

# Planning Permit Officer Report

PA2402894: 1013-1055 Collins Street, DOCKLANDS



Planning Permit Officer Report  
Development Approvals & Design



Department  
of Transport  
and Planning

OFFICIAL

# Executive Summary



Key Information	Details		
<b>Application No.:</b>	PA2402894		
<b>Received:</b>	1 May 2024		
<b>Applicant:</b>	Lendlease Development Pty Ltd, C/- Urbis Pty Ltd		
<b>Architects:</b>	Architectus		
<b>Planning Scheme:</b>	Melbourne		
<b>Land Address:</b>	1013- 1055 Collins Street, Docklands (CW5 & CW6 Victoria Harbour Precinct)		
<b>Total Site Area:</b>	8,980sqm		
<b>Proposal:</b>	Staged development of the construction of two residential towers (Collins Wharf 5 & 6), associated car parking and public realm works.		
<b>Development Value:</b>	\$322M		
<b>Gross Floor Area:</b>	80,250sqm (total)	<b>Floor Area Ratio</b>	8.9:1
	<b>CW5</b>	<b>CW6</b>	
<b>Gross Floor Area:</b>	50,518sqm	29,732sqm	
<b>Built form:</b>	29 storeys (99.34m AHD)	17 storeys (61.81m AHD)	
<b>Tower Setbacks (both towers):</b>	North : 11-21m, West : 4m, South: 10-22m, East: 4.0m		
<b>Dwellings:</b>	375 dwellings 127 (34%) 1BDR, 202 (54%) 2 BDR, 31 (8%) 3 BDR, 15 (4%) 4BDR	191 dwellings 58 (30%) 1 BDR, 97 (50%) 2 BDR, 12 (13%) 3 BDR, 14 (7%) 4 BDR	
<b>Parking (shared):</b>	562 Car parks, 332 Bicycle, 13 Motorcycle		
<b>Zone:</b>	Docklands Zone Schedule 2 (DZ2) Victoria Harbour Precinct Docklands Zone Schedule 7 (DZ7) Waterways		
<b>Overlays:</b>	Development Plan Overlay Schedule 3 (DPO3) Victoria Harbour Precinct Design and Development Overlay Schedule 12 (DDO12) - Noise Attenuation Area Design and Development Overlay Schedule 50 (DDO50) Victoria Harbour Precinct, Areas 6 and 7 Parking Overlay Schedule 6 (PO6) Docklands – Victoria Harbour Heritage Overlay – Schedule (HO915) - Victoria Dock, Harbour Esplanade		
<b>Why is a permit required?</b>	A permit is required to construct a building or construct or carry out works under the Docklands Zone (DZ2 and DZ7), the Design and Development Overlay (DDO) Schedule 12 (Noise Attenuation Area) and Schedule 50 (Victoria Harbour Precinct).		
<b>Referral authorities/ Notice</b>	Melbourne City Council (informal referral) Transport for Victoria (formal Section 55, determining referral authority) Development Victoria (formal Section 55, determining referral authority) Melbourne Water (informal referral) Parks Victoria (formal Section 55, determining referral authority)		
<b>Public Notification</b>	The application is exempt from the notice and review provisions of the Planning and Environment Act 1987 under the Dockland Zone and Design and Development Overlays.		
<b>Delegates List:</b>	30 September 2024		
<b>Recommendation:</b>	Approved subject to conditions discussed in the report and included in Form 4 (permit)		

## Subject site

1. The proposed development is located on land that is formally recognised as S45 on Plan of Subdivision 545345 and is not encumbered by any restrictive covenants, agreements, or easements.
2. The subject site is located within the central section of Collins Wharf, which forms a peninsula of reclaimed land surrounded by the Yarra River and connected to the remainder of Docklands to the east (see Figure 1). The Urban Renewal Authority Victoria (Development Victoria) is the sole proprietor of the site.
3. It is identified in the Development Plan as 'Collins Wharf 5 & 6' ('CW5' & 'CW6') and includes, the Collins Street road reserve to the north and part of the laneway to the east.
4. The CW5 and CW6 future title boundary is rectangular in shape, generally east-west orientation, will have a width of 169 metres and depth of 53 metres, encompassing a land area of approximately 8,980 square metres.
5. The majority of the site is largely vacant following on from its previous use in supporting port activities. A concrete hardstand occupies the larger area which is used for storage and car parking. The south-east corner includes a dilapidated wharf structure over the river.
6. An access road referred to as North Wharf Road bisects the Site from east to west.



Figure 1: Subject site (Source: Urban Context Report)

## Site Surrounds

- North:
7. Immediately north is Victoria Harbour which is occupied by several marinas along its foreshore. On the opposite bank of Victoria Harbour are the Newquay and Waterfront City precincts. These precincts include several apartment buildings with commercial, retail uses at the ground floor level.
  8. To the north-west is Ron Barassi Senior Park which adjoins the Bolte Bridge and the mouth of the Moonee Ponds Creek.

East:






9. Immediately to the east is the remainder of Collins Wharf. The development of Collins Wharf is currently underway as approvals and construction of each building and surrounding infrastructure is sequenced in an east to west direction.
10. Immediately to the east is Planning application PA2402895, currently before the Minister. CW4 will comprise the construction of a multi storey residential development (Collins Wharf 4), 16-29 storeys, comprising 349 dwellings and associated facilities (with a GFA of 49, 857sqm), an adjoining Community Green to the east, Dock Lane to the west and a section of Collins Street.
11. A further planning permit has since been issued for the development of Collins Wharf 2 and 3 located at 938 Collins Street. Planning Permit PA1800363 was issued by the Minister for Planning in 2020 (see Figure 2) . Collins Wharf 2 will comprise 29 storeys and 341 dwellings whilst Collins Wharf 3 will comprise 27 storeys and 313 dwellings. Construction has commenced for CW2. Construction for CW3 is yet to commence.
12. Further east, 915 Collins Wharf, a 29 storey building comprising dwellings and ground level retail was completed in 2019 (Planning permit PA1500038).



Figure 2: Approved and constructed developments to the east of the site.

13. Additionally, planning permit TP-2022-604 was issued by the City of Melbourne in May 2023 for a restricted recreation facility and informal outdoor recreation area which aligns with the 'health and wellbeing centre' designated in the Development Plan.

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14. Further east is City Quarter. This area includes a range of services and amenities such as Buluk Park and the Library at the Dock.

South:

15. Immediately south is the Yarra River (Birrarung). The river is approximately 160 metres in width in this location. On the opposite bank of the river is the Yarra's Edge precinct comprising contemporary three storey townhouses adjacent the river esplanade. Situated behind the townhouses are two completed residential towers including Tower 10 comprising 30 storeys and Tower 11 comprising 40 storeys. A further mixed-use development was approved at 194-206 Lorimer Street comprising 30 storeys.

West:

16. Immediately to the west is the Bolte Bridge, which is a freeway bridge that forms part of the CityLink. The adjacent span crosses the Yarra River and continues in a southerly direction through Fishermans Bend. The bridge is approximately 40 metres in width and the central pylons stand west of the far westerly point of Collins Wharf.
17. The future Eco park will be located between CW6 and the Bolte Bridge.



18. The development is proposed to be as follows:

- The development will be completed in two stages.
  - Stage 1 will compromise CW5 and
  - Stage 2 CW6.
  - All residential amenities are proposed to be delivered as part of CW5.
  - The development will extend to the north kerb of Collins Street, the east kerb of Dock Lane and Australia Wharf.
- Tower setbacks will be, from the North: 11-21m, West: 4m, South: 10-22m, East: 4.0m.
- CW5 and CW6 will have a shared podium of 4 storeys and share the following facilities:
  - Level 4: 252sqm (internal) and 358sqm (external)
  - Level 5: 153sqm (internal)
  - Level 6: 179sqm (external)
  - 562 car parks across the ground floor and podiums levels 1 to 3. Vehicle access to the car park is provided from Dock Lane to the east, away from the primary frontage to Collins Street.
  - 332 bicycle spaces will be provided across the ground floor and podiums levels 1 to 3
  - 13 motorcycles.
- Specific details of CW4 and CW5 will be as follows:
  - CW5 will have heights of 21, 28, 29 storeys (99.34m AHD), a GFA of 50,518sqm and will accommodate 375 dwellings comprising of 127 (34%) 1BDR, 202 (54%) 2 BDR, 31 (8%) 3 BDR, 15 (4%) 4BDR. Communal facilities solely for CW5 will be at Level 27: 166sqm (external). The remainder of the communal facilities will be shared with CW6 (detailed below).
  - CW6 will have heights of 17 storeys (61.81m AHD), a GFA of 50,518sqm and will accommodate 191 dwellings comprising of 58 (30%) 1 BDR, 97 (50%) 2 BDR, 12 (13%) 3 BDR, 14 (7%) 4 BDR). Communal facilities solely for CW6 will be at Level 11: 73sqm (external). The remainder of the communal facilities will be shared with CW5 (detailed below).

19. Public realm

- Australian Walk – a 5.5m wide public promenade separated from the southern edge of the building by a 5.7m wide passage of water. The promenade will be a shared zone for cyclists and pedestrians and also provide access for small vehicles. An additional landing will connect into Dock Lane for through pedestrian and bicycle access. Gangways are proposed to connect the site to Australian Walk.

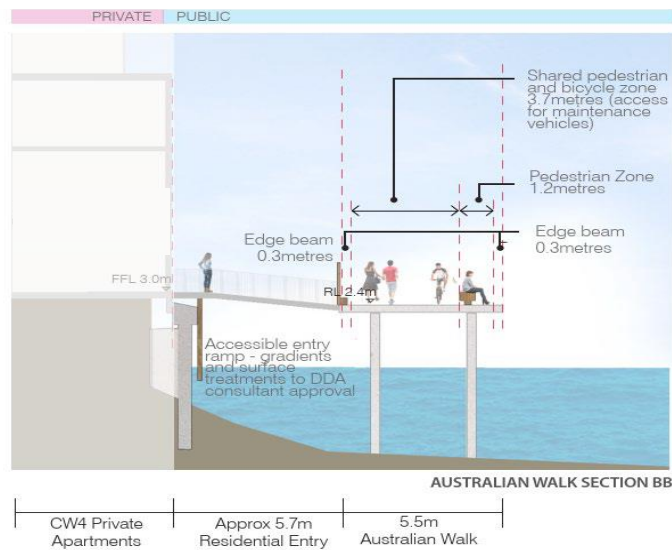


Figure 3: Australian Walk cross section

- Dock Lane – a 12m wide road reserve (6m wide carriageway) running along the eastern boundary of the site, will provide vehicle and service access to the development. This development will deliver 3.2m of this width, 8.8m was to be delivered CW4.

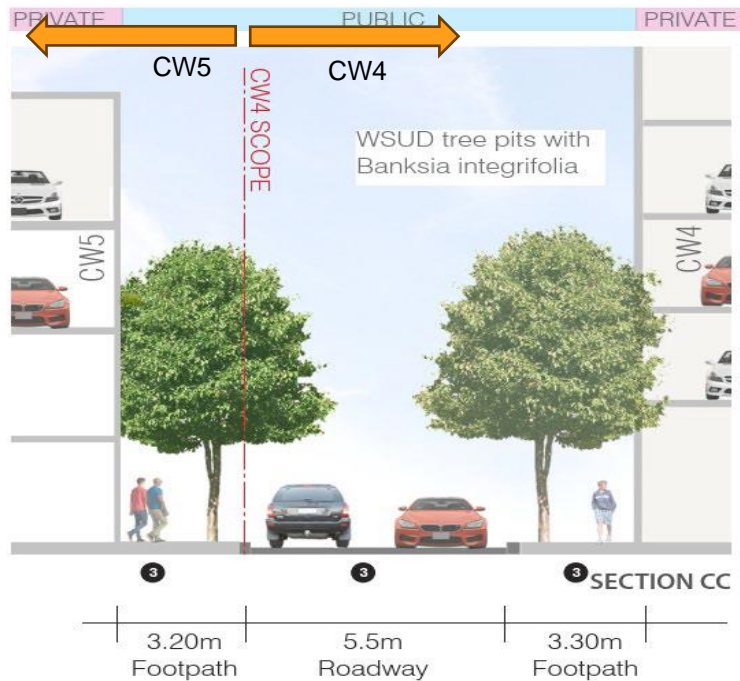


Figure 4: Dock Lane cross section

- Extension of Collins Street – a 19m wide road reserve (10.4m wide carriageway) tree lined street, with parallel parking along both sides of the street to the north-east along the frontage of the site.

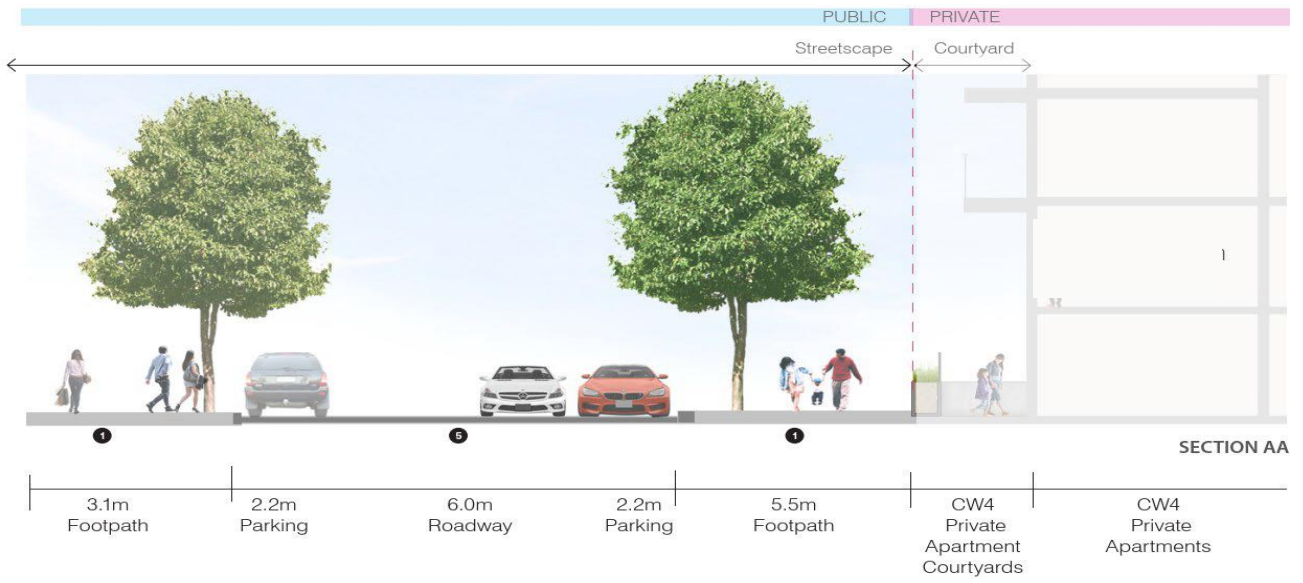


Figure 5: Collins Street cross section





## Artists' impressions of the proposal



Figure 6: View from Yarra's Edge (looking northwest)



Figure 7: View from the Yarra (looking southwest)



Figure 8: View from Eco park (looking east)



Figure 9: Collins street, looking west



Figure 10: Eco Park interface with CW6



Figure 11: Australian Walk (looking east)



Figure 12: Australian Walk (looking west)



## Planning Policy

20. The planning principles set out under the Planning Policy Framework (PPF) are to be used to guide decision making on planning proposals across the state. The following policies are considered relevant to this application.

## Municipal Planning Strategy

21. The following objectives and strategies of the Municipal Strategic Statement of the scheme are relevant to the proposal:

Clause	Description
<b>02.01</b>	Context
<b>02.02</b>	Vision
<b>02.03-1</b>	Settlement
<b>02.03-4</b>	Built environment and heritage
<b>02.03-5</b>	Housing
<b>02.03-7</b>	Transport
<b>02.03-8</b>	Infrastructure
<b>02.04</b>	Strategic Framework Plans

## Planning Policy Framework

22. The following objectives and strategies of the Planning Policy Framework of the scheme are relevant to the proposal:

<b>Clause 11</b>	<b>Settlement</b>
<b>Clause 11.01-1S</b>	Settlement
<b>Clause 11.01-1R</b>	Settlement – Metropolitan Melbourne
<b>Clause 11.03-1R</b>	Activity centres
<b>Clause 11.03-6L-03</b>	Docklands
<b>Clause 13</b>	<b>Environmental Risks and Amenity</b>
<b>Clause 13.05</b>	Noise
<b>Clause 13.05-1S</b>	Noise Abatement
<b>Clause 13.06</b>	Air Quality
<b>Clause 13.06-1S</b>	Air Quality Management
<b>Clause 13.07</b>	Amenity and Safety
<b>Clause 13.07-1S</b>	Land Use Compatibility
<b>Clause 13.07-1L-03</b>	Land Use Compatibility
<b>Clause 14.02</b>	Water
<b>Clause 14.02-1S</b>	Catchment Planning and management
<b>Clause 15</b>	<b>Built Environment and Heritage</b>
<b>Clause 15.01</b>	Built Environment



<b>Clause 15.01-1S</b>	Urban Design
<b>Clause 15.01-1R</b>	Urban Design – Metropolitan Melbourne
<b>Clause 15.01-1L-04</b>	Urban Design
<b>Clause 15.01-1L-05</b>	Urban Design outside the Capital City Zone
<b>Clause 15.01-2S</b>	Building Design
<b>Clause 15.01-4S</b>	Healthy Neighbourhoods
<b>Clause 15.01-4R</b>	Healthy Neighbourhoods – Metropolitan Melbourne
<b>Clause 15.01-5S</b>	Neighbourhood Character
<b>Clause 15.03</b>	Heritage
<b>Clause 15.03-1L-02</b>	Heritage
<b>Clause 15.03-2S</b>	Aboriginal Cultural Heritage
<b>Clause 16</b>	<b>Housing</b>
<b>Clause 16.01</b>	Residential Development
<b>Clause 16.01-1S</b>	Housing Supply
<b>Clause 16.01-1R</b>	Housing Supply - Metropolitan Melbourne
<b>Clause 16.01-2S</b>	Housing Affordability
<b>Clause 18</b>	<b>Transport</b>
<b>Clause 18.01-1S</b>	Land use and Transport Integration
<b>Clause 18.01-1L</b>	Land use and Transport Integration
<b>Clause 18.02</b>	Movement Networks
<b>Clause 18.02-1S</b>	Walking
<b>Clause 18.02-2S</b>	Cycling
<b>Clause 18.02-2R</b>	Cycling- Metropolitan Melbourne
<b>Clause 19</b>	<b>Infrastructure</b>
<b>Clause 19.03-3S</b>	Integrated Water Management
<b>Clause 19.03-3L</b>	Integrated Water Management (Water Sensitive Urban Design)

## Statutory planning controls

23. A planning permit is triggered for the proposal pursuant to:

### Docklands Zone – Schedule 2 (Victoria Harbour Precinct) (Clause 37.05)

- Pursuant to Clause 37.05-4 a permit is required to construct a building or construct or carry out works, and to demolish or remove a building or works. An apartment development must meet the requirements of Clause 58.
- Pursuant to Clause 4.0 of Schedule 2 to the zone, it is prohibited to construct a building which would cast a shadow across the south bank of the Yarra River between 11.00 am and 2.00 pm on 22 June, excluding mooring poles, marinas and gangways.
- The use of a 'dwelling' is a Section 1 Use, as long as it is not located on Central Pier. As the proposal is not located on Central Pier, the proposed use does not require a permit.



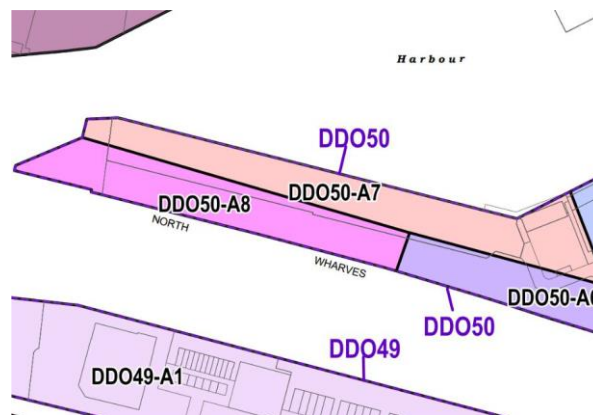
- Notwithstanding the above, pursuant to Clause 37.05-8, before a sensitive use (residential use, child care centre, pre-school centre, primary school, education centre or informal outdoor recreation) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, a certificate of environmental audit must be issued for the land, or an environmental auditor must make a statement that the conditions of the land are suitable for the proposed use. The permit applicant has requested that this requirement is addressed by a condition on the planning permit.

Design and Development Overlay – Schedule 12 – Noise Attenuation Area)

- Pursuant to Clause 43.02-2 a permit is required to construct a building or construct or carry out works.

Design and Development Overlay – Schedule 50 – Victoria Harbour Precinct

- Pursuant to Clause 43.02-2 a permit is required to construct a building or construct or carry out works.



- The subject site falls within two designated areas under this Overlay, each with differing preferred built form outcomes, as follows:

Area 7 (the northern portion): maximum building height of 15 metres with the exception of one building not exceeding 25 metres at the eastern portion of this area. 6.5 metre wide waterfront promenade (with an average width of 15 metres at the eastern end).

Area 8 (the western portion): maximum building height of 35 metres. 6.5 metre wide waterfront promenade.

- A permit is required to construct a building or to construct or carry out works if the requirements above are not met. Given the proposed height of the tower exceeds these requirements, a permit is required. It is noted that the development standards are discretionary.

Development Plan Overlay – Schedule 3 – Victoria Harbour (Clause 43.04)

- Pursuant to Clause 43.04-2 a permit granted must be generally in accordance with the development plan and include any conditions.

Parking Overlay – Schedule 6 (Docklands – Victoria Harbour)

- Pursuant to Clause Schedule 6 to Clause 45.09 a permit is required to provide car parking spaces in excess of the maximum number specified in the Table.

Heritage Overlay – Schedule (HO915) - Victoria Dock, Harbour Esplanade, Victoria Harbour Promenade, North Wharf Road, Docklands Drive and Newquay Promenade, Docklands)

- Pursuant to Clause 43.01 a permit is required to demolish or remove a building and for buildings and works. The works proposed in this application is not located within the HO.

Car Parking (Clause 52.06)

- Pursuant to Clause 52.06-3 a permit is required to provide more than the maximum parking provision specified in a schedule to the Parking Overlay.
- Plans prepared in accordance with Clause 52.06-8 must meet the design standards of Clause 52.06-9, unless the responsible authority agrees otherwise.

Bicycle Parking (Clause 52.34)

- Pursuant to Clause 52.34-2 a permit may be granted to vary, reduce or waive the bicycle requirements.

## Plan Melbourne

24. Plan Melbourne 2017-2050: Metropolitan Planning Strategy (Department of Environment, Land, Water and Planning, 2017) outlines the long term plan to manage growth in the city and suburbs to the year 2050. It seeks to integrate long-term land use, infrastructure and transport planning, and in doing so, meet the city's future environmental, population, housing and employment needs. The Docklands is a major urban renewal precinct identified in Plan Melbourne. The following are relevant:
- Direction 1.1: Create a city structure that strengthens Melbourne's competitiveness for jobs and investment.
  - Policy 1.1.1: Support the central city to become Australia's largest commercial and residential centre by 2050.
  - Policy 1.1.2: Plan for the redevelopment of major urban renewal precincts in and around the central city to deliver high quality, distinct and diverse neighbourhoods offering a mix of uses.
  - Direction 2.2: Deliver more housing closer to jobs and public transport.
  - Policy 2.2.1: Facilitate well-designed, high-density developments that support a vibrant public realm in Melbourne's central city.
  - Direction 2.5: Provide greater choice and diversity of housing.
  - Policy 2.5.1: Facilitate housing that offers choice and meets changing household needs.
  - Direction 4.3: Achieve and promote design excellence.
  - Policy 4.3.1: Promote urban design excellence in every aspect of the built environment.

## Relevant Strategic Documents

### Victoria Harbour Collins Wharf Development Plan 2017

25. The Victoria Harbour Collins Wharf Development Plan 2017 (Development Plan 2017) is relevant to the proposal. The vision for Victoria Harbour is to:
- Enhance Melbourne's reputation as a global destination by creating a contemporary, sustainable and thriving urban waterfront community for a diverse range of residents, workers and visitors.
26. The project objectives that inform the Development Plan 2017 for Collins Wharf are:
- Continue the creation of an urban environment that is responsive, complementary and well connected to central Melbourne.
  - Develop an urban place of distinctive characters that provides safe and equitable access to a diverse range of residents, workers and visitors.
  - Extend the urban waterfront experience along Victoria Harbour with accessible waterfront promenades, augmented with residential uses, mixed use / SOHO enterprises and open space / community uses.
  - Accommodate a diversity of uses including residential accommodation, mixed use /SOHO activities, recreational pursuits and public uses in a range of innovative building typologies and public spaces.
  - Locate human and community services in Collins Wharf that respond to the needs of the population.
  - Deliver a project that is commercially flexible to market conditions.
  - Create a contemporary and innovative environment that responds to micro-climatic influences and sets new benchmarks in sustainable design.
27. Key elements of the Development Plan of relevance to the planning permit application are discussed in the 'Assessment' section below.

## Referrals

28. The application was referred to the following authorities. Their comments are as follows:

Authority	Referral/Notice	Position
Transport for Victoria	Section 55 Referral- Determining	No objections
Development Victoria	Section 55 Referral- Determining	Conditional support
Parks Victoria	Section 55 Referral- Determining	Conditional support
Melbourne City Council	Informal referral	Informal Objection
Melbourne Water	Informal referral	Conditional support
DTP Urban Design	Informal referral	Conditional support
DTP 3D Team	Informal referral	No objections
OVGA	Informal referral	Did not provide comments

## Melbourne City Council

29. The Melbourne City Council have provided informal comments and do not support the proposal on the following grounds:

### Building massing and height:

- The proposed massing and building height splits for CW4 and CW5 significantly depart the built form outcomes sought by the Development Plan.
- The taller forms in each tower are too broad in relation to the lower forms, resulting in the towers presenting as one large form, creating a wall-like effect, in contrast to the Development Plan which seeks substantial breaks in form. A reduction in the height of the taller forms for both towers is required to provide a more evenly proportionate split as anticipated by the Development Plan. This would also ensure the tower volumes taper down towards the Bolte Bridge.
- The increase in overall mass and yield beyond that anticipated under the Development Plan is not supported by any commensurate benefit (i.e. increased housing supply, improved public realm).
- The extent of additional mass has significant impacts on the usability of the open space located between CW4 and CW5 which directly relate to departure of the anticipated massing as developed and approved through the Development Plan process.

### Lack of commercial uses:

- Variations to the Development Plan have previously been approved on the northern side of the wharf with the expectation that future stages would incorporate commercial at ground floor.
- It is acknowledged that the applicant has provided supporting information stating that retail spaces are not viable. However, there is still opportunity to provide adaptable commercial spaces (particularly within CW4 and CW6) that are not retail to enable Collins Wharf to be developed as a mixed use precinct as anticipated by the Development Plan.

### Wind impacts and mitigation:

- The submitted wind assessment outlines that the proposed form, which significantly departs from the Development Plan, requires extreme mitigation measures to be located within the public realm, particularly community green which is subject to further design approval, to achieve the extent of open space required by the Development Plan. It is noted that the community green could not be accepted by Council ownership or taken into its management if the open space were encumbered as shown in the RFI documentation.
- The wind tunnel testing for CW4 does not appear to have included CW5/6 (and vice versa).

### **Australia Walk:**

- The City of Melbourne expects the Yarra Wharf promenade to have a minimum width of 6.5 metres in accordance with the Design and Development Overlay – Schedule 50 and to assist the delivery of a high quality public realm.

#### Planning Officer response

30. An analysis and discussion on a number of issues raised are discussed in this report. Where DTP is in agreement with Council, changes have been required as conditions on the approval.

### **Development Victoria**

31. Development Victoria does not object to the granting of a planning permit and have not recommended any conditions to be added to the permit.

#### Planning Officer response

32. No comments

### **Transport for Victoria**

33. Transport for Victoria (TfV) does not object to the granting of a planning permit and have not recommended any conditions to be added to the permit.

#### Planning Officer response

34. No comments

### **Parks Victoria**

35. Parks Victoria noted that whilst the extent of the Yarra Walk located within the DZ7 was unclear, it was supportive of a public promenade along the northern side of the Yarra River, consistent with the Victoria Harbour Collins Wharf Development Plan 2017 (approved 18/08/2017). Parks Victoria did not object to the granting of a planning permit subject the inclusion of the following conditions:

- a) Prior to the commencement of Yarra Walk, works associated with Stage CW5 and CW6, a waterway sediment and litter management plan must be prepared to the satisfaction of the Responsible Authority and Parks Victoria and approved by the Responsible Authority. The plan must be based on hydrographic and bathymetric modelling and identify responsibilities and actions required to maintain this section of the waterway as an attractive waterfront for the life of the proposed Yarra Walk.
- b) The Sediment and Litter Management Plan required in the above condition must be implemented to the satisfaction of the Responsible Authority.

#### Planning Officer response

36. The conditions stated above will be included as conditions on any approvals. Yarra Walk reference will be corrected to Australian Walk, as shown on the plans.

### **DTP Urban Design Team**

37. DTP Urban Design Team has reviewed the application and provided the following comments:

*Urban Design is unable to propose conditions that would resolve the architectural issues at this time and requests that the applicant submit a series of Discussion Plans addressing the concerns raised by referral agencies, which can later be referenced within Permit Conditions.*

#### Tower – Material solidity

*The upper components of CW5 and CW6 towers appear flat, lacking the necessary shadow, depth, and solidity. The towers feature a curtain wall glazing system with an 'exo-skeleton' applied to the surface, a motif that contradicts the precedent imagery presented in the Urban Context Report (see Figure 1). We recommend revising the design to align with the original vision and project exemplars.*





*While we acknowledge the intention to create a robust and durable podium with a more recessive upper form, we remain concerned about the extensive use of glazing at upper levels. This approach does little to contribute shadow, depth, or variation to the precinct's skyline. As they stand, CW5 and CW6 resemble commercial buildings, which is not an acceptable outcome for this site. We strongly encourage the use of more substantial materials on the tower façades to avoid the buildings being perceived as predominantly glass structures.*

*We refer to the Melbourne Place project by Kennedy Nolan (Russell Street interface), which exemplifies how to achieve greater solidity and depth in larger buildings. This precedent could serve as a valuable reference for enhancing the architectural expression of CW5 and CW6.*

#### Laneway interface – Eastern elevation

*We have concerns regarding the blank façade on the building's eastern elevation, which primarily consists of screened mesh. The building will be viewed from all sides, and this elevation will serve as a key pedestrian route connecting Collins Street to Australian Wharf. We require this elevation to be treated in a manner that promotes an attractive and visually engaging interface, facilitating pedestrian movement. Explore the sleeving of podium car parking on levels 1-3 to improve this interface.*

*Feedback on the eastern elevation was raised in pre-application meetings and remains unaddressed.*

#### Architectural identity – Differentiating between forms

*We remain unconvinced by the architectural differentiation between CW5 and CW6. Significant variation between the two towers is required to ensure each possesses a unique identity. Each tower should establish a stronger relationship with the valued architectural cues of its podium.*

#### Upper levels – Adoption of light-weight elements

*In conjunction with increasing the solidity of the towers, we recommend incorporating lighter-weight elements, such as steel fin balustrades to upper-level balconies, to create a sense of domesticity. This approach will help unify the design language of both the upper and lower sections of the building, creating a more cohesive architectural form.*

#### Building uplift

*While we support increased density and building height in this highly urbanised location, we question whether the proposed uplift, resulting from variations to massing as anticipated in the Development Plan, is appropriate in this case. Additional uplift could be justified if the proposal demonstrated a commitment to best-practice community and public benefits; however, this has not yet been realised. We strongly encourage the applicant to explore alternative mechanisms for achieving uplift, including (but not limited to):*

- *Exemplary architectural design with high-quality finishes*
- *The inclusion of social and affordable housing*
- *Complementary ground-floor land uses (e.g., community or other public uses)*
- *Publicly accessible through-block connections and enhanced site permeability*
- *Legible and intuitive wayfinding through a series of finer-grained buildings*
- *Best-practice environmentally sustainable design (ESD)*

#### Summary

*It is challenging to support a building of this scale in its current form. While we acknowledge the need for increased housing supply, we are concerned by the architectural quality proposed for this prominent site at the pinnacle of Collins Wharf. The CW5 and CW6 buildings have a pivotal role to play in the renewal and reinvigoration of the wharf, and we believe a more thoughtful and high-calibre design approach is necessary to fulfil this responsibility.*

#### Planning Officer response

38. A number of conditions seek to resolve the matters above. They are discussed below in more detail in the report.

## DTP 3D Team

39. DTP's 3D Team has reviewed the application and submitted 3D model and have provided shadow diagrams to demonstrate that the proposal will not cast a shadow across the south bank of the Yarra River between 11.00 am and 2.00 pm on 22 June, excluding mooring poles, marinas and gangways.

### Planning Officer response

40. This is satisfactory and discussed in the latter part of this report.

## Melbourne Water

41. Melbourne Water provided the following information/advice:

### Sea Level Rise flooding

42. The site has been identified as subject to flooding as a result of storm surge/tidal inundation associated with Sea Level Rise (SLR). The predicted year 2100 1% Annual Exceedance Probability (AEP) flood level for tidal storm surge is 2.4 metres (m) to Australian Height Datum (AHD). This assumes a SLR of 0.8m on the existing 1.6m to AHD level by the year 2100.

### The applicable flood level for the site is 2.40m AHD

43. Finished Floor Levels (FFLs) for buildings should be at least 600mm above the applicable 2100 1% AEP flood level of 2.4m to AHD.

### Lower Yarra River

44. Melbourne Water has undertaken modelling for this catchment which considers increased rainfall intensity due to climate change. The flood level for this property by the year 2100 is estimated to be 2.27 metres to Australian Height Datum (AHD). Please note that the applicable flood level at the site remains at 2.40m AHD.

### Floor Levels

45. Melbourne Water advises that the minimum requirement of 600mm above the 2100 year flood level of 2.4m AHD to a level of 3m AHD is the highest applicable floor level requirement at the subject site, thus this level is adopted for setting minimum floor levels for any new buildings.

### Flood Risk

46. Given the proximity to the Yarra River and therefore potential vulnerability to Sea Level Rise and Climate Change flooding for the year 2100, Melbourne Water advises a Flood risk Management Plan be prepared for the development site.

### Proximity to Yarra River

47. Given the extensive works proposed in close proximity, it is recommended a Site and Environment Management Plan for both during and post construction measures be prepared and submitted for the development site.

### Planning Officer response

28. It will be required as a condition on any approval that Finished floor levels for all buildings must be set at a minimum of 3.0 metres to Australian Height Datum and all access roads / paths as well as wharf structures must be set at least at flood level of 2.4 metres to Australian Height Datum.
48. A flood risk management to address Sea Level Rise and Climate Change flooding for the year 2100 will not be required as this will not be a sudden event (like flooding due to heavy rain) but one that will be occur over time giving the residents even time to address the issue or to leave the development safely.
49. A Site and Environment Management Plan will not be required to be provided. A condition will require that a Construction Management Plan is provided.

## Public Notification



50. The application is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the *Planning and Environment Act 1987* pursuant to the following provisions:
- Under the provisions of the Docklands Zone – Schedules 2 and 7, the Design and Development Overlay – Schedules 12 and 50.

## Strategic Direction and Land Use

### Key considerations

Some of the key considerations in the assessment of this proposal are:

- *Is the proposal consistent with the relevant planning policy?*
- *Is the proposal consistent with the purpose of the Docklands Zone 2 and other overlays and particular provisions that affect the site?*
- *Is the proposal generally in accordance with the approved Development Plan?*
- *Does the proposal provide an appropriate design response to existing conditions, built form that interface the development?*
- *Does the proposal provide appropriate level of public realm and landscaping?*
- *Does the development provide adequate response to wind conditions, weather protection, light and shade and overshadowing?*
- *Does the proposal provide a reasonable level of internal amenity?*
- *Is the proposal representative of Environmentally Sustainable Development?*
- *Is the provision of car parking and bicycle parking appropriate?*
- *Are the proposed access, loading and waste arrangements appropriate?*
- *Does the proposal provide a net community benefit?*
- *Does the proposal have regard to flooding implications?*
- *Will the development be constructed in stages?*
- *Is the site environmentally sound for a sensitive land use?*
- *Does the application trigger a Cultural Heritage Management Plan?*

## Consistency of the proposal with the relevant planning policy

### Municipal Planning Strategy

51. The proposal is consistent with the Vision of the Melbourne Planning Scheme which is to facilitate a city for people; a creative city; a prosperous city; a city of knowledge; an eco-city; and a connected city. The proposal is consistent with the housing direction that supports a diversity of housing types that will be located in an area (Docklands) that is well connected to existing infrastructure such as road and public transport networks and bicycle paths.

### Planning Policy Framework

52. The planning policy framework encourages sustainable growth and development of Victoria. It seeks development of sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities. It encourages form and density of settlements that supports healthy, active and sustainable transport, limit urban sprawl and direct growth into existing settlements and promotes and capitalises on opportunities for urban renewal and infill redevelopment (clauses 11.01-1S and 11.01-1R).
53. Clause 11.03-6L-03 relates to Docklands where the site is located and seeks to:
- Provide a waterfront place of character and quality in which to live, work and visit.
  - Encourage innovative, viable development built to the highest design and environmental standards.
  - Strengthen Docklands relationship with the Hoddle Grid and the Yarra River Corridor.
54. The site is located within the Victoria Harbour in the Docklands. Docklands is one of Victoria large urban renewal areas which is strategically located, in proximity to Southern Cross Station, the Hoddle Grid, the tram network, public boat berthing points and the full range of services and facilities provided in the central city and Docklands.
55. The Planning Policy Framework encourages appropriate land use and development which enhances the built environment, supports economic growth, meets the community expectations on retail provision, delivers diversity in housing supply, to meet existing and future needs, and integrates transport and infrastructure planning.





56. The proposal will contribute development of local significance and achieve a high standard of design. The proposal will provide a high quantum of and diverse form of housing in proximity to the work, cultural and social venues and existing infrastructure.
57. The proposal is broadly in accordance with the development plan that applies to the site. On balance, the layout of the development achieves an acceptable outcome, as it presents to Collins Street extension, Dock Lane, Community Green and appropriately responds to these public realm interfaces in terms of its form, scale and program.
58. The provision of balconies to dwellings along all interfaces will increase activation, vibrancy and offer passive surveillance and will enhance the safety and amenity of the public realm. The development will be provided with central entry points that are legible, with good levels of passive surveillance alongside Australian walk and Collins Street extension.
59. The proposed development also aligns with transport policy by providing safe access and egress for the public, relying on the use of existing roads for pedestrian and cyclist access. The site is afforded with excellent access to sustainable, alternative modes of transport, and provide no on-site car parking, seeking a modal shift to sustainable alternatives.
60. In all, the proposal will:
  - Increase the supply of housing in an existing urban renewal area, on underutilised land, in an area that offers excellent access to services and transport. In particular, the development will provide urban renewal on a site that has been vacant for some time and logistically difficult to build on given the costs associated with building on the wharf.
  - Increase the supply of housing in the Docklands, and extension to the capital city, an area that offers excellent access to services and transport in accordance with clauses.
  - Create visually interesting, good quality architecture and urban design, contributing to the design vision for the Docklands and the public realm in accordance with Clauses 15.01-1S and 15.01-2S.
  - Provide street interfaces and that will provide a pleasant and safe pedestrian experience for users of the public realm in accordance with Clauses 15.01-1S and 15.01-4S.
  - Provide cycling infrastructure and an adequate supply of bicycle parking spaces to encourage sustainable transport in accordance with Clause 18.02-1S.
  - Facilitate the long-term retention and stabilisation of the wharf structures, as well as the necessary remediation works to allow for the redevelopment of the site.
  - Provide the Community Green, Dock Lane and extension to the Australian Walk and Collins Street that will provide a pleasant pedestrian experience and surveillance and safety for users of the public realm.
61. A Stormwater Management Plan prepared by Stantec dated 17 July 2024 has been submitted with the application. This report satisfactorily addresses the requirements of Clause 19.03-3L for stormwater management.

## **Consistency of the proposal with the purpose of the Docklands Zone 2 and other overlays and particular provisions that affect the site**

### **Zoning**

#### Docklands Zone – Schedule 2 (Victoria Harbour Precinct) (Clause 37.05)

62. The purpose of the Docklands Zone (DZ2) has been considered and it is noted that the proposed development will provide a residential use within a mixed-use environment and the surrounding physical infrastructure and community services.
63. A permit is required to construct a building or construct or carry out works, and to demolish or remove a building or works but not for a use as a 'dwelling'. Notwithstanding the above, pursuant to Clause 37.05-8, before a sensitive

use (residential use, child care centre, pre-school centre, primary school, education centre or informal outdoor recreation) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, a certificate of environmental audit must be issued for the land, or an environmental auditor must make a statement that the conditions of the land are suitable for the proposed use. This will be required as a condition on any approval.

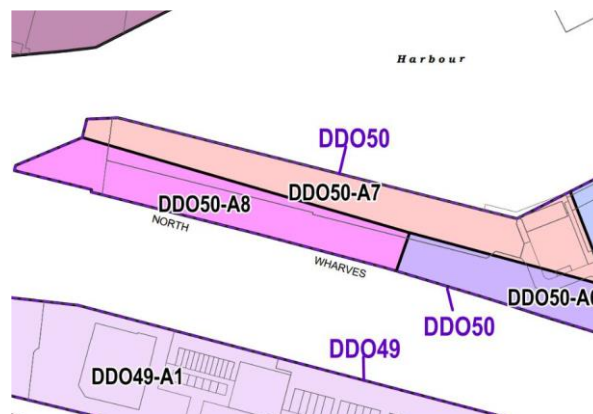
64. An apartment development must meet the requirements of Clause 58. An assessment against clause 58 is included in the appendix to this report and further discussed in the latter part of this report.
65. Pursuant to Clause 4.0 of Schedule 2 to the zone, it is prohibited to construct a building which would cast a shadow across the south bank of the Yarra River between 11.00 am and 2.00 pm on 22 June, excluding mooring poles, marinas and gangways. This is discussed in the latter part of this report.

#### Design and Development Overlay – Schedule 12 – Noise Attenuation Area)

66. Pursuant to Clause 43.02-2 a permit is required to construct a building or construct or carry out works. Any new development that will accommodate residential uses must be designed and constructed to include noise attenuation measures, be fitted with ducted air-conditioning (if within 400 metres of the centre point of the Docklands Major Sports and Recreation Facility), and have external glazing and doors and the air conditioning or ventilation system designed by a recognised acoustic consultant. This is discussed in the latter part of this report.

#### Design and Development Overlay – Schedule 50 – Victoria Harbour Precinct

67. Pursuant to Clause 43.02-2 a permit is required to construct a building or construct or carry out works.



68. The subject site falls within two designated areas under this Overlay, each with differing preferred built form outcomes, as follows:

Area 7 (the northern portion): maximum building height of 15 metres with the exception of one building not exceeding 25 metres at the eastern portion of this area. 6.5 metre wide waterfront promenade (with an average width of 15 metres at the eastern end).

Area 8 (the western portion): maximum building height of 35 metres. 6.5 metre wide waterfront promenade.

69. A permit is required to construct a building or to construct or carry out works if the requirements above are not met. Given the proposed height of the tower exceeds these requirements, a permit is required. It is noted that the development standards are discretionary. This is discussed in the latter part of this report.

#### Development Plan Overlay – Schedule 3 – Victoria Harbour (Clause 43.04)

70. Pursuant to Clause 43.04-2 a permit granted must be generally in accordance with the development plan and include any conditions. This is analysed in the latter part of this report.

#### Parking Overlay – Schedule 6 (Docklands – Victoria Harbour)

71. Pursuant to Clause Schedule 6 to Clause 45.09 a permit is required to provide car parking spaces in excess of the maximum number specified in the Table. In accordance with Section 3 of the Schedule, a maximum rate of 2 car parking spaces to each dwelling is specified. This equates to a maximum car parking rate of 608 for CW5 (304



dwellings) and 516 for CW6 (258 dwellings). The proposal will provide a total of 562 spaces for both towers, which is significantly below the maximum number specified. This is discussed in the latter part of this report.

Heritage Overlay – Schedule (HO915) - Victoria Dock, Harbour Esplanade, Victoria Harbour Promenade, North Wharf Road, Docklands Drive and Newquay Promenade, Docklands)

72. Pursuant to Clause 43.01 a permit is required to demolish or remove a building and for buildings and works.

Car Parking (Clause 52.06)

73. Pursuant to Clause 52.06-3 a permit is required to provide more than the maximum parking provision specified in a schedule to the Parking Overlay. Plans prepared in accordance with Clause 52.06-8 must meet the design standards of Clause 52.06-9, unless the responsible authority agrees otherwise. This is discussed in the latter part of this report.

Bicycle Parking (Clause 52.34)

74. Pursuant to Clause 52.34-2 a permit may be granted to vary, reduce or waive the bicycle requirements. Clause 52.34-3 requires a provision of 1 bicycle parking space to each 5 dwellings for residents and 1 bicycle parking space to each 10 dwellings for visitors. The proposal triggers a requirement for a minimum of 113 resident spaces and 56 visitor spaces (total of 169). The proposal will provide 322 bicycle parking spaces and, therefore, does not require a permit under Clause 52.34. This is discussed in the latter part of this report.

**Consistency of the proposal with the Victoria Harbour Collins Wharf Development Plan 2017**

75. Below is a detailed assessment of the proposal against the Victoria Harbour Collins Wharf Development Plan 2017 (DP)

DP requirement	Design response
<p><u>Urban Structure</u></p> <ul style="list-style-type: none"> <li>Establish urban structure and form that is generated by the geometry of the harbour and the Yarra River meeting the extension of the city grid.</li> </ul>	<ul style="list-style-type: none"> <li>Collins Street extension will be orientated to align with the wharf form and will create a legible street network, allowing for provision of efficient development blocks (CW4-CW6 inclusive).</li> <li>The siting of the development will reinforce key view corridors, linking open spaces, river to harbour and open spaces to water.</li> <li>The development will incorporate wind mitigation strategies to create pleasant streets and public realm.</li> </ul>
<p><u>Public realm</u></p> <ul style="list-style-type: none"> <li>Establish Collins Street as the primary connector of all the key public spaces and parks.</li> <li>Create an open space network that suits the density and scale of the site by providing public space every 200 to 300 metres.</li> </ul>	<ul style="list-style-type: none"> <li>The development will reinforce Collins Street’s role as a primary connector to the city centre for Dock Lane as well as the primary connector of all the key public spaces and parks. Collins Street extension will be designed to allow shared access to vehicles, pedestrians and cyclists, and will allow for activity on the streets by future mixed use, by provision of scaled footpaths and narrow carriageways to facilitate crossing, where appropriate.</li> <li>The development will provide a hierarchy of open spaces that vary in scale and use to meet the needs of the community.</li> <li>The proposal will provide a 19m wide Collins Street (below) in accordance with Figure 6.2.7 of the DP.</li> </ul>

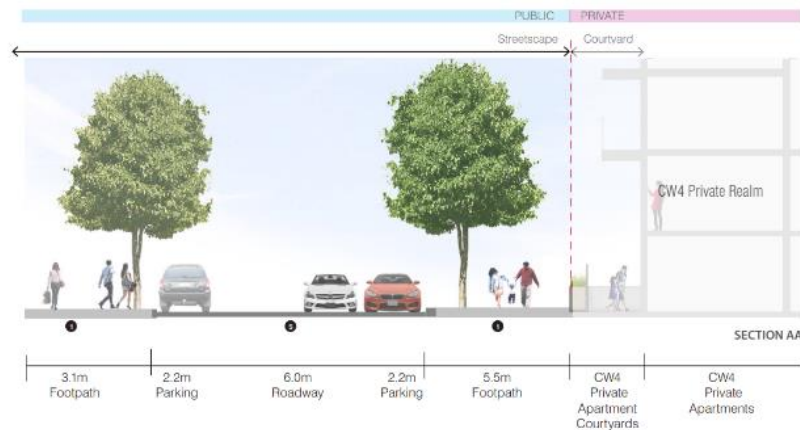


Figure 13: Collins Street cross section

- Figure 6.2.9 of the DP seeks the provision of a 12m wide laneway between CW4 and CW5. The proposal will provide the remainder of the 12m wide laneway (3.2m), with 8.8m width to be provided by CW4.
- The Australian Walk will be a 5.5-metre-wide shared zone for cyclists and pedestrians and will provide access for small service vehicles limited to a proposed 10km/h speed limit. The publicly accessible ramps will provide access to waterfront homes from Australian Walk. The DP calls for a 6.5m wide promenade. This will not be imposed Planning Permit PA1800363 approved a reduced promenade of 5.5m for CW2 and CW3 and this is a continuation of that Walk, through CW4.



Figure 14: Dock Lane cross section

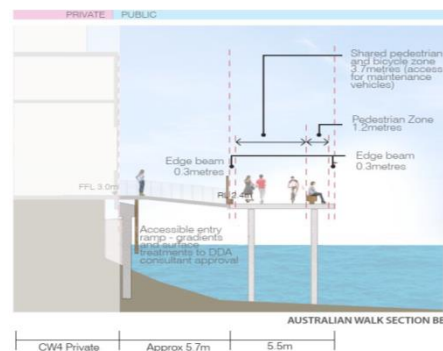


Figure 15: Australian Walk cross section

- A 5.7m wide road with a 3.2m wide nature strip/garden is proposed to the west of CW6 (between CW6 and Eco Park) (Figure 16). This road/laneway will provide pedestrian access to residents and vehicular access to emergency and CoM service vehicles. Small-medium trees will delineate the private realm from the future formal and public Eco Park.
- This is consistent with the DP (see Figure 17 below).



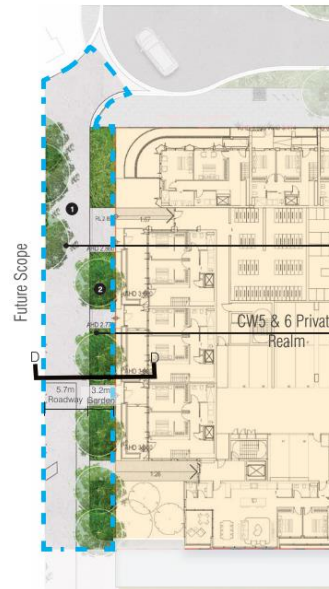


Figure 16: Laneway along Eco Park Interface

- Collins Wharf Site
- Marked pedestrian crossing
- Traffic direction
- Bridge maintenance

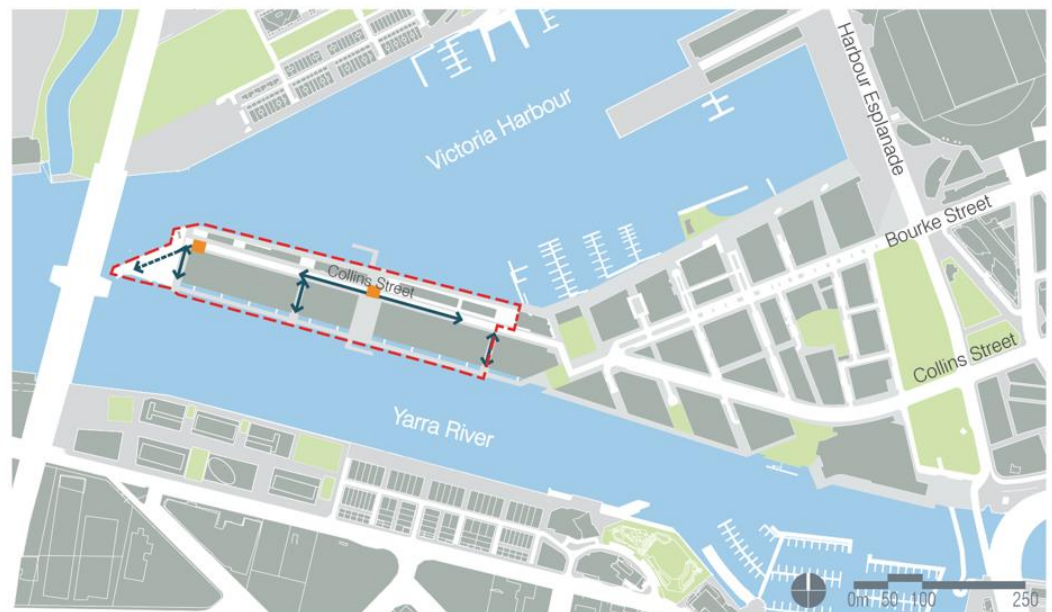


Figure 6.6.2 – Road network controls.

Figure 17: The DP envisages and north-south connection to the west of CW6

Land use

- Create a vibrant place where people live, work and recreate throughout the day and into the evening by incorporating a mix of uses.
- Collins Wharf although predominantly residential, incorporates a mix of land uses in its overall. CW5 and CW6 are proposed to be fully residential. It will be required as a condition on any approval for the applicant to facilitate:
  - a) *Provision of a communal, flexible or retail space of approximately 130sqm in the northwestern corner of CW6 and any associated re-configuration of the northwestern townhouse and car parking spaces, accessways or services.*



- Design built form to be flexible to accommodate different uses over time.
- The DP envisages a Gross Floor Area (GFA) of 45,300sqm for CW5, a building height of 85m and 320 apartments and car spaces, all discretionary. CW5 will have a GFA of 50,518sqm. This is higher than what is envisaged for the site, however considered to be generally in accordance with the DP. A building height of 99.340m (excluding plants) is proposed. This considered to be generally in accordance with the DP. Provision of 375 apartments is slightly higher but considered to be generally in accordance with the DP.
- The DP envisages a Gross Floor Area (GFA) of 25,800sqm for CW6, a building height of 50m and 206 apartments and car spaces, all discretionary. CW6 will have a GFA of 29,732sqm. This is higher than what is envisaged for the site, however considered to be generally in accordance with the DP. A building height of 61.81m (excluding plants) is proposed. This considered to be generally in accordance with the DP. Provision of 191 apartments is lower than what is envisaged but considered to be generally in accordance with the DP.
- Residential floors are designed to allow for consolidation of some dwellings if sought by future owners.
- Car parking is shared between both towers. The DP envisages a total of 526 car spaces for both towers. 562 car spaces are proposed for a total of 566 dwellings. This is considered to be generally in accordance with the DP.

#### Land ownership

The DP envisages:

- The Collins Street terraces along the southern side of Collins Street and buildings CW-02 to CW06 (including podiums) are on freehold and Strata titled.
- Buildings along the north-side wharf are on Volumetric title (encompassing the built form from the surface of the northern structural deck level and above).
- The public realm is to be formally vested in Council as Road or Reserve as appropriate on Plan of Subdivision to the satisfaction of Melbourne City Council. All wharves and promenade structures are to remain as part of the abutting Crown Land Reservation, with the surface and airspace of these areas vested in Council.
- This application is not for subdivision. However, any permit granted for CW5 and CW6 and adjoining public realm will ensure that conditions will be included to retain these areas as Road or Reserve, as appropriate on Plan of Subdivision to the satisfaction of Melbourne City Council and vested with Council. Further, a condition will require that all wharves and promenade structures will remain as part of the abutting Crown Land Reservation, with the surface and airspace of these areas vested in Council.

#### Built form

- Establish appropriate built form that responds to the existing ground conditions, environmental factors, historical context, market demand and contextual relationships to central Melbourne, the Yarra River and Victoria Harbour.
- Massing, Height and tower setbacks.
- Solar access and shadow - overshadowing of the
- CW5 and CW6 design response generally suits Collins Wharf context and location through scale and typologies. Further finesse to the materiality and characteristics will be required. The development will create an appropriate scale and legibility at street level by creating sightlines along streets and frontages, public spaces and promenades.

#### Massing and height

- The DP envisages a built form of 3 levels of shared podium between CW5 and CW6 and split towers with heights of:
  - CW5: 16 levels (53m) and 27 Levels (85m), with approximately 50/50 split.
  - CW6: 10 levels (35m) and 15 Levels (50m), with approximately 50/50 split.

south bank of the Yarra River is prohibited between 11am and 2pm in winter.

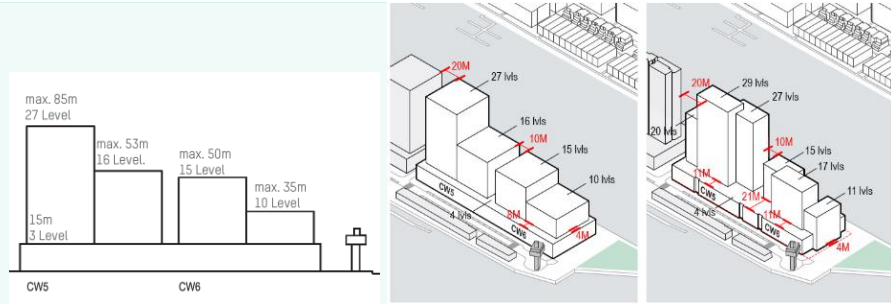
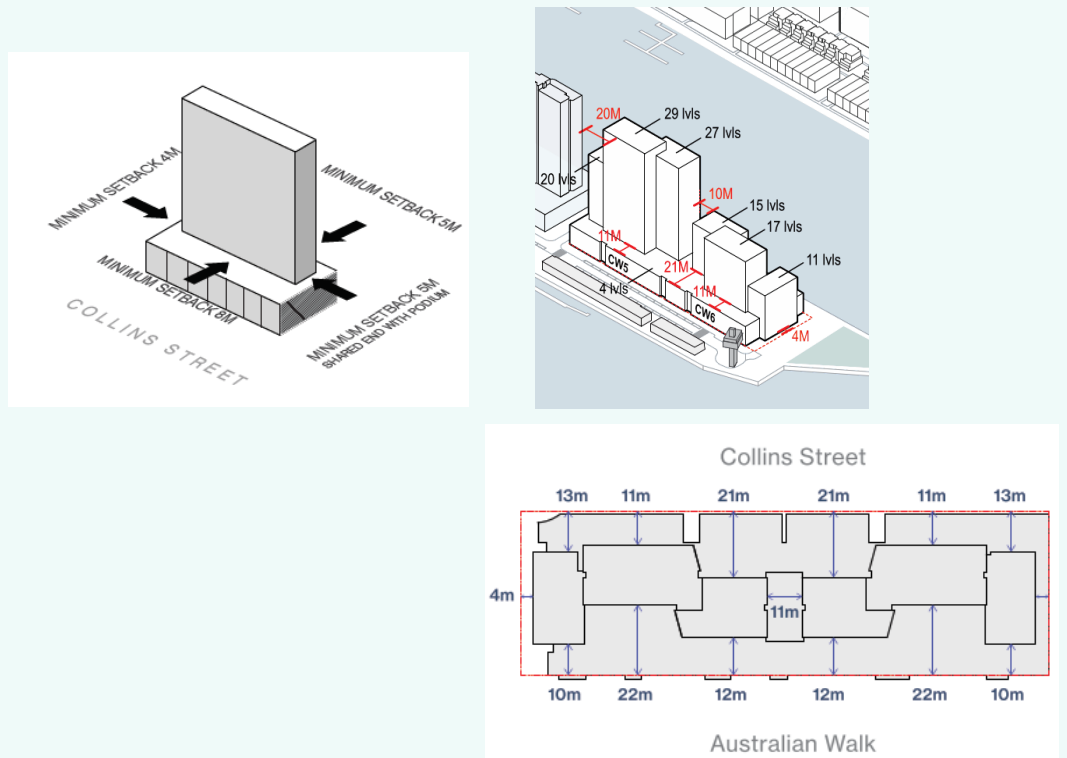


Figure 18: Development Plan vs proposal

- The proposal is for a 4 level, shared podium and spilt towers with heights of 20 (70.27m), 27 (92.48m) and 29 (99.34m) levels for CW5 and 11 (41.60m), 15 (54.48) and 17 (61.81m) levels for CW6. The massing is approximately 65/35 when viewed from the north and south. While a variation is proposed, the development continues to be generally in accordance with the DP. This is achieved through various sight lines when viewed from the east and west, due to the generous setbacks provided (see tower setbacks below).

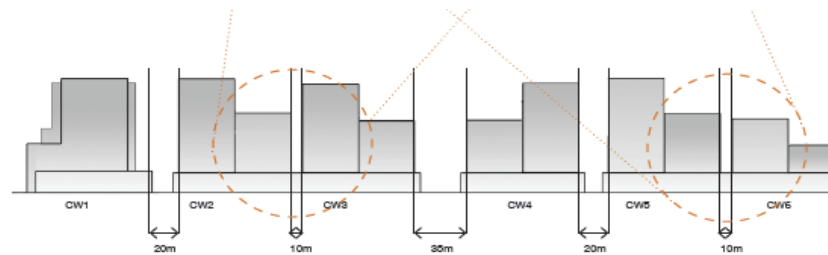
Tower setbacks



- The proposal will set the tower back from the North: 11-21m (instead of 8m), West : 4m (consistent with the DP), South: 10-22m (instead of 5m), East: 4.0m (consistent with the DP).
- The tower setbacks are greater than what the DP requires. The proposal uses this technique to increase aspect of the dwellings to the water views while addressing the mass issues envisaged by the DP.

Building separation

- The proposal, tower of CW5 maintains a 20m separation from the tower of CW4 and 10m from the tower of CW6 (10.80m proposed), above what is envisaged by the DP.



### Community facilities

- Provide human services and community facilities to increase activation and safety within the public realm and develop strong ties within the community

- Consistent with these ambitions, this proposal (CW6) will locate adjacent to Eco Park, connecting to the waterfront.

### Access

- Provide convenient connections to public transport infrastructure including tram, taxi and water taxi options
- Create a connected pedestrian and cycle path network linking Collins Wharf through Victoria Harbour to adjacent Docklands precincts, central Melbourne and beyond
- Integrate Collins Wharf into central Melbourne by connecting to the existing City and regional road network.

- The proposal will retain easy access to Collins Street tram terminus and Southern Cross Station to enable high usage by residents, workers and visitors to the site.
- The proposal will cater for east-west pedestrian movements prioritise pedestrian spaces and paths and provide public access to the water's edge by way of promenades.
- The proposal will strengthen the connection between central Melbourne and water by the extension of the Collins Street further into the site.

### Relationship with water:

- Enable public access to both Victoria Harbour and the Yarra River, creating a focus for the western precinct of the City and celebrating the site's historic maritime past.

- The development layout will provide visual and physical connections from the Yarra River to Victoria Harbour via laneways and pedestrian links and provide public access to the water's edge by way of promenades.

### Sustainability

- Set a world class benchmark for inner urban renewal developments, achieving a balance between the environment, economic drivers and the needs of the community.

- Conditions on any approval will ensure that the development will implement Water Sensitive Urban Design (WSUD) strategy through incorporation of WSUD tree pits in roadways to achieve best practice stormwater quality improvements.





## Design response to existing conditions and built form that interface the development

76. The proposal is last two of the five towers proposed for Collins Wharf, CW2 (Regatta) and CW3 (Ancora) have been approved and CW2 is due to commence construction shortly. CW2 will comprise 29 storeys CW 3 will comprise 27 storeys, sitting atop a shared 4 storey podium.



Figure 19: CW2 and CW3 looking east towards Collins Street

77. Application for CW4 (Planning application PA2402895) is currently before the Minister. CW4 will comprise the construction of a multi storey residential development (Collins Wharf 4), 16-29 storeys, comprising 349 dwellings and associated facilities (with a GFA of 49, 857sqm), an adjoining Community Green to the east, Dock Lane to the west and a section of Collins Street.



Figure 20: CW2, CW3 and CW4 looking south

### Podium and overall height

78. The proposal is for a 4 level, shared podium and split towers with heights of 20 (70.27m), 27 (92.48m) and 29 (99.34m) levels for CW5 and 11 (41.60m), 15 (54.48) and 17 (61.81m) levels for CW6. The heights of CW4 and CW5 exceed the discretionary heights stipulated in the DP and Design and Development Overlay Schedule 50 (Victoria Harbour Precinct). Earlier discussions argued that these were considered to be generally in accordance with the DP.
79. It is further argued that the proposal, in particular the taller CW5 is consistent with the approved built forms in the vicinity (CW2, CW3 and proposed CW4), both in terms of 4-storey podium heights and the overall heights.





### Building separation

80. As discussed earlier, the proposed CW5 tower will maintain a 35m separation from CW3 tower and at least 20m from CW\$ tower (12m wide laneway and 4m setback, 4m setback to be provided by CW5), as envisaged by the DP. CW5 and CW6 towers will maintain a 10.80m separation.

### Massing and setbacks

81. As noted earlier, the height distribution and massing are approximately 65/35 when viewed from the north and south. However, the development compensates for this massing by providing generous setbacks to the towers from the north and south (see tower setbacks below). The footprint of the towers and therefore massing of these towers are drastically reduced.

82. In terms of setbacks, the proposal will set the tower back North: 11-21m (instead of 8m), West: 4m (consistent with the DP), South: 10-22m (instead of 5m), East: 4.0m (consistent with the DP). The increased setbacks from the north and south are welcomed as they help reduce the bulk of the development when viewed from the east and west.

83. The massing shift from 50/50 to 65/35, is visible when the proposal is viewed from the north or south, in isolation (see Figure 21). However, when viewed in the in the context of the recently approved developments in Yarra's Edge and Fishermans Bend, this change has little impact on the skyline (see Figure 22). This is also the case when viewed from oblique angles.



Figure 21: 50/50 mass split (top image) and 65/35 mass split (second image) when viewed in isolation from the north

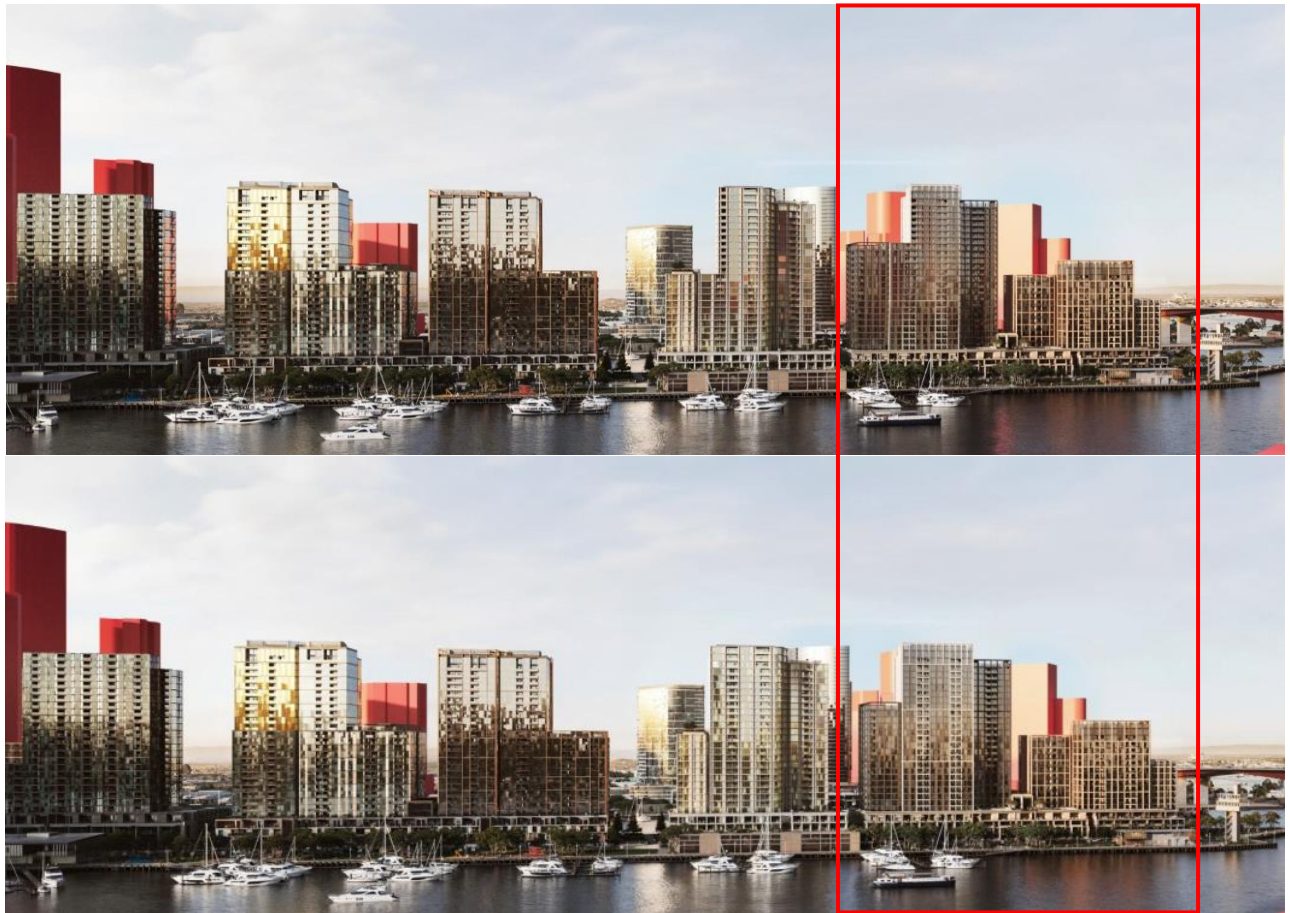


Figure 22: 50/50 mass split (top image) and 65/35 mass split (second image) when viewed amongst approved developments from the north

### Overall Architectural Design

84. The overall design of the building is considered satisfactory with the inclusion of a number of conditions including the further activation of Dock Lane and the introduction of non-dwelling space at the podium for CW6. Further updates to the design of the building, including the tower will be required as part of the façade strategy.

### Materials and finishes

85. The development will be constructed of predominantly concrete, metal and glazing. Subject to conditions recommended earlier, this is considered satisfactory.

### **Public realm and activation and landscaping**

86. As discussed earlier in this report, this proposal will deliver the surrounding Collins Street Road reserve, the Australian Walk promenade, a portion of the laneway to the west of the building and the remainder of the Community Green to the east of the tower. The proposal will deliver:

- A 19m wide, Collins Street extension will be designed to allow shared access to vehicles, pedestrians and cyclists, and will allow for activity on the streets by future mixed use, by provision of scaled footpaths and narrow carriageways to facilitate crossing, where appropriate.
- A 3.2m wide width for Dock Lane, 8.8m to be provided from CW4 and a 5.5m wide shared zone for cyclists and pedestrians.



- The Australian Walk, which will be a 5.5 metre wide shared zone for cyclists and pedestrians and will provide access for small service vehicles. The publicly accessible ramps will provide access to waterfront homes from Australian Walk.
87. The development will have a direct interface and an acceptable level of activation with Collins Street extension, The Australian Walk and the Eco Park. This will be further emphasised with the inclusion of non-dwelling floor space to the north west corner of the podium of CW6.
88. The proposal is designed so that the dwellings have a direct interface with the public realm and offer passive surveillance at the ground and upper levels. The car park area located within the podium will be sleeved to maximise active frontages to the public realm to the north, east and south (red dotted lines below subject to conditions required to activate Dock lane).
89. The podium levels of the development will however not have an appropriate active interface to Dock Lane. The western elevation of the development (podium levels) will be provided with perforated metal facades along, required to facilitate natural ventilation to the car park. Whilst this is accepted, this undermines the role of Dock Lane. The DP envisages this Lane, approximately 60 in length, as a shared zone rather than a service lane.
90. There are opportunities to provide activation to Dock Lane, by providing outlook from corner dwellings onto Dock Lane or by placement of new dwellings with direct access to Dock Lane. It will be required as conditions on any approval for the:
- Provision of at least one window on each level to the eastern elevation of the northeastern townhouse from Ground to Level 3 with direct outlook to Dock Lane.
  - Provision of at least one window on the eastern elevation of the southeastern apartment at Ground with direct outlook to Dock Lane.
  - Revised internal layout to the southeastern corner apartment from Levels 1-3 to include a terrace and at least one window with direct outlook to Dock Lane.
  - Provision of additional habitable spaces at Level 3 at the northern and southern ends with direct outlook to Dock Lane (and any associated reduction and relocation of car/bicycle parking spaces, accessway or services).
91. Conditions on any approval will require that all new or altered portions of road (including the provision of footpaths, public lighting, street trees, pavement marking, and signage) in Collins Street and Dock Lane and Australian Wharf, is constructed/delivered prior to the occupation of CW5 and CW6.
92. For Dock Lane, a condition will require the permit holder to enter into a s173 Agreement with Council to agree to maintain 24-hour unobstructed public access (7 days a week) to the public laneway. The Lane itself will be vested with Council.
93. Conditions on any approval will require the extended portion of Collins Road will be required to be vested with Council.
94. A condition on any approval will require that Australian Walk structure is constructed in accordance with plans and specifications first approved by Development Victoria and works performed to the satisfaction of Development Victoria, with consultation with other relevant referral authorities.
95. A concept landscape plan prepared by Arcadia Rev A dated 30 April 2024 is provided with the application that provides concept of how the public realm areas of the development will be laid out and landscaped.
96. A Public Realms Plan prepared by Aspect Studios dated 24 April 2024 shows delivery of public realms works, including Collins Street, Dock Lane and Eco Park interface. Any approval should be consistent with these plans.

## **Wind conditions, weather protection, light and shade and overshadowing**

97. A Pedestrian Wind Environment Study prepared by Intech dated 23 August 2024 suggests a number of mitigation measures to address strong wind condition on the site. These include, at the ground plane, level 3, 4 and levels 27 for CW5 and 19 for CW6, provision of street trees, inclusion of permeable and impermeable windscreens, inclusion of raised planters and balustrades. It is noted that inclusion of landscaping incorporating baffle elements-oriented east to west in the Eco Park to the west of the development (within public realm) is suggested as a wind mitigation



measure. More details of this will be required. Further, it will be required as a condition on any approval that the development complies with the recommendations of this report and provides mitigations measures as suggested prior to occupation of the development.

98. A line of street trees proposed along both sides of Collins Street will provide appropriate light and shading for pedestrians (See Figure 23).



Figure 23: Canopy over along Collins Street

## Overshadowing

99. The proposal is located on the south side of Collins Street and will therefore have minimal overshadowing on the Collins Street public realm.
100. Pursuant to clause 4.0 of Schedule 2 to the Docklands Zone, it is prohibited to construct a building which would cast a shadow across the south bank of the Yarra River between 11.00 am and 2.00 pm on 22 June, excluding mooring poles, marinas and gangways. The diagrams below demonstrate that the development will not overshadow the Yarra River beyond what is permissible.

### 989 - 1055 Collins Street - June 22 Overshadowing

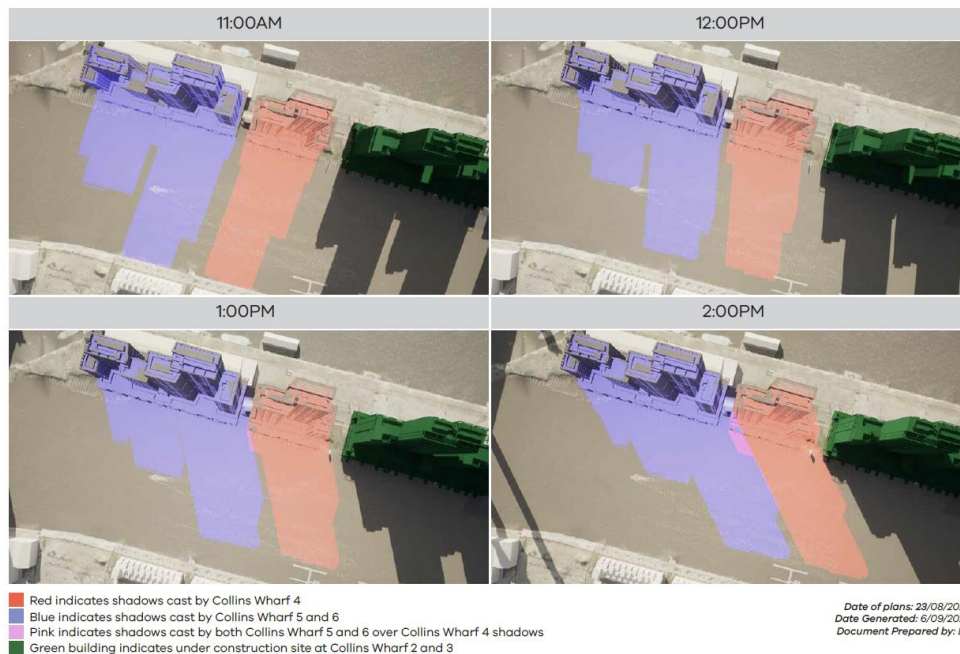


Figure 24: Overshadowing of the Yarra River is within limits of the controls

## Internal Amenity

101. Clause 43.02-2 (Design and Development Overlay – Schedule 12 – Noise Attenuation Area) protect the development from noise issues. An Acoustics Assessment prepared by Renzo Tonin and Associates dated 29 April 2024 has been submitted in support of this application which suggests a number of mitigation measures to address noise issues in the development. This ranges from placement of mechanical plants away from sensitive interfaces, appropriate waste collection times, types of glazing (insulation) and use of façade and screening materials. It will be required that the recommendations of this report be implemented, at no cost to and be to the satisfaction of the Responsible Authority and that it be demonstrated by a report from a qualified acoustic consultant compliance with the following noise criteria for all dwellings within the development of:

- a) 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am and;
- b) 40dB(A) for living areas, assessed as an LAeq,16h from 6am to 10pm;

### Clause 58 (Apartment Developments)

102. Clause 58 encourages apartment development that provides reasonable standards of amenity for existing and new residents and supports apartment developments that are responsive to the site and the surrounding area. Relevant clause 58 considerations are discussed below.
103. This is generally a fully Clause 58 compliant development, each dwelling provided with good layouts and great amenity. A full assessment against the Standards of Clause 58 is provided at Attachment A.

### On-site Amenity

104. Onsite amenity will be adequately mitigated. There are no overlooking issues between dwellings. Wind conditions will need to be mitigated as recommended in the submitted wind report and the residents will be protected from external and internal noise through the application of recommendation on the Acoustic report. A condition of permit will require that prior to commencement of the use of the development, the recommendations contained within the Acoustic Report is implemented to the satisfaction of the Responsible Authority. The placement of the dwellings within the development enables good amenity for the dwellings.



## Environmentally Sustainable Design (ESD) and Water Sensitive Urban Design (SÜD)

105. A Sustainability Management Plan prepared by Stantec dated 30 April 2024 has been submitted with the application, which provides that the development will achieve the following sustainability targets:
- 5 Star Green Star Rating (formal certification) under the GBCA Green Star Buildings V1 tool
  - 7 Star NatHERS average all apartments with no individual dwelling less than 5.5 Star
  - 10% improvement on NCC 2019 energy efficiency standards outside of residential dwellings.
  - Building Services to be of Gas Free design (with the exception of gas to retail cooking).
106. A Stormwater Management Plan prepared by Stantec dated 25 July 2024 has been submitted with the application. This report satisfactorily addresses the requirements of Clause 19.03-3L for stormwater management. The plan emphasises best practice standards identified through the MUSIC treatment, including stormwater harvesting via 20kL rainwater tanks to collect stormwater from clean roof catchments as primary treatment, enhancement of water quality through the use of filters, and stormwater proprietary water treatment systems as overflow before leaving the site towards a nominated point of discharge. Peak flow management is achieved through the use of a 75KL onsite detention system. These efforts aim to mitigate the adverse effects of development on downstream waterways and improve the health of local water bodies. Additionally, this SWMP identifies opportunities for WSUD and landscaping improvements that can be further explored through architectural and landscaping design.

## Car parking and bicycle parking

107. A total of 562 car parking spaces and 332 secure bicycle spaces will be provided across the ground floor and podiums levels for CW5 and CW6. 13 motor bike space will be provided.
108. Car sharing is not proposed as part of this proposal. The submitted Transport Impact Assessment by onemilegrid dated 26 April 2024 suggests that there are a number of share car locations within 800m of the site. The planner's assessment of the diagram provided for CW4 below is that car sharing is not readily available to CW4, CW5 or CW6 and at least one should be required to be provided for each tower, as a condition on any approval, subject to commercial viability.

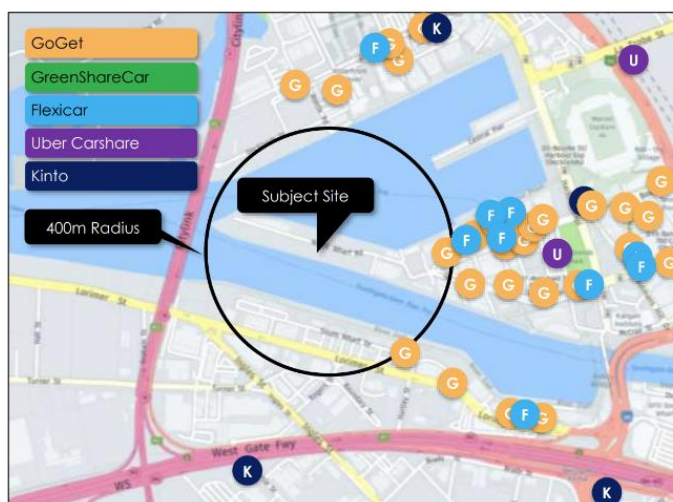



Figure 25: Car share locations available to the development with 400m

109. No EV charging points are shown for any of the car spaces. It will be required as a condition on any approval that at least five car spaces are provided with access to vehicle charging facilities (minimum of 20).
110. It will also be required as a condition on any approval that at least four disabled car spaces are provided within the development to meet the spirit and intent of the Disability and Discrimination Act.
111. Clause 52.34 (Bicycle requirements) requires the provision of 1 space per 5 dwellings for residents and 1 space per 10 dwellings for visitors.

- 
112. These equates to 113 spaces for residents and 56 for visitors, a total of 169 for 566 dwellings. The provision of 322 bicycle spaces is above the statutory requirement. Bicycle access to the building will be provided via a dedicated entrance from Dock Lane. This is satisfactory.
  113. Clause 52.34 requires provision of showers and change rooms for residents (End of Trip facilities) but not for visitors. None are proposed for this development. This will not be required as the residents will be able to use this facility within their homes.
  114. The subject site is affected by a Parking Overlay (Schedule 6 Clause 45.09 of the Melbourne Planning Scheme). Schedule 6 to the parking overlay specifies provision of a maximum of 2 car spaces per dwelling. This equates to a maximum of 1132 car spaces permitted for the proposed development of 566 dwellings. The provision of 562 car parking spaces is below the maximum number of spaces identified by the Planning Scheme requirements outlined above and below the number nominated in the DP (568 car spaces). Vehicle access to the car park will be provided from Dock Lane. This is satisfactory.
  115. Further a Green Travel Plan prepared by Onemilegrid dated 30 April 2024 is submitted with the application. The Green Travel Plan provides a suite of initiatives and services employed that encourage travel mode behaviour change and to promote the use of sustainable transport options such as walking, cycling, public transport or car-pooling. The Green Travel Plan states that the maps and information on available facilities will be available to the residents by various social media platforms and notice boards. A Green Travel Plan Champion will be appointed by the Owners Corporation who will be responsible for the implementation and ongoing management of the Green Travel Plan. This will be re-enforced as a permit condition on any approval that may issue.

## Access, loading and waste arrangements

### Access

116. The submitted Transport Impact Assessment by onemilegrid dated 26 April 2024 suggests that the internal design of the car park, width of isles, loading docks, the positioning of boom gates, card readers, control equipment, including car park control points, and ramp grades will be provided in accordance with the Australian and New Zealand Standard 2890.1-2004. Appropriate conditions will be required on any approval to reinforced compliance with the above commitments.

### Loading area

117. The proposed development will provide a dedicated loading bay and waste management area at the ground level, with access from Dock Lane. Swept path diagrams demonstrating that a 9.8m service vehicle can adequately access the loading area has been provided. A further loading bay (10.80m X 5.05m) will be provided at the ground level within the podium (under Tower CW6) for resident use. Appropriate conditions will be required on any approval to reinforced compliance with the above commitments.

### Waste arrangements

118. A Waste Management plan (WMP) prepared by Leigh Design dated 21 August 2024 has been submitted with the application. This report confirms that sufficient space for onsite bin storage can be accommodated on site to meet the demand of this development. It provides guidance and instructions on how waste on site will be managed. It will be required as a condition on any approval that waste management on site is carried out in accordance with this WMP.

## Vesting

119. The timing of the vesting of land is outside of the applicant's control and will be coordinated between the land owner (Development Victoria) and the City of Melbourne. The applicant is obligated to deliver these assets in line with the Development Plan and the Precinct Development Agreement, and as agreed with the land owner will maintain these assets for a period of 24 months post practical completion of the asset (which will occur in line with completion of the relevant building). This approach is consistent with all public realm assets previously delivered in Victoria Harbour.

## Net community benefit

120. Collins Wharf DP holistically plans out development of residential towers with public realms and other community benefit provision. These are staged and sections of public realms are provided concurrently with the development of each tower. This proposal will deliver the surrounding Collins Street road reserve, the Australian Walk promenade and a portion of the laneway to the east of the building. Details of what these entails have been discussed earlier in the report.

## Flooding implications

121. Melbourne water, in its response has indicated that the site is subject to flooding as a result of storm surge/tidal inundation associated with Sea Level Rise (SLR). The predicted year 2100 1% Annual Exceedance Probability (AEP) flood level for tidal storm surge is 2.4 metres (m) to Australian Height Datum (AHD). This assumes a SLR of 0.8m on the existing 1.6m to AHD level by the year 2100. Further, Melbourne Water's modelling for this catchment, which considers increased rainfall intensity due to climate change has estimated flood level for this property to be 2.27 metres to Australian Height Datum (AHD). by the year 2100.
122. Melbourne Water advises that the minimum requirement of 600mm above the 2100 year flood level of 2.4m AHD to a level of 3m AHD is the highest applicable floor level requirement at the subject site, thus this level is to be adopted for setting minimum floor levels for any new buildings. It will be required as a condition on any approval that issues that:

*Finished floor levels for all buildings must be set at a minimum of 3.0 metres to Australian Height Datum and all access roads / paths as well as wharf structures must be set at least at flood level of 2.4 metres to Australian Height Datum.*


## Development staging

123. The broader development of Collins Wharf will be staged and delivered in accordance with the Development Plan. CW5 and CW6 will comprise the development of two towers, a section of Dock Lane to the east and a section of Collins Street. The proposal area extends to the north kerb of Collins Street and the east kerb of Dock Lane.



Figure 26: Staging of the broader development on Collins Wharf

## Environmental Audit Assessment

- 
124. Pursuant to the Docklands Zone (DZ2) (clause 37.05-8), before a sensitive use (residential use, child care centre, pre-school centre, primary school, education centre or informal outdoor recreation) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, a certificate of environmental audit must be issued for the land, or an environmental auditor must make a statement that the conditions of the land are suitable for the proposed use. It will be required as a condition on any approval that:

*Prior to the commencement of the development, excluding demolition, bulk excavation, site preparation, soil removal, site remediation, retention works, footings, ground beams and ground slab and temporary structures, the owner of the site must provide either a Certificate of Environmental Audit in accordance with Section 53Y of the Environment Protection Act 1970; or a Statement of Environmental Audit under Section 53Z of the Environment Protection Act 1970, stating that the site is suitable for the intended use (dwelling) permitted by this approval.*

## Cultural Heritage Management Plan

125. The site is located within an area of Aboriginal cultural heritage significance. Clause 15.03-2S seeks to promote the identification, protection and management of Aboriginal cultural heritage values. It is policy that the proposed development must not impact adversely on the Aboriginal cultural heritage values, as indicated in an archaeologist's report, for any site known to contain Aboriginal archaeological relics.
126. A Cultural Heritage statutory obligations response was prepared by Archaeology At Tardis, dated 7 December 2015 and concludes:
- the proposed Collins Wharf development will not require the preparation of a mandatory CHMP because the activity area is not situated within an area of legislated cultural heritage sensitivity because of significant ground disturbance.*
127. The preparation of a Cultural Heritage Management Plan is therefore not mandatory for this proposal.

## Permit Expiry

128. It is Lendlease's intention to deliver Collins Wharf in accordance with the sequential staging requirements of the Collins Wharf Development Plan (2017) (as well as the Precinct Development Agreement with Development Victoria). These documents stipulate construction of CW4 first, followed by CW5 and then CW6, staggered by approximately 12-24 months for each stage.
129. The applicant has indicated that concurrent delivery of all stages is not feasible due to the construction complexities associated with these sites, including spatial constraints and the significant amount of infrastructure works required to safely and effectively prepare the site and the wharf structure for high rise construction, mostly due to the complexity of the ground conditions.
130. It is the intent of Lendlease to deliver the balance of the Collins Wharf precinct as quickly as possible, but timing of each stage remains subject to factors external to the applicant.
131. As a result of the above, it is considered appropriate to extend the expiry dates to allow for reasonable timeframes associated with delivery of both stages of the development and in conjunction with the initial delivery of CW4.



## Conclusion

132. The development is generally consistent with the relevant planning policies of the Melbourne Planning Scheme. Subject to conditions recommended in this report, the proposal will contribute to the provision of a high-quality development within Collins Wharf and include public benefits through the provision on publicly accessible open spaces, laneway and extension to Collins Street.
133. The proposal is generally supported by the various referral agencies, other than the City of Melbourne who were informally notified of this proposal and have objected.
134. It is **recommended that** Planning Permit No. PA2402894 for the Staged development of the construction of two residential towers (Collins Wharf 5 & 6), associated car parking and public realm works at 1013- 1055 Collins Street, Docklands (CW5 & CW6 Victoria Harbour Precinct), issue subject to conditions.



# Recommendation



- It is recommended that a planning permit be approved, subject to conditions.
- It is recommended that the applicant be notified of the above in writing.

**Prepared by:**

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- No Conflict**
- Conflict and have therefore undertaken the following actions:
  - Completed the **Statutory Planning Services declaration of Conflict/Interest form**.
  - Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
  - Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name:



Title:

Signed:



Phone:

Dated:

25 September 2024

**Reviewed / Approved by:**

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- No Conflict**
- Conflict and have therefore undertaken the following actions:
  - Completed the **Statutory Planning Services declaration of Conflict/Interest form**.
  - Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
  - Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name:



Title:

Signed:



Phone:

Dated:

18 October 2024

## APPENDIX 1

### CLAUSE 58 ASSESSMENT: BETTER APARTMENTS DESIGN STANDARDS RESPONSE

Clause 58.01 Urban Context Report and Design Response	
<p><b><u>58.01-1 Application requirements</u></b></p> <p>An application must be accompanied by:</p> <ul style="list-style-type: none"> <li>• An urban context report.</li> <li>• A design response.</li> </ul>	<p><b><u>Assessment</u></b></p> <p>An urban context report and design response was submitted as part of this application, which adequately responds to this requirement.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p><b><u>58.01-2 Urban Context Report</u></b></p> <p>The urban context report may use a site plan, photographs or other techniques and must include:</p> <p>An accurate description of:</p> <ul style="list-style-type: none"> <li>• Site shape, size, orientation and easements.</li> <li>• Levels and contours of the site and the difference in levels between the site and surrounding properties.</li> <li>• The location and height of existing buildings on the site and surrounding properties.</li> <li>• The use of surrounding buildings.</li> <li>• The location of private open space of surrounding properties and the location of trees, fences and other landscape elements.</li> <li>• Solar access to the site and to surrounding properties.</li> <li>• Views to and from the site.</li> <li>• Street frontage features such as poles, street trees and kerb crossovers.</li> <li>• The location of local shops, public transport services and public open spaces within walking distance.</li> <li>• Movement systems through and around the site.</li> <li>• Any other notable feature or characteristic of the site.</li> </ul> <p>An assessment of the characteristics of the area including:</p> <ul style="list-style-type: none"> <li>• Any environmental features such as vegetation, topography and significant views.</li> <li>• The pattern of subdivision.</li> <li>• Street design and landscape.</li> <li>• The pattern of development.</li> <li>• Building form, scale and rhythm.</li> </ul>	<p><b><u>Assessment</u></b></p> <p>The Urban Context report prepared by Architectus dated 26 August 2024 was submitted as part of this application, addressing the relevant features.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>



<ul style="list-style-type: none"> <li>• Connection to the public realm.</li> <li>• Architectural style, building details and materials.</li> <li>• Off-site noise sources.</li> <li>• The relevant NatHERS climate zones (as identified in Clause 58.03-1).</li> <li>• Social and economic activity.</li> <li>• Any other notable or cultural characteristics of the area.</li> </ul>	
<p><b><u>58.01-3 Design response</u></b></p> <p>The design response must explain how the proposed design:</p> <ul style="list-style-type: none"> <li>• Responds to any relevant planning provision that applies to the land.</li> <li>• Meets the objectives of Clause 58.</li> <li>• Responds to any relevant housing, urban design and landscape plan, strategy or policy set out in this scheme.</li> <li>• Derives from and responds to the urban context report.</li> </ul> <p>The design response must include correctly proportioned street elevations or photographs showing the development in the context of adjacent buildings. If in the opinion of the responsible authority this requirement is not relevant to the evaluation of an application, it may waive or reduce the requirement.</p>	<p><b><u>Assessment</u></b></p> <p>A satisfactory assessment of how the policy responds to the PPF, Clause 58, relevant housing, urban design and landscape policy was submitted to support this application.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>

<p><b>Clause 58.02 Urban Context</b></p>	
<p><b><u>58.02-1 Urban context objectives</u></b></p> <ul style="list-style-type: none"> <li>• To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.</li> <li>• To ensure that development responds to the features of the site and the surrounding area.</li> </ul>	<p><b><u>Assessment</u></b></p> <p>The Architectus Urban Context report demonstrates that the proposal will be consistent with the existing urban context and will positively contribute to the preferred future development of Collins Wharf.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p><b>Standard D1</b></p> <ul style="list-style-type: none"> <li>• The design response must be appropriate to the urban context and the site.</li> <li>• The proposed design must respect the existing or preferred urban context and respond to the features of the site.</li> </ul>	
<p><b><u>58.02-2 Residential Policy objectives</u></b></p> <ul style="list-style-type: none"> <li>• To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</li> <li>• To support higher density residential development where development can take advantage of public and community infrastructure and services.</li> </ul>	<p><b><u>Assessment</u></b></p> <p>A satisfactory assessment of how the policy responds to the PPF, Clause 58, relevant housing, urban design and landscape policy was submitted as part of this application.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p><b>Standard D2</b></p> <ul style="list-style-type: none"> <li>• An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes</li> </ul>	



<p>how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</p>	
<p><b>58.02-3 Dwelling Density objectives</b></p> <ul style="list-style-type: none"> <li>To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</li> </ul>	<p><b>Assessment</b></p> <p>CW5 will comprise 375 dwellings with the following diversity:</p> <ul style="list-style-type: none"> <li>1 bedroom apartment : 127 apartments (34%)</li> <li>2 bedroom apartment: 202 apartments (54%)</li> <li>3 bedroom apartment: 31 apartments (8%)</li> <li>4 bedroom apartment: 15 apartments (4%)</li> </ul>
<p><b>Standard D3</b></p> <ul style="list-style-type: none"> <li>Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.</li> </ul>	<p>CW6 will comprise 191 dwellings with the following diversity:</p> <ul style="list-style-type: none"> <li>1 bedroom apartment : 58 apartments (30%)</li> <li>2 bedroom apartment: 97 apartments (50%)</li> <li>3 bedroom apartment: 12 apartments (13%)</li> <li>4 bedroom apartment: 14 apartments (7%)</li> </ul> <p>The proposal provides a range of dwelling sizes and types, including dwellings with a different number of bedrooms.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p><b>58.02-4 Infrastructure objectives</b></p> <ul style="list-style-type: none"> <li>To ensure development is provided with appropriate utility services and infrastructure.</li> <li>To ensure development does not unreasonably overload the capacity of utility services and infrastructure.</li> </ul>	<p><b>Assessment</b></p> <p>The proposed development will be located within Collins Wharf, an urban renewal area, which will be an extension of an existing urban area, which is well serviced and has connections to appropriate utility services and infrastructure. The proposal is designed to integrate with the existing infrastructure.</p>
<p><b>Standard D4</b></p> <ul style="list-style-type: none"> <li>Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity and gas, if available.</li> <li>Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads.</li> <li>In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.</li> </ul>	<p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p><b>58.02-5 Integration with the street objective</b></p> <ul style="list-style-type: none"> <li>To integrate the layout of development with the street.</li> </ul>	<p><b>Assessment</b></p> <p>The development will have a high level of integration with Collins Street, the western interface (future Eco Park) and Australian Walk. These aspects will incorporate dwelling entries and lobbies with a highly permeable facade. With respect to the site's interface to the laneway to the east, conditions on any approval will require the development to wrap the north and south edges with windows for passive surveillance, and broadly incorporate a range of textured and visually permeable material treatments that add visual interest to the service-focussed frontage.</p>
<p><b>Standard D5</b></p> <ul style="list-style-type: none"> <li>Developments should provide adequate vehicle and pedestrian links that maintain or enhance local accessibility.</li> <li>Development should be oriented to front existing and proposed streets.</li> <li>High fencing in front of dwellings should be avoided if practicable.</li> </ul>	



<ul style="list-style-type: none"> <li>Development next to existing public open space should be laid out to complement the open space.</li> </ul>	<p>The proposal will provide a well accessible development for both pedestrians, cyclists and vehicles through providing new street infrastructure.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
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**Clause 58.03 Site Layout**

<p><b>58.03-1 Energy Efficiency objectives</b></p> <ul style="list-style-type: none"> <li>To achieve and protect energy efficient dwellings and buildings.</li> <li>To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.</li> <li>To ensure dwellings achieve adequate thermal efficiency</li> </ul> <p><b>Standard D6</b></p> <ul style="list-style-type: none"> <li>Buildings should be:</li> <li>Oriented to make appropriate use of solar energy.</li> <li>Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.</li> </ul> <p>Living areas and private open space should be located on the north side of the development, if practicable.</p> <p>Developments should be designed so that solar access to north-facing windows is optimised.</p> <p>Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in the following table.</p> <p>Table D1 Cooling load</p> <table border="1" data-bbox="92 1339 687 1621"> <thead> <tr> <th>NatHERS climate zone</th> <th>NatHERS maximum cooling load MJ/M<sup>2</sup> per annum</th> </tr> </thead> <tbody> <tr><td>Climate zone 21 Melbourne</td><td>30</td></tr> <tr><td>Climate zone 22 East Sale</td><td>22</td></tr> <tr><td>Climate zone 27 Mildura</td><td>69</td></tr> <tr><td>Climate zone 60 Tullamarine</td><td>22</td></tr> <tr><td>Climate zone 62 Moorabbin</td><td>21</td></tr> <tr><td>Climate zone 63 Warrnambool</td><td>21</td></tr> <tr><td>Climate zone 64 Cape Otway</td><td>19</td></tr> <tr><td>Climate zone 66 Ballarat</td><td>23</td></tr> </tbody> </table> <p><small>Note: Refer to NatHERS zone map, Nationwide House Energy Rating Scheme (Commonwealth Department of Environment and Energy).</small></p>	NatHERS climate zone	NatHERS maximum cooling load MJ/M <sup>2</sup> per annum	Climate zone 21 Melbourne	30	Climate zone 22 East Sale	22	Climate zone 27 Mildura	69	Climate zone 60 Tullamarine	22	Climate zone 62 Moorabbin	21	Climate zone 63 Warrnambool	21	Climate zone 64 Cape Otway	19	Climate zone 66 Ballarat	23	<p><b>Assessment</b></p> <p>The site has an advantage of dual street frontages and therefore has direct exposure to natural light. The proposal has been designed and sited to maximise daylight and solar energy and to ensure dwellings achieve adequate thermal efficiency.</p> <p>The submitted SMP suggests the development will achieve the following targets:</p> <ul style="list-style-type: none"> <li>5 Star Green Star Rating (formal certification) under the GBCA Green Star Buildings V1 tool</li> <li>7 Star NatHERS average all apartments with no individual dwelling less than 5.5 Star</li> <li>10% improvement on NCC 2019 energy efficiency standards outside of residential dwellings.</li> <li>Building Services to be of Gas Free design (with the exception of gas to retail cooking).</li> </ul> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
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Climate zone 64 Cape Otway	19																		
Climate zone 66 Ballarat	23																		

<p><b>58.03-2 Communal open space objective</b></p> <ul style="list-style-type: none"> <li>To provide communal open space that meets the recreation and amenity needs of residents.</li> <li>To ensure that communal open space is accessible, practical, attractive, easily maintained.</li> <li>To ensure that communal open space is integrated with the layout of the development and enhances resident amenity.</li> </ul> <p><b>Standard D7</b></p>	<p><b>Assessment</b></p> <p>The proposal consists of 566 dwellings in total.</p> <p>1,445sqm of communal areas is required at 2.5sqm per dwelling for 566 dwellings plus 30sqm. 220sqm is lesser and therefore applies.</p> <p>Residents of both CW5 and CW6 will have shared external open space areas at:</p> <ul style="list-style-type: none"> <li>o Level 4: 358sqm</li> <li>o Level 6: 179sqm</li> </ul>
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<ul style="list-style-type: none"> <li>• A development of 10 or more dwellings should provide a minimum area of communal outdoor open space of 30 square metres. A development of 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is the lesser. Each area of communal open space should be:             <ul style="list-style-type: none"> <li>&gt; Accessible to all residents.</li> <li>&gt; A useable size, shape and dimension.</li> <li>&gt; Capable of efficient management.</li> <li>&gt; Located to:                 <ul style="list-style-type: none"> <li>– Provide passive surveillance opportunities, where appropriate.</li> <li>– Provide outlook for as many dwellings as practicable.</li> <li>– Avoid overlooking into habitable rooms and private open space of new dwellings.</li> <li>– Minimise noise impacts to new and existing dwellings.</li> </ul> </li> </ul> </li> <li>• Any area of communal outdoor open space should be landscaped and include canopy cover and trees.</li> </ul>	<p>CW5 will 166sqm of open space area at Level 27. CW6 will have 73sqm of open space area at Level 11.</p> <p>This is satisfactory.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p><b><u>58.03-3 Solar access to communal outdoor open space objective</u></b></p> <ul style="list-style-type: none"> <li>• To allow solar access into communal outdoor open space.</li> </ul> <p><b>Standard D8</b></p> <ul style="list-style-type: none"> <li>• The communal outdoor open space should be located on the north side of a building, if appropriate.</li> <li>• At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.</li> </ul>	<p><b><u>Assessment</u></b></p> <p>The outdoor amenities will be located with a direct northern orientation on both Levels 4 and 6. At least 125 square metres of these spaces will receive in excess of two hours of sunlight between 9am and 3pm on 21 June as there will be no built form to the north of this building.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p><b><u>58.03-4 Safety objective</u></b></p> <ul style="list-style-type: none"> <li>• To ensure the layout of development provides for the safety and security of residents and property</li> </ul> <p><b>Standard D9</b></p> <ul style="list-style-type: none"> <li>• Entrances to dwellings should not be obscured or isolated from the street and internal accessways.</li> <li>• Planting which creates unsafe spaces along streets and accessways should be avoided.</li> <li>• Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.</li> <li>• Private spaces within developments should be protected from inappropriate use as public thoroughfares.</li> </ul>	<p><b><u>Assessment</u></b></p> <p>The layout of the development provides for the safety and security of residents. Pedestrian and vehicle accessways will be easily identifiable from the public realm. Pedestrian and vehicle access to the site will be adequately lit.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p><b><u>58.03-5 Landscaping objectives</u></b></p> <ul style="list-style-type: none"> <li>• To provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of buildings on the streetscape.</li> <li>• To preserve existing canopy cover and support the provision of new canopy cover.</li> </ul>	<p><b><u>Assessment</u></b></p> <p>A concept landscape plan prepared by Arcadia dated 30 April 2024 is provided with the application that provides concept of how the public realm areas of the development will be laid out and landscaped. A Public Realms Plan prepared by Aspect</p>



- To ensure landscaping is climate responsive, supports biodiversity, wellbeing and amenity and reduces urban heat.

**Standard D10**

- Development should retain existing trees and canopy cover.
- Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.
- Development should: Provide the canopy cover and deep soil areas specified in Table D2. Existing trees can be used to meet the canopy cover requirements of Table D2.
  - > Provide canopy cover through canopy trees that are:
    - Located in an area of deep soil specified in Table D3. Where deep soil cannot be provided trees should be provided in planters specified in Table D3.
    - Consistent with the canopy diameter and height at maturity specified in Table D4.
    - Located in communal outdoor open space or common areas or street frontages.
- Comprise smaller trees, shrubs and ground cover, including flowering native species.
- Include landscaping, such as climbing plants or smaller plants in planters, in the street frontage and in outdoor areas, including communal outdoor open space.
- Shade outdoor areas exposed to summer sun through landscaping or shade structures and use paving and surface materials that lower surface temperatures and reduce heat absorption.
- Be supported by irrigation systems which utilise alternative water sources such as rainwater, stormwater and recycled water.
- Protect any predominant landscape features of the area.
- Take into account the soil type and drainage patterns of the site.
- Provide a safe, attractive and functional environment for residents.
- Specify landscape themes, vegetation (location and species), irrigation systems, paving and lighting.

Studios dated 24 April 2024 shows the staging and delivery of public realms works. Any approval should be consistent with these plans.

The proposal incorporates extensive landscaping treatment on the ground level as well as the amenities on Levels 4 and 6. This comprises canopy trees, planter boxes, and seating areas.

The development will meet the objective of this clause.

Compliance with Standard

Compliance with Objective

Table D2 Canopy cover and deep soil requirements

Site area	Canopy cover	Deep soil
1000 square metres	5% of site area Include at least 1 Type A tree	5% of site area or 12 square metres whichever is the greater
1001 - 1500 square metres	50 square metres plus 20% of site area above 1,000 square metres Include at least 1 Type B tree	7.5% of site area
1501 - 2500 square metres	150 square metres plus 20% of site area above 1,500 square metres Include at least 2 Type B trees or 1 Type C tree	10% of site area
2500 square metres or more	350 square metres plus 20% of site area above 2,500 square metres Include at least 2 Type B trees or 1 Type C tree	15% of site area



**Table D3 Soil requirements for trees**

Tree type	Tree in deep soil Area of deep soil	Tree in planter Volume of planter soil	Depth of planter soil
A	12 square metres (min. plan dimension 2.5 metres)	12 cubic metres (min. plan dimension of 2.5 metres)	0.8 metre
B	49 square metres (min. plan dimension 4.5 metres)	28 cubic metres (min. plan dimension of 4.5 metres)	1 metre
C	121 square metres (min. plan dimension 6.5 metres)	64 cubic metres (min. plan dimension of 6.5 metres)	1.5 metre

*Note: Where multiple trees share the same section of soil the total required amount of soil can be reduced by 5% for every additional tree, up to a maximum reduction of 25%.*

**Table D4 Tree type**

Tree type	Minimum canopy diameter at maturity	Minimum height at maturity
A	4 metres	6 metres
B	8 metres	8 metres
C	12 metres	12 metres

**58.03-6 Access objective**

- To ensure that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists and other vehicles.
- To ensure the vehicle crossovers are designed and located to minimise visual impact.

**Standard D11**

- Vehicle crossovers should be minimised.
- Car parking entries should be consolidated, minimised in size, integrated with the façade and where practicable located at the side or rear of the building.
- Pedestrian and cyclist access should be clearly delineated from vehicle access.
- The location of crossovers should maximise pedestrian safety and the retention of on-street car parking spaces and street trees.
- Developments must provide for access for service, emergency and delivery vehicles.

**Assessment**

Vehicular access will be from Dock Lane. This will be clearly delineated between pedestrians, cyclists and other vehicles, as required by the DP.



Compliance with Standard

Compliance with Objective

**58.03-7 Parking Location objectives**

- To provide convenient parking for resident and visitor vehicles.
- To protect residents from vehicular noise within developments.

**Standard D12**

- Car parking facilities should:
  - > Be reasonably close and convenient to dwellings.
  - > Be secure.
  - > Be well ventilated if enclosed.
- Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.

**Assessment**

The proposal provides convenient access to car parking for residents with functionality demonstrated in the supplied traffic report.

Compliance with Standard

Compliance with Objective



<p><b>58.03-8 Integrated water and stormwater management objectives</b></p> <ul style="list-style-type: none"> <li>To encourage the use of alternative water sources such as rainwater, stormwater and recycled water.</li> <li>To facilitate stormwater collection, utilisation and infiltration within the development.</li> <li>To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.</li> </ul>	<p><b>Assessment</b></p> <p>A Stormwater Management Plan prepared by Stantec dated 25 July 2024 has been submitted with the application. The plan emphasises best practice standards identified through the MUSIC treatment, including stormwater harvesting via 20kL rainwater tanks to collect stormwater from clean roof catchments as primary treatment, enhancement of water quality through the use of filters, and stormwater proprietary water treatment systems as overflow before leaving the site towards a nominated point of discharge. Peak flow management is achieved through the use of a 75KL onsite detention system. These efforts aim to mitigate the adverse effects of development on downstream waterways and improve the health of local water bodies. Additionally, this SWMP identifies opportunities for WSUD and landscaping improvements that can be further explored through architectural and landscaping design.</p> <p>Compliance with Standard <input checked="" type="checkbox"/></p> <p>Compliance with Objective <input checked="" type="checkbox"/></p>
<p><b>Standard D13</b></p> <ul style="list-style-type: none"> <li>Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.</li> <li>Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.</li> <li>The stormwater management system should be:             <ul style="list-style-type: none"> <li>&gt; Designed to meet the current best practice performance objectives for stormwater quality as contained in the <i>Urban Stormwater - Best Practice Environmental Management Guidelines</i> (Victorian Stormwater Committee, 1999).</li> <li>&gt; Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.</li> </ul> </li> </ul>	

<p><b>Clause 58.04 Amenity Impacts</b></p>	
<p><b>58.04-1 Building setback objectives</b></p> <ul style="list-style-type: none"> <li>To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area.</li> <li>To allow adequate daylight into new dwellings.</li> <li>To limit views into habitable room windows and private open space of new and existing dwellings.</li> <li>To provide a reasonable outlook from new dwellings.</li> <li>To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.</li> </ul>	<p><b>Assessment</b></p> <p>The proposal will set the tower back from the North : 11-21m (instead of 8m), West : 4m (consistent with the DP), South: 10-22m (instead of 5m), East: 4.0m.</p> <p>The development exceeds the requirements of this standard and well as the DP.</p> <p>Compliance with Standard <input checked="" type="checkbox"/></p> <p>Compliance with Objective <input checked="" type="checkbox"/></p>
<p><b>Standard D14</b></p> <ul style="list-style-type: none"> <li>The built form of the development must respect the existing or preferred urban context and respond to the features of the site.</li> <li>Buildings should be set back from side and rear boundaries, and other buildings within the site to:             <ul style="list-style-type: none"> <li>Ensure adequate daylight into new habitable room windows.</li> </ul> </li> </ul>	



<p>Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views.</p> <p>Provide an outlook from dwellings that creates a reasonable visual connection to the external environment.</p> <p>Ensure the dwellings are designed to meet the objectives of Clause 58.</p>	
<p><b>58.04-2 Internal views objective</b></p> <ul style="list-style-type: none"> <li>To limit views into the private open space and habitable room windows of dwellings within a development.</li> </ul>	<p><b>Assessment</b></p> <p>The layout of the dwellings is such that there will be no overlooking between dwellings as:</p> <ul style="list-style-type: none"> <li>The fins will obstruct direct views between dwellings.</li> <li>Balconies within the podium and tower are stacked directly on top each floor plate to assist with privacy requirements for each apartment.</li> <li>Where terraces interface with areas of communal open space these interfaces are appropriately resolved through fencing and landscaping treatments.</li> </ul> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p><b>Standard D15</b></p> <ul style="list-style-type: none"> <li>Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the private open space of a lower-level dwelling directly below and within the same development.</li> </ul>	
<p><b>58.04-3 Noise impacts objectives</b></p> <ul style="list-style-type: none"> <li>To contain noise sources in developments that may affect existing dwellings.</li> <li>To protect residents from external and internal noise sources.</li> </ul>	<p><b>Assessment</b></p> <p>The proposed development is within proximity of Major freeways and the Port environs. An Acoustics Assessment prepared by Renzo Tonin and Associates dated 29 April 2024 has been submitted in support of this application which suggests a number of mitigation measures to address noise issues in the development. This ranges from placement of mechanical plants away from sensitive interfaces, appropriate waste collection times, types of glazing (insulation) and use of façade and screening materials. It will be required that the recommendations of this report be implemented, at no cost to and be to the satisfaction of the Responsible Authority and that it be demonstrated by a report from a qualified acoustic consultant compliance with the following noise criteria for all dwellings within the development of:</p> <ul style="list-style-type: none"> <li>35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am and;</li> <li>40dB(A) for living areas, assessed as an LAeq,16h from 6am to 10pm;</li> </ul> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p><b>Standard D16</b></p> <ul style="list-style-type: none"> <li>Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings.</li> <li>The layout of new dwellings and buildings should minimise noise transmission within the site.</li> <li>Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.</li> <li>New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.</li> <li>Buildings within a noise influence area specified in Table D3 should be designed and constructed to achieve the following noise levels: <ul style="list-style-type: none"> <li>&gt; Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.</li> <li>&gt; Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.</li> </ul> </li> <li>Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the</li> </ul>	





land, do not need to meet the specified noise level requirements.

- Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.

Table D3 Noise influence area

Noise source	Noise influence area
<b>Zone interface</b>	
Industry	300 metres from the Industrial 1, 2 and 3 zone boundary
<b>Roads</b>	
Freeways, tollways and other roads carrying 40,000 Annual Average Daily Traffic Volume	300 metres from the nearest trafficable lane
<b>Railways</b>	
Railway servicing passengers in Victoria	80 metres from the centre of the nearest track
Railway servicing freight outside Metropolitan Melbourne	80 metres from the centre of the nearest track
Railway servicing freight in Metropolitan Melbourne	135 metres from the centre of the nearest track

Note: The noise influence area should be measured from the closest part of the building to the noise source.

**58.04-4 Wind impacts objectives**

- To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.

**Standard D17**

- Development of five or more storeys, excluding a basement should:
  - > not cause unsafe wind conditions specified in Table D6 in public land, publicly accessible areas on private land, private open space and
  - > communal open space; and achieve comfortable wind conditions specified in Table D6 in public land and publicly accessible areas on private land
- within a distance of half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building façade, whichever is greater.
- Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements.
- Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.

Table D6 Wind conditions

Unsafe	Comfortable
Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% considering at least 16 wind directions.	Hourly mean wind speed or gust equivalent mean speed (3 second gust wind speed divided by 1.85), from all wind directions combined with probability of exceedance less than 20% of the time, equal to or less than: <ul style="list-style-type: none"> <li>• 3 metres per second for sitting areas,</li> <li>• 4 metres per second for standing areas,</li> <li>• 5 metres per second for walking areas.</li> </ul>

**Assessment**

A Pedestrian Wind Environment Study prepared by Windtech dated 23 August 2024 suggests a number of mitigation measures to address strong wind condition on the site. These include, at the ground level, level 3, 4, and levels 27 for CW5 and 19 for CW6, provision of street trees, inclusion of permeable and impermeable windscreens and balustrades. It will be required as a condition on any approval that the development complies with the recommendations of this report and provides mitigations measures as suggested prior to occupation of the development.

Compliance with Standard

Compliance with Objective

**58.05 On-Site Amenity and Facilities**



**58.05-1 Accessibility objective**

- To ensure the design of dwellings meets the needs of people with limited mobility.

**Standard D18**

- At least 50 per cent of dwellings should have:
  - > A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom.
  - > A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area.
  - > A main bedroom with access to an adaptable bathroom.
  - > At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.

Table D4 Bathroom design

	Design option A	Design option B
Door opening	A clear 850mm wide door opening.	A clear 820mm wide door opening located opposite the shower.
Door design	Either: <ul style="list-style-type: none"> <li>• A slide door, or</li> <li>• A door that opens outwards, or</li> <li>• A door that opens inwards that is clear of the circulation area and has readily removable hinges.</li> </ul>	Either: <ul style="list-style-type: none"> <li>• A slide door, or</li> <li>• A door that opens outwards, or</li> <li>• A door that opens inwards and has readily removable hinges.</li> </ul>
Circulation area	A clear circulation area that is: <ul style="list-style-type: none"> <li>• A minimum area of 1.2 metres by 1.2 metres.</li> <li>• Located in front of the shower and the toilet.</li> <li>• Clear of the toilet, basin and the door swing.</li> </ul> The circulation area for the toilet and shower can overlap.	A clear circulation area that is: <ul style="list-style-type: none"> <li>• A minimum width of 1 metre.</li> <li>• The full length of the bathroom and a minimum length of 2.7 metres.</li> <li>• Clear of the toilet and basin.</li> </ul> The circulation area can include a shower area.
Path to circulation area	A clear path with a minimum width of 900mm from the door opening to the circulation area.	Not applicable.
Shower	A hobless (step-free) shower.	A hobless (step-free) shower that has a removable shower screen and is located on the furthest wall from the door opening.
Toilet	A toilet located in the corner of the room.	A toilet located closest to the door opening and clear of the circulation area.

**Assessment**

The typical apartment layout/dimension plans indicate that the accessibility requirements of this Standard will be achieved for 97% of the development. This exceeds the minimum requirement of 50%. A condition on any approval will however require the provision of at least one disabled car space.

Compliance with Standard

Compliance with Objective

**58.05-2 Building entry and circulation objectives**

- To provide each dwelling and building with its own sense of identity.
- To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.
- To ensure internal communal areas provide adequate access to daylight and natural ventilation.

**Standard D19**

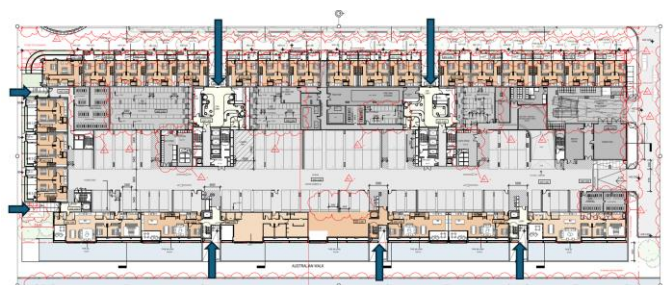
- Entries to dwellings and buildings should:
  - > Be visible and easily identifiable.
  - > Provide shelter, a sense of personal address and a transitional space around the entry.
- The layout and design of buildings should:
  - > Clearly distinguish entrances to residential and non-residential areas.

**Assessment**

The proposed development clearly defines ground floor entry and lobby, separate and individual townhouse entries, as well as separate entries for a select number of apartments to the south.

The ground floor lobby will provide an intermediate space to the dwellings on upper levels and includes ample natural light and ventilation, clear sightlines and ventilation.

Common areas and corridors maintain clear sight lines and incorporate multiple sources of natural light and ventilation.





<ul style="list-style-type: none"> <li>&gt; Provide windows to building entrances and lift areas.</li> <li>&gt; Provide visible, safe and attractive stairs from the entry level to encourage use by residents.</li> <li>&gt; Provide common areas and corridors that:             <ul style="list-style-type: none"> <li>– Include at least one source of natural light and natural ventilation.</li> <li>– Avoid obstruction from building services.</li> <li>– Maintain clear sight lines</li> </ul> </li> </ul>	<p>Compliance with Standard <input checked="" type="checkbox"/></p> <p>Compliance with Objective <input checked="" type="checkbox"/></p>
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<p><b>58.05-3 Private open space objective</b></p> <ul style="list-style-type: none"> <li>• To provide adequate private open space for the reasonable recreation and service needs of residents</li> </ul>	<p><b>Assessment</b></p> <p>All dwellings will include a balcony which will be accessed via the living room. Each dwelling has been provided with private open space area in accordance with this standard</p>
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<p><b>Standard D20</b></p> <ul style="list-style-type: none"> <li>• A dwelling should have private open space consisting of at least one of the following:             <ul style="list-style-type: none"> <li>&gt; An area of 25 square metres, with a minimum dimension of 3 metres and convenient access from a living room.</li> <li>&gt; A balcony with at least the area and dimensions specified in Table D8 and convenient access from a living room.</li> <li>&gt; An area on a podium or other similar base of at least 15 square metres, with a minimum dimension of 3 metres and convenient access from a living room.</li> <li>&gt; An area on a roof of 10 square metres, with a minimum dimension of 2 metres and convenient access from a living room.</li> </ul> </li> <li>• If a cooling or heating unit is located on a balcony, the minimum balcony area specified in Table D8 should be increased by at least 1.5 square metres.</li> <li>• If the finished floor level of a dwelling is 40 metres or more above ground level, the requirements of Table D8 do not apply if at least the area specified in Table D9 is provided as living area or bedroom area in addition to the minimum area specified in Table D11 or Table D12 in Standard D25.</li> </ul> <p><b>Table D8 Balcony size</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: black; color: white;">Dwelling type</th> <th style="background-color: black; color: white;">Minimum area</th> <th style="background-color: black; color: white;">Minimum dimension</th> </tr> </thead> <tbody> <tr> <td>Studio or 1 bedroom dwelling</td> <td>8 square metres</td> <td>1.8 metres</td> </tr> <tr> <td>2 bedroom dwelling</td> <td>8 square metres</td> <td>2 metres</td> </tr> <tr> <td>3 or more bedroom dwelling</td> <td>12 square metres</td> <td>2.4 metres</td> </tr> </tbody> </table> <p><b>Table D9 Additional living area or bedroom area</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: black; color: white;">Dwelling type</th> <th style="background-color: black; color: white;">Additional area</th> </tr> </thead> <tbody> <tr> <td>Studio or 1 bedroom dwelling</td> <td>8 square metres</td> </tr> <tr> <td>2 bedroom dwelling</td> <td>8 square metres</td> </tr> <tr> <td>3 or more bedroom dwelling</td> <td>12 square metres</td> </tr> </tbody> </table>	Dwelling type	Minimum area	Minimum dimension	Studio or 1 bedroom dwelling	8 square metres	1.8 metres	2 bedroom dwelling	8 square metres	2 metres	3 or more bedroom dwelling	12 square metres	2.4 metres	Dwelling type	Additional area	Studio or 1 bedroom dwelling	8 square metres	2 bedroom dwelling	8 square metres	3 or more bedroom dwelling	12 square metres	<p>Heating and cooling equipment will not be located on the balconies of the dwellings.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
Dwelling type	Minimum area	Minimum dimension																			
Studio or 1 bedroom dwelling	8 square metres	1.8 metres																			
2 bedroom dwelling	8 square metres	2 metres																			
3 or more bedroom dwelling	12 square metres	2.4 metres																			
Dwelling type	Additional area																				
Studio or 1 bedroom dwelling	8 square metres																				
2 bedroom dwelling	8 square metres																				
3 or more bedroom dwelling	12 square metres																				

<p><b>58.05-4 Storage objective</b></p> <ul style="list-style-type: none"> <li>• To provide adequate storage facilities for each dwelling</li> </ul>	<p><b>Assessment</b></p> <p>The submitted typical apartment layout/dimension plans demonstrates that each dwelling will be provided with storage in accordance with the minimum requirements. A number of dwellings are provided with internal and external storage.</p>
<p><b>Standard D21</b></p>	



- Each dwelling should have convenient access to usable and secure storage space.
- The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D10.

Table D10 Storage

Dwelling type	Total minimum storage volume	Minimum storage volume within the dwelling
Studio	8 cubic metres	5 cubic metres
1 bedroom dwelling	10 cubic metres	6 cubic metres
2 bedroom dwelling	14 cubic metres	9 cubic metres
3 or more bedroom dwelling	18 cubic metres	12 cubic metres

Compliance with Standard

Compliance with Objective

## 58.06 Detailed Design

### 58.06-1 Common property objectives

- To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.
- To avoid future management difficulties in areas of common ownership.

#### Standard D22

- Developments should clearly delineate public, communal and private areas.
- Common property, where provided, should be functional and capable of efficient management.

### Assessment

The proposal has been designed to clearly delineate public, communal and private areas. Common property will be functional and capable of efficient management

Compliance with Standard

Compliance with Objective

### 58.06-2 Site services objectives

- To ensure that site services can be installed and easily maintained.
- To ensure that site facilities are accessible, adequate and attractive

#### Standard D23

- Development should provide adequate space (including easements where required) for site services to be installed and maintained efficiently and economically.
- Meters and utility services should be designed as an integrated component of the building or landscape.
- Mailboxes and other site facilities should be adequate in size, durable, water-protected, located for convenient access and integrated into the overall design of the development.

### Assessment

The proposal has been designed to ensure that site services can be installed and easily maintained within accessible locations throughout the development.

Sufficient space is set aside for mailboxes for the dwellings in a convenient location in the lobby for regular access by Australia Post.

Compliance with Standard

Compliance with Objective

### 58.06-3 Waste and recycling objectives

- To ensure dwellings are designed to encourage waste recycling.
- To ensure that waste and recycling facilities are accessible, adequate and attractive.
- To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.

### Assessment

The proposal has been designed to ensure that waste and recycling facilities are accessible, adequate and attractive. Waste and recycling facilities have been designed to be managed to minimise impacts on residential user amenity.

Compliance with Standard



<p><b>Standard D24</b></p> <ul style="list-style-type: none"> <li>• Developments should include dedicated areas for:             <ul style="list-style-type: none"> <li>&gt; Waste and recycling enclosures which are:                 <ul style="list-style-type: none"> <li>– Adequate in size, durable, waterproof and blend in with the development.</li> <li>– Adequately ventilated.</li> <li>– Located and designed for convenient access by residents and made easily accessible to people with limited mobility.</li> </ul> </li> <li>&gt; Adequate facilities for bin washing. These areas should be adequately ventilated.</li> <li>&gt; Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate.</li> <li>&gt; Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing.</li> </ul> </li> </ul>	<p>Compliance with Objective <input checked="" type="checkbox"/></p>
<ul style="list-style-type: none"> <li>&gt; Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate.</li> <li>• Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and:             <ul style="list-style-type: none"> <li>&gt; Be designed to meet the best practice waste and recycling management guidelines for residential development adopted by Sustainability Victoria.</li> <li>&gt; Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.</li> </ul> </li> </ul>	
<p><b>58.06-4 External walls and materials objective</b></p> <ul style="list-style-type: none"> <li>• To ensure external walls use materials appropriate to the existing urban context or preferred future development of the area.</li> <li>• To ensure external walls endure and retain their attractiveness.</li> </ul>	<p><b>Assessment</b></p> <p>The external walls use materials appropriate to the existing urban context or preferred future development of the area and will be able to endure and retain their attractiveness, subject to conditions on any approval.</p>
<p><b>Standard D25</b></p> <ul style="list-style-type: none"> <li>• External walls should be finished with materials that:             <ul style="list-style-type: none"> <li>&gt; Do not easily deteriorate or stain.</li> <li>&gt; Weather well over time.</li> <li>&gt; Are resilient to the wear and tear from their intended use.</li> </ul> </li> </ul> <p>External wall design should facilitate safe and convenient access for maintenance.</p>	<p>Compliance with Standard <input checked="" type="checkbox"/></p> <p>Compliance with Objective <input checked="" type="checkbox"/></p>
<p><b>58.07 Internal Amenity</b></p>	





**58.07-1 Functional layout objective**

- To ensure dwellings provide functional areas that meet the needs of residents

**Standard D26**

- Bedrooms should:
  - Meet the minimum internal room dimensions and area specified in Table D11.
  - Provide an area in addition to the minimum internal room dimensions and area to accommodate a wardrobe.
- Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D12.

Table D11 Bedroom dimensions

Bedroom type	Minimum width	Minimum depth	Minimum area
Main bedroom	3 metres	3.4 metres	10.2 sqm
All other bedrooms	3 metres	3 metres	9 sqm

Table D12 Living area dimensions

Dwelling type	Minimum width	Minimum area
Studio and 1 bedroom dwelling	3.3 metres	10 sqm
2 or more bedroom dwelling	3.6 metres	12 sqm

**Assessment**

All dwellings within the development will be provided with bedrooms and living areas with minimum dimensions outlined in the standard except studio apartments.

Compliance with Standard

Compliance with Objective

**58.07-2 Room depth objective**

- To allow adequate daylight into single aspect habitable rooms

**Standard D27**

- Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height.
- The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met:
  - > The room combines the living area, dining area and kitchen.
  - > The kitchen is located furthest from the window.
  - > The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen.
- The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.

**Assessment**

The proposed building includes a 3.13 metre floor to floor height which allows for a minimum 2.7m finished floor to ceiling level. All apartments with single aspect habitable rooms, including combined living, dining and kitchen area, comply with standard as no dwelling exceeds a habitable room depth of 9m.

Compliance with Standard

Compliance with Objective

**58.07-3 Windows objective**

- To allow adequate daylight into new habitable room windows.

**Standard D28**

- Habitable rooms should have a window in an external wall of the building.
- A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky.
- The secondary area should be:

**Assessment**

All habitable rooms are provided with a window in an external wall of the building. No snorkel rooms are proposed.

Compliance with Standard

Compliance with Objective



<ul style="list-style-type: none"><li>&gt; A minimum width of 1.2 metres.</li><li>&gt; A maximum depth of 1.5 times the width, measured from the external surface of the window.</li></ul>	
<p><b>58.07-4 Natural ventilation objectives</b></p> <ul style="list-style-type: none"><li>• To encourage natural ventilation of dwellings.</li><li>• To allow occupants to effectively manage natural ventilation of dwellings.</li></ul>	<p><b><u>Assessment</u></b></p> <p>Cross ventilation requirements are achieved for 47% of the dwellings.</p>
<p><b>Standard D29</b></p> <ul style="list-style-type: none"><li>• The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate.</li><li>• At least 40 per cent of dwellings should provide effective cross ventilation that has:<ul style="list-style-type: none"><li>&gt; A maximum breeze path through the dwelling of 18 metres.</li><li>&gt; A minimum breeze path through the dwelling of 5 metres.</li><li>&gt; Ventilation openings with approximately the same area.</li></ul></li><li>• The breeze path is measured between the ventilation openings on different orientations of the dwelling.</li></ul>	<p>Compliance with Standard <input checked="" type="checkbox"/></p> <p>Compliance with Objective <input checked="" type="checkbox"/></p>