

Appendix F: Recommended Conditions

Pursuant to Recommendation – Part B

In the event the Minister determines to grant an amended planning permit, any permit granted should incorporate the following amendments:

Amended Planning Permit Preamble:

Demolition of the existing building, the construction of a multi-storey mixed-use building, use of land as dwellings, and to create or alter access to a road in a Road Zone Category 1, **reduce the provision of bicycle facilities and provide more than the maximum parking provision of Schedule 1 to the Parking Overlay.**

New / Amended Conditions:

Condition No:	New or amended condition	Wording
1(k)	Amended	Amended plans generally in accordance with the without prejudice amended plans prepared by CHT Architects, Job No: 15060, Typical Level (Level 5-39), TP2.01, TP2.02, TP 2.03, TP2.04 all Rev I, dated 13/02/2020 and received by Council on 08/04/2020
Number as appropriate	New	Silver metallic perforated metal (PF01) replaced with bronze perforated metal (PM01) to podium levels
Number as appropriate	New	Noise attenuation measures provided between apartments and communal facilities at Level 4
Number as appropriate	New	Car parking not to exceed a rate of: <ul style="list-style-type: none"> • 0.5 spaces per 1 or 2 bedroom dwelling; • 1 space per 3 bedroom dwelling; and • 1 space to each 100m² of gross floor area.
Number as appropriate	New	Bicycle spaces to be provided at a rate not less than: <ul style="list-style-type: none"> • 1 per dwelling and 2 per dual-key dwelling; and • 1 visitor space per 10 dwelling.
Number as appropriate	New	No less than 25% of all apartments are to be 3 bedroom dwellings, excluding dual-key typologies.
Number as appropriate	New	The roller / boom gate setback from the boundary with Woodgate Street to facilitate vehicle queuing on site. Plans must show the setbacks of the roller / boom gate and be accompanied by a queuing assessment to determine the required setback.

Number as appropriate	New	Two pedestrian refuges provided to the Woodgate Street crossover. One central to the car park entry and the second between the car park entry and the service entry.
3	Amended	<p><i>Before the development starts, including demolition, bulk excavation and site preparation works, an amended comprehensive wind tunnel testing and environmental Wind Impact Assessment Report of the development must be prepared by a suitably qualified engineering consultant. The Wind Assessment must be submitted to and be to the satisfaction of the Responsible Authority. When approved, the report will be endorsed and will then form part of the permit. This report must be generally in accordance with that prepared by Vipac Engineers & Scientists and dated 6 February 2020, but modified to address all changes required under Condition 1 of this permit.</i></p> <p><i>Any further modifications required to the development in order to ensure acceptable wind conditions to the surrounding streets and public areas must be carefully developed as an integrated high quality solution with the architectural and landscape design and not rely on screens in the public realm, to the satisfaction of the Responsible Authority.</i></p>
5	Amended	<p><i>Before the development starts, including demolition, bulk excavation and site preparation works, an amended Waste Management Plan (WMP) must be submitted to and approved by Port Phillip City Council. The WMP must be generally in accordance with the report prepared by Leigh Design and dated 13 March 2020 but modified to address all required changes under Condition 1 of this permit. The WMP must comply with Council guidelines. Waste storage and collection arrangements must not be altered without the prior approval of Council.</i></p>
6	Amended	<p><i>Before the development starts, including demolition, bulk excavation and site preparation works, a report from a qualified acoustic consultant, must be submitted to the satisfaction of the Responsible Authority. The report must be generally in accordance with the report prepared by Acoustic Logic and dated 13 February 2020 but must ensure that external noise intrusion into apartment bedroom and living areas - measured in accordance with AS/NZS2107/2000 Acoustics - Recommended Design Sound levels and Reverberation Times for Building Interior - must achieve the following:</i></p> <p><i>(a) Between 10pm and 7am, the noise in bedroom areas must not exceed LAeq. (9 hour) 40dB(A).</i></p>

		<p><i>(b) Between 7am and 10pm, the noise in living rooms must not exceed LAeq. (15 hour) 45dB(A).</i></p> <p><i>(c) Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.</i></p> <p><i>The noise attenuation measures specified in the acoustic report for the development must be implemented prior to occupancy at no cost to and be to the satisfaction of the Responsible Authority.</i></p>
7	Amended	<p><i>Before the development starts, including demolition, bulk excavation and site preparation works, an amended Sustainable Management Plan (SMP) report must be submitted to the satisfaction of Port Phillip City Council. When approved, the report will be endorsed and will then form part of the permit. The report must be generally in accordance with the report prepared by Ark Resources and dated 3 February 2020, but further modified to address the following:</i></p> <p><i>(a) The proposal is to target a 5 star rating under the Green Star - Design & As Built v.1.2 or equivalent.</i></p> <p><i>(b) State the project's Green Star benchmarking and ESD related claims offered in the SMP and drawings will be certified as achieved by an appropriately qualified, independent Green Star Accredited Professional to the approval of the Responsible Authority. If the project is not to be certified, the measures to be taken to achieve each point to be claimed must be described in detail.</i></p> <p><i>(c) Proposed innovation points must be linked to the individual credits being claimed.</i></p> <p><i>(d) Details of where lighting is to be controlled by daylight, timer, and and/or occupancy sensors.</i></p> <p><i>(e) Provision of effective shading to glazed walls of habitable rooms on the north-east, and north-west, or suitable alternative to improve thermal comfort.</i></p> <p><i>(f) Confirmation that the screen located around the solar panels will not overshadow them.</i></p>
11	Amended	<p><i>Before the development starts, including demolition, bulk excavation and site preparation works, a revised Traffic Report must be submitted to and approved by Port Phillip City Council. Except with the prior written consent of the Responsible Authority, all elements of the report must be implemented prior to the occupation of the development. The report must be generally in accordance with the Traffic</i></p>

		<p><i>Impact Assessment Report prepared by TIM Consulting (Vic) Pty Ltd and dated 3 February 2020 but modified to address:</i></p> <p><i>(a) At least one car parking space is to be identified as a share car space.</i></p> <p><i>(b) Updated swept path diagrams demonstrating satisfactory vehicle access to and from the end car parking spaces in car all car parking levels.</i></p> <p><i>(c) Swept paths for small rigid vehicles demonstrating access to and from the loading bay area when there is more than one service vehicle in the loading area.</i></p> <p><i>(d) Car parking and loading area ramp grades are to comply with AS2890.1 and AS2890.2.</i></p> <p><i>(e) A longitudinal section of the ramp and loading area to confirm clearances for a small rigid truck.</i></p> <p><i>(f) Natural ventilation provided to the podium car parking levels.</i></p> <p><i>(g) Improved visual permeability (i.e. setbacks) to the left of the ramp to the loading bay/car parking area.</i></p> <p><i>(h) Dimensions of the loading bay generally in accordance with the Swept Diagrams prepared by One Mile Grid and dated 13 March 2020.</i></p>
22	Amended	<p><i>Before the development starts, excluding demolition, bulk excavation and site preparation works, unless otherwise agreed to by the Responsible Authority, a Landscape Plan must be submitted to and be approved by the Responsible Authority in consultation with Port Phillip City Council. When approved, the plan will be endorsed and will then form part of the permit. The plan must be generally in accordance with the Landscape Plan prepared by Hansen Partnership and dated 7 February 2020 but modified to show:</i></p> <p><i>(a) Bluestone paving within the laneway.</i></p> <p><i>(b) Canopy trees within the laneway are to be semi-mature at the time of planting.</i></p> <p><i>(c) Planting outside of the title boundaries deleted.</i></p>