



160-186 Lorimer Street, Docklands

Planning Permit Application 2013/010104

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1 Application Details

| Key elements | Comments |
|------------------------------|--|
| Land: | 160-186 Lorimer Street, Docklands |
| Application No and proposal: | 2013/010104 Development of a multi-storey (30 level) building comprising dwellings and ground level retail and variation of loading and unloading requirements pursuant to Clause 52.07. |
| Zone and Overlay controls | Docklands Zone Schedule 1 (DZ1) Design and Development Overlay DDO12, DDO49 Development Plan Overlay Schedule 11, Parking Overlay (PO11) |
| Use | Residential (229 dwellings), 229 m2 office. |
| Height | 30 levels (100m) |
| Setbacks | 5 storey podium North 11.75m South 0m at the south east corner increasing to 15m East min of 5.2m West 21.5m |
| Floor area (GFA) [REDACTED] | GFA 38,500m2 [REDACTED] |
| Applicant / Developer | Mirvac Pty Ltd |
| [REDACTED] | [REDACTED] |
| City of Melbourne/Places Vic | Supports the application subject to conditions |
| Public Notification | Exempt from 3 rd party notice and appeal. |
| PANS-OPS / Flight Paths | The building at 100 metres in this location is well below the OLS and it is unlikely that approval will be required for construction activities. The building is also well below the PANS-OPS level of approximately 280 metres. |

1.1 [REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

NAME: [REDACTED]

SIGNATURE: [REDACTED]

DATE: 12.06.14

Ph: [REDACTED]

2 Background

The permit application was lodged on 10 February 2014 and the application has been prepared to generally accord with the approved Yarra's Edge Development Plan.

The application has been the subject of two Statutory Planning meetings which have comprehensively reviewed all aspects of the application. These issues have been satisfactorily resolved and Places Victoria and the City of Melbourne have indicated their support for the application in writing.

In direct response to the issues raised by the City of Melbourne in their recommended conditions, the Applicant formally amended the planning permit application on 10 April 2014 to address the following matters:

- The site plan has been revised to show the site boundary, footpath widths and widened splays at the kerb to improve truck access to the loading dock.
- The car park has have been dimensioned and Cardno have prepared a letter confirming that the aisles widths, car park dimensions and clearance heights are in accordance with the Australian Standards.
- The floor plans to level 1-5 have been revised to include garbage and recycling storage areas and the floor plans of the development have been adjusted to accommodate minor changes to the waste management plan.

Although plans have been submitted to address the issues raised in the conditions, the planning permit does include conditions requiring modifications as per the conditions because the amended permit application was not referred to the City of Melbourne.

3 Site and Surrounds

The subject site is located within the new Bolte Precinct of Mirvac's Yarra's Edge Development, which forms part of Melbourne's Docklands. The site is a vacant former port 'brown field' site, consisting of reclaimed land and hardstand area. The application relates to a specific area of the site that has an area of approximately 4000 square metres. The extent of the application is shown in Figure 1 and is envisaged as the proposed location of a residential led mixed use development known as Tower 10.

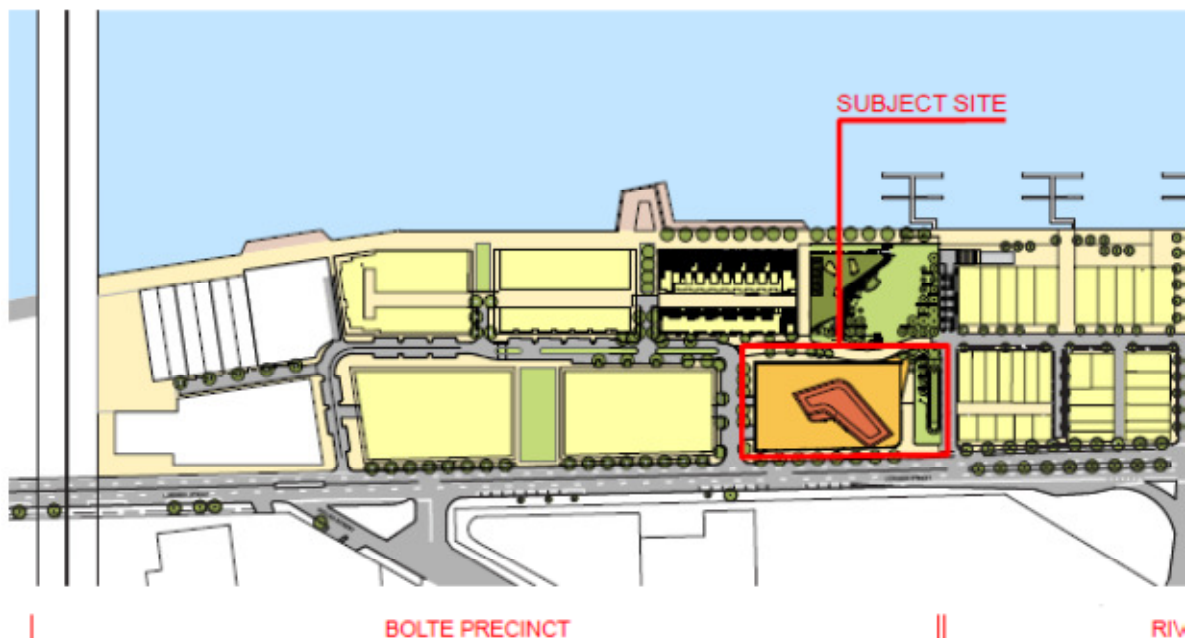
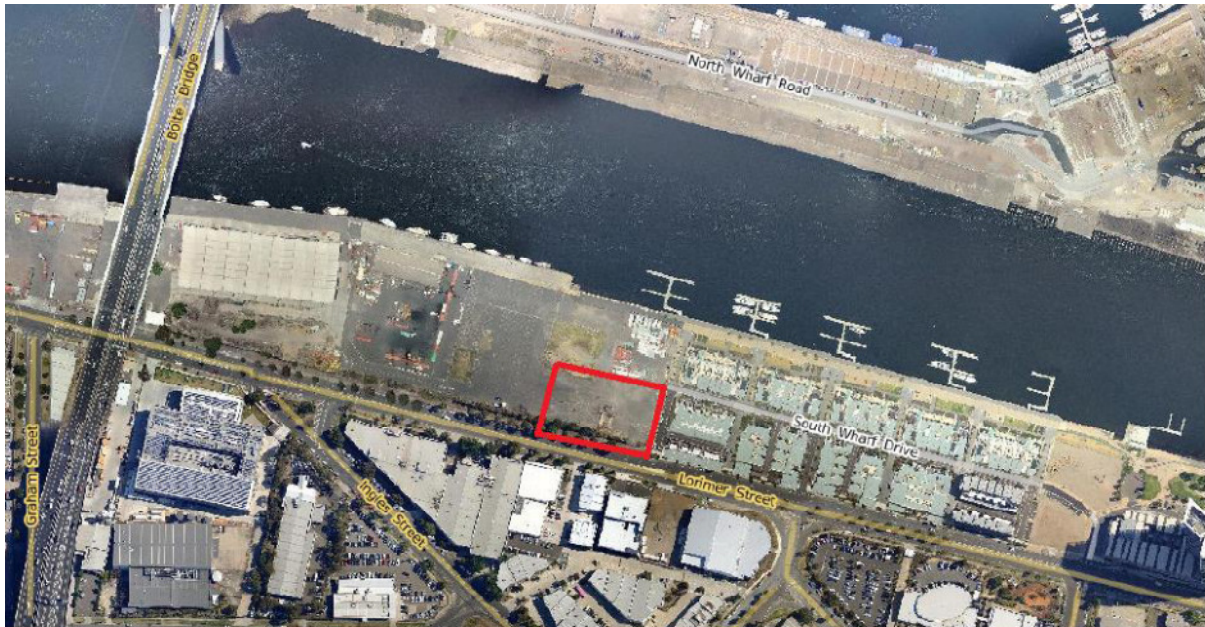
The site is bounded by Lorimer Street to the south, the low rise "River Homes" to the east, the continuation of South Wharf Drive to the north and the proposed primary access road to the Bolte Precinct and future Tower 11 to the west.

To the south of Lorimer Street is the Lorimer Precinct which is identified for future residential and mixed use development under the Fishermans Bend Urban Renewal Project. This area is currently characterised by a mix of office and industrial uses.

To the east of the site is the newly completed River Homes Precinct, which is characterised by low rise medium density townhouses. Beyond this is the existing Yarra's Edge Precinct with views directly to the Park Precinct which is characterised by high rise residential development and landscaped parks.

To the west of the site is the future development of the Bolte Precinct down to the Bolte Bridge and Melbourne Ports.

Figure 1 – Site Locality Plan



4 Proposal

The proposal seeks to construct a 30 level tower building with a five level podium comprising dwellings and ground floor retail. The key elements of the proposal are as follows:

- Tower with a maximum height of approximately 100 metres;
- 229 dwellings including 118 one bedroom apartments, 71 two bedroom apartments and 40 apartments of 3 or more bedrooms.
- 229m² of ground level retail.
- Car parking spaces located over 4 basement levels and three above ground car park levels in the podium sleeved by apartments.
- Gross Floor Area of approximately 38,500sqm.
- 302 car spaces located in the car park contained within levels 1-5 of the podium.
- 84 bicycle spaces located on the ground level.
- A loading bay is provided within the western portion of the ground level car park.
- Vehicle access is provided off the access road which runs off Lorimer Street on the western side of the site.
- The northern side of the development which faces the River is full activated at ground level with dwellings, lobby or retail space. The Lorimer Street elevation is also activated at ground level with studio/warehouse apartments that would be suitable as dwellings or home offices.
- Vehicle access and loading and services are provided at the west and east ends of the building respectively.
- The proposal involves a sinuous curved and elongated tower, above a largely rectilinear podium form.

5 Planning Policies and Controls

5.1 State Planning Policy Framework

The State Planning Policy Framework (SPPF) provides the broad policy direction within the Victorian Planning Provisions. The planning principles set out under the SPPF are to be used to guide decision making on planning proposals across the state. The following policies are considered relevant to this application.

The following key SPPF policies are relevant:

- Clause 15 (Built Environment and Heritage)
- Clause 17 (Economic Development)
- Clause 16 (Housing)
- Clause 18 (Transport)
- Clause 19 (Infrastructure)

The thrust of the above policies is to encourage appropriate land use and development which enhances the built environment; supports economic growth, delivers diversity in housing supply to meet existing and future needs and integrate transport and infrastructure planning.

An assessment against the above policies is provided in section 9 of this report.

5.2 Local Planning Policy Framework

The Municipal Strategic Statements (MSS) and Local Planning Policy Framework (LPPF) within Planning Schemes across Victoria outline principal characteristics of a given municipality (municipal profile) and provide specific visions, goals, objectives, strategies and implementation plans.

The MSS within the Melbourne Planning Scheme identifies seven key themes for settlement, Environment and Landscape Values, Built Environment and Heritage, Housing, Economic Development, Transport and Infrastructure.

The following key areas of the MSS and local policies are relevant:

- 21.02 - Municipal Profile
- 21.03 - Vision and Approach
- 21.04 – Settlement
- 21.05 – Environment and Landscape Values
- 21.06 – Built Environment and Heritage
- 21.09 – Transport
- 21.13-2 – Docklands

The following key local planning policies (Clause 22) are relevant to the proposal:

- 22.02 Sunlight to Public Spaces
- 22.18 Urban Design within the Docklands Zone
- 22.19 Energy, Water and Waste Efficiency
- 22.23 Stormwater Management (Water Sensitive Urban Design)

The thrust of the above policies is to encourage high quality urban design outcomes and to ensure that development is environmentally sustainable and recognises its impact on the public realm. An assessment against the above policies is provided in section 9 of this report.

5.3 Statutory Controls (Permit Triggers)

The following controls apply to the site, with planning permit triggers and requirements described below:

| Planning Control | Permit / Application Requirement(s) |
|---|--|
| <i>Clause 37.05 Docklands Zone Schedule 1</i> | Pursuant to Clause 37.05 the use as dwelling, shop (other than adult sex book shop, department store, restricted retail premises and supermarket exceeding 2,500 sq.ms GFA and subject to being located at ground floor level), or food and drink premises (other than convenience restaurant, hotel and tavern) do not require a planning permit. A permit is required to demolish a building and to construct a building and or construct or carry out works. Schedule 1 exempts buildings and works from third party notice, decision and review rights. |
| <i>Clause 43.02 Design and Development Overlay 12</i> | A permit is required for buildings and works associated with new, refurbished or converted developments for noise sensitive uses such as residential accommodation. |
| <i>Clause 43.02 Design and</i> | A planning permit is not required to construct a building or construct or carry out works if the requirements to Table 1 and 2 to DDO49 are met. Tables 1 and 2 require the following in relation to the subject site: |

| | |
|---|---|
| <i>Development Overlay 49</i> | <p>Table 1 (DDO49 Area 1) 30 metres except for: A single or twin 130 metre tower on the Bourke Street axis.</p> <p>Table 2 15 metre wide waterfront promenade.</p> <p>As the proposal meets the above mentioned requirements, a planning permit is not required under DDO49.</p> |
| <i>Clause 43.04 Development Plan Overlay Schedule 2</i> | <p>Pursuant to Clause 37.04 a permit must not be granted to construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the Responsible Authority. A permit granted must be generally in accordance with the development plan.</p> <p>The subject site is referenced in the following Development Plan which has been approved by the Minister for Planning:</p> <p><i>Yarra's Edge Bolte Precinct Development Plan, June 2013</i> (Development Plan)</p> |
| <i>Clause 52.06 Car Parking</i> | <p>Pursuant to Clause 52.06 a permit is required to reduce the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay.</p> <p>The proposal does not exceed the maximum parking rates of the Parking Overlay Schedule 11; therefore no permit is required pursuant to this clause.</p> |
| <i>Clause 45.09 Parking Overlay Schedule 11</i> | <p>Pursuant to Clause 45.09-1 this overlay operates in conjunction with Clause 52.06. Schedule 11 specifies a maximum parking rate of two spaces per dwelling and four car parking spaces to each 100 square metres of gross floor area for a retail premises.</p> <p>The provision of parking is well below this rate and a permit is not required under the overlay.</p> |
| <i>Loading and Unloading of Vehicles (Clause 52.07)</i> | <p>Under Clause 52.07 no buildings or works may be constructed for the manufacture, servicing, storage or sale of goods or materials unless space is provided on the land for loading and unloading vehicles as specified within the table.</p> <p>The loading area proposed is below the dimensions specified in this clause and therefore a permit is required to vary this requirement.</p> |
| <i>Clause 52.34 Bicycle Facilities</i> | <p>Pursuant to Clause 52.34 a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land. A permit may be granted to vary, reduce or waive any requirement.</p> <p>The development generates a requirement for 71 spaces and 84 spaces are proposed to be provided in the car park.</p> <p>The proposal provides the required bicycle facilities; and a permit is not required pursuant to this clause.</p> |
| <i>Urban Context Report</i> | Under Clause 52.35-1 an application for a residential development of |

| | |
|---|---|
| <i>and Design Response for Residential Development of Four or More Storeys (Clause 52.35)</i> | four or more storeys must be accompanied by an urban context report and design response. |
| <i>Integrated Public Transport Planning (Clause 52.36)</i> | Under Clause 52.36-1 an application must be referred in accordance with Section 55 of the Act to the Director of Public Transport (Public Transport Victoria) for a residential development comprising 60 or more dwellings or lots. |
| <i>General Provisions (Clause 61.01)</i> | The schedule to Clause 61.01 indicates that the Minister for Planning is the Responsible Authority for considering and determining applications in accordance with Divisions 1, 1A, 2 and 3 of Part 4 of the Planning and Environment Act 1987 for approving matters required by the scheme in relation to developments with a gross floor area exceeding 25,000 square metres. |
| <i>Decision Guidelines (65.01)</i> | Under Clause 65.01 before deciding on an application the Responsible Authority must consider as appropriate a number of matters, including Section 60 of the Act. |
| <i>Referral and Notice Provisions (Clause 66.03)</i> | Clause 66.03 works in conjunction with Clause 52.326 (amongst other requirements) and requires an application to be referred to the person or body specified as the referral authority. As previously mentioned, the Director of Public Transport is a specified referral body under Clause 52.36. |
| <i>Relevant Reference Documents / Guidelines</i> | <p>Plan Melbourne – Metropolitan Planning Strategy 2014 Direction 1.4 Plan for the expanded central city to become Australia's largest commercial and residential centre by 2040. Initiative 1.4.1 Expand the central city to retain competitive advantage and attract diverse value adding businesses.</p> <p>Guidelines for High Density Residential Development The Guidelines for Higher Density Residential Development ("the Guidelines") have been developed to assist designers and planners apply design principles to proposals for higher density residential development. The Guidelines provide 'better practice' design advice for higher density residential development that promotes high quality public and private amenity and good design. The Guidelines are structure around six elements of design consideration including:</p> <ul style="list-style-type: none"> ■ Urban Context, ■ Building Envelope, ■ Street Pattern and Street-edge quality, ■ Circulation and services, ■ Building layout and design, ■ Open space and landscape design |

6 Other Strategic Matters

6.1 Fishermen's Bend

Amendment C170 to the Melbourne Planning Scheme was gazetted on 5 July 2012, rezoning the land on the south side of Lorimer Street to Capital City Zone (CCZ4), applying the Parking Overlay (PO1) and Development Contributions Plan Overlay (DCPO1). The amendment also made changes to the State and Local Planning Policy Frameworks, inserted a new urban design policy, and made the Minister for Planning the Responsible Authority for all applications within the Fishermen's Bend Urban Renewal Area (FBURA) for buildings of four storeys or more. The subject site is not located within the FBURA but provides a relevant contextual reference for the proposed development.

7 Notification

Under Clause 37.05-4 Schedule 1 of the Docklands Zone, an application to demolish a building and to construct or carry out works is exempt from the notice requirements of Section 52 (1) (a), (b) and (d), the decision requirements of Section 64 (1), (2) and (3) and the review rights of Section 82 (1) of the Act.

Under the Design and Development Overlay (Schedules 12 and 49) an application to construct a building or construct or carry out works is also exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

An application under any provision of this scheme which is generally in accordance with the development plan is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

8 Referrals

The application was informally referred to the City of Melbourne, Places Victoria, and DTPLI Urban Design Unit and pursuant to Section 55 of the Planning and Environment Act 1987 to the Director of Public Transport.

The following comments were provided:

Places Victoria:

Places Victoria have responded in writing that they support the application subject to condition.

City of Melbourne: The permit application was considered at Council's Future Melbourne Committee 6 May 2014. Council resolved to support the application subject to the inclusion of recommended conditions.

Council Officer comments provide support for the proposal and also conclude that the design is generally in accordance with the approved Yarra's Edge Development Plan.

The City of Melbourne have expressed approval of the increase to ground level activation of the building through a 'skin of apartments' to the north and south side of the podium building, including podium apartments facing Lorimer Street.

The City of Melbourne have recommended conditions to be placed on the permit and these have been considered in the formulation of conditions that are recommended to be placed on the permit.

Urban Design (DTPLI): DTPLI urban design are generally supportive of the proposal following extensive review of the proposal through the Places Victoria Statutory Planning Meeting review process.

Public Transport Victoria: The application was referred to Public Transport Victoria who offered no objection to the proposal and did not request permit conditions.

9 Assessment

9.1 Consistency with Planning Policy

The proposal is a well resolved scheme consistent with the characteristics of the area and the strategic vision to support medium to high residential density identified in Clause 21.13-2 Docklands.

The proposal achieves State and Local policy objectives by:

SPPF

- Improving housing choice by providing a diversity of housing in Docklands which caters for different households, is close to jobs and services and makes better use of existing infrastructure services (Clause 11.04-2 Housing Choice and affordability).
- Providing development that utilises sustainable stormwater design to protect and improve the health of Port Phillip Bay (Clause 12.02-5 Bays).
- By ensuring development involving noise sensitive uses are designed to incorporate appropriate noise attenuation, particularly in relation to the requirements of DDO12. (Clause 13.04-1 Noise and Air).
- Providing good urban design and contextual development which responds to and enhances the attractiveness of the city. (Clause 15.01-1 Urban Environment).
- Ensuring that the design responds to the river location and that the bays and coastlines are protected and the new development does not detract from their quality. (Clause 15.01-1 Urban Environment)
- Increasing the supply and yield of housing in existing urban areas, encouraging housing that is integrated with infrastructure and services, is water and energy efficient and meets the needs of Victorians. (Clause 16.01-1 Integrated housing).
- Ensuring access is provided to all developments in line with forecast demand, minimising impacts on existing transport networks, providing safe, convenient and direct pedestrian and cycling access to activity centres and locating higher residential development in and around Central Activities District (Clause 18.01 Transport).

MSS

Responding to Clause 21.13-2 (Urban Renewal Areas – Docklands) through:

- Responding to policy that encourages medium to high residential density and mixed use development in Docklands.

- Responding to policy which encourages active uses in the areas fronting the waterfront to promote maximum usage through activation of the development along the waterfront and Lorimer Street.
- By delivering development that includes provide weather protection and an attractive built form to promote an attractive, vibrant, safe and comfortable street environment.
- Incorporating design that promotes environmentally sustainable outcomes.
- Ensuring that new streets and open spaces provide physical and visual linkages to the waterfront.
- Ensure that the provision of car parking for use and development is consistent with the efficient operation of the Melbourne Docklands area road network and approach roads, and with environmental considerations.
- Delivering a design that recognises the site's strategic location and provides a high quality building that will mark the termination of the Bourke Street axis.

LPPF

- Responding to Clause 22.18 (Urban Design within the Docklands Zone) by delivering a tower and podium form which includes ample setbacks which respond to the climactic conditions of the context and activates the ground level plane whilst also ensuring a high quality contribution to the public realm and the skyline of Melbourne.
- Responding to Clause 22.02 (Sunlight to Public spaces) by ensuring that the building and works allow good sun penetration to public spaces and achieving a comfortable and enjoyable street environment.
- Responding to Clause 22.19 (Energy, Waster and Water) by including environmentally sustainable building initiatives within the design of the development to ensure energy and water efficiently. A permit condition can be applied to require an assessment against the Green Star rating tool and compliance with the policy.

All planning policies whether they be included within the planning scheme, or not, provide guidance for development and are not intended to be interpreted as prescriptive mandatory controls. A guidance based approach encourages innovative development solutions to respond to specific constraints and opportunities having regard to the requirements of the relevant zone and overlay.

9.2 Land Use

The proposal involves dwellings and a ground level shop or food and drink premises which do not require planning permission for land use.

9.3 Development Plan

The Development Plan Overlay Schedule 2 applies to the subject site and states that a permit granted must be generally in accordance with the Development Plan.

The Development Plan identifies the site for:

- A building of up to 130 metres in height with a podium form of 3-6 storeys and a tower form setback from the podium.
- A mixed use building with approximately 180 dwellings
- 220 car spaces
- Gross floor area of 18,500 square metres (excluding car parking).

The proposed development involves a building of:

- Approximately 100 metres in height with a 5 storey podium and a tower form setback from the podium.
- 229 dwellings with ground level retail.
- 302 car spaces
- Gross floor area of 38,500

While the proposal involves some differences to the Development Plan, in particular a lower building with a greater number of parking and a much greater gross floor area, the proposal is considered to be generally in accordance with the Development Plan because:

- It is a mixed use building which is highly activated at ground level and involves a podium and tower form which responds to the climactic conditions of the site and provides a human scale to surrounding streets. The design is also considered to be responsive to the built form guidelines included in the Development Plan.
- The development involves a tower form of similar height to that proposed in the Development Plan.
- Provides more car parking than specified for the site in the Development Plan (car parking ratio 1.2) but remains generally consistent at a car park ratio of 1.3.

It is noted that the City of Melbourne and Places Victoria agree with the assessment that the proposed development is generally in accordance with the Development Plan.

9.4 Built form

Clause 22.18 Urban Design within the Docklands Zone sets out a number of objectives, design principles and performance guidelines which have the theme of developing a new waterfront character for Docklands, with buildings which are site responsive make a positive contribution to the public realm.

The proposed development is assessed to implement Clause 22.18 with a tower form building that will contribute to the architectural richness of Docklands and the vistas from the city with a striking curved tower form which capitalises on views of the water and the city. The entire development is expertly detailed and designed fully 'in the round'.

The building includes a continuous building edge to the boundary at ground level which is highly activated for almost the full extent of Lorimer Street and the waterfront elevation. In particular, the ground level retail space and entry lobby are well designed to seamlessly integrate with and address South Wharf park.

The development also responds to Clause 22.18's emphasis on access issues by enhancing pedestrian and vehicle movements around the development through the inclusion of weather protection, ground level activation. This offers interest and safety and readily accessible bicycle parking located at both the east and west ends of the development.

The building includes substantial tower setbacks (with the exception of the east elevation) ranging from 11.7m to 21.5 metres which will enhance the public realm experience around the building in terms of scale and bulk and assist in ameliorating wind impacts.

The height of the development at 100 metres is consistent with the height scale of existing buildings in Yarra's Edge and is lower than the 130m tower for the site specified in the Development Plan.

In summary, the proposal has adequately responded to the opportunities and constraints of the land will deliver a high quality residential development supported by ground level commercial activity and adopts good practice urban design derived from exiting planning policies and current guidelines.

9.5 Street Level Activation and Pedestrian Safety

The development incorporates a residential lobby at ground floor and a highly glazed retail tenancy facing the waterfront at the north east corner of the building with apartments located in the podium facing the waterfront.

Along Lorimer Street, the ground level and the majority of the first floor level includes home/office apartments which will help to activate this street, providing pedestrian movement and an increased perception of safety. The ground level apartments on the south east corner of the building has quite a high level exposure to the street and accordingly the landscape scheme will be important to achievement of an appropriate level of privacy for the apartments without closing off activation to the street completely. This will be addressed as a condition of the permit.

The agencies, including DTPLI, the City of Melbourne and Places Victoria have worked with the applicant to achieve an improved podium facade to Lorimer Street which includes geometric panels that will allow functional ventilation of the car park and also provide visual interest.

An urban art contribution is proposed to be included in the scheme and a piece of art work that could further enhance the Lorimer Street elevation is supported and should be included as a condition of the permit.

The proposal offers a high level of activation at ground level which will ensure that the building supports an attractive, lively and safe public realm around the site.

9.6 Microclimate (Wind, Weather Protection, Overshadowing) & Internal Amenity

Wind

The application was accompanied by a wind tunnel test report prepared by Mel Consultants. The proposal will achieve a standard of on or within the waterfront condition standard around the building. While this is not an ideal achievement in terms of wind conditions, it is reasonable in consideration of the site's location, which experiences harsh wind conditions.

The building includes very large tower setbacks from the podium and accordingly it is considered that there is little more that could be done from a built form perspective to improve the wind conditions experienced around the site. The top of the podium is not proposed to be utilised because wind tunnel testing found that the wind conditions on the podium would reach dangerous levels and accordingly the plans do not show this area to be utilised as recreation space as is often found in other developments.

Weather Protection

The development includes an extensive projecting canopy over the north eastern corner of the development entry and retail space and several canopies extending along the Lorimer Street elevation.

Overshadowing

The proposal has an excellent level of compliance with Clause 22.02 Sunlight to Public Spaces because the public realm spaces are orientated to the north of the site which will be completely unaffected by shadows. The development will cast shadows over Lorimer Street and the land to the south as well as a portion of the River Homes to the east. However, the height of the building is in accordance with and 30 metres lower than the tower form for the site specified in the Development Plan and therefore the extent of shadowing is accounted for and satisfactory.

Internal and Interface Amenity

All of the proposed apartments are well designed and will have a high standard of amenity, in terms of size, layout, access to daylight and outlook. The primary issue in terms of amenity is the acoustic performance of the apartments, particularly those that face Lorimer Street which is a significant noise source. A condition is recommended to be applied to the permit to require compliance with the DDO12 acoustic requirements

9.7 Environmental Sustainable Development (ESD)

A Sustainable Design Statement prepared by WSP Built Ecology has been submitted with the application and indicated that the development has been designed to meet a 4 Star Green Star rating and the report details further methods as to how a 5 star rating may be achieved.

It is recommended that a condition be placed on the planning permit to require compliance with the 4 Star Green Star standard.

9.8 Car Parking

Car parking for the development is proposed to be provided over five levels in the podium car park which has an entry off a slip lane off Lorimer Street on the west side of the development with a separate loading dock entry. The podium car park includes 302 car spaces (294 for residents, 7 for visitors and 1 retail space) and is to have an active "skin" uses around its perimeter.

While the proposed provision is in excess of the amount of 220 car spaces specified in the Development Plan, the parking provision represents a car parking ration of only 1.3 which is only just over the ration of 1.2 specified in the Development Plan. This is because the density of the development has been increased from 180 dwellings in the Development Plan to 229 dwellings.

The City of Melbourne and Places Victoria are both satisfied with the provision of car spaces, however the City of Melbourne have recommended that 12 motor cycle spaces be provided. The design of the car park has been strongly affected by the direction resulting from the Statutory Planning Meeting process which resulted in adding a "skin" of apartments to the Lorimer Street elevation. This has constrained the size available in the car park and accordingly there is insufficient space to provide additional parking for motor cycles as requested by the City of Melbourne. It is therefore recommended that the provision of motorcycle spaces be waived, especially given there is more than sufficient car spaces (302) to be provided.

The City of Melbourne have indicated general support for the car parking design but have recommended that more detailed plans be submitted confirming that the design of the car park conforms to Australian Standards and that any control point of the car park be set within the car park at least 12m to ensure the development does not cause queuing problems.

The application was accompanied by a Waste Management Plan (WMP) prepared by Wastetech. The City of Melbourne have indicated general support for the proposed waste management but have indicated that waste disposal for the podium apartments is not clear and should be confirmed via an updated report and plan which is recommended to be addressed as a condition of the permit. This issue has since been addressed by the amended permit application which has revised levels 2 to 5 to include garbage and recycling store on each level and a garbage store at first floor level for the retail tenancy.

Plans have been submitted in the amended permit application and address the issues raised by the City of Melbourne but are also reflected in permit conditions for transparency as the amended permit application was not referred to the City of Melbourne.

Civil Engineering

The development includes the construction of a new portion of road and the City of Melbourne have indicated that prior to the occupation of the development, this portion of road must be declared a public highway and vested in Council as a road on the plan of subdivision. The City of Melbourne have also recommended conditions pertaining to these civil works which will

In summary, the functional layout of the proposal is well resolved subject to minor improvements to ensure compliance with the planning scheme by way of permit condition.

10 Recommendation

That planning permit 2012/010104 for demolition of the existing building and construction of a multi-storey mixed use tower is issued subject to conditions.

Prepared by:

Name: [REDACTED]

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Phone: [REDACTED]

Date: 12 June 2014

Approved by:

Name: [REDACTED]

Title: [REDACTED]

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Date: 12 June 2014

Reviewed by:

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