

PROPOSAL

1. Permit application 2011/013730 was lodged on 23 December 2011. The application seeks approval to demolish the existing building and construct several multi-storey buildings with advertising signage in accordance with the master plan for uses allowed as of right under the zone. The proposed gross floor area is 309,736m².
2. The objectives of the master plan include:
 - *Rejuvenate the Central Activities District "West End" by opening up The Age site for an integrated series of key developments on a strategically located site and subsequently drive the urban transformation of the area.*
 - *Implement the City's objectives for urban renewal of the last major remnant industrial site within the Hoddle Grid.*
 - *Provide net community benefit by creating a new active public realm to all part of the perimeter of the site.*
 - *Ensure future development of the site can be fully accessed and serviced via a new service land network for the site.*
 - *Set a framework for high quality architecture responses which will respond to the public realm at a pedestrian level and sits appropriately with the wider cityscape and this part of the CBD.*
 - *Enhance and 'complete' an active and appropriately scaled interface to Merriman Lane through street widening and built form to deliver a high quality north south pedestrian link to this part of the city.*
3. Details of the master plan (and nominal building envelopes) is as follows:
 - Demolition of the existing building on site;
 - Construction of an internal service lane capable of servicing all parcels, accommodating two-way vehicle movements and pedestrians;
 - Introduction of a new localised north-south pedestrian link (located towards Spencer Street and runs from Lonsdale Street and connects with the internal service lane);
 - The master plan nominates 6 parcels with parcel sizes varying from 1,400m² to 1,930m² with residential schemes on all sites;
 - The master plan includes principles, objectives and criteria relating to public realm, podium, towers, and amenity for consideration against for detailed design of any of the parcels;
 - Typical floor plans include retail at ground floor (totalling 2,660m²) with all car parking, loading access and substations located off the internal laneway and not the predominant street frontages, above ground car parking above which is 'skinned' with apartments to the predominant street frontages up to Level 3, and towers above are setback a minimum of 3.5 metres to 6 metres from street edges and 4 metres from Merriman Lane;
 - The master plan envisages landscaping and high quality communal open spaces above podiums;
 - Podiums are nominated at 10-storeys in height (30-35 metres in height);
 - Tower separation between towers on site varies from 11 metres to 23 metres (averaging 18 metres) and is 16-17 metres from the adjoining towers approved (but not constructed) at 612 Lonsdale Street and 611 Little Lonsdale Street (Permit 2009/1139 and 2009/1142);
 - Overall tower heights nominated on the site varies from 140 metres to 220 metres which equates to 39 to 63 storeys in height for residential schemes. If a commercial scheme were pursued the heights would vary (generally lower due to the floor to ceiling height requirements associated with commercial uses);
 - The overall project yield in the nominated plans is for 2994 apartments with 1807 car parking; and
 - The submission is supported by comprehensive reports including a planning report, urban context report, wind tunnel assessment, traffic report, waste management report, and ESD report.
4. The application also seeks permission for advertising signage. This will assist in any signage required for the sale of the land.

SITE AND SURROUNDS

5. The redevelopment occurs to an island site bounded by Spencer Street (west), Little Lonsdale Street (north), Merriman Lane (east) and Lonsdale Street (south). The site rectangular in shape with a frontage to Lonsdale Street of 256 metre metres, a frontage of 91 metres to Spencer Street, with a total area of 11, 760m² (1.17 hectares). There is a slope along the Lonsdale Street frontage (east to west) of 1.6 metres, a slope along Spencer Street (north to south) of 2.74 metres, a slope along Little Lonsdale Street (east to west) of 1.81 metres, and a slope along Merriman Lane (north to south) of 2.4 metres.
6. The site is currently occupied by a 6-storey brick and concrete office building (built in 1968) with 2 levels of car parking which was used as The Age headquarters. The building is built to all street frontages with the 6-storey component located towards Spencer Street with an open air car park to the eastern portion of the site. The building is not graded under Council's conservation study.
7. Development surrounding the site is described as follows:
 - **North:** 280 Spencer Street (north-east corner of Little Lonsdale Street) is a 27-storey residential apartment building which is built to the street. Further east of 280 Spencer Street is the rear of the William Angliss campus which contains a building of 3-storeys in height fronting Little Lonsdale Street. East of this building is Dockside Tower a 26-storey residential building.
 - **South:** 240 Spencer Street (Former Power Station site) which is currently under construction. Permit 2009/003366 allows the partial demolition of the existing buildings and the construction of four multi-storey buildings comprising residential apartments with ground floor retail premises (other than adult sex bookshop, department store, hotel, supermarket and tavern). The building envelopes approve vary from 33-storeys to 54-storeys in height.
 - **East:** The site is currently occupied by a double and single storey warehouse building which is subject to redevelopment. Permits 2009/1142 and 2009/1139 allows the redevelopment of the site for the proposed of two multi-storey residential apartment buildings of 46 storeys in height.
 - **West:** Spencer Street station including Spencer Street Fashion Station, previously known as DFO Spencer, which is a three-level building completed in early 2007. The Station itself includes a pedestrian bridge on Bourke Street which connects the City to Docklands.

STATUTORY CONTROLS

8. The following controls apply to the site, with planning permit triggers, requirements and decision guidelines are described below:

Planning Control	Permit/ Application Requirement(s)/ Decision Guidelines
Capital City Zone-Schedule 1 (Outside the Retail Core)	<p>Under Clause 37.04-2 a permit is required to use the land unless specifically exempted by the schedule.</p> <p>Under Clause 37.04-4 a permit is required to construct a building or construct or carry out works unless the schedule specifies otherwise.</p> <p>Schedule 1:</p> <ul style="list-style-type: none"> • The table of uses specifies 'accommodation', 'office' and 'retail premises' (other than adult sex bookshop, department store, hotel, supermarket and tavern) is permitted as of right (Section 1 use) at Clause 1.0 of the Schedule; • Does not exempt signage from requiring a permit; • Does not exempt the demolition or removal of a building, to

	<p>construct any part of a building exceeding a height of 40 metres within 10 metres of a road frontage, construct or carry out works that would cast a shadow between 11.00am and 2.00pm on 22 March and 22 September, or buildings and works from requiring a permit;</p> <ul style="list-style-type: none"> • Exempts demolition and buildings and works and signage from notice and appeal requirements; • Decision guidelines are contained in Schedule 1 and at Clause 65.
<p>Design and Development Overlay-</p> <p>Schedule 1 (Active Street Frontages)</p> <p>Schedule 3 (Traffic Conflict Frontage)</p> <p>Schedule 4 (Weather Protection)</p> <p>Schedule 12 (Noise Attenuation Area)</p>	<p>Under Clause 43.02-2 a permit is required to construct a building or construct or carry out works unless the schedule specifies otherwise.</p> <p>Schedule 1:</p> <ul style="list-style-type: none"> • Does not exempt ground floor buildings and works from requiring a permit; • Exempts buildings and works from notice and appeal requirements; <p>Schedule 3:</p> <ul style="list-style-type: none"> • No permit is required to construct a building or carry out works other than those associated with the creation or alteration of a crossover or vehicle access way. As the application does not include any vehicle access way to Spencer Street (the traffic conflict frontage), no permit is required. <p>Schedule 4:</p> <ul style="list-style-type: none"> • No permit is required to construct a building or construct or carry out works if adequate weather protection is provided to the satisfaction of the Responsible Authority. The proposal provides weather protection to the Spencer Street frontage, therefore no permit is required. <p>Schedule 12:</p> <ul style="list-style-type: none"> • Does not exempt buildings and works from requiring a permit if associated with new, refurbished or converted development for noise sensitive uses (dwellings); • The schedule specifies that any new or refurbished development that will accommodate new residential uses must be designed and constructed to include noise attenuation measures. These measures must ensure that music noise from the Major Sports and Recreation Facility in Docklands does not exceed 45 dB within habitable rooms with windows closed; • Exempts buildings and works from notice and appeal requirements. <p>Decision guidelines are contained at 43.02-5 and at Clause 65.</p>
<p>Car Parking (Clause 52.06)</p>	<p>Under Clause 52.06-3 a parking precinct plan affects the Capital City Zone including the site.</p> <p>The Schedule to this Clause specifies a maximum number of car parking spaces (calculated at 1 space/dwelling and a ratio for commercial uses using two equations) and the provision of 1 motorbike space per 100 car parking spaces.</p>

	<p>The limitation policy allows for 2994 spaces. The provision of 1807 car spaces on site is below the maximum allowed under the maximum allowed; therefore no permit is required.</p> <p>The Schedule also specifies the provision of minimum rate of 1 motorbike space per 100 car spaces to be provided unless the responsible authority is satisfied that a lesser number is sufficient. The proposal is required to include 180 motorcycle spaces. These spaces are to be provided, therefore no permit is required.</p>
<p>Loading and Unloading of Vehicles (Clause 52.07)</p>	<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>A loading facility is provided on each parcel and complies with the requirements of this Clause; therefore a permit is not required.</p>
<p>Bicycle Facilities (Clause 52.34)</p>	<p>Under Clause 52.34-1 a new use must not commence until the required bicycle facilities and associated signage has been provided on the land. The standard requires the provision of 912 spaces (residential: 598.8 spaces for residents and 299.4 for visitors, and retail: 8.9 employees and 5.3 visitors). The proposal is required to provide 912 spaces. . These spaces are to be provided, therefore no permit is required.</p>
<p>Urban Context Report and Design Response for Residential Development of Four or More Storeys (Clause 52.35)</p>	<p>Under Clause 52.35-1 an application for a residential development of four or more storeys must be accompanied by an urban context report and design response.</p> <p>Under Clause 52.35-3 the responsible authority must inform the applicant in writing before notice of an application is given that the urban context report meets the requirements of Clause 52.35-2. A letter was sent confirming the above on 4 July 2012.</p>
<p>Integrated Public Transport Planning (Clause 52.36)</p>	<p>Under Clause 52.36-1 an application must be referred in accordance with Section 55 of the Act to the Director of Public Transport for a residential development comprising 60 or more dwellings or lots. On 12 January 2012 and 4 July 2012 the application was referred to the Director of Public Transport.</p>

General Provisions

9. **Responsible authority for administering and enforcing the Scheme:** 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.
10. **Decision Guidelines:** 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.
11. **Referral and Notice Provisions:** Under Clause 66.03 an application must be referred to the person or body specified as the referral authority; Clause 52.34 (Director of Public Transport).

POLICY FRAMEWORK

State Planning Policy Framework (SPPF)

12. The following policies within the SPPF are relevant:

- Clause 10.04 (Integrated Decision Making)
- Clause 11.01-2 (Activity Centre Planning)
- Clause 11.04-4 (Central Melbourne)
- Clause 13.04-1 (Noise Abatement)
- Clause 15.01-1 (Urban Design)
- Clause 15.02 (Sustainable Development)
- Clause 16.01 (Residential Development)
- Clause 17.01 (Commercial)
- Clause 18.01 (Integrated Transport)
- Clause 10.0202 (Cycling)

Municipal Strategic Statement (MSS)

13. Clause 21.02 (Municipal Profile) recognises that the City of Melbourne is the premiere location for many of the State's economic, infrastructure and cultural facilities, and attracts a substantial daily population with people travelling to the city for work, leisure and shopping. In addition, the most significant gains in resident population are expected in the Central City, Docklands and Southbank.
14. Clause 21.03-1 (Vision) recognises the diverse roles of the city and local areas, with a vision being *'a thriving and sustainable City that simultaneously pursues economic prosperity, social equity and environmental quality'*.
15. Clause 21.04 (Land Use) sets out objectives and strategies to *'ensure residential development takes into account the amenity impacts of established and future uses, including noise impacts, and provides acoustic insulation in dwellings to protect future occupants'*.
16. Clause 21.05-2 (Structure and Character) identifies the need to reinforce valued characteristics of some areas and establish a new built form character for others in areas that have the capacity to absorb future development.
17. Clause 21.05-3 (Public Environment) notes the challenge in ensuring that new developments add positively to the overall character of Melbourne and *'create an accessible, safe, inclusive and engaging public environment'*. Associated strategies seek to encourage excellence in urban design, public realm and improve pedestrian permeability and amenity.
18. Clause 21.05-5 (Sustainable Built Form) seeks to create a built environment that adopts environmentally sustainable design practices.
19. Clause 21.06-1 (Public transport) seeks to increase the patronage of public transport by (amongst other things) encouraging development in locations which can maximise the potential use of public transport.
20. Clause 21.07-1 (Environmentally Sustainable Development) encourages a reduction in the generation of greenhouse gas emissions and promotes energy efficiency in regards to resource use and waste reduction.
21. Clause 21.08-1 (Central City) sets out the local area policies for Central City and includes a vision for the area is to continue its primary place of employment, business, finance, entertainment, cultural activity and retail in Victoria as a 24-hour City, co-locates these uses with residential uses, and provides appropriate high quality built form that continues to make the city attractive for workers, residents and visitors. The Local Area Map for Central City at Figure 12 seeks to

'support permanent and temporary residential development in the Central City which accommodates a diverse population'. Important principles for Central City relevant to the application include:

- Encourages new dwellings are designed to provide occupants with a reasonable amenity level to ensure that existing and new businesses are not undermined by this interface;
- Active street frontages, interesting building tops and building design that promotes human scale, integrates with existing fabric, including respect for heritage buildings and provides visual interest; and
- Requires development to incorporate a high level and quality of pedestrian and bicycle access.

Amendment C162

22. Amendment to the Melbourne Planning Scheme C162 (Municipal Strategic Statement) has been exhibited and considered by Planning Panels Victoria. The amendment was adopted by Council on 28 August 2012 and is 'seriously entertained' and has been submitted to the Minister for approval. The amendment includes themes which are applied to the local areas. The site is identified in the Hoddle Grid area which supports residential accommodation and built form that responds to the regular grid layout and that the design of tall buildings in the Hoddle Grid promote a human scale at street level, and add to the city's skyline, provide equitable access to outlook and sunlight.

Amendment C186

23. Amendment to the Melbourne Planning Scheme C186 (Central City (Hoddle Grid) Heritage Review) was adopted by Council on 4 September 2012 and is a 'seriously entertained' document, but has not been submitted to date. The amendment includes 98 additional heritage places in the Schedule to the Heritage Overlay. The site is not included in this amendment.

Amendment C187

24. Amendment to the Melbourne Planning Scheme C187 (Energy Waste and Water Efficiency) has been exhibited and considered by Planning Panels Victoria. The amendment seeks to introduce a new policy and replace the existing Clause 22.19 (Environmentally Sustainable Office Buildings Policy) which only applies to office uses. The amendment has not been submitted for approval to date.

Amendment C188

25. Amendment to the Melbourne Planning Scheme C188 (Built Form Review) is awaiting authorisation. Amongst other things, the built form review proposed to amend the existing controls to contain most of the built form principles under Design and Development Overlay-Schedule 2 where the site would be affected by a mandatory 40 metre podium height, mandatory tower setback of 6 metres from the street and a discretionary 5 metre setback to common boundaries to achieve a 10 metres tower separation.

Amendment C209

26. Amendment to the Melbourne Planning Scheme C209 (Open Space Strategy) has recently been authorised but not exhibited. The amendment seeks to introduce a public open space contribution of 5% and 8% to different precincts across the entire municipality. The contribution can be made as a percentage of the site value, a land contribution or a combination of both. The site is located within the 5% contribution area.

Local Planning Policy Framework (LPPF)

27. The following policies within the LPPF are relevant:

- 22.01 (Urban Design within the Capital City Zone)
- 22.02 (Sunlight to Public Spaces)
- 22.20 (CBD Lanes)

Other relevant policy/ matters

28. Other relevant policy/ matters include:

- Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment, 2004) (referenced at Clause 15.01-2)

NOTIFICATION

29. Under Schedule 1 of the Capital City Zone an application to demolish a building and construct or carry out works and construct and display an advertising sign, and under Schedule 1 and 12 of the Design and Development Overlay, an application 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.

REFERRALS

30. The application was given to the Department's Urban Design Unit, the City of Melbourne, The Office of the Victorian Government Architect, and referred under Section 55 of the Act to the Director of Public Transport. The following comments were provided:

31. **Urban Design (DPCD):** Offered general support for the application with agreed design parameters from indicative layouts, which requires a streamlined set of control plans and principles (outlined below). The overall yield for the site is not considered to be excessive, and the development of the six parcels will also assist in architectural variety. There must be an agreed strategy for staging and dealing with vacant sites. Specifically, the series of plans should show at least ground, lower podium, upper podium and tower levels, plus elevations, showing diagrammatically the key parameters but without internal detail, including:
- Dimensions of all public spaces, levels/ height and setbacks. This information (especially in relation to the tower) should be generic, ie. 6 meters from all street (not lanes), with discretion for local intrusions to be justified with detailed architectural development/ curved buildings to Spencer Street for wind reasons (no radius specified)/ heights as a small range for each tower.
 - All public realm cessions with dimensions and surface areas, indicating treatment (pavement and trees) to City of Melbourne standards and staging (through it would be preferable for all to be completed prior to the first building occupancy);
 - All facades clearly market where they are to be active frontages at or above ground (note, some indicative foyers look to be oversized at present) and where there is to be weather protection (at least all of Spencer and Lonsdale Streets);
 - Entry and exit points marked for pedestrians and vehicles, including loading/ waste;
 - Wind criteria noted for each external space. At least 'Sophie's Lane' and Merriman Lane should admit short-term stationary comfort and the rest walking comfort at a minimum. Detailed wind test will be required for each new building.
 - The Principles should be included in tabulated form as an associated reference document. As the site will be subdivided and demolition may be well in advance of full construction, there should be a guarantee or condition that all public realm works be completed as stage one and there must be a strategy for temporary conditioning of exposed walls and uses of vacant sites.

These matters can be resolved through appropriate conditions.

32. **City of Melbourne:** Council supports the application subject to conditions including revised master plan principles, and increased tower setbacks to 10 metres and no less than 6 metres to Spencer Street, Lonsdale Street and Little Lonsdale Street. Council also noted that several discussions took place regarding open space. [REDACTED] they will require the

contributions as part of the subdivision process and that the proposed roadways will not form part of the contribution.

33. **Office of the Victorian Government Architect:** Support the application.
34. **Director of Public Transport:** Initially requested further information to consider the request. Following the further information response the Director of Public Transport offered no objection to the proposal subject to conditions being included on any permit issued. Letter dated 5 October 2012.

ASSESSMENT

Master plan

35. The proposal includes a master plan for the site which outlines design objectives and principals to be applied to the site. The incorporation of these measures within the document will assist in the consideration of the detailed design of any parcel. The registration of the master plan on title, so that any future owners are aware of the principles sought, can be resolved through appropriate conditions.
36. Staging and the delivery of the internal service lane is critical to the successful redevelopment of this site. These matters have been resolved through conditions.

Land Use

37. The proposed uses replace a mostly underutilised and inactive site which makes a limited contribution to the area. The proposal is consistent with many policy directions, will increase the residential population and contribute to the on-going revitalisation of a 24-hour Central Activities District.
38. The development provides higher density housing and responds appropriately with the broad strategic intent for housing as outlined in the State Planning Policy Framework, Local Planning Policy Framework, including the Municipal Strategic Statement (MSS) and the zoning control.

Design and Built Form

Demolition

39. The application includes the demolition of an ungraded building. The proposal also includes a replacement building which is consistent with the decision guidelines of the Capital City Zone which seeks to avoid vacant sites.
40. The Zone also seeks temporary works on the site should be undertaken if it remains vacant for 6 months after the completion of the demolition. Given the scale of the redevelopment, including the requirement to construct the internal road, a condition must be required to secure this.

Urban Context Response/ Setbacks/ Tower Separation

41. The standard model for developing taller buildings in the City is based on a 35-40 metre high podium with the tower element setback from this podium level by at least 10 metres, as described in Local Policy 'Urban Design within the Capital City Zone' (Clause 22.01) and Schedule 1 of the Capital City Zone (Clause 37.04). The purpose of tower setbacks is to provide a number of measures related to the enjoyment of the public realm. Tower setbacks assist in providing a pedestrian scale, sunlight penetration, views to the sky and the deflection of wind downdrafts.
42. Amendment C188 to the Scheme is a review of the built form controls in the City, the first in over 25 years. The review reconsiders podium height, tower setback and tower separation, amongst

other things. This review acknowledges the challenges that the City faces, particularly its develop-ability. The proposed controls seek to introduce a mandatory 40 metre podium height, mandatory tower setback of 6 metres from the street, and 5 metre tower setback from common boundaries (to achieve a minimum of 10 metres tower separation).

43. The proposal provides for 6 residential towers varying from 39 to 63 storeys (140-220 metres) with a podium of 10-storeys (30-35 metres), tower setbacks varying from 3.5 – 6 metres to all streets and 4 metres to Merriman Lane, and tower separation varying from 11 metres to 23 metres (averaging 18 metres) and is 16-17 metres from the adjoining towers approved (but not constructed) at 612 Lonsdale Street and 611 Little Lonsdale Street (Permit 2009/1139 and 2009/1142).
44. The redevelopment is considered to provide appropriate podium heights, tower separation (both on site and to adjoining towers) and tower setbacks to Merriman Lane. Whilst these are not entirely consistent with that sought by the Scheme, these are consistent with that sought under Amendment C188 (Built Form Review). The further introduction of street setbacks of 6 metres (deleting reference to 3.5 metres) is considered to be appropriate. The proposal is considered to limit overshadowing to the public realm maintain open views to the sky and deflect wind downdrafts.

Street Level Frontages & Pedestrian Safety

45. The proposed development incorporates retail tenancies at ground floor and the remainder of the 'podium' is skinned with apartments concealing above ground car parking. The inclusion of these active frontages will also serve to increase the perception of safety in this area. The upper level apartments provide passive surveillance of the site's immediate surrounds and allow for future conversion due to the floor to ceiling heights within these areas. The plans nominate levels 4-9 as car parking only. It is considered appropriate to request that additional activation occurs on these levels.

Microclimate (Wind, Weather Protection, Light and Shade/ Overshadowing)

46. Policy recommends that towers, at a height greater than a 40 metre podium, are setback 10 metres from all streets to deflect wind downdrafts from penetrating to street level. The proposal includes lower podium heights of 30-35 metres and tower setbacks which assist in wind deflection, therefore appropriate wind conditions are produced at street level as confirmed in the wind tunnel testing undertaken. Council has requested that plans be modified to achieve 'standing' criterion to all lobbies, pedestrian intersections. The applicant does not oppose this inclusion at lobby entries.
47. Local Policy 'Sunlight to Public Spaces' requires that development not cast additional shadows between 11.00am and 2.00pm at the equinox that would prejudice the amenity of public spaces. An analysis at 10am, 11am, 12pm, 1pm and 2pm has been carried out for 22 March/ September. The analysis shows the additional shadowing will occur over properties to the west and south, predominantly contained within existing shadowing conditions. Given the overall height of the proposed building (significantly taller than currently occupying the site), increased overshadowing is inevitable. The most significant increase in shadowing is to Spencer Street at 10am and Lonsdale Street between 12-2pm. It is noted however that the development does not overshadow any public parks or gardens, public square or major pedestrian route, it is therefore considered to be acceptable.

Internal Amenity

48. Developments for new and refurbished residential uses should incorporate design measures to attenuate noise associated with the operation of other businesses and activities associated with a vital 24-hour capital city. Design and Development Overlay- schedule 12 (Noise Attenuation Area) and the decision guidelines of the Capital City Zone specify that '*habitable rooms of new*

dwellings adjacent to high levels of external noise should be designed to limit internal noise levels to a maximum of 45dB in accordance with the relevant Australian Standards for acoustic control'. This can be dealt with via condition.

- 49. The building design provides a good standard of amenity for future residents by providing views and opportunities for the towers to avoid direct views. The dwellings will also not be constrained by any future development due to the envelopes set within the master plan.
- 50. The architects have successfully demonstrated that a high standard of architecture and urban design sought from the policy and objectives expressed in the *Design Guidelines for Higher Density Housing* DSE 2004 so as to ensure that residents can live comfortably with one another and with appropriate levels of internal and external amenity, including provision of storage.

ESD

- 51. The proposed building is a residential development and therefore the ESD requirements are contained within the 'Building Code of Australia'. The proposal is to achieve an average rating of 6 stars which meets the minimum 5 star average rating as required under Section J of the Code. The proposal incorporates passive design strategies and active strategies.

Car Parking / Loading and Unloading of Vehicles/ Waste Collection/ Bicycle Facilities

- 52. The level of car parking provided on site is high (0.7 spaces/ apartment) however is under the maximum limitation policy. Bicycle parking is also provided on site, which will encourage cycling both within and to the City for the journey to work.
- 53. The final car parking, loading and unloading configuration, waste collection arrangements and bicycle facilities numbers and requirements are detailed matters which are required to be resolved as part of any detailed submission. It is noted, however that the access points provided on site to car parking and loading (from the internal service lane) is supported. These matters have been resolved through conditions.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

RECOMMENDATION

- 55. That you approve planning permit application 2011/013730 at 250 Spencer Street, Melbourne for the development of multi-storey buildings with advertising signage in accordance with the master plan subject to conditions.

Prepared by:

[REDACTED]

Name: [REDACTED]
Title: [REDACTED]
Phone: [REDACTED]
Date: 17 December 2012

Approved by:

[REDACTED]

Name: [REDACTED]
Title: [REDACTED]
Phone: [REDACTED]
Date: 17 December 2012