaining the written approval of City of Melbourne – Infrastructure and Assets.

Street Furniture

4.35 All street furniture such as street litter bins recycling bins, seats and bicycle rails must be supplied and installed on Lorimer St, Ingles St and the new roads footpaths outside the proposed buildings to plans and specifications first approved by City of Melbourne – Infrastructure and Assets.

Public Lighting

4.36 Prior to the commencement of the development, excluding preliminary site works, demolition and any clean up works, or as may otherwise be agreed with the City of Melbourne, a lighting plan must be prepared to the satisfaction of Council. The lighting plan should be generally consistent with Council's Lighting Strategy, and include the provision of public lighting in Lorimer St, Ingles St and the new roads. The lighting works shall include undergrounding of the public lighting cables in Lorimer and Ingles streets. The lighting works must be undertaken prior to the commencement of the use/occupation of the development, at the cost of the developer, in accordance with plans and specifications first approved by City of Melbourne – Infrastructure and Assets.

Land Survey Conditions

Consolidation of Titles

4.37 Prior to the commencement of works, including demolition, all the land for the proposed development must be owned by the one entity and consolidated onto the one certificate of title to the satisfaction of the Responsible Authority

Removal of Easement

4.38 Prior to the commencement of the development including demolition, the owner must lodge with the Responsible Authority, an application for certification pursuant to Section 23 of the Subdivision Act 1988 for the Removal of Easement E-1 on Plan of Subdivision No. 306409K. When certified by the Responsible Authority and a Statement of Compliance has issued, the plan must lodge at the Land Victoria for registration and evidence of registration must be provided to the Responsible Authority as compliance of this condition.

Canopies

4.39 Proposed Canopy must comply with Councils Road Encroachment Guidelines.

Naming

4.40 Eastern Pedestrian Lane and the Proposed Link must be named prior to occupation to provide for appropriate addressing of the ground floor uses. This will require a condition along the following lines to be included on the incorporated document:

a) Prior to occupation, the north-south access ways which links Lorimer Street and Ingles Street must be named in accordance with the Geographic Place Names Act 1998 to provide appropriate street addressing for the retail tenancies.

b) Any proposed road name must comply with the Guidelines for Geographic Names 2010, and the Geographic Place Names Act 1998.

Legal Agreement – Public Plaza

4.41 Prior to the commencement of the use/occupation of Stage 1 of the development, 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) Be at no cost to the Responsible Authority or City of Melbourne;

b) Be registered on the relevant certificate(s) of title to which it affects;

c) Give rights of public access to the east-west Public Plaza within the subject land identified as “5” within the Urban Context Report dated 25 May 2020 (Street & Public Realm Character) 24 hours a day, 7 days a week, but to remain at all times in private ownership as part of the subject land as marked on an agreed plan;

d) The owner must, at its cost, maintain the plaza in accordance with any endorsed Landscape Plan to the satisfaction of the Responsible Authority in consultation with the City of Melbourne; and

e) Include timing of construction of the plaza to be before the occupation of the relevant abutting building.

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.

Public Realm Works

4.42 Prior to the commencement of any works, including demolition and bulk excavation, public realm plans must be provided to the satisfaction of the City of Melbourne that demonstrate existing public trees can be successfully retained without detrimental impacts to their health and longevity. The plans must be accompanied by an Arboricultural Impact Assessment from a suitably qualified Arborist in accordance with AS4970-2009 – Protection of trees on development sites.

Public Tree Removal / Pruning

4.43 No public tree adjacent to the site can be removed or pruned in any way without the written approval of the City of Melbourne.

Public Tree Protection

4.44 All works (including demolition), within the Tree Protection Zone of public trees must be undertaken in accordance with the endorsed Tree Protection Plan and supervised by a suitably qualified Arborist where identified in the report, except with the further written consent of the Responsible Authority.

4.45 Following the approval of a Tree Protection Plan (TPP) a bank guarantee equivalent to the combined environmental and amenity values of public trees that may be affected by the development will be held against the TPP for the duration of construction activities. The bond amount will be calculated by council and provided to the applicant/developer/owner of the site. Should any

tree be adversely impacted on, the City Of Melbourne will be compensated for any loss of amenity, ecological services or amelioration works incurred.

Acoustic Attenuation

4.46 Before the development of Stage 2 starts, excluding demolition and site preparation works, an amended Acoustic Report must be submitted to and approved by the Responsible Authority. This Acoustic Report must be generally in accordance with the Acoustic Report prepared by Stantec, dated 26 May 2020, but modified to include an assessment against the detailed design of Stage 2.
The recommendations in the Acoustic Report must be implemented prior to the commencement of the use/occupation of the development.

4.47 All air conditioning and refrigeration plant must be screened and baffled and/or insulated to minimise noise and vibration and to ensure compliance with the noise limits set out in State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 to the satisfaction of the Responsible Authority.

Amenity Impact Plan

4.48 The recommendations set out in the Amenity Impact Plan prepared by GHD and dated June 2019 must be implemented to the satisfaction of the Responsible Authority prior to the first occupation of each Stage of the development hereby approved.

Disability Access

4.49 Prior to the first occupation of each Stage of the development hereby approved, a Disability Discrimination Act Assessment / Audit prepared by a suitably qualified consultant must be submitted to and approved in writing by the Responsible Authority. This report must provide an assessment of the development (including publically accessible areas) against the applicable accessibility provisions of the Building Code of Australia and the applicable provisions of the Disability (Access to Premises - Buildings) Standards 2010.

Wind Assessment

4.50 Before the development of each Stage starts, excluding demolition, excavation, piling, site preparation works and works to remediate contaminated land, an amended wind assessment report must be submitted to and be approved in writing by the Responsible Authority. This amended report must be generally in accordance with the report prepared by Mel Consultants dated June 2019 and supplementary letter dated 28 May 2020, but modified to address the requirements of Conditions 4.4 and 4.5 and must:

a) Demonstrate a mix of sitting and standing criterion is met along the new pedestrian lane;

b) Set out proposed mitigation measures to ensure satisfactory wind conditions are achieved in all publically accessible areas adjacent to the site within the defined assessment area set out in Schedule 67 of the Design and Development Overlay of the Melbourne Planning Scheme; and

c) Any further modifications required to the development in order to ensure acceptable wind conditions to surrounding publicly accessible areas must be carefully developed as an integrated high-quality design solution.

4.51 The recommendations and requirements of the approved Wind Impact Assessment Report must be implemented to the satisfaction of the Responsible Authority prior to the first occupation of the development.

Development Contribution

4.52 Before the development starts, excluding demolition, excavation, piling, site preparation works and works to remediate contaminated land, the owner must enter into an agreement with the Minister for Planning pursuant to section 173 of the *Planning and Environment Act 1987* and make application to the Registrar of Titles to have this agreement registered on the title of the land under section 181 of the Act. The agreement(s) must:

a) Require the payment of a development contribution of:

- $17,053 per dwelling;
- $193 per sq. m of gross office/commercial floor area; and
- $161 per sq. m of gross retail floor area.

b) Require these contributions to be indexed annually from 1 July 2020 using the Price Index of Output of the Construction Industries (Victoria) issued by the Australian Bureau of Statistics;

c) Include a schedule of the types of infrastructure to be delivered by the Victorian Planning Authority or their successor;

d) Confirm that contributions will be payable to the Victorian Planning Authority or their successor;

e) Confirm that the contributions will be used by the Victorian Planning Authority or their successor to deliver the identified schedule of infrastructure items;

f) Require payment of the contributions prior to the earliest of the following:

- The issue of an occupancy permit for the development; or
- The issue of a statement of compliance in relation to the subdivision of the land in accordance with the development allowed under this specific control.

g) Confirm the procedure for refunding monies paid if an approved Development Contribution Plan or Infrastructure Contributions Plan for the area specifies a lesser amount stipulated in the section 173 agreement; and

h) The agreement must make provision for its removal from the land following completion of the obligations contained therein.

The owner of the Land must pay all reasonable legal cost and expenses of the agreement including preparation, execution and registration on title.

Hours of Operation (Retail Premises)

4.53 Unless with the written consent of the Responsible Authority, the Retail Premises must only be open between 8am and 6pm, Monday to Sunday

Environmentally Sustainable Development

4.54 Prior to the commencement of each Stage of the development hereby approved, the applicant must submit to and have approved in writing by the Responsible Authority, a revised Sustainability Report generally in accordance with the submitted report prepared by Stantec and dated 27 May 2020, but amended to include:

a) A full Green Star pathway as well as any preliminary calculations or modelling undertaken to identify eligibility for points targeted under the Green Star pathway included as an appendix to the ESD Statement;

b) The provision of solar PV panels included as part of the development.

4.55 Prior to the commencement of buildings and works of each Stage, evidence must be submitted to the satisfaction of the Responsible Authority demonstrating the building has been registered to seek a minimum 5 Star Green Star Design and As-Built rating (or equivalent) with the Green Building Council of Australia.

4.56 Within 12 months of the first occupation of the building(s) of each Stage, certification must be submitted to the satisfaction of the Responsible Authority demonstrating the building has achieved a minimum 5 Star Green Star Design and As-Built rating (or equivalent).

4.57 Any significant change during detailed design, which affects the approach of the endorsed ESD Statement, must be assessed by an accredited professional and a revised statement must be submitted to and endorsed by the Responsible Authority prior to the commencement of construction.

Third Pipe and Rain Tank

4.58 A third pipe must be installed for recycled water to supply non-potable uses within the development for toilet flushing, fire services, irrigation, laundry and cooling, unless otherwise agreed by the relevant water authority.

4.59 An agreed building connection point must be provided from the third pipe, designed in conjunction with the relevant water supply authority, to ensure readiness to connect to a future precinct-scale recycled water supply.

4.60 A rainwater tank must be provided that:

a) Has a minimum effective volume of 0.5 cubic metres for every 10 square metres of catchment area to capture rainwater from 100% of suitable roof rainwater harvesting areas (including podiums); and

b) Is fitted with a first flush device, meter, tank discharge control and water treatment with associated power and telecommunications equipment approved by the relevant water authority.

4.61 Rainwater captured from roof harvesting areas must be re-used for toilet flushing and irrigation, or controlled release.

Building Appurtenances

4.62 All building plant and equipment must be concealed from view from publically accessible areas adjacent to the site to the satisfaction of the Responsible Authority.

3D Model

4.63 Before the development starts, excluding demolition, excavation, piling, site preparation works and works to remediate contaminated land, a 3D digital model of the development and its immediate surrounds must be submitted to and be approved in writing by the Responsible Authority. This 3D model must be in accordance with the *Technical Advisory Note for 3D Digital Model Submissions* prepared by the Department of Environment, Land, Water and Planning (DELWP).

Advertising Signs

4.64 No advertising signs external to the buildings shall be erected, painted or displayed without the prior written approval of the City of Melbourne unless in accordance with the provisions of Clause 52.05 (Sign) of the Melbourne Planning Scheme.

Affordable Housing

4.65 Prior to the first occupation of Stage 2 of the development, details of the management regime underpinning the delivery of at least 6% of affordable housing units must be provided to and approved in writing by the Responsible Authority. Preferably all affordable units would be transferred to a housing provider and occupied in accordance with that provider's eligibility criteria in perpetuity.

Environmental Audit

4.66 Prior to the commencement of the development (excluding demolition and including bulk excavation), the applicant must carry out a Preliminary Environmental Assessment (PEA) of the site to determine if it is suitable for the intended uses. This PEA must be submitted to and be approved by the Responsible Authority prior to the commencement of the development.

The PEA should include:

- Details of the nature of the land uses previously occupying the site and the activities associated with these uses. This should include details of how long the uses occupied the site.
- A review of any previous assessments of the site and surrounding sites including details of the anticipated sources of any contaminated materials.
- Identification of the likelihood of the site being potentially contaminated.

Should the PEA reveal that further investigative or remedial work is required to accommodate the intended uses, then prior to the commencement of the development (excluding demolition and any works necessary to undertake the assessment), the applicant must carry out a Comprehensive Environmental Assessment (CEA) of the site to determine if it is suitable for the intended uses.

This CEA must be carried out by a suitably qualified environmental professional who is a member of the Australian Contaminated Land Consultants Association or a person who is acceptable to the Responsible Authority. This CEA must be submitted to and be approved by the Responsible Authority prior to the commencement of the development. The CEA should include:

- Details of the nature of the land uses previously occupying the site and the activities associated with these uses. This includes details of how long the uses occupied the site.
- A review of any previous assessments of the site and surrounding sites, including details of any on-site or off-site sources of contaminated materials. This includes a review of any previous Environmental Audits of the site and surrounding sites.

- Intrusive soil sampling in accordance with the requirements of Australian Standard (AS) 44582.1. This includes minimum sampling densities to ensure the condition of the site is accurately characterised.
- An appraisal of the data obtained following soil sampling in accordance with ecological, health-based and waste disposal guidelines.
- Recommendations regarding what further investigative and remediation work, if any, may be necessary to ensure the site is suitable for the intended use(s).
- Recommendations regarding whether, on the basis of the findings of the CEA, it is necessary for an Environmental Audit in accordance with Section 53Y of the Environment Protection Act 1970 to be performed or a Statement of Environmental Audit in accordance with Section 53Z of the Environment Protection Act 1970 is required, to ensure the site is suitable for the intended use(s).

The recommendations of the CEA must be complied with to the satisfaction of the Responsible Authority for the full duration of any buildings and works on the land in accordance with the development hereby approved and must be fully satisfied prior to the occupation of the development.

Prior to the occupation of the development the applicant must submit to the Responsible Authority a letter confirming compliance with any findings, requirements, recommendations and conditions of the CEA.

Should the CEA recommend or the Responsible Authority consider that an Environmental Audit of the site is necessary then prior to the commencement of the development, (excluding demolition and any works necessary to undertake the assessment) the applicant must provide either:

a) A Certificate of Environmental Audit in accordance with Section 53Y of the Environment Protection Act 1970;

b) A Statement of Environmental Audit in accordance with Section 53Z of the Environment Protection Act 1970. This Statement must confirm that the site is suitable for the intended use(s).

Where a Statement of Environmental Audit is provided, all of the conditions of this Statement must be complied with to the satisfaction of the Responsible Authority for the full duration of any buildings and works on the land and must be fully satisfied prior to the occupation of the building. Written confirmation of compliance must be provided by a suitably qualified environmental professional who is a member of the Australian Contaminated Land Consultants Association or other person acceptable to the Responsible Authority. In addition, the signing off of the Statement must be in accordance with any requirements regarding the verification of remedial works.

If there are conditions on the Statement that the Responsible Authority consider requires significant ongoing maintenance and / or monitoring, the applicant must enter into a legal agreement in accordance with Section 173 of the Planning and Environment Act 1987 with the Responsible Authority. This Agreement must be executed on title prior to the occupation of the building.

The owner of the site must meet all costs associated with the drafting and execution of this agreement including those incurred by the Responsible Authority.

Melbourne Water Conditions

4.67 Melbourne Water to advise.

Department of Transport Conditions

4.68 Department of Transport to advise.

Expiry

4.69 This control expires if any of following circumstances apply:

a) The development has not commenced within three (3) of the approval date of Amendment C361; or

b) The use has not commenced within five (5) years of the approval date of Amendment C361; or

c) The development is not completed within five (5) years of the approval date of Amendment C361.

The Minister may extend these periods if a request is made in writing before the expiry date or within three months afterwards.

Notes:

Melbourne Water

Melbourne Water may issue a notice under the Water Act 1989 requiring the owner of the subject land to contribute to the cost of flood mitigation and drainage works in the Fisherman's Bend Urban Renewal Area. Any such contribution will be in addition to any contribution required under this Incorporated Document.

Building Approvals

All projections over the street alignment must conform to Building Regulations 2018, Part 6, Sections 98 to 110 as appropriate. Reference can be made to the City of Melbourne's Road Encroachment Operational Guidelines with respect to projections impacting on street trees and clearances from face/back of kerb.

Traffic Engineering

All necessary approvals and permits are to be first obtained from the City of Melbourne's Infrastructure and Assets Branch and VicRoads and the works performed to the satisfaction of the responsible road authority.

The applicant is advised that Council will not alter existing on-street parking restrictions to accommodate the access, servicing, delivery and parking demands generated by the development. In accordance with Council policy, future residents will not be eligible for on-street parking permits and will not be exempt from on-street parking restrictions.

Civil Design

All necessary approvals and permits are to be first obtained from the City of Melbourne's Infrastructure and Assets Branch and VicRoads and the works performed to the satisfaction of the responsible road authority.

Urban Forest and Ecology

In accordance with the Tree Retention and Removal Policy a bank guarantee must be:

1. Issued to City of Melbourne, ABN: 55 370 219 287.

2. From a recognised Australian bank.
3. Unconditional (i.e. no end date)
4. Executed (i.e. signed and dated with the bank stamp)

Please note that insurance bonds are not accepted by the City Of Melbourne. An acceptable bank guarantee is to be supplied to Council House 2, to a representative from Council's Urban Forest and Ecology Team. Please email trees@melbourne.vic.gov.au to arrange a suitable time for the bank guarantee to be received. A receipt will be provided at this time.

At the time of lodgement of the bank guarantee the completed Project Arborist Confirmation Form must be provided. On completion of the works the bank guarantee will only be released when evidence is provided of Project Arborist supervision throughout the works and a final completion report confirms that the health of the subject public trees has not been compromised.

END OF DOCUMENT