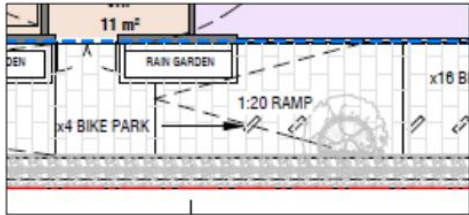
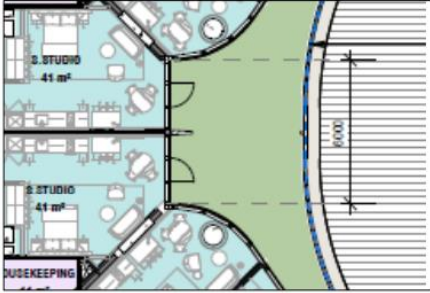



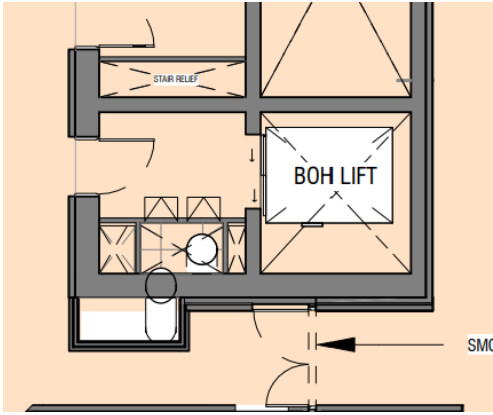
Referrals Table

Internal Department/Officer	Referral Comments (Summarised)
Urban Design	<p>Comments provided on 12 May 2022</p> <p>Amended documents have been submitted which include the following urban design considerations:</p> <p><u>Canopy/awnings</u></p> <ul style="list-style-type: none"> Design developments have been made to ground floor canopies to refine their design for appearance and constructability. The proposed changes are considered appropriate. <p><u>Ground floor activation/transparency</u></p> <ul style="list-style-type: none"> Through block access along southern boundary is retained with clear, ramped laneway providing access to the office and bike storage entries. Integrated artworks previously proposed for the southern laneway and hotel porte cochere have been deleted. Office use has been retained and addresses the middle section of the laneway contributing to its activation and security. <p><u>Ground floor changes:</u></p> <p>The changes to the ground floor program will reduce the potential for internal activities to spill out and activate the abutting external spaces diminishing street level vitality. While this is not a desirable outcome it is considered acceptable given the anticipated levels of varied internal activities and likely movement to and from the building across the day. Access arrangements remain the same with the hotel porte cochere and driveway midway along the Leopold St frontage and the resident entry midway along the St Kilda Rd frontage. The loading bay entry remains located on Queens Lane, south west corner.</p> <p><u>Summary of Recommendations:</u> From an urban design perspective, the proposal is supported</p> <p>Amended plans were re-referred and further comments provided on 09 May 2023</p> <p>Landscaping</p> <ul style="list-style-type: none"> The landscaping to the ground floor level incorporates rain gardens and bike hoops to the southern boundary. The arrangement of these elements creates a pinch-point which will impede movement along this axis (see image below).  <p>The diagram is a site plan showing landscaping elements. It includes a 'RAIN GARDEN' area, 'x4 BIKE PARK' (four bike hoops), and a '1:20 RAMP'. A 'DEN' is also shown. A '11 m²' area is marked. The plan shows a grid of streets and building footprints. A 'x16 B' label is also present.</p> <ul style="list-style-type: none"> The landscaped (non-trafficable) areas to the east and west on level one can only be accessed through individual apartments

Referrals Table

	<p>(see image below). This is not ideal given there will be a need to maintain these areas.</p>  <ul style="list-style-type: none"> Similarly, access to landscaped areas to the north, east and west on levels four, seven through eleven, thirteen and sixteen has not been provided. This also applies to the small, landscaped areas at the outermost corners of the building (see images below). Consideration needs to be given to how these areas can be safely accessed as there will be a need to maintain these areas.  <p>RECOMMENDATIONS</p> <p>To address the issues identified above, the following recommendations are made:</p> <ul style="list-style-type: none"> The landscaping to the ground floor could be amended to consolidate and relocate the raingardens against the southern boundary, away from the active edge of the building. This will remove the pinch-point and improve circulation along this thoroughfare. Further consideration should be given to the location of wayfinding signage for the bike parking on the ground floor, given this may be approached from a variety of directions. Safe and reasonable access to all landscaped areas above the ground floor should be provided, as these areas will need to be accessed if the planting is to be successfully established and maintained. <p>Planner Note: This arrangement was approved under the original scheme, and the maintenance details were considered acceptable within the landscape architects referral comments on 5 May 2022</p>
<p>Landscape Architect</p>	<p>Comments dated 5 May 2022</p> <ul style="list-style-type: none"> The landscape package is well resolved, contextually responsive and comprehensive in terms of overall concept, species selection, layout and details. It provides clear information about the required design outcome on each level of the building with reference to the necessary maintenance of difficult to access spaces across the building's façade. Construction details for hard and soft landscape elements including containerized planting are well resolved and shown clearly. We note the location of the water feature on the St Kilda Rd frontage and question whether this may present a hazard for visually impaired, or inattentive, people using the stairs. We

Referrals Table

	<p>recommend further information or clarification be provided regarding safety around this feature.</p> <ul style="list-style-type: none"> • Otherwise, the landscape proposal is appropriate and supported.
<p>Waste Officer</p>	<p>Comments provided on 18 May 2023.</p> <p>The WMP is generally consistent with the requirements of Condition 6 and the CoPP Waste Management Plan Guidelines, subject to the comments provided below:</p> <p><u>Residential waste management</u></p> <ul style="list-style-type: none"> • No detail provided in WMP regarding the separation and management of food organics or glass waste streams for the residential component. Recommend that these streams be considered for separation and demonstrate space is provided for bins (including clearance for manoeuvring) as management may opt in to these collections in future. • Recommend recycling stations within chute waste room on each floor for large cardboard, hard waste/ewaste, food organic waste to encourage waste separation and reduce possible blockages of chute. • Chute inlet on level 1 (TP-21-01) is confusing, seem to be penetrating wall through lift core (see image below - also on the ground floor plan). The error should be resolved.  <ul style="list-style-type: none"> • Details of bin wash down area to be provided/indicated on plans. • WMP is to outline specific waste generation rates used for each non-residential use type, for clarity. • Bins to be labelled on plans (i.e. GW (general waste) / R (recycling) / G (glass) etc) for ease of reference.
<p>ESD Officer</p>	<p>Comments received on 14/04/2023:</p> <p>The plans and supporting documents listed in the referral above have been reviewed in relation to the previous Sustainable Design referral comments dated 30/05/2022 and 27/10/2022. See detailed comments below:</p> <p>Outcome:</p> <p>The application does not demonstrate best practice for ESD > Refer to comments for Energy and IEQ</p> <p>Suggested Action:</p>

Referrals Table

	<p>ESD improvements required prior to decision > Re-Refer to Sustainable Design</p> <p>ESD improvements required prior to decision:</p> <p>The following key ESD matters must be improved/addressed prior to approval. Please re-refer to Sustainable Design Advisor:</p> <ul style="list-style-type: none">• Increase energy rating commitment to align with imminent NCC increase to 7 star NatHERS• Address natural daylight to living areas if within the scope of this amendment. <p>Other conditions required:</p> <p>Updated Sustainability Management Plan</p> <p>Implementation Report for ESD</p> <p>Implementation of Water Sensitive Urban Design Initiatives</p> <p>Construction Management Water Sensitive Urban Design</p> <p>Full Assessment Comments by Category:</p> <ul style="list-style-type: none">• Previous Sustainable Design referral advice noted that natural daylight to apartments is poor. This is evident on review of the daylight analysis provided as an appendix to the SMP. In particular the living areas of the inset apartments will be very dark, as shown for level 6 and level 12 in the appended daylight modelling report. This is further demonstrated in the renders provided on architectural drawing TP-60-04 which shows the inset living room windows and the impact of the large overhanging roof. The application details don't specify the visible light transmittance (VLT) of the proposed silver tinted glazing that is shown on the materials schedule. It is possible that actual natural daylight outcomes could be even worse than those shown on the modelled floor plans. The report confirms that only 16 out of 64 living areas would meet the best practice daylight standard of having a daylight factor of 1.0% for at least 90 per cent of the living area floor space. This is extremely low. If the proposed amendments to plans do not make natural daylight provision worse than the existing approval, it is understood that requests to address it go beyond the scope of this proposed amendment. However, if the proposal incorporates any changes to room layouts, an improvement to internal natural daylight for living areas will be required. <p>Energy:</p> <ul style="list-style-type: none">• SMP commits to a 10% increase in energy efficiency compared to NCC minimum requirements. This commitment is also based on the BESS tool targeting a 6.5 star average NatHERS rating as noted on page 12 of the SMP. There is specific reference to achieving an average energy rating of 6.5 stars (NatHERS) for dwellings. However, given the imminent update to NCC minimum requirements later this year, where a 7 star minimum NatHERS rating will be required for dwellings, this commitment in the SMP should be updated to a minimum average 7.7 star NatHERS rating for apartments. <p>Water:</p>
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Referrals Table

	<ul style="list-style-type: none"> In response to previous Sustainable Design referral advice the rationale for WELS ratings applied in the updated BESS report is accepted. <p>Stormwater:</p> <ul style="list-style-type: none"> In response to previous Sustainable Design referral advice the stormwater management response outlined in the updated SMP and WSUD report is acceptable. The Section 50 proposed plans clearly show provision for rainwater tank capacity totalling 50kL. The proposed landscape plan for the ground floor clearly shows raingardens located along the pedestrian link, with a total surface area of 8.4m². This detail is reflected on the ground floor plan of the architectural set. The proposed landscape plan for level 1 clearly shows raingardens located on the Queens Lane side of the building with a total surface area of 45.5m², also shown on the architectural plans. A typical raingarden section is also provided. I note that STORM has been used to calculate pollutant reduction. STORM is not suitable for developments of this scale, i.e., with a site area greater than 1,000m². However, since this has been accepted for previous versions of the assessment and the appropriate alternative (MUSIC) was not requested, I will not request further assessment in this instance. Rainwater tank and raingarden maintenance has been adequately addressed in the WSUD report by ADP dated 20 February 2023. The information provided would be acceptable to satisfy standard stormwater treatment maintenance conditions on permit. I agree that these standard conditions must remain on permit and the WSUD report can be endorsed accordingly. <p>Transport:</p> <ul style="list-style-type: none"> Bicycle parking provision has been updated since previous Sustainable Design referral advice. 193 bike spaces are now proposed for residents and visitors. - The updated SMP now provides adequate detail to confirm provision of electric vehicle charging infrastructure, consistent with credit claimed in BESS. <p>Urban Ecology:</p> <ul style="list-style-type: none"> The updated SMP responds to the previous Sustainable Design referral advice comments about reflective materials to reduce urban heat island impact.
<p>Development Engineer</p>	<p>The designated flood level for the above property is 5.67m AHD. The SBO2 encroaches into the northwest corner of the property on the corner of Leopold Street and Queens Lane as shown below.</p> <p>The proposed works include construction of new multilevel building with underground car parks.</p> <p>The minimum required finished floor level for habitable area is 5.97m AHD (5.67m AHD + 300mm) and non-habitable area is 5.82m AHD (5.67m AHD +150mm).</p>

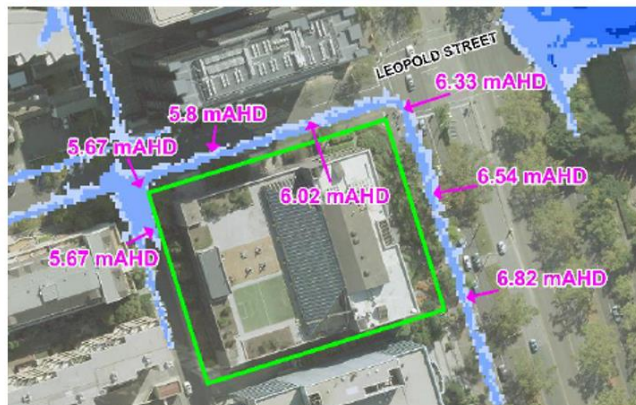
Referrals Table

We are satisfied with the proposed impermeable wall at the corner of Leopold St and Queens Lane proposed to prevent the floodwater from the public realm entering the property.

- Could we please request applicant to have a notation on the drawings stating that the condition below (extracted from the Cardno Flood Impact Assessment) hasn't been undermined and there are measures in place to capture the water falling on parcel to prevent the water entering into the premises and prevent damage to assets that may be caused by this area being lower than the natural ground surface.

Several flooding aspects should be considered within the proposed design, including:

- > Water falling directly on the parcel (including onto the building itself and the excavated area surrounding it) will need to be appropriately collected and discharged from the site



- Access doors (Fire Booster , Substation) to the services as highlighted in yellow below, these doors are required to be:
 - Self-closing and can be held fully open against the building wall for the time personnel are occupying the facility;
 - In the fully open position do not encroach more than 100mm into the Road Reserve;
 - Have a minimum clearance of 150mm from the footpath surface;
 - Open onto a footpath with a minimum width of 1500mm.
 - The doors must be kept locked when not in use with the keys made available to approved personnel only

Referrals Table

	<p>WEST ELEVATION SCALE 1:200</p>
<p>Traffic Engineer</p>	<p>Council's Traffic Engineer provided comment on 04 July 2023:</p> <p><u>Car Park Layout:</u></p> <p>Access ways:</p> <ul style="list-style-type: none"> • Access way dimensions from Leopold Street into basement level 1 and the Porte cochere are in accordance with Clause 52.06 of the planning Scheme. • Full pedestrian sight triangles have been provided; I am satisfied to support the sight triangles in this case <p>Car parking spaces:</p> <ul style="list-style-type: none"> • Proposed parking spaces comply with Clause 52.06 Table 2 of the Planning Scheme • Additional 300mm clearance has been provided adjacent to any walls/columns, this is considered satisfactory. • A swept path assessment has been provided showing that B99 and B85 design vehicles are able to utilize the entry/exit ramp, with suitable clearance, this is considered acceptable. • The proposed car park layout is considered satisfactory. <p>Headroom:</p> <ul style="list-style-type: none"> • Minimum headroom clearance complies with Clause 52.06 of the planning scheme, this is considered acceptable. <p>Gradient of Ramps:</p>

Referrals Table

	<ul style="list-style-type: none">Proposed ramp grades have been checked and have been provided in accordance with the planning scheme and are considered acceptable. <p>Bicycles</p> <ul style="list-style-type: none">Clause 52.34 of the planning scheme requires 109 bicycle parking spaces to be provided for the proposed land uses.Given it is proposed to provide 193 bicycle spaces on site, this exceeds the planning scheme and is considered acceptable.Bicycle spaces have must be installed in accordance with the Australian standards, ensuring each space has a clear 1.5m access aisle.At least 20% of all bicycle parking spaces are provided at ground level, to ensure plans are in accordance with the Australian Standards. <p>Loading and Waste Collection</p> <ul style="list-style-type: none">The traffic report has indicated that loading/waste collection is to occur onsite at ground floor accessed from Queens Lane.The traffic report has provided a detailed swept path assessment which indicates that a small and medium rigid vehicle is able to enter and exit the site with suitable clearance. This is considered acceptable.To ensure access to/from the site is not impacted by loading operations, ensure that all loading/waste collection operations occur outside of commuter peak periods.Waste Management plan to be referred to Council's Waste Management department for assessment. <p>Traffic Generation and Impact:</p> <ul style="list-style-type: none">Residential traffic generation, 2 movements per day will be in the order of 488 vehicle movements a day.The Traffic impact assessment for the site has used peak rates in the order of 0.2 movements per space. Furthermore, adopted a residential distribution comprising 20% arrivals and 80% departures in the weekday morning peak hour and 60% arrivals and 40% departures during the weekday afternoon peak hour.Applying the rate for both AM and PM peak yields peak hour movements as follows:<ol style="list-style-type: none">AM Peak Period: 61 vehicle movements<ol style="list-style-type: none">Inbound 12 vehicle movementsOutbound 49 vehicle movementsPM Peak Period: 61 vehicle movements<ol style="list-style-type: none">Inbound 37 vehicle movementsOutbound 24 vehicle movementsThe Traffic impact assessment for the site has used peak rates in the order of 0.2 movements per service room. Applying the rate for both AM and PM peak yields peak hour movements as follows:<p>AM Peak Period: 34 vehicle movements</p>
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Referrals Table

	<p>c) Inbound 10 vehicle movements d) Outbound 24 vehicle movements PM Peak Period: 34 vehicle movements c) Inbound 17 vehicle movements d) Outbound 17 vehicle movements</p> <ul style="list-style-type: none">• This traffic generation assumptions have been reviewed and is considered acceptable. Leopold Street will mainly be impacted during the AM peak, as the additional traffic will leave the redeveloped site using Leopold Street. The modelling shows a negligible change at the with the intersection performing at a degree of saturation (DoS) of 0.10 and the 95th percentile back of queue of 2.0 m.• Overall, the traffic generation from the proposed development during peak periods is expected to have a negligible impact on the operation of the network. <p>On Street Parking:</p> <ul style="list-style-type: none">• Future residents/visitors/staff of the development will not be eligible for resident/visitor parking permits and will need to abide by on-street parking restrictions.• It is proposed to adjust the existing crossover to access the development, this approach is supported and will result in net balance to the number of on-street parking spaces.• Proposed new crossover on Queens Lane will not impact parking given existing no stopping parking controls. <p>Parking Provisions:</p> <ul style="list-style-type: none">• Clause 52.06 of the planning scheme requires 290 off-street parking spaces to be provided for the proposed land uses.• The applicant has proposed a total of 235 car spaces on site, consisting of:<ul style="list-style-type: none">▪ 50 spaces for 126 one-bedroom dwellings/ 0.63 spaces/dwelling▪ 72 spaces for 72 two-bedroom dwellings – 1 space/dwelling▪ 70 spaces for 42 three-bedroom dwellings – 1.67 spaces/dwelling▪ 16 spaces for 4 four-bedroom dwellings – 4 spaces/dwelling▪ 27 spaces for 180 service apartments – 0.15 space/apartment• We suggest comparing previous approved parking provision rates as part of the Planning team's assessment / determination. Comparing the proposed parking allocation.• Note that the assessment for the appropriate rate for car parking provision lies with Statutory Planning. Reference should be made to CoPP's Sustainable Parking Policy. <p>Other:</p> <ul style="list-style-type: none">• Any redundant crossovers must be reinstated to Council satisfaction.• Any proposed crossovers must be installed to Council satisfaction.
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Referrals Table

	<ul style="list-style-type: none"><li data-bbox="639 199 1458 286">• The Applicant is responsible for all costs, including those incurred by Council for associated on-street parking signage and line-marking changes.
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