

SITE DESCRIPTION	<p>Site area: 3232 sqm Site frontages: Normanby Road 50 m Woodgate Street 50 m</p> <p>Site is occupied by a two and three storey commercial building and a large hardstand area on the Normanby Road frontage accommodating car parking. Vehicular access is provided from Normanby Road and Woodgate Street.</p>
SURROUNDING AREA	<p>North: On the opposite side of Normanby Road is a range of one - three storey warehouse and commercial buildings, such as car repairs, trade sales, and office uses.</p> <p>East: A two or three storey commercial building accommodating an office tenancy is located on the site adjoining the east boundary. The building is generally constructed to the site boundaries, with landscaping and hardstand in the front and rear setbacks.</p> <p>West: A two or three storey commercial building used for trade sales is located to the west of the site.</p> <p>South: Beyond Woodgate Street is the Woodgate Street Reserve and light rail tracks.</p>
RELEVANT PLANNING PERMITS / APPLICATIONS (SUBJECT SITE)	<p>Planning Permit Application PA1700315 was lodged on 18 December 2018 seeking approval for the <i>'Construction of a mixed use 40 level building comprising retail, offices and 326 dwellings and associated car and bicycle parking, use of land for accommodation (dwellings), variation of easement, and alter access to a Road Zone Category 1'</i>. A request for information pursuant to Section 54 of the <i>Planning and Environment Act 1987</i> was issued on 12 January 2018.</p> <p>The application seeks approval for:</p> <ul style="list-style-type: none"> • 40 storey building (approximately 131.45 metres) • 326 dwellings • 4,112 square metres of gross leasable commercial floor space • 6% affordable housing <p>The application was 'called in' by the Minister for Planning under the 'Ministerial powers of intervention' on 21 February, 2018.</p>
RELEVANT PLANNING PERMITS / APPLICATIONS (ADJOINING)	<p>There is a raft of current permit applications and approvals for podium and tower development along both sides of Normanby Road between Boundary Street and the Westgate Freeway.</p> <p>Applications and approvals in the immediate area include:</p> <p>Permit PA170223 (approved) relates to 245 – 251 Normanby Road, South Melbourne, which is located immediately to the west of the site. This permit allows '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'.</p> <p>Additionally, there are a number of current permit applications for podium and tower development comprising residential use and some commercial components. These include:</p> <ul style="list-style-type: none"> • 264 – 270 Normanby Road Permit application 201535822 (current application) • 256 – 258 Normanby Road Permit application 201535806 (current application) • 248-250 Normanby Road permit application 201535878 (current application) <p>The above permit applications were 'called in' by the Minister for Planning under the 'Ministerial powers of intervention' on 21 February, 2018.</p>

PHOTOGRAPHS – SUBJECT SITE AND SURROUNDS



Picture 1 – 235-243 Normanby Road looking east



Picture 2 – 235-243 Normanby Road looking west



Picture 3 – 231-233 Normanby Road, site immediately abutting to the east



Picture 4 – 245-247 Normanby Road, site immediately abutting to the west



Picture 5 – 240-258 Normanby Road, immediately opposite site to north-east



Picture 6 – 260-280 Normanby Road, immediately opposite site to north-west

PORT PHILLIP PLANNING SCHEME – EXISTING

FISHERMANS BEND STRATEGIC FRAMEWORK PLAN JULY 2014 (AMENDED SEPTEMBER 2016)

Montague Precinct

- Normanby Street – existing local street
- Rail investigation area
- Tram and bus network along Normanby Road (end of first decade)
- Montague Station at intersection of Normanby Road / Montague Street.
- Woodgate Street shown as recreational link
- New laneway proposed through site
- Discretionary overall height

ZONE AND OVERLAYS

(Source: land.vic.gov.au)

Capital City Zone 1 (CCZ1) ‘Fishermans Bend Urban Renewal Area’

Design and Development Overlay 30 (DDO30) ‘Fishermans Bend Urban Renewal Area’

Development Contributions Overlay 2 (DCPO2) ‘Fishermans Bend Urban Renewal Area Development Contributions Plan’

Special Building Overlay 2 (SBO) ‘Port Phillip City Council Local Drain’

Parking Overlay 1 (PO1) ‘Capital City Zone – Fishermans Bend’

ZONING MAP EXTRACT

(Source: land.vic.gov.au)



DDO30 REQUIREMENTS

DDO30 - Area 6

Requirement

Maximum Building Height

40 storeys

Street Wall

Not exceed 20 metres or 5 storeys

Minimum Tower Setback from Street

10 metres

Minimum Tower Setback from Side and Rear Boundaries

10 metres

Minimum Tower Separation

20 metres

PORT PHILLIP PLANNING SCHEME - PROPOSED GC81

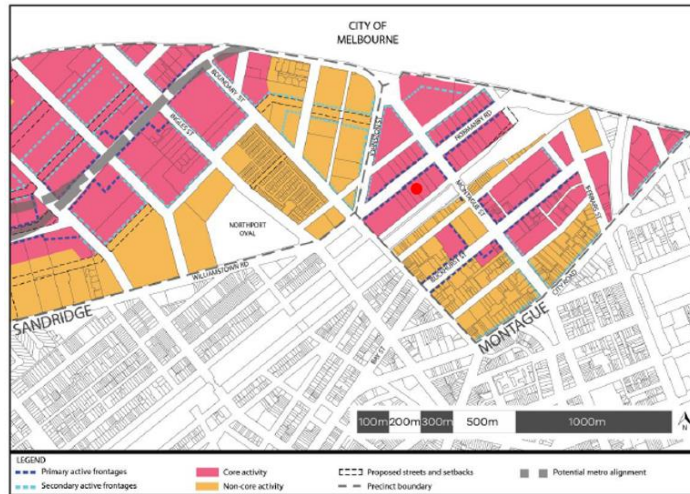
<p>DRAFT FRAMEWORK PLAN</p>	<p>Montague Precinct: <i>‘A diverse and well connected mixed use precinct celebrating its significant cultural and built heritage, and network of gritty streets and laneways’.</i></p> <ul style="list-style-type: none"> • Figure 8. Road Network – ‘No crossovers permitted’ (Normanby Road) • Objective 1.10 ‘Family Friendly Housing’: Montague target 25% three bed dwellings • Figure 11: FAR Controls shows: <ul style="list-style-type: none"> ○ CORE FAR: 6.1:1 ○ Minimum Commercial FAR: 1.6:1 ○ Proposed open/ urban space along Woodgate Street • Figure 12 ‘Building Height Controls’ 20 storeys • Figure 13 ‘Activity Cores’ Mixed use high intensity (core activity) with ‘primary active frontage’ retail. • Figure 15 ‘Community Facilities and Services’ ‘investigation area health and recreational hub’. • Figure 17 ‘New Public Open Space’ shown along Woodgate Street. • Figure 19 ‘Infrastructure Delivery in Montague’ shows an indicative laneway proposed along site’s north-eastern boundary
<p>CLAUSE 21.06 POLICY</p>	<p>Montague Precinct Vision: <i>‘Mixed use development with shops and businesses providing active street edges and a high quality public realm throughout. Fine grain built form and laneways and through block links provide permeability and connectivity through street blocks. Heritage buildings are retained and integrated into development. The Route 109 tram line defines two distinctive neighbourhoods, Montague North and Montague South.’</i></p> <p><i>‘Montague North has a high quality civic spine along Normanby Road with active frontages. Normanby Road is transformed into a landscaped, pedestrian friendly boulevard The new ‘Montague North Park’ open space located at the intersection of Montague Street and Munro Street is addressed by active frontage development. A Sports and Recreation Hub (or part of cluster) is delivered as part of mixed use development, located within the ‘investigation area’ north of Normanby Road.’</i></p> <p>Preferred Future Character Montague North (Area M1)</p> <ul style="list-style-type: none"> • <i>Hybrid developments of mid-rise developments, perimeter blocks and tower developments.</i> • <i>Slender towers located to minimise overshadowing impacts on the Normanby Road boulevard.</i> • <i>Provision of private and communal open space within development with good access to sunlight to provide high levels of amenity for residents and workers.</i> • <i>Activation of the Normanby Road through a diversity of fine-grain frontages, nominally 6-12 metres wide.</i> • <i>Activation of new north-south connections that connect to Normanby Road boulevard through a diversity of fine-grain frontages, nominally 4-8 metres wide.</i> • <i>Lower street wall heights along the north side of Normanby Road to maximise the amount of sunlight penetrating between tower elements to reach the southern side of the boulevard.</i>

<p>CLAUSE 22.15 POLICY</p>	<ul style="list-style-type: none"> • Minimum Floor area ratio not used for dwelling (core area): 1.6:1. • Maximum Dwelling Density/ ha (core area): 301 dwellings/ hectare. • 6% affordable housing provision. • 25% three bedroom dwellings for proposals of more than 300 dwellings. • 20% improvement on current National Construction Code energy efficiency standards. • Average 7star NatHERS rating for residential development. • At least 70% of total site area should comprise building or landscape elements to reduce heat impacts (green roofs, solar panels, shade structures). • New streets and lanes to provide pedestrian connection, not more than 50 metres apart in core areas or 100 metres apart generally. • Encourage new streets or lanes on sites of 3000 sq metres or more. • Considerations for 'floor area uplift'. 												
<p>CAPITAL CITY ZONE 1</p>	<p>Applies revised Capital City Zone (CCZ1) including the following:</p> <table border="1" data-bbox="438 907 1442 1288"> <thead> <tr> <th></th> <th>Requirement</th> </tr> </thead> <tbody> <tr> <td>Core or Non Core Area</td> <td>Core Activity</td> </tr> <tr> <td>Floor Area Ratio (FAR) for 'Core Area'</td> <td>Mandatory 6.1:1. Not to be exceeded, except for: <ul style="list-style-type: none"> • Additional floor area for 'non-dwelling' uses; • A floor area uplift for an agreed 'public benefit' </td> </tr> <tr> <td>Frontages</td> <td>Primary active frontages to Normanby Road</td> </tr> <tr> <td>New Roads</td> <td>No crossovers on Normanby Road</td> </tr> <tr> <td>New Public Open Space</td> <td>Shows public open space to the south of the site along the light rail alignment (but not on the site).</td> </tr> </tbody> </table> <p>Refer to map extracts showing core areas, roads and open space layout.</p>		Requirement	Core or Non Core Area	Core Activity	Floor Area Ratio (FAR) for 'Core Area'	Mandatory 6.1:1. Not to be exceeded, except for: <ul style="list-style-type: none"> • Additional floor area for 'non-dwelling' uses; • A floor area uplift for an agreed 'public benefit' 	Frontages	Primary active frontages to Normanby Road	New Roads	No crossovers on Normanby Road	New Public Open Space	Shows public open space to the south of the site along the light rail alignment (but not on the site).
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<p>DEVELOPMENT PLAN OVERLAY</p>	<p>Applies the Development Plan Overlay Schedule 2 'Fishermans Bend Development Plan Areas'.</p> <p>The development plan must be generally in accordance with the Fishermans Bend Vision and Fishermans Bend Framework. In addition to the general requirements of the schedule which require site master plans demonstrating how the proposed development responds to the relevant policies, floor area ratio requirements, building envelopes in accordance with the requirements of Schedule 30 to the Design and Development Overlay, and any public benefits proposed (in relation to adjoining existing or proposed developments) amongst other requirements.</p> <p>Development plans in Area A - Normanby Road must address the following matters:</p> <ul style="list-style-type: none"> • Provide for creation of a high amenity, landscaped boulevard. • Investigate the opportunity to safeguard space for a sports and recreation hub. • Resolve interface with, and opportunities presented by, the provision of a high line park over Woodgate Street. <p>Investigate opportunities to maintain the fine grain nature of the lot boundaries, while allowing lots to work together to produce better built form outcomes.</p>												

CORE AND NON CORE AREAS AND ACTIVE STREET FRONTAGES

Source: GC81 Port Phillip CCZ1 (Exhibited)

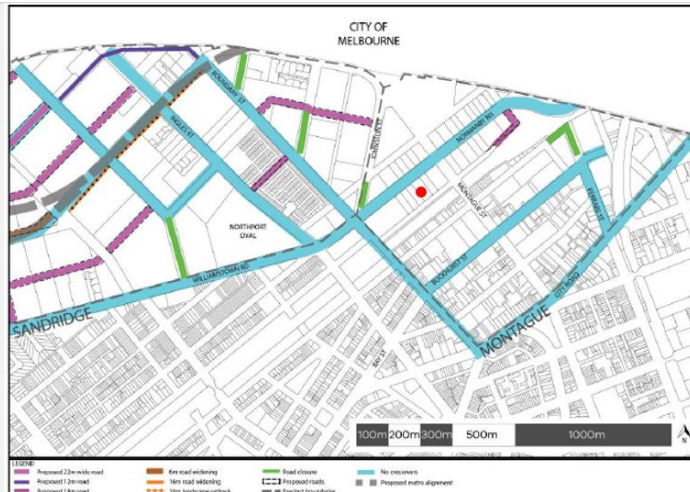
● = site



STREET AND LANEWAY LAYOUT

Source: GC81 Port Phillip CCZ1 (Exhibited)

● = site



OPEN SPACE LAYOUT

Source: GC81 Port Phillip CCZ1 (Exhibited)

● = site



DESIGN AND DEVELOPMENT OVERLAY 30 (DDO30)	Applies revised Design and Development Overlay (DDO30) including the following:	
		Requirement
	Maximum building height	67.8 metres – discretionary
	Street wall height (Cannot be varied with a permit)	On streets with a width greater than 12 metres (Normanby Road and Woodgate Street), street walls must not: <ul style="list-style-type: none"> • Exceed 23 metres • Exceed 30 metres if overall building is less than 38 metres and road width is greater than 22 metres
	Building wall heights on a side or rear boundary (Cannot be varied with a permit)	Walls built on or within 200mm of a side or rear boundary must not exceed 23 metres, or may be built to 30 metres on side or rear boundary where a 30 metre street wall height is proposed.
	Setbacks above the street wall (Cannot be varied with a permit)	If overall building height is less than 30 metres, building above the street wall: <ul style="list-style-type: none"> • Should be set back 5 metres (discretionary) • Must be set back 3 metres (mandatory) If overall building height is between 30 metres and 68 metres, building above the street wall: <ul style="list-style-type: none"> • Should be set back 10 metres (discretionary) • Must be set back 5 metres (mandatory) If overall building height is above 68 metres, building above the street wall must be set back 10 metres.
	Side and rear setbacks (Cannot be varied with a permit)	A building not constructed on the boundary with a height up to 23 metres must be set back: <ul style="list-style-type: none"> • 6 metres • 3 metres if the wall does not include window to habitable rooms and/or balcony If a building not constructed on a site boundary is between 23 metres and 30 metres, building above 23 metres must be set back: <ul style="list-style-type: none"> • 9 metres • 3 metres if the wall does not include window to habitable rooms and/or balcony If a building is between 30 metres and 68 metres, any part of building above 23 metres must be set back: <ul style="list-style-type: none"> • 10 metres • 5 metres if the wall does not include window to habitable rooms and/or balcony. If building is above 68 metres, any part of building above 23 metres must be set back 10 metres.
	Building separation within a site (Cannot be varied with a permit)	If a development comprises two or more sperate buildings or parts of buildings: <ul style="list-style-type: none"> • With an overall height of 23 metres or less, the buildings must be separated by:

		<ul style="list-style-type: none"> - 12 metres if both buildings have habitable room windows/balconies fronting onto the separation distance - 9 metres if one building has habitable room windows/balconies fronting onto the separation distance - 6 metres if neither building has habitable room windows/balconies fronting onto the separation distance • With an overall building height between 23 metres and 30 metres, buildings must be separated by: <ul style="list-style-type: none"> - 18 metres if both buildings have habitable room windows/balconies fronting onto the separation distance - 12 metres if one building has habitable room windows/balconies fronting onto the separation distance - 6 metres if neither building has habitable room windows/balconies fronting onto the separation distance • With an overall building height greater than 30 metres, any building up to 23 metres must be separated by the same setbacks applied to buildings with an overall height of 23 metres or less (noted above). • With an overall building height of 68 metres or less, any building above 23 metres must be separated by: <ul style="list-style-type: none"> - 20 metres if both buildings have habitable room windows/balconies fronting onto the separation distance - 15 metres if one building has habitable room windows/balconies fronting onto the separation distance - 10 metres if neither building has habitable room windows/balconies fronting onto the separation distance • With an overall building height of 68 metres or more, any building above 23 metres must be separated by 20 metres if both buildings have habitable room windows/balconies fronting onto the separation distance
	Overshadowing (Cannot be varied with a permit)	Must not overshadow new park between Gladstone Street and Buckhurst Street between 11:00am to 2:00pm on 22 September.
	Primary Active Street Frontages (Discretionary)	Along Normanby Road, buildings should provide: <ul style="list-style-type: none"> • At least 80% visual permeability along the ground level of the building to a height of 2 metres. Pedestrian entries at least every 15 metres
	Secondary Active Street Frontages	N/A

	(Discretionary)	
	Adaptable Buildings (Discretionary)	Car parking levels not within a basement should have a 3.8 metre floor to floor height. Buildings should be designed with: <ul style="list-style-type: none"> • Minimum 4 metre floor to floor height at ground level • Minimum 3.8 metre floor to floor height up to street wall • Flexible internal layouts to adopt one and two bedroom dwellings into three or more bedroom dwellings
PARKING OVERLAY	Applies revised Parking Overlay and specifies maximum parking rates for various uses: <ul style="list-style-type: none"> • 0.5 spaces to each dwelling • 1 space to each 150 square metres of industry gross floor area • 1 space to each 100 square metres of office, place of assembly, restricted retail and retail gross floor area • 2 spaces to each 100 square metres of supermarket gross floor area • For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B applies. For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B applies.	

COMMENTARY

The subject site presents a good opportunity for redevelopment considering its regular dimensions, interface with two streets, and limited direct abuttals. The adjoining site to the west holds an approved permit for a multi-level mixed-use development, and the Normanby Road precinct is subject to a host of approved permits and current applications.

The interim DDO controls adopt a maximum height of 40 storeys, a street wall of 20 metres/5 storeys, with 10 metre upper level setbacks.

The Draft Fishermans Bend Framework proposes a laneway (of unspecified width) along the on the site's east boundary, which may have ramifications for the floorplan layout of the building. This laneway is not shown on the proposed Capital City Zone Schedule 1, therefore the requirement to provide this laneway is unclear.

The proposed controls apply a 67.8 metre discretionary maximum building height, with a street wall height of 23 metres to Normanby Road and Woodgate Street, and on-boundary development to 23 metres along the site's east and west boundaries. Upper level setbacks are applied on a mandatory basis, depending on the overall height of the building and presence of habitable room windows/balconies.

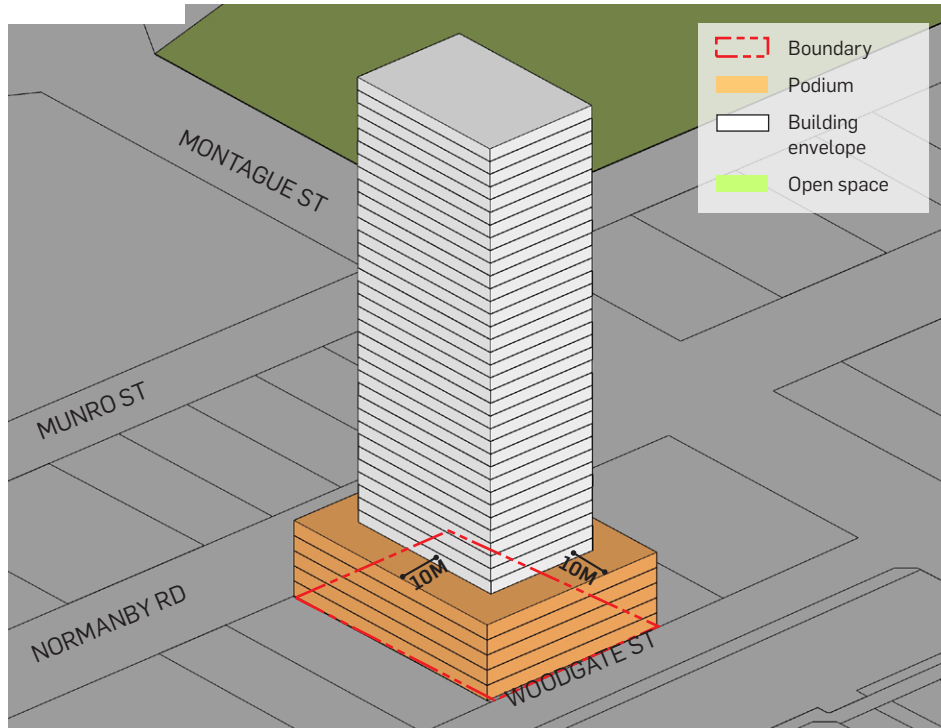
The mandatory Floor Area Ratio of 6.1:1 would provide for a substantially residential development of seven storeys (six storey podium and nominal seventh storey). This is based on the assumption the podium will be developed to the site boundaries. The development potential of the baseline FAR scenario for residential development is significantly below the 67.8 metre maximum building height proposed on the site.

It is noted that the area to the south of the subject site which comprises the light rail is also noted in the DDO (and CCZ) as part of a Proposed Public Open Space although the DDO does not nominate overshadowing parameters for this area.

Regular considerations would also apply in terms of dwelling amenity, provision of active street frontages and the interface with potential adjoining developments (although these are closely guided by proposed mandatory upper level setbacks).

Given the site is within a 'core area', the proposed Capital City Zone Schedule allows additional floor area in excess of the FAR if the additional floor area is not used for a dwelling. A Floor Area Uplift could also be achieved through the provision of identified public benefits.

The current permit application, proposes a 40 storey tower consisting of 326 dwellings, commercial floor space, car parking and affordable housing. This would essentially be prohibited under the new planning controls due to the mandatory Floor Area Ratio which imposes a restriction on dwellings to effectively 7 storeys (without provision of a Floor Area Uplift).



EXISTING CONTROLS

Site area: 3,234 sqm

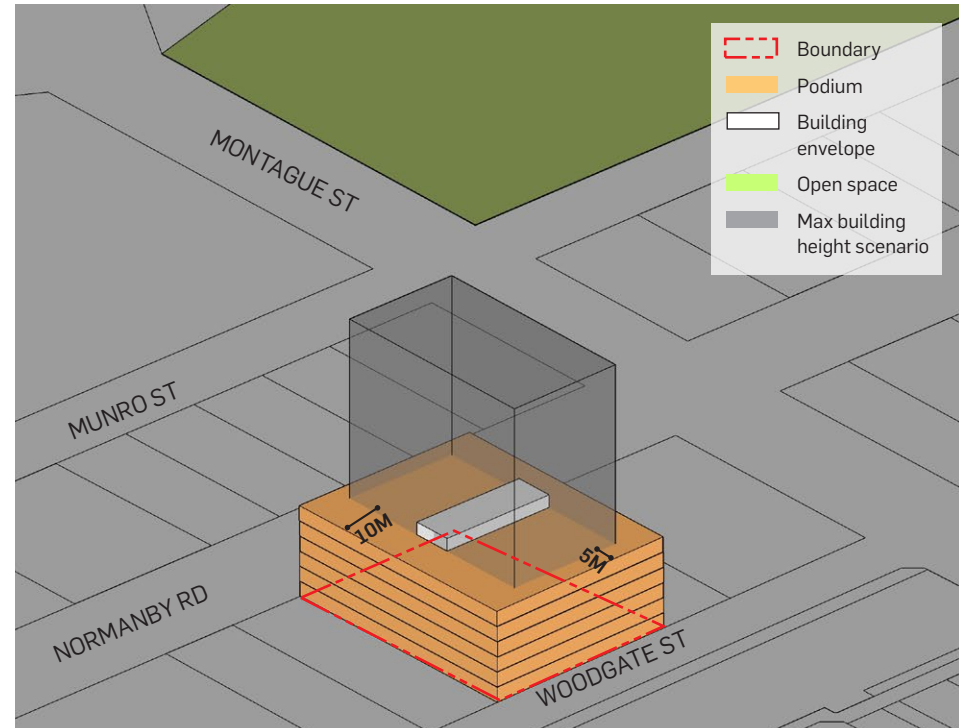
Max building height: 40 storeys

Max street wall height: 20 m or 5 storeys

Min tower setback from street: 10m

Min tower setback from side and rear boundaries: 10m

Total GFA: 62,009 sqm



PROPOSED CONTROLS

FAR: 6.1:1

Site area: 3,234 sqm

Maximum GFA: 19,725 sqm

	FAR Scenario	Max Building Height Scenario
Building height	26.2 m (approx.)	67.8 m
Street wall height	23 m	23 m
Street wall upper level setbacks	3 m	5 m
Side and rear upper level setbacks	9 m	10 m
GFA	19,701 sqm	

SITE 7: 228-232 & 234-238 NORMANBY ROAD, STH MELBOURNE

SITE CONTEXT

FISHERMANS BEND - PRECINCT

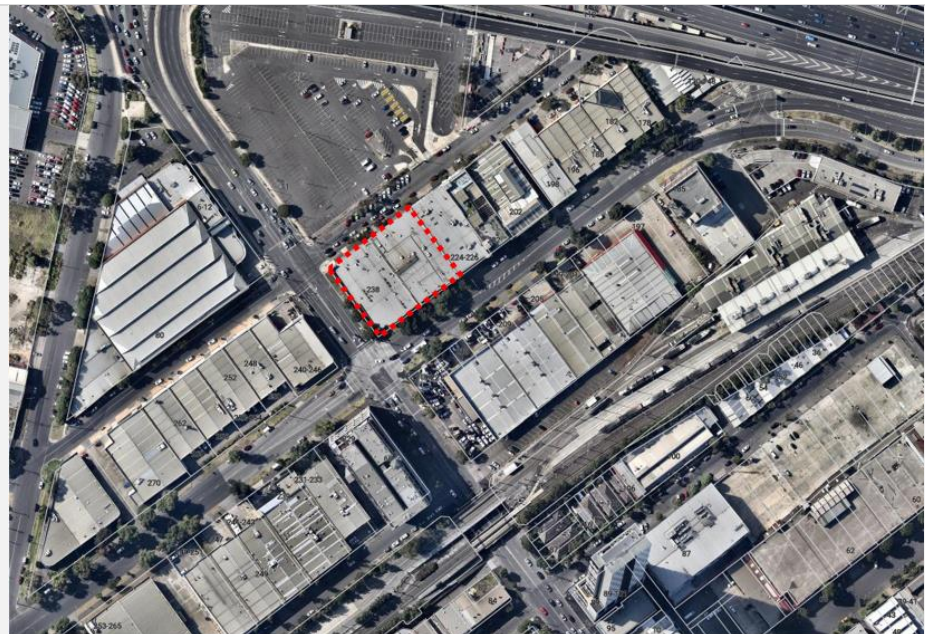
(Source: Fishermans Bend Draft Framework Plan)



● = site

AERIAL PHOTOGRAPH

(Source: Nearmap)



SITE DESCRIPTION	<p>Site area: 3063 sqm Site frontages: Normanby Road 61 m Munro Street 61 m Montague Street 50 m</p> <p>Site is occupied by a two storey commercial building used for car sales.</p>
SURROUNDING AREA	<p>North-east: A large two and three storey commercial building is located on the site adjoining the north-east boundary, which accommodates trade sales and childcare uses.</p> <p>North-west: On the opposite side of Munro Street is a large at-grade car park.</p> <p>South-east: On the opposite side of Montague Street is two storey warehouse building.</p> <p>South-west: On the opposite side of Normanby Road is two storey building accommodating car sale warehouse, with at-grade car parking within the Normanby Road and Montague Street setbacks.</p>
RELEVANT PLANNING PERMITS / APPLICATIONS (SUBJECT SITE)	<p>Planning permit MPA14/007 was issued by the Minister on 20 May 2015 which allows the <i>'demolition of the existing building and construction of a mixed use of the land for dwellings; and alteration of access to a Road Zone, Category 1'</i>.</p> <p>The permit allows:</p> <ul style="list-style-type: none"> • Two independent towers of 39 storeys (133m) and 49 storeys (165m) • 525 dwellings and approximately 608 sqm of retail floor space • 243 parking spaces and 332 bicycle spaces; and • Creation of a one-way vehicle access and pedestrian through-block link between Normanby Road and Munro Street <p>An application for extension of time was approved by DELWP, and the new commencement date is 20 May 2018, with completion required by 20 May 2021. Endorsed plans have been issued for the development.</p>
RELEVANT PLANNING PERMITS / APPLICATIONS (ADJOINING)	<p>There is a raft of live permit applications and approvals for podium and tower development along both sides of Normanby Road between Boundary Road and the Westgate Freeway.</p> <p>Applications in the immediate area include:</p> <ul style="list-style-type: none"> • A 'live planning permit application at 207 - 217 Normanby Road Southbank. This application seeks approval for <i>'Demolition of the existing building occupying the land, buildings and works associated with the construction of a multi level mixed use development and use of the land for the purpose of multiple dwellings and the alteration of access to a road'</i>. The application is currently on hold. The application was 'called in' by the Minister for Planning under the 'Ministerial powers of intervention' on 21 February, 2018. • An approved permit (201535404) at 202-214 Normanby Road Southbank, which allows <i>'Demolition of the existing buildings, and development of the land for the construction of a multi-storey building, and use of the land as dwellings, and alteration of access to a Road Zone Category 1'</i>. • A 'live' permit application (PA1700291) at 2-28 Montague Street and 80 Munro Street, which proposes to <i>'Demolish the existing building on site and develop three multi-storey mixed used towers under a master planning permit process'</i>. Further information has been requested by DELWP. The application was subsequently called in by Minister for Planning on 21 February 2018.

PHOTOGRAPHS – SUBJECT SITE AND SURROUNDS



Picture 1 – 234-238 Normanby Road (looking east)



Picture 2 – 228-232 Normanby Road (looking west)



Picture 3 – 240-246 Normanby Road, site immediately west over Montague Street



Picture 4 – 229 Normanby Road, site opposite to the south-west



Picture 5 – 202-214 Normanby Road, site immediately abutting to the east



Picture 6 – 219-221 Normanby Road, site immediately south over Normanby Road

PORT PHILLIP PLANNING SCHEME – EXISTING

FISHERMANS BEND STRATEGIC FRAMEWORK PLAN JULY 2014 (AMENDED SEPTEMBER 2016)

Montague Precinct

- Normanby Street – existing local street.
- Rail investigation area (Plan 2)
- Montague Station at intersection of Normanby Road/ Montague Street.
- Woodgate Street shown as recreational link (Plan 3)
- Discretionary overall height (Plan 7)

ZONE AND OVERLAYS

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- Development Contributions Overlay 2 (DCPO2) ‘Fishermans Bend Urban Renewal Area Development Contributions Plan’**
- Parking Overlay 1 (PO1) ‘Capital City Zone – Fishermans Bend’**

ZONING MAP EXTRACT

(Source: land.vic.gov.au)



DDO30 REQUIREMENTS

DDO30 - Area 6	Requirement
Maximum Building Height	40 storeys
Street Wall	Not exceed 20 metres or 5 storeys
Minimum Tower Setback from Street	10 metres
Minimum Tower Setback from Side and Rear Boundaries	10 metres
Minimum Tower Separation	20 metres

PORT PHILLIP PLANNING SCHEME - PROPOSED GC81

DRAFT FRAMEWORK PLAN

Montague Precinct *'A diverse and well connected mixed use precinct celebrating its significant cultural and built heritage, and network of gritty streets and laneways'.*

- Figure 8. Road Network – 'No crossovers permitted' (Normanby Road)
- Objective 1.10 'Family Friendly Housing': Montague target 25% three bed dwellings
- Figure 11: FAR Controls shows
 - CORE FAR: 6.1:1
 - Minimum Commercial FAR: 1.6:1
 - Proposed open space over Monroe Street to the north
 - Envisaged as a mixed use, high density precinct
- Figure 12 'Building Height Controls' 20 storeys
- Figure 13 'Activity Cores' Mixed use high intensity (core activity) with 'primary active frontage' retail along Normanby and secondary frontage along Montague and Monroe Streets.
- Figure 15 'Community Facilities and Services' 'investigation area sport and recreational hub'.
- Figure 19 'Infrastructure Delivery in Montague' 'indicative laneway' along east boundary.
- Area bound by Normanby Road and West Gate Freeway identified as an investigation area for a sport and recreational hub.
- Montague North Park proposed directly opposite site to the north.

CLAUSE 21.06 POLICY

Montague Precinct Vision: *'Mixed use development with shops and businesses providing active street edges and a high quality public realm throughout. Fine grain built form and laneways and through block links provide permeability and connectivity through street blocks. Heritage buildings are retained and integrated into development. The Route 109 tram line defines two distinctive neighbourhoods, Montague North and Montague South.'*

'Montague North has a high quality civic spine along Normanby Road with active frontages. Normanby Road is transformed into a landscaped, pedestrian friendly boulevard The new 'Montague North Park' open space located at the intersection of Montague Street and Munro Street is addressed by active frontage development. A Sports and Recreation Hub (or part of cluster) is delivered as part of mixed use development, located within the 'investigation area' north of Normanby Road.'

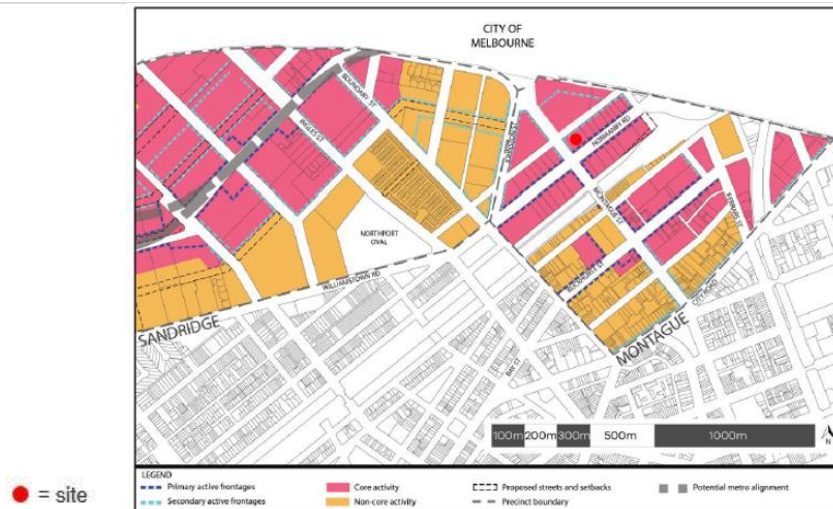
Preferred Future Character Montague North (Area M1)

- *Hybrid developments of mid-rise developments, perimeter blocks and tower developments.*
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- *Provision of private and communal open space within development with good access to sunlight to provide high levels of amenity for residents and workers.*
- *Activation of the Normanby Road through a diversity of fine-grain frontages, nominally 6-12 metres wide.*
- *Activation of new north-south connections that connect to Normanby Road boulevard through a diversity of fine-grain frontages, nominally 4-8 metres wide.*
- *Lower street wall heights along the north side of Normanby Road to maximise the amount of sunlight penetrating between tower elements to reach the southern side of the boulevard.*

<p>CLAUSE 22.15 POLICY</p>	<ul style="list-style-type: none"> • Minimum Floor area ratio not used for dwelling (core area): 1.6:1. • Maximum Dwelling Density/ ha (core area): 301 dwellings/ hectare. • 6% affordable housing provision. • 25% three bedroom dwellings for proposals of more than 300 dwellings. • 20% improvement on current National Construction Code energy efficiency standards. • Average 7star NatHERS rating for residential development. • At least 70% of total site area should comprise building or landscape elements to reduce heat impacts (green roofs, solar panels, shade structures). • New streets and lanes to provide pedestrian connection, not more than 50 metres apart in core areas or 100 metres apart generally. • Encourage new streets or lanes on sites of 3000 sq metres or more. • Considerations for 'floor area uplift'. 												
<p>CAPITAL CITY ZONE 1</p>	<p>Applies revised Capital City Zone (CCZ1) including the following:</p> <table border="1" data-bbox="438 907 1428 1321"> <thead> <tr> <th></th> <th>Requirement</th> </tr> </thead> <tbody> <tr> <td>Core or Non Core Area</td> <td>Core activity</td> </tr> <tr> <td>Floor Area Ratio (FAR) for 'Core Area'</td> <td>Mandatory 6.1:1. Not to be exceeded, except for: <ul style="list-style-type: none"> • Additional floor area for 'non-dwelling' uses; • A floor area uplift for an agreed 'public benefit' </td> </tr> <tr> <td>Frontages</td> <td>Primary active frontages to Normanby Road Secondary active frontage to Munro Street</td> </tr> <tr> <td>New Roads</td> <td>No crossover to Normanby Road</td> </tr> <tr> <td>New Public Open Space</td> <td>Open space to the north over Munro Street (not affecting subject site)</td> </tr> </tbody> </table> <p>Refer to map extracts showing core areas, roads and open space layout.</p>		Requirement	Core or Non Core Area	Core activity	Floor Area Ratio (FAR) for 'Core Area'	Mandatory 6.1:1. Not to be exceeded, except for: <ul style="list-style-type: none"> • Additional floor area for 'non-dwelling' uses; • A floor area uplift for an agreed 'public benefit' 	Frontages	Primary active frontages to Normanby Road Secondary active frontage to Munro Street	New Roads	No crossover to Normanby Road	New Public Open Space	Open space to the north over Munro Street (not affecting subject site)
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<p>DEVELOPMENT PLAN OVERLAY 2</p>	<p>Applies Development Plan Overlay Schedule 2 'Fishermans Bend Development Plan Areas'.</p> <p>The development plan must be 'generally in accordance with' the Fishermans Bend Vision and Fishermans Bend Framework. Requires site master plans demonstrating how the proposed development responds to the policies, floor area ratio requirements and building envelopes of DDO30, as well as any public benefits proposed (in relation to adjoining existing or proposed developments) amongst other requirements.</p> <p>Development plans in Area A - Normanby Road must address the following matters:</p> <ul style="list-style-type: none"> • Provide for creation of a high amenity, landscaped boulevard. • Investigate the opportunity to safeguard space for a sports and recreation hub. • Resolve interface with, and opportunities presented by, the provision of a high line park over Woodgate Street. • Investigate opportunities to maintain the fine grain nature of the lot boundaries, while allowing lots to work together to produce better built form outcomes. 												

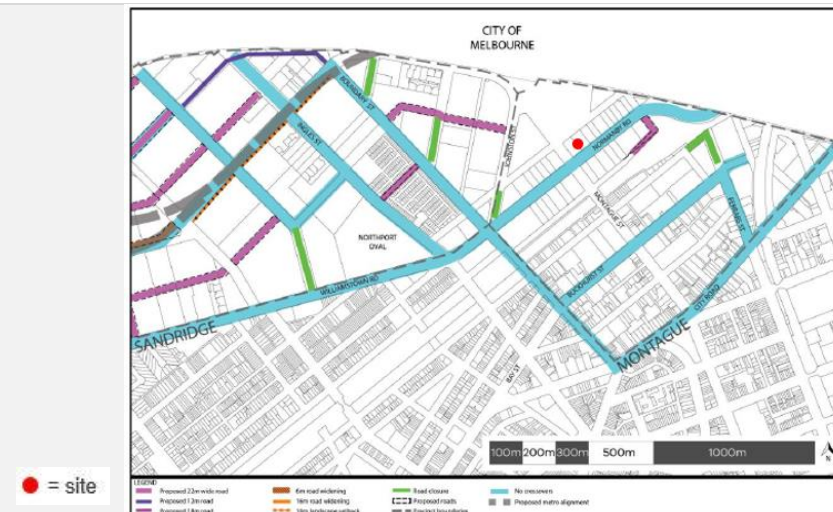
CORE AND NON CORE AREAS AND ACTIVE STREET FRONTAGES

Source: GC81 Port Phillip CCZ1 (Exhibited)



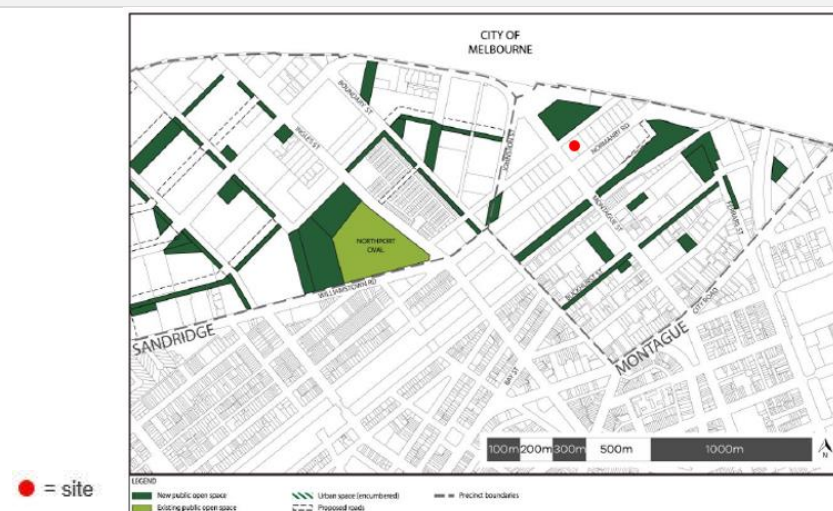
STREET AND LANEWAY LAYOUT

Source: GC81 Port Phillip CCZ1 (Exhibited)



OPEN SPACE LAYOUT

Source: GC81 Port Phillip CCZ1 (Exhibited)



DESIGN AND DEVELOPMENT OVERLAY 30 (DDO30)	Applies revised Design and Development Overlay (DDO30) including the following:	
		Requirement
	Maximum building height	67.8 metres – discretionary
	Street wall height (Cannot be varied with a permit)	On streets with a width greater than 12 metres (Normanby Road and Munro Street), street walls must not: <ul style="list-style-type: none"> • Exceed 23 metres • Exceed 30 metres if overall building is less than 30 metres and road width is greater than 22 metres
	Building wall heights on a side or rear boundary (Cannot be varied with a permit)	Walls built on or within 200mm of a side or rear boundary must not exceed 23 metres, or may be built to 30 metres on side or rear boundary where a 30 metre street wall height is proposed.
	Setbacks above the street wall (Cannot be varied with a permit)	If overall building height is less than 30 metres, building above the street wall: <ul style="list-style-type: none"> • Should be set back 5 metres (discretionary) • Must be set back 3 metres (mandatory) If overall building height is between 30 metres and 68 metres, building above the street wall: <ul style="list-style-type: none"> • Should be set back 10 metres (discretionary) • Must be set back 5 metres (mandatory) If overall building height is above 68 metres, building above the street wall must be set back 10 metres.
	Site and rear setbacks (Cannot be varied with a permit)	A building not constructed on the boundary with a height up to 23 metres must be set back: <ul style="list-style-type: none"> • 6 metres • 3 metres if the wall does not include window to habitable rooms and/or balcony If a building not constructed on a site boundary is between 23 metres and 30 metres, building above 23 metres must be set back: <ul style="list-style-type: none"> • 9 metres • 3 metres if the wall does not include window to habitable rooms and/or balcony If a building is between 30 metres and 68 metres, any part of building above 23 metres must be set back: <ul style="list-style-type: none"> • 10 metres • 5 metres if the wall does not include window to habitable rooms and/or balcony. • If building is above 68 metres, any part of building above 23 metres must be set back 10 metres.
Building separation within a site (Cannot be varied with a permit)	If a development comprises two or more sperate buildings or parts of buildings: <ul style="list-style-type: none"> • With an overall height of 23 metres or less, the buildings must be separated by: 	

	<ul style="list-style-type: none"> - 12 metres if both buildings have habitable room windows/balconies fronting onto the separation distance - 9 metres if one building has habitable room windows/balconies fronting onto the separation distance - 6 metres if neither building has habitable room windows/balconies fronting onto the separation distance <ul style="list-style-type: none"> • With an overall building height between 23 metres and 30 metres, buildings must be separated by: <ul style="list-style-type: none"> - 18 metres if both buildings have habitable room windows/balconies fronting onto the separation distance - 12 metres if one building has habitable room windows/balconies fronting onto the separation distance - 6 metres if neither building has habitable room windows/balconies fronting onto the separation distance • With an overall building height greater than 30 metres, any building up to 23 metres must be separated by the same setbacks applied to buildings with an overall height of 23 metres or less (noted above). • With an overall building height of 68 metres or less, any building above 23 metres must be separated by: <ul style="list-style-type: none"> - 20 metres if both buildings have habitable room windows/balconies fronting onto the separation distance - 15 metres if one building has habitable room windows/balconies fronting onto the separation distance - 10 metres if neither building has habitable room windows/balconies fronting onto the separation distance • With an overall building height of 68 metres or more, any building above 23 metres must be separated by 20 metres if both buildings have habitable room windows/balconies fronting onto the separation distance
<p>Overshadowing (Cannot be varied with a permit)</p>	<p>Must not overshadow Montague Park (Ferras Street, Montague) shown as D in Map 3. No additional shadows above street wall height 11.00am to 2.00pm 22 June to 22 September.</p>
<p>Primary Active Street Frontages (Discretionary)</p>	<p>Along Normanby Road, buildings should provide:</p> <ul style="list-style-type: none"> • At least 80% visual permeability along the ground level of the building to a height of 2 metres. • Pedestrian entries at least every 15 metres
<p>Secondary Active Street Frontages (Discretionary)</p>	<p>Along Munro Street, buildings should provide at least 60% visual permeability along the ground level of the building to a height of 2 metres.</p>

	<p>Adaptable Buildings (Discretionary)</p>	<p>Car parking levels not within a basement should have a 3.8 metre floor to floor height.</p> <p>Buildings should be designed with:</p> <ul style="list-style-type: none"> • Minimum 4 metre floor to floor height at ground level • Minimum 3.8 metre floor to floor height up to street wall • Flexible internal layouts to adopt one and two bedroom dwellings into three or more bedroom dwellings
<p>PARKING OVERLAY</p>	<p>Applies revised Parking Overlay and specifies maximum parking rates for various uses:</p> <ul style="list-style-type: none"> • 0.5 spaces to each dwelling • 1 space to each 150 square metres of industry gross floor area • 1 space to each 100 square metres of office, place of assembly, restricted retail and retail gross floor area • 2 spaces to each 100 square metres of supermarket gross floor area • For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B applies. <p>For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B applies.</p>	

COMMENTARY

The subject site's locational attributes, namely its interface with three streets, large size, and regular site dimension, present a good opportunity for further development. It is also located within relatively close proximity to the Central City and has good access to the light rail which runs parallel to the south of Normanby Road.

The interim DDO controls adopt a maximum height of 40 storeys, a street wall of 20 metres/5 storeys, with 10 metre upper level setbacks. An existing planning permit has been granted which allows a mixed-use development of 39 and 49 storeys.

The Draft Fishermans Bend Framework proposes a laneway (of unspecified width) along the on the site's east boundary, which may affect the floorplan layout of the building. This laneway is not shown on the proposed Capital City Zone Schedule 1 (or DDO) and the requirement to provide it is unclear. As such it has not been shown in the site modelling.

The site has one direct interface with an adjoining property and is located to the south of the proposed Montague North Park. It is assumed that the site to the east is also a potential redevelopment site, although it is not subject to a current planning permit application.

The proposed controls apply a 67.8 metre discretionary maximum building height, with a street wall height of 23 metres to Normanby Road, Montague Street and Munro Street (on the basis of the street widths). Upper level setbacks are applied on a mandatory basis, depending on the overall height of the building and presence of habitable room windows/balconies.

The proposed mandatory 6.1:1 Floor Area Ratio in the CCZ would limit a residential redevelopment to effectively seven storeys, comprising a six storey (23 metre) street wall and nominal seventh storey.

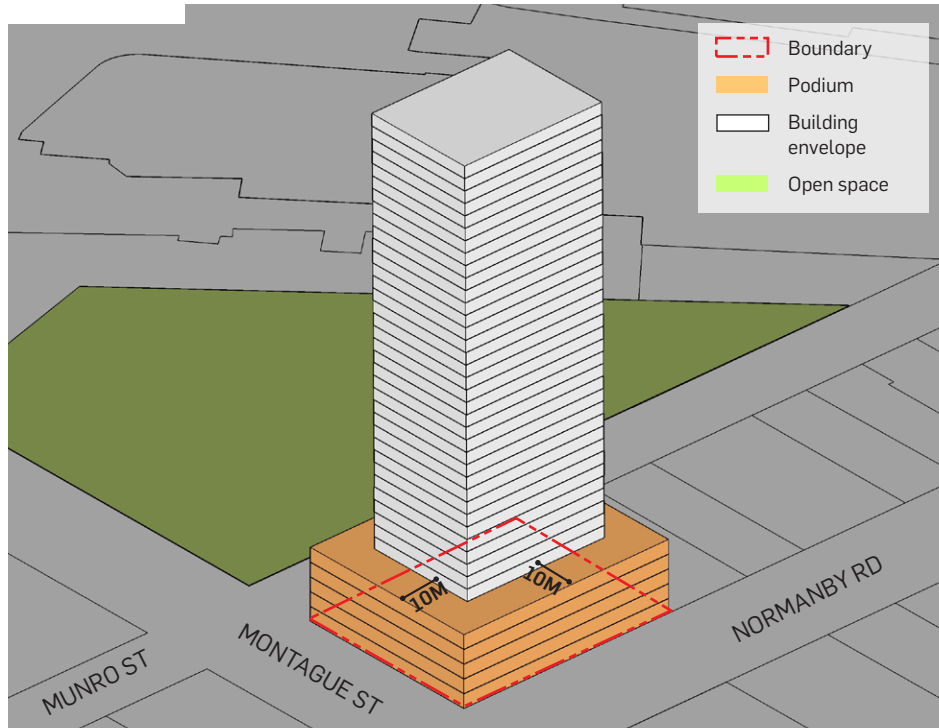
The site is identified within a Core Activity Area in the proposed Capital City Zone Schedule 1, allowing additional floor area in excess of the FAR if the additional floor area is not used for a dwelling.

Additionally, Floor Area Uplift, allowing additional dwelling floor area could be achieved if the site delivers additional public open space, affordable housing, or sports and recreation facilities, noting the site is within a 'Sport and Recreation Hub' investigation area. However, the residential development potential of the baseline FAR scenario is significantly below the proposed 67.8 metre maximum building height (approximately 20 storeys).

Regular considerations would also apply in terms of dwelling amenity, provision of active street frontages and the interface with potential adjoining developments (although these are closely guided by proposed mandatory upper level setbacks).

The proposed Development Plan Overlay requires the adoption of a Development Plan consistent with the provisions of the Fishermans Bend Vision, Fishermans Bend Framework, and the Design and Development Overlay Schedule 30. The proposed Development Plan Overlay does not specify if an approved development plan is required before a permit can be granted.

The current permit, allows development of the site with two towers of 39 storeys (133m) and 49 storeys (165m) accommodating 525 dwellings and approximately 608 square metres of retail floor space. This would be essentially prohibited under the new controls given the mandatory floor area ratio which limits dwellings. Residential development of a similar scale has occurred opposite the site at No. 219 – 221 Normanby Road, and has been approved along both sides of Normanby Road in proximity to the site.



EXISTING CONTROLS

Site area: 3,064 sqm

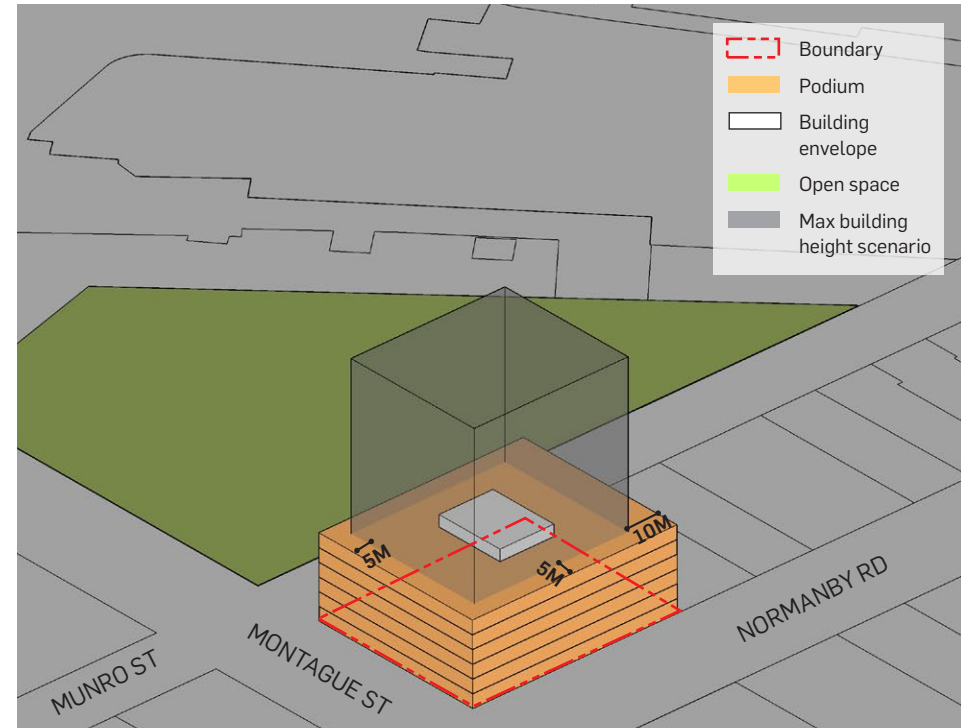
Max building height: 40 storeys

Max street wall height: 20 m or 5 storeys

Min tower setback from street: 10m

Min tower setback from side and rear boundaries: 10m

Total GFA: 58,654 sqm



PROPOSED CONTROLS

FAR: 6.1:1

Site area: 3,064 sqm

Maximum GFA: 18,690 sqm

	FAR Scenario	Max Building Height Scenario
Building height	26.2 m (approx.)	67.8 m
Street wall height	23 m	23 m
Street wall upper level setbacks	3 m	5 m
Side and rear upper level setbacks	9 m	10 m
GFA	18,681 sqm	

SITE 8. 320 PLUMMER STREET, PORT MELBOURNE

SITE CONTEXT

FISHERMANS BEND - PRECINCT

(Source: Fishermans Bend Draft Framework Plan)



● = site

AERIAL PHOTOGRAPH

(Source: Nearmap)



SITE DESCRIPTION	<p>Site area: 7,450 sqm Site frontages: Plummer Street 74 m Prohasky Street 101 m Tarver Street 74 m</p> <p>Site is occupied by a large single storey warehouse building and a large hardstand area to the south of the building.</p>
SURROUNDING AREA	<p>North: On the opposite side of Plummer Street is range of double storey warehouse and commercial buildings, including uses such as car sales and self storage.</p> <p>East: A large double storey warehouse building is located on the site adjoining the northern portion of the eastern boundary. To the east of the southern portion of the eastern boundary is a large area of hard standing associated with a warehouse building located at the corner of Smith Street and Tarver Street.</p> <p>South: On the opposite side of Tarver Street are large double storey commercial/warehouse buildings.</p> <p>West: On the opposite of Prohasky Street are double storey warehouse buildings and a shipping container yard.</p>
RELEVANT PLANNING PERMITS / APPLICATIONS (SUBJECT SITE)	<p>Planning Permit (MPA14/0005) was issued at the direction of VCAT on 12 August 2015. Permit was amended through VCAT on 4 October 2016.</p> <p>Permit allowed:</p> <ul style="list-style-type: none"> • 3 residential towers (1 x 15 storeys and 2 x 12 storeys) • 497 dwellings • 961 sqm of retail floor space • 494 car spaces. <p>Endorsed plans have been issued and demolition is due to commence shortly.</p> <p>Application to further amend Planning Permit was lodged on 25 February 2016 and has been 'called in' by the Minister for Planning on 21 February, 2018.</p>
RELEVANT PLANNING PERMITS / APPLICATIONS (ADJOINING)	<p>N/A</p>

PHOTOGRAPHS – SUBJECT SITE AND SURROUNDS



Picture 1 – 320 Plummer Street (looking east)



Picture 2 – 320 Plummer Street (looking west)



Picture 3 – 319 Plummer Street, northern interface



Picture 4 – 327 Plummer Street, northern interface



Picture 5 – 332 Plummer Street, site immediately east of subject site



Picture 6 – Prohansky Street looking north from subject site

PORT PHILLIP PLANNING SCHEME – EXISTING

FISHERMANS BEND STRATEGIC FRAMEWORK PLAN JULY 2014 (AMENDED SEPTEMBER 2016)

Wirraway Precinct

- Possible Tram Route along Plummer Street and Prohasky Street to the south
- Potential school location west of Prohasky Street
- 6 metre landscape setback along Plummer Street

ZONE AND OVERLAYS

(Source: land.vic.gov.au)

Capital City Zone 1 (CCZ1) ‘Fishermans Bend Urban Renewal Area’

Design and Development Overlay 30 (DDO30) ‘Fishermans Bend Urban Renewal Area’

Development Contributions Overlay 2 (DCPO2) ‘Fishermans Bend Urban Renewal Area Development Contributions Plan’

Parking Overlay 1 (PO1) ‘Capital City Zone – Fishermans Bend’

ZONING MAP EXTRACT

(Source: land.vic.gov.au)



DDO30 REQUIREMENTS

DDO30 - <u>Area 3</u>	Requirement
Maximum Building Height	12 storeys
Street Wall	Not exceed 20 metres or 5 storeys
Minimum Tower Setback from Street	10 metres
Minimum Tower Setback from Side and Rear Boundaries	10 metres
Minimum Tower Separation	20 metres

PORT PHILLIP PLANNING SCHEME - PROPOSED GC81

<p>DRAFT FRAMEWORK PLAN</p>	<p>Wirraway Precinct: <i>‘A family friendly inner city neighbourhood close to the Bay and Westgate Park’</i></p> <ul style="list-style-type: none"> • Future tram route proposed along Plummer Street • Objective 1.10 ‘Family Friendly Housing’ Wirraway target 30% three bedrooms • Figure 11: FAR controls shows: <ul style="list-style-type: none"> - Core FAR (north) 4.1:1 - Minimum Commercial FAR (north) 1.9:1 - Non Core (south) 2.1:1 • Education and Community Hub (Primary) Investigation Area • Arts and Cultural Hub Investigation Area. • Figure 17 ‘New Public Open Space’: Proposed large open space area known as ‘Prohasky Open Space’ and ‘Melbourne Grammar Sports Fields’ directly west of the site. • Figure 22 ‘Infrastructure Delivery in Wirraway’ shows a ‘future open space’ along the south side of Tarver Street.
<p>CLAUSE 21.06 POLICY</p>	<p>Wirraway Precinct Vision: <i>The heart of Wirraway is the intersection of Plummer Street and Salmon Street which is the focus of activity with an active and engaging pedestrian experience along Plummer Street Boulevard. Key public transport spine and interchange node created along Plummer Street with the extension of the Southern Tram Route, bus routes and potential for the underground metro rail station located at the junction with Salmon Street.</i></p> <p><i>Wirraway is a family-friendly inner city neighbourhood close to the Bay and Westgate Park. Known for being leafy and green, with tree lined streets, small parks, plazas and playgrounds,.... The neighbourhood centre supports local jobs, cafes, restaurants, local shops and businesses and a high degree of housing choice, including medium scaled apartment buildings with a focus on family friendly housing. It also accommodates Fishermans Bends’ largest Arts and Cultural Hub and is known for its thriving arts scene and as a place for innovation and creativity. Small galleries, art and design centres and cultural facilities attract visitors from across Melbourne and beyond.</i></p> <p>Preferred Future Character Sub-precinct W2</p> <ul style="list-style-type: none"> • Slender towers located to minimise overshadowing impacts on Plummer Street. • Provision of private and communal open space within developments with good access to sunlight to provide high levels of amenity for residents and workers. • Activation of Plummer Street through a diversity of fine-grain street frontages nominally 4-10 metres wide. • Activation of new north-south connections that connect to Plummer Street through a diversity of fine-grain frontages, nominally 4-8 metres wide. • Lower street wall heights along the north side of Plummer Street to maximise the amount of sunlight penetrating between tower elements to reach the southern side of the street.
<p>CLAUSE 22.15 POLICY</p>	<ul style="list-style-type: none"> • Minimum Floor area ratio not used for dwelling (Core Area) : 1.9:1 (Core Areas) • Maximum Dwelling Density/ ha (Core Area): 139 dwellings/ hectare • Maximum Dwelling Density/ ha (Non Core area): 131 dwellings/ hectare • 6% affordable housing provision

	<ul style="list-style-type: none"> • 30% three bedroom dwellings for proposals of more than 300 dwellings • 20% improvement on current National Construction Code energy efficiency standards • Average 7 star NatHERS rating for residential development • At least 70% of total site area in plan view to comprising building or landscape elements to reduce heat impacts (green roofs, solar panels, shade structures) • New streets and lanes to provide pedestrian connection, not more than 100 metres apart generally • Encourage new streets or lanes on sites of 3000 square metres or more • Considerations for 'floor area uplift' 														
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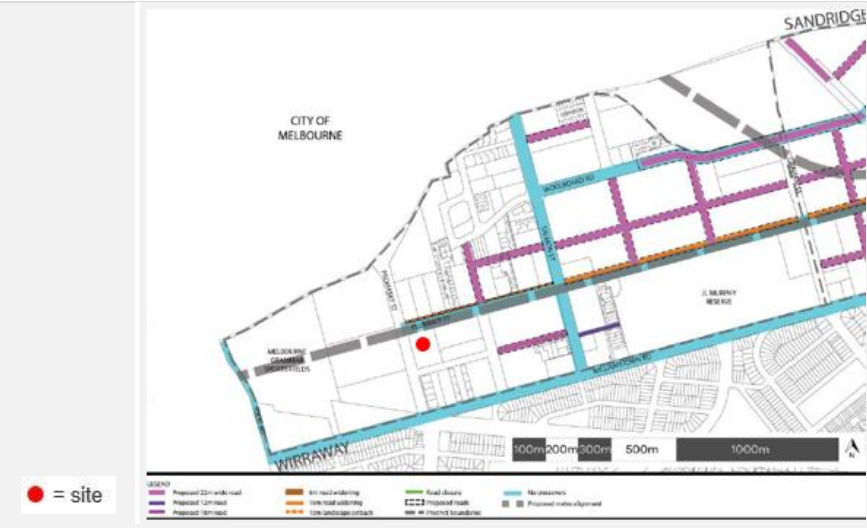
CORE AND NON CORE AREAS AND ACTIVE STREET FRONTAGES

Source: GC81
Port Phillip
CCZ1
(Exhibited)



STREET AND LANEWAY LAYOUT


Source: GC81
Port Phillip
CCZ1
(Exhibited)



OPEN SPACE LAYOUT

Source: GC81
Port Phillip
CCZ1
(Exhibited)



DESIGN AND DEVELOPMENT OVERLAY 30 (DDO30)	Applies revised Design and Development Overlay (DDO30) including the following:
	Requirement
Maximum building height (Discretionary)	35.8 metres - northern portion of site 23 metres - southern portion of site  LEGEND 15.4m (mandatory) 23m 35.8m 61.4m 80.6m Unlimited 15.4m (discretionary) 29.4m 42.2m 67.8m 99.8m Proposed public open space New roads and setbacks Precinct boundaries
Street wall height (Cannot be varied with a permit)	On streets with a width of 12 metres or less (Traver Road), street walls must not exceed 15.4 metres. On streets with a width greater than 12 metres (Plummer and Protasky Streets), street walls must not: <ul style="list-style-type: none"> • Exceed 23 metres • Exceed 30 metres if overall building is less than 38 metres and road width is greater than 22 metres In an instance where two different street wall heights intersect at a corner, the higher street wall height prevails.
Walls on boundaries (Cannot be varied with a permit)	Walls built on or within 200mm of a side or rear boundary must not exceed 23 metres, or may be built to 30 metres on side or rear boundary where a 30 metre street wall height is proposed.
Street setback above the street wall (Cannot be varied with a permit)	If overall building height is less than 30 metres, building above the street wall: <ul style="list-style-type: none"> • Should be set back 5 metres (discretionary) • Must be set back 3 metres (mandatory) If overall building height is between 30 metres and 68 metres, building above the street wall: <ul style="list-style-type: none"> • Should be set back 10 metres (discretionary) • Must be set back 5 metres (mandatory)

	<p>Side and rear boundaries (Cannot be varied with a permit)</p>	<p>If overall building height is above 68 metres, building above the street wall must be set back 10 metres.</p> <p>A building not constructed on the boundary with a height up to 23 metres must be set back:</p> <ul style="list-style-type: none"> • 6 metres • 3 metres if the wall does not include window to habitable rooms and/or balcony <p>If a building not constructed on a site boundary is between 23 metres and 30 metres, building above 23 metres must be set back:</p> <ul style="list-style-type: none"> • 9 metres • 3 metres if the wall does not include window to habitable rooms and/or balcony <p>If a building is between 30 metres and 68 metres, any part of building above 23 metres must be set back:</p> <ul style="list-style-type: none"> • 10 metres • 5 metres if the wall does not include window to habitable rooms and/or balcony. <p>If building is above 68 metres, any part of building above 23 metres must be set back 10 metres.</p>
	<p>Building separation within a site (Cannot be varied with a permit)</p>	<p>If a development comprises two or more separate buildings or parts of buildings:</p> <ul style="list-style-type: none"> • With an overall height up to 23 metres, the buildings must be separated by: <ul style="list-style-type: none"> – 12 metres if both buildings have habitable room windows/balconies fronting onto the separation distance – 9 metres if one building has habitable room windows/balconies fronting onto the separation distance – 6 metres if neither building has habitable room windows/balconies fronting onto the separation distance • With an overall building height between 23 and 30 metres, buildings must be separated by: <ul style="list-style-type: none"> – 18 metres if both buildings have habitable room windows/balconies fronting onto the separation distance – 12 metres if one building has habitable room windows/balconies fronting onto the separation distance – 6 metres if neither building has habitable room windows/balconies fronting onto the separation distance • With an overall building height greater than 30 metres, any building up to 23 metres must be separated by the same setbacks applied to buildings with an overall height of 23 metres or less (noted above). • With an overall building height of 68 metres or less, any building above 23 metres must be separated by: <ul style="list-style-type: none"> – 20 metres if both buildings have habitable room windows/balconies fronting onto the separation distance – 15 metres if one building has habitable room windows/balconies fronting onto the separation distance

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Overshadowing (Cannot be varied with a permit)	<p>Must not overshadow Wirraway East District Park (to the west of Protasky St) between 11:00am to 2:00pm 21 June to 22 September.</p> <p>Note: Overshadowing map shows Neighbourhood Park along the site's Plummer Street frontage (and continuing to the east along Plummer Street).</p>
Site Coverage of non-core areas (southern portion) (Discretionary)	Should not exceed 70%.
Primary Active Street Frontages (Discretionary)	<p>Along Plummer Street, buildings should provide:</p> <ul style="list-style-type: none"> - At least 80% visual permeability along the ground level of the building to a height of 2 metres. - Pedestrian entries at least every 15 metres
Adaptable Buildings (Discretionary)	<p>Car parking levels not within a basement should have at least 3.8 metre floor to floor heights.</p> <p>Buildings should be designed with:</p> <ul style="list-style-type: none"> • Minimum 4 metre floor to floor heights at ground level • Minimum 3.8 metre floor to floor heights up to street wall • Flexible internal layouts
PARKING OVERLAY	<p>Applies revised Parking Overlay and specifies maximum parking rates for various uses:</p> <ul style="list-style-type: none"> • 0.5 spaces to each dwelling • 1 space to each 150 square metres of industry gross floor area • 1 space to each 100 square metres of office, place of assembly, restricted retail and retail gross floor area • 2 spaces to each 100 square metres of supermarket gross floor area <p>For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B applies.</p>

COMMENTARY

This site is a significant land holding (7,450sqm) which has three street frontages. The Draft Framework envisages that this site will be located within a proposed Activity Centre running along Plummer Street. This is projected to include a proposed tram line and train station, although the funding commitment and timeframe for public transport infrastructure is uncertain and potentially lengthy.

The intersection of Plummer and Salmon Streets to the east is indicated to be the 'hub' of the Wirraway Precinct where the highest density of development is envisaged. As such the northern portion of the site is nominated as part of a Core area running along both sides of Plummer Street (in the CCZ and DDO). In each control, the southern portion of the site is identified as being within the Non Core area and as such is subject to the 70% site coverage requirement of the DDO. This site coverage has been adopted in the proposed model

To the west of the site at the end of Plummer Street is a proposed District Open Space identified as 'Prohasky Open Space' and 'Melbourne Grammar Sports Fields'. The proposed DDO includes *Table 1 Public open space hierarchy and overshadowing requirements*. This nominates that a permit must not be granted for buildings which would cast additional shadow over the open space between 11.00am to 2.00pm between 21 June to 22 September.

The mandatory FAR effectively limits built form on the site to 4 storeys in the Core area and 2 storeys in the Non-Core areas. Additionally the discretionary height for the site is 35.8m (10 storeys) and 23 m (6 storeys).

These heights are also significantly below the adjacent site to the east (also on the south side of Plummer Street) which is proposed to have a preferred height limit of 80.6m.

Modelling has been prepared to identify a 'compliant' FAR scenario for substantially residential development in the Core and Non Core parts of the site. It is noted that Map 3 of the DDO 'Overshadowing' nominates a 'neighbourhood park' along the site's Plummer Street frontage. This is not otherwise shown in the Building Height Plan of the DDO or the Open Space Plan of the Capital City Zone and no provision has been made for it in the model.

Within this area of the Wirraway Precinct, a FAR of 4.1:1 applies to the northern portion of the site (for residential development) while the southern portion is subject to a FAR of 2.1:1. It has been assumed in the model that the podium will be developed to site boundaries, accommodating elements of commercial development and car parking in above ground configuration.

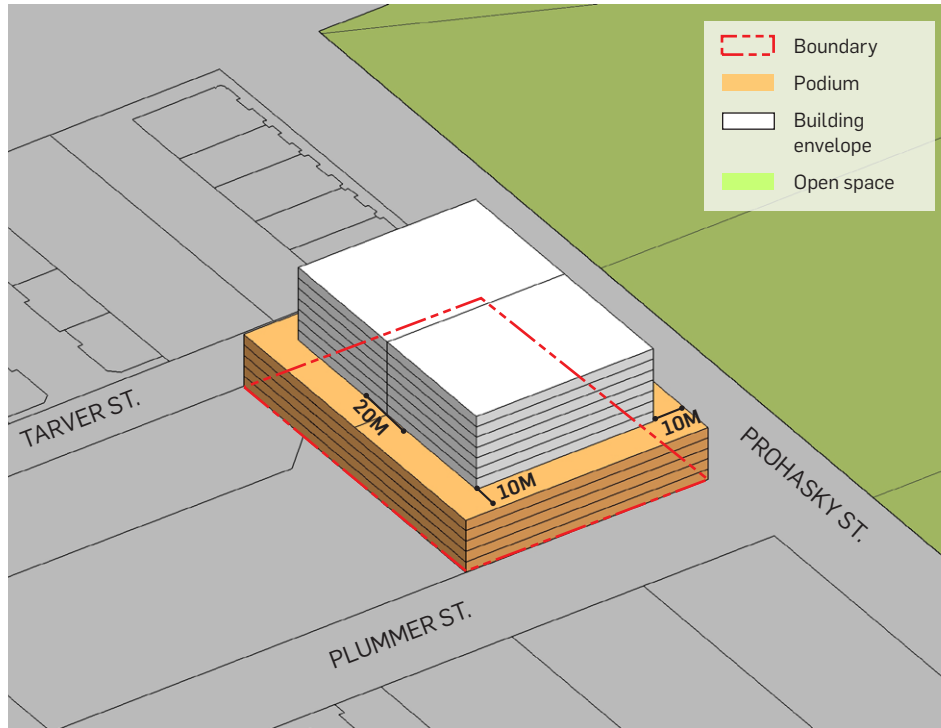
The model shows that using this approach and developing to a maximum street wall height of 23 metres the FAR restriction would result limit residential development to in the order of 2-4 storeys in height. The maximum gross floor area which is permissible under the collective FAR requirements for development of this type is approximately 24,500 sq m.

Within the core area, the FAR requirement can be exceeded by the provision of 'non dwelling' (essentially commercial) development, or for additional residential development by securing a Floor Area Uplift. Within the Non Core areas of the site, additional development can only be secured by Floor Area uplift.

Development of this scale contrasts against the discretionary height of the site of 35.8 metres along the Plummer Street frontage and 23 metres on the southern portion of the site. In the modelled scenario, the building height for residential development will be constrained by the mandatory FAR to an overall maximum height which is below the permissible street wall or podium heights.

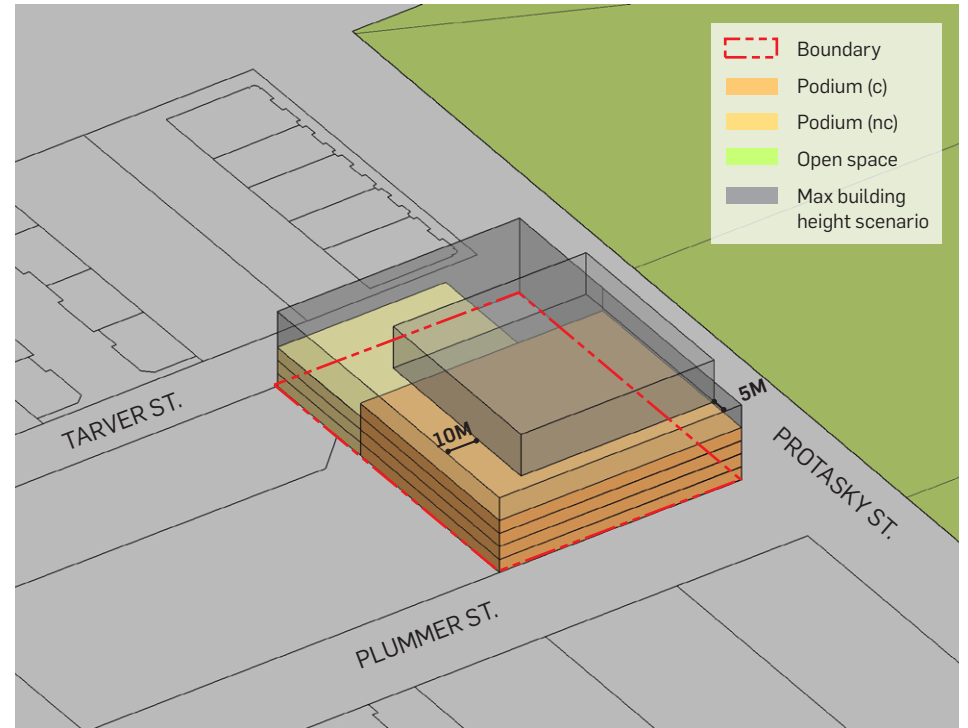
In providing additional commercial development, or securing floor area uplift the maximum building height scenario (as modelled) would have an overshadowing impact on the proposed open space to the west at 11.00am on 21 June. This would be prohibited by the proposed DDO controls.

Given the location of the site within a future Activity Centre, the applicable FARs seem modest. This is compounded by proposed policy measures such as dwelling density.



EXISTING CONTROLS

Site area: 7,450 sqm
 Max Building height: 12 storeys (m)
 MaxStreet wall height: 20 meters
 Min tower setback from street: 10m
 Min tower setback from side and rear boundaries: 10m
 Current controls from 2016 framework plan: n/a
 Total GFA: 67,882 sqm

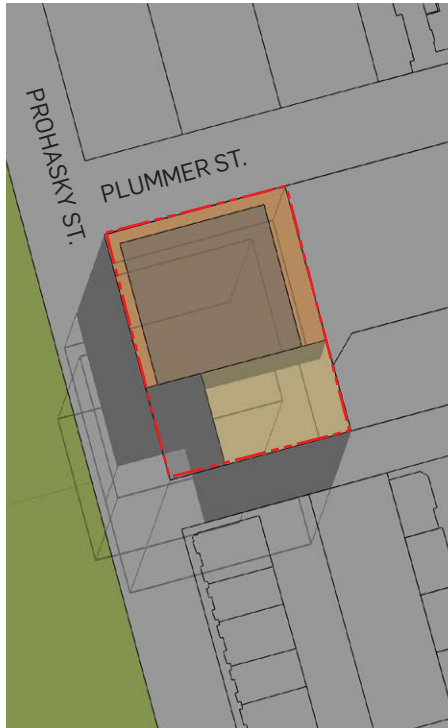


PROPOSED CONTROLS

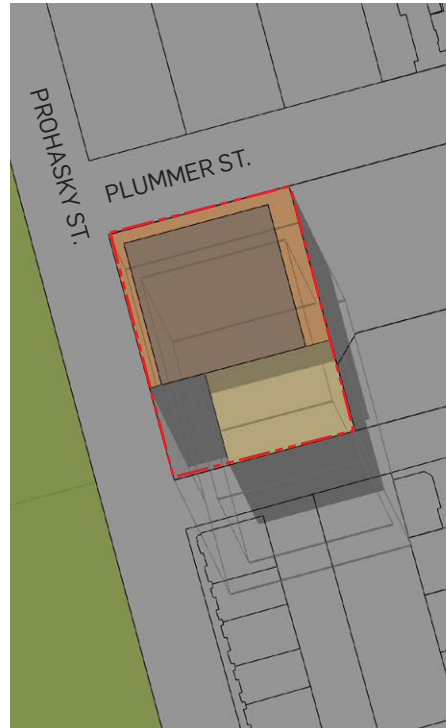
FAR: 4.1:1 (c); 2.1:1 (nc) Site Coverage: 100% (c); 70%(nc)
 Site area: 4,680 sqm (c); Maximum GFA: 19,188 sqm(c);
 2770 sqm (nc)* 18,690 sqm (nc)

	FAR Scenario	Max Building Height Scenario
Building height	15.4 m (c) 11.6 m (nc)	35.8 m (c) 23 m (nc)
Street wall height	15.4 m (c) 11.6 m (nc)	23 m (c) 23 m (nc)
Street wall upper level setbacks	0 m	5 m
Side and rear upper level setbacks	0 m	10 m
GFA	18,681 sqm	

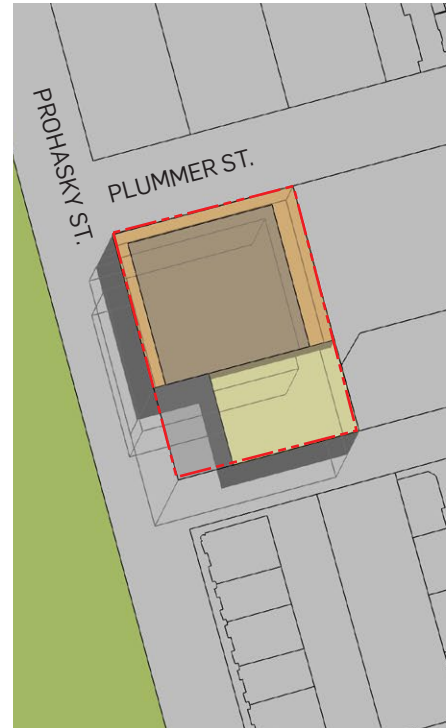
* c- core; nc-noncore



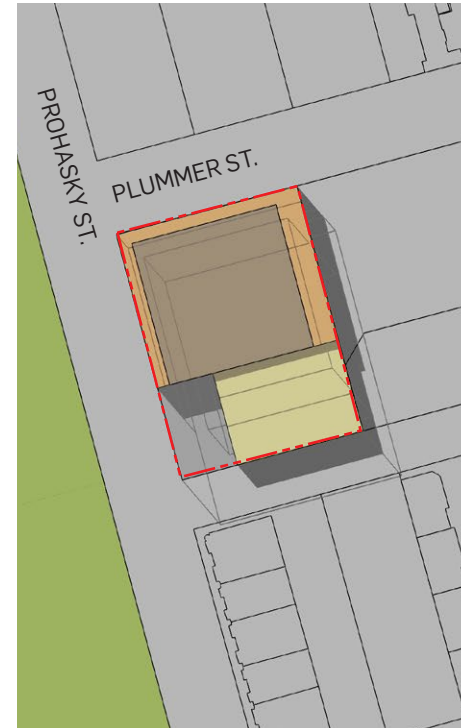
11AM, 21 JUNE



2PM, 21 JUNE



11AM, 22 SEPTEMBER



2PM, 22 SEPTEMBER

- Boundary
 - Podium (c)
 - Podium (nc)
 - Open space
 - Max building height scenario
- Solid shadows - cast by FAR model
 Outlined shadows - cast by max height model

SITE 9. 365-391 PLUMMER STREET, PORT MELBOURNE

SITE CONTEXT

FISHERMANS BEND - PRECINCT

(Source: Fishermans Bend Draft Framework Plan)



● = site

AERIAL PHOTOGRAPH

(Source: Nearmap)



SITE DESCRIPTION	<p>Site area: 1.95 hectares Site frontages: Plummer Street 161 m Salmon Street 120 m</p> <p>Site is occupied by three warehouse buildings, generally two storey in height. The buildings are surrounded by hard surfacing used for loading and parking.</p>
SURROUNDING AREA	<p>North: A range of two storeys commercial warehouse buildings on four lots.</p> <p>East: On the opposite side of Salmon Street is single and two storey warehouse buildings including uses such as couriers and go-karting.</p> <p>South: On the opposite side of Plummer Street is large part single, part two storey warehouse building.</p> <p>West: A two storey warehouse which includes three tenancies.</p>
RELEVANT PLANNING PERMITS / APPLICATIONS (SUBJECT SITE)	<p>A permit application for subject site was lodged on 28 February 2017 (PA1700209) for a proposal (complying with the controls under Amendment GC50) seeking approval for:</p> <ul style="list-style-type: none"> • 4 residential towers (2 x 12 storeys and 2 x 18 storeys); • 1,188 dwellings and 2,113 sqm of retail floor space; • 985 car parking spaces; • Approximately 1,720 square metres of the site provided as roads. <p>The application is currently the subject of an Application for Review and has been called in by the Minister for Planning under the 'Ministerial powers of intervention' on 21 February 2018.</p>
RELEVANT PLANNING PERMITS / APPLICATIONS (ADJOINING)	<p>Relevant developments in the immediate area include:</p> <p>An approved planning permit (REF PA201534819) on the opposite side of Plummer Street at No. 19 Salmon Street. This permit was granted on 25 June 2015 and allows:</p> <ul style="list-style-type: none"> • Four storeys (13.8m) • 148 dwellings • 123 car spaces <p>A current planning permit application (REF PA1700301) on the opposite corner of Plummer and Salmon Streets intersection at No. 18-22 Salmon Street. This application seeks approval for:</p> <ul style="list-style-type: none"> • 3 buildings at 12 storeys (55m) • 259 dwellings • Supermarket • Shops • Offices • Primary School • Library, Community hall • 426 car spaces <p>This application is currently the subject of an Application for Review and has been called in by the Minister for Planning under the 'Ministerial powers of intervention' on 21 February 2018.</p>

PHOTOGRAPHS – SUBJECT SITE AND SURROUNDS



Picture 1 – 365-369 Plummer Street



Picture 2 – 365-369 Plummer Street



Picture 3 – 371-391 Plummer Street



Picture 4 – 359 Plummer Street



Picture 5 – 19 Salmon Street (looking east)



Picture 6 – 19 Salmon Street (looking west)

PORT PHILLIP PLANNING SCHEME – EXISTING

FISHERMANS BEND STRATEGIC FRAMEWORK PLAN JULY 2014 (AMENDED SEPTEMBER 2016)

Wirraway Precinct

- Plummer Street to be a 'Civic Boulevard'
- Portions of site fronting Plummer and Salmon Streets part of 'Activity Centre'
- 6 metre landscape setback to Plummer Street
- New 22m east-west street along rear portion of site (11m within subject site)

ZONE AND OVERLAYS

(Source: land.vic.gov.au)

Capital City Zone 1 (CCZ1) 'Fishermans Bend Urban Renewal Area'

Design and Development Overlay 30 (DDO30) 'Fishermans Bend Urban Renewal Area'

Development Contributions Overlay 2 (DCPO2) 'Fishermans Bend Urban Renewal Area Development Contributions Plan'

Parking Overlay 1 (PO1) 'Capital City Zone – Fishermans Bend'

ZONING MAP EXTRACT

(Source: land.vic.gov.au)



DDO30 REQUIREMENTS

DDO30 – Part Area 3 and Part Area 4

Requirement

Maximum Building Height

Area 3 (western lot) – 12 storeys
Area 4 (eastern two lots) – 18 storeys

Street Wall

Not exceed 20 metres or 5 storeys

Minimum Tower Setback from Street

10 metres

Minimum Tower Setback from Side and Rear Boundaries

10 metres

Minimum Tower Separation

20 metres

PORT PHILLIP PLANNING SCHEME - PROPOSED GC81

<p>DRAFT FRAMEWORK PLAN</p>	<p>Wirraway Precinct: <i>‘A family friendly innercity neighbourhood close to the Bay and Westgate Park’</i></p> <ul style="list-style-type: none"> • Future tram route along Plummer Street • Potential underground railway station located under Plummer Street just east of Salmon Street • Objective 1.10 ‘Family Friendly Housing’ Wirraway target 30% three bedrooms • Figure 11: FAR controls shows: <ul style="list-style-type: none"> ○ CORE FAR 4.1:1 ○ Minimum Commercial FAR 1.9:1 • Figure 12: Shows a 12 storey building height to the south along Plummer Street and 24 storey in northern half of site. • Figure 13: Activity Cores ‘Mixed Use High Intensity Core Activity’, primary active frontages retail along Plummer Street. • Figure 22: Proposed new road on the northern boundary of the site. • Figure 22: Proposed new laneway through centre of the site and proposed open space area designated to be located in the north-west portion of the site
<p>CLAUSE 21.06 POLICY</p>	<p>Wirraway Precinct Vision: <i>The heart of Wirraway is the intersection of Plummer Street and Salmon Street which is the focus of activity with an active and engaging pedestrian experience along Plummer Street Boulevard. Key public transport spine and interchange node created along Plummer Street with the extension of the Southern Tram Route, bus routes and potential for the underground metro rail station located at the junction with Salmon Street.</i></p> <p><i>Wirraway is a family-friendly inner city neighbourhood close to the Bay and Westgate Park. Known for being leafy and green, with tree lined streets, small parks, plazas and playgrounds,.... The neighbourhood centre supports local jobs, cafes, restaurants, local shops and businesses and a high degree of housing choice, including medium scaled apartment buildings with a focus on family friendly housing. It also accommodates Fishermans Bends’ largest Arts and Cultural Hub and is known for its thriving arts scene and as a place for innovation and creativity. Small galleries, art and design centres and cultural facilities attract visitors from across Melbourne and beyond.</i></p> <p>Preferred Future Character Sub-precinct W2</p> <ul style="list-style-type: none"> • Slender towers located to minimise overshadowing impacts on Plummer Street. • Provision of private and communal open space within developments with good access to sunlight to provide high levels of amenity for residents and workers. • Activation of Plummer Street through a diversity of fine-grain street frontages nominally 4-10 metres wide. • Activation of new north-south connections that connect to Plummer Street through a diversity of fine-grain frontages, nominally 4-8 metres wide. • Lower street wall heights along the north side of Plummer Street to maximise the amount of sunlight penetrating between tower elements to reach the southern side of the street.

<p>CLAUSE 22.15 POLICY</p>	<ul style="list-style-type: none"> • Minimum Floor area ratio not used for dwelling (Core Area): 1.9:1 (Core Areas) • Maximum Dwelling Density/ ha (Core Area): 139 dwellings/ hectare • Maximum Dwelling Density/ ha (Non-core area): 131 dwellings/ hectare • 6% affordable housing provision • 30% three bedroom dwellings for proposals of more than 300 dwellings • 20% improvement on current National Construction Code energy efficiency standards • Average 7 star NatHERS rating for residential development • At least 70% of total site area in plan view to comprising building or landscape elements to reduce heat impacts (green roofs, solar panels, shade structures) • New streets and lanes to provide pedestrian connection, not more than 100 metres apart generally • Encourage new streets or lanes on sites of 3000 square metres or more • Considerations for 'floor area uplift' 														
<p>CAPITAL CITY ZONE 1</p>	<p>Applies revised Capital City Zone (CCZ1) including the following:</p> <table border="1" data-bbox="416 907 1422 1592"> <thead> <tr> <th></th> <th>Requirement</th> </tr> </thead> <tbody> <tr> <td>Core <u>or</u> Non Core Area</td> <td>Core activity and Non Core (proposed road)</td> </tr> <tr> <td>Floor Area Ratio (FAR) for 'Core Area'</td> <td>Mandatory 4.1:1. Not to be exceeded, except for: <ul style="list-style-type: none"> • Additional floor area for 'non-dwelling' uses; • A floor area uplift for an agreed 'public benefit' </td> </tr> <tr> <td>Floor Area Ratio (FAR) for 'Non Core Area'</td> <td>Mandatory 2.1:1, plus Floor Area Uplift for agreed 'public benefit'. Note, that the Non Core area of the subject site is designated as a proposed road.</td> </tr> <tr> <td>Frontages</td> <td>Primary active frontages to Plummer and Salmon Streets Secondary active frontage to new east-west road along northern portion of site</td> </tr> <tr> <td>New Roads</td> <td>A new 22m wide east-west road along northern portion of site (see Map below) 6 metre road widening to Plummer Street (the southern boundary of the site) No crossovers to Plummer Street or Salmon Street</td> </tr> <tr> <td>New Public Open Space</td> <td>Mandatory requirement to provide new public open space in north central location of site.</td> </tr> </tbody> </table> <p>Refer to map extracts showing core areas, roads and open space layout</p>		Requirement	Core <u>or</u> Non Core Area	Core activity and Non Core (proposed road)	Floor Area Ratio (FAR) for 'Core Area'	Mandatory 4.1:1. Not to be exceeded, except for: <ul style="list-style-type: none"> • Additional floor area for 'non-dwelling' uses; • A floor area uplift for an agreed 'public benefit' 	Floor Area Ratio (FAR) for 'Non Core Area'	Mandatory 2.1:1, plus Floor Area Uplift for agreed 'public benefit'. Note, that the Non Core area of the subject site is designated as a proposed road.	Frontages	Primary active frontages to Plummer and Salmon Streets Secondary active frontage to new east-west road along northern portion of site	New Roads	A new 22m wide east-west road along northern portion of site (see Map below) 6 metre road widening to Plummer Street (the southern boundary of the site) No crossovers to Plummer Street or Salmon Street	New Public Open Space	Mandatory requirement to provide new public open space in north central location of site.
	Requirement														
Core <u>or</u> Non Core Area	Core activity and Non Core (proposed road)														
Floor Area Ratio (FAR) for 'Core Area'	Mandatory 4.1:1. Not to be exceeded, except for: <ul style="list-style-type: none"> • Additional floor area for 'non-dwelling' uses; • A floor area uplift for an agreed 'public benefit' 														
Floor Area Ratio (FAR) for 'Non Core Area'	Mandatory 2.1:1, plus Floor Area Uplift for agreed 'public benefit'. Note, that the Non Core area of the subject site is designated as a proposed road.														
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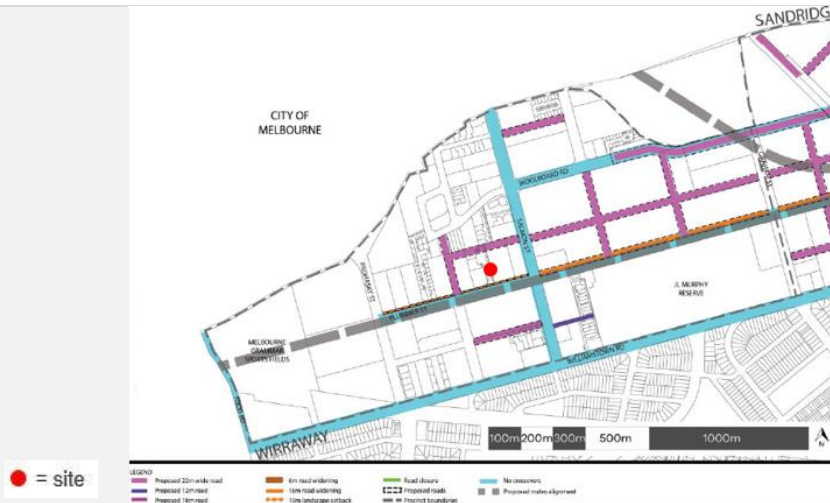
CORE AND NON CORE AREAS AND ACTIVE STREET FRONTAGES

Source: GC81
Port Phillip
CCZ1
(Exhibited)



STREET AND LANEWAY LAYOUT

Source: GC81
Port Phillip
CCZ1
(Exhibited)



OPEN SPACE LAYOUT

Source: GC81
Port Phillip
CCZ1
(Exhibited)



DESIGN AND DEVELOPMENT OVERLAY 30 (DDO30)	Applies revised Design and Development Overlay (DDO30) including the following:	
	Requirement	
	Maximum building height (Discretionary)	80.6 metres (northern portion of site) 42.2 metres (southern portion of site)
Street wall height (Cannot be varied with a permit)	On streets with a width of greater than 12 metres (proposed new laneway through centre), street wall height must not exceed 23 metres. On streets with a width greater than 22 metres (Plummer Street, Salmon Street and new road to the north) and an overall building height of 38 metres or less, street walls must not: <ul style="list-style-type: none"> • Exceed 23 metres • Exceed 30 metres if overall building is less than 38 metres and road width is greater than 22 metres In the instance where two different street wall height intersect at a corner, the higher street wall height prevails.	
Building wall heights on a side or rear boundary (Cannot be varied with a permit)	Walls built on or within 200mm of a side or rear boundary must not exceed 23 metres, or may be built to 30 metres on side or rear boundary where a 30 metre street wall height is proposed.	

	<p>Setbacks above the street wall</p> <p>(Cannot be varied with a permit)</p>	<p>If overall building height is 30 metres or less, buildings:</p> <ul style="list-style-type: none"> • Should be setback 5 metres (discretionary) • Must be setback 3 metres (mandatory) <p>If overall building height is between 30 and 68 metres, buildings:</p> <ul style="list-style-type: none"> • Should be setback 10 metres (discretionary) • Must be setback 5 metres (mandatory) <p>If overall building height is greater than 68 metres buildings must be setback 10 metres (mandatory).</p>
	<p>Side and rear setbacks</p> <p>(Cannot be varied with a permit)</p>	<p>For buildings not constructed on a boundary with a height up to 23 metres:</p> <ul style="list-style-type: none"> • Must be set back at least 6 metres (mandatory) • Must be setback 3 metres where walls do not include windows to a habitable room and/or balcony (mandatory) <p>For buildings with a height of between 23 and 30 metres, building above 23 metres must be setback:</p> <ul style="list-style-type: none"> • Must be set back at least 9 metres (mandatory) • Must be setback 3 metres where walls do not include windows to a habitable room and/or balcony (mandatory) <p>For buildings with a height of between 30 and 68 metres, building above 23 metres must be setback:</p> <ul style="list-style-type: none"> • Must be set back at least 10 metres (mandatory) • Must be setback 5 metres where walls do not include windows to a habitable room and/or balcony (mandatory) <p>If overall building height is greater than 68 metres buildings must be setback 10 metres (mandatory).</p>
	<p>Building separation within a site</p> <p>(Cannot be varied with a permit)</p>	<p>If a development comprises two or more separate buildings or parts of buildings:</p> <ul style="list-style-type: none"> • With an overall height up to 23 metres, the buildings must be separated by: <ul style="list-style-type: none"> – 12 metres if both buildings have habitable room windows/balconies fronting onto the separation distance – 9 metres if one building has habitable room windows/balconies fronting onto the separation distance – 6 metres if neither building has habitable room windows/balconies fronting onto the separation distance • With an overall building height between 23 and 30 metres, buildings must be separated by: <ul style="list-style-type: none"> – 18 metres if both buildings have habitable room windows/balconies fronting onto the separation distance – 12 metres if one building has habitable room windows/balconies fronting onto the separation distance – 6 metres if neither building has habitable room windows/balconies fronting onto the separation distance

	<ul style="list-style-type: none"> • With an overall building height greater than 30 metres, any building up to 23 metres must be separated by the same setbacks applied to buildings with an overall height of 23 metres or less (noted above). • With an overall building height of 68 metres or less, any building above 23 metres must be separated by: <ul style="list-style-type: none"> – 20 metres if both buildings have habitable room windows/balconies fronting onto the separation distance – 15 metres if one building has habitable room windows/balconies fronting onto the separation distance – 10 metres if neither building has habitable room windows/balconies fronting onto the separation distance - With an overall building height of 68 metres or more, any building above 23 metres must be separated by 20 metres if both buildings have habitable room windows/balconies fronting onto the separation distance
Overshadowing (Cannot be varied with a permit)	<p>Must not overshadow new Neighbourhood park (part of northern portion of site) between 11:00am to 2:00pm on 22 September.</p> <p>Must not overshadow Plummer Street (South side) first 6 metres north of property boundary 11:00am to 2:00pm 22 September (shown as 'Neighbourhood Park' on Map 3 Overshadowing).</p>
Site Coverage of non-core areas (Discretionary)	N/A – site located in Core Area
Primary Active Street Frontages (Discretionary)	<p>Along Primary Street frontage (Plummer and Salmon Streets) buildings should provide:</p> <ul style="list-style-type: none"> • At least 80% visual permeability along the ground level of the building to a height of 2 metres. • Pedestrian entries at least every 15 metres
Secondary Active Street Frontages (Discretionary)	<p>Along Secondary Street frontage (new road along northern portion) should provide at least 60% visual permeability along the ground level of the building to a height of 2 metres.</p>
Adaptable Buildings (Discretionary)	<p>Car parking levels - at least 3.8m floor to floor heights</p> <p>Minimum floor to floor heights at ground level - 4.0m</p> <p>Minimum floor to floor heights up to street wall - 3.8m</p> <p>Flexible internal layout</p>
PARKING OVERLAY	<p>Applies revised Parking Overlay and specifies maximum parking rates for various uses:</p> <ul style="list-style-type: none"> • 0.5 spaces to each dwelling • 1 space to each 150 square metres of industry gross floor area • 1 space to each 100 square metres of office, place of assembly, restricted retail and retail gross floor area • 2 spaces to each 100 square metres of supermarket gross floor area • For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B applies. <p>For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B applies.</p>

COMMENTARY

The site comprises a significant land holding of 1.95 hectares, with two street frontages. The Draft Framework envisages that this site will be located within a proposed activity centre and on a proposed tram line and train station, although the funding commitment and timeframe for public transport infrastructure is uncertain and potentially lengthy.

The intersection of Plummer and Salmon Streets is indicated to be the 'hub' of the Wirraway Precinct where the highest density of development is envisaged. As such the site is nominated as part of a Core area running along both sides of Plummer Street within the Capital City Zone and DDO.

Currently the interim DDO controls adopt a maximum height of 12 storeys for the western portion of the lot and 18 storeys for the eastern portion. A common street wall height of 20 metres (or 5 storeys) applies, with 10 metre setbacks above the street and side boundaries. Elements of the Draft Framework, such as a roadway across the north of the site and widening of Plummer Street by 6 metres are included in the existing Strategic Framework Plan (2016) and have been allowed for in the 'current' planning permit application.

The proposed CCZ includes a number of infrastructure requirements on this site including a 22m wide road and an area of public open space on the northern side of the site, and a 6 metre widening along the Plummer Street frontage. Additionally, the Draft Framework also shows laneways bisecting the site in both east-west and north-south orientations. The combination of these requirements potentially has a development impost which extends beyond the physical area required to provide them.

Within this area of the Wirraway Precinct, a FAR of 4.1:1 applies across the site which is substantially within a Core area. The northern portion of the site comprising the proposed road is in a Non Core Activity area and has a FAR of 2.1:1. The modelling has been prepared to identify a 'compliant' FAR scenario. This accounts for the nominated Public Open Space and the roadway (which are identified in the Planning Scheme controls), but not the 'indicative' laneways (which are only identified in the Draft Framework).

The model assumes podium development to site boundaries, accommodating elements of commercial development and car parking in above ground configuration.

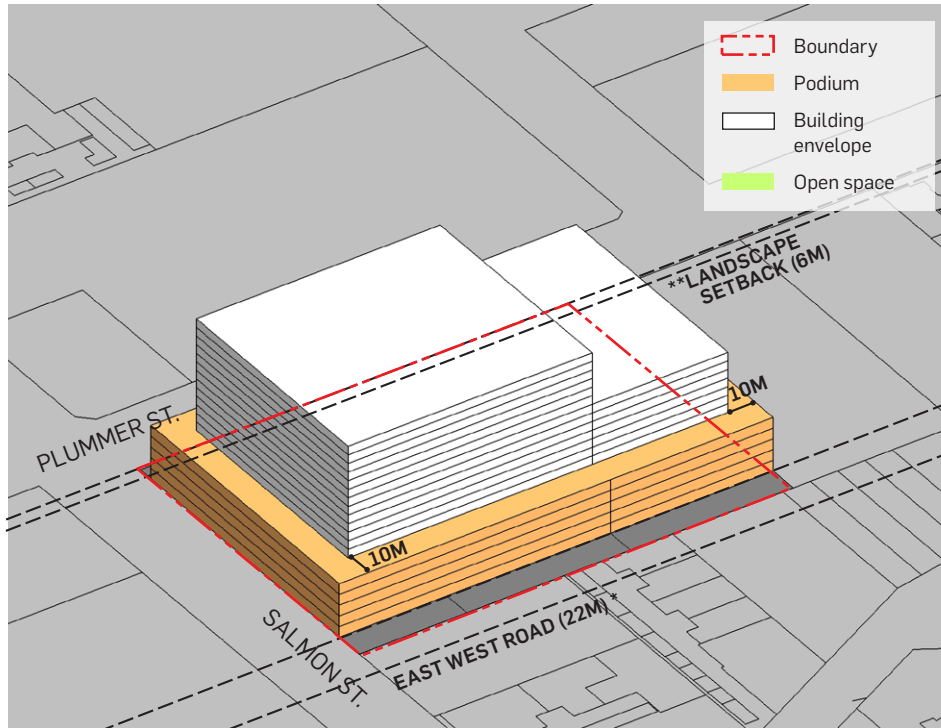
The model shows that using this approach and developing to a maximum street wall height of 23 metres, the FAR restriction would result in residential development in the order of 6 storeys in height. The maximum gross floor area which is permissible under the FAR is approximately 79,300 m sq. As the site is substantially within a Core area (in the DDO and CCZ), commercial development is permissible above this, or additional residential development can be provided with an agreed Floor Area Uplift.

The modelling does not necessarily account for the mandatory requirement to avoid additional shadow on the south side of Plummer Street between 11.00am and 2.00pm on 22 September, or the new public open space within the northern portion of the site between 11.00am and 2.00pm on 22 September.

The FAR compliant outcome contrasts against the discretionary height of the site of 42.2m (12 storey) along the southern portion of the site adjoining Plummer Street and 80.6m (24 storeys) along the northern portion of the site. In the modelled scenario, the building height for residential development will be constrained by the mandatory FAR to an overall maximum height which is nominally above the permissible street wall or podium heights.

This site is very large and could achieve a significant development outcome on any measure. However, the development yield adopted in the FAR of 4.1 seems modest given the future context of the core of an Activity Centre, potential train and tram connections and relatively limited site constraints. This is compounded by proposed policy measures such as dwelling density.

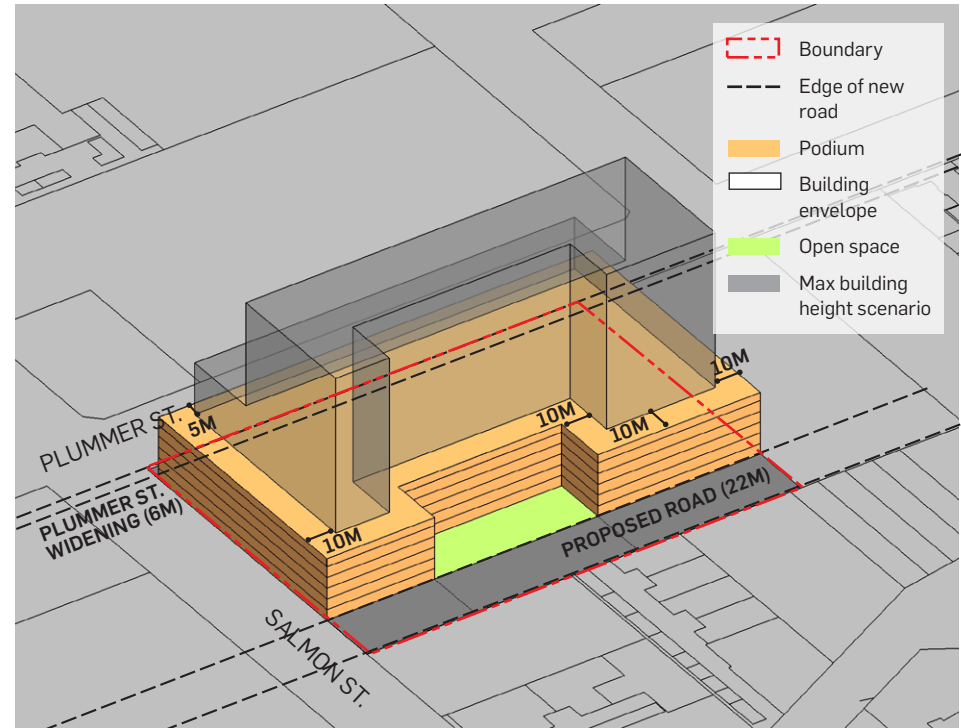
Whilst it is acknowledged that a variety of development configurations can be allowed under the proposed development controls the modelling demonstrates that there is a comparatively modest overall site yield for residential development achievable under the proposed controls.



EXISTING CONTROLS

- Site area: 19,351 sqm
- Max Building height: 18 storeys (east) 12 storeys (west)
- Max Street wall height: 5 storeys (20m)
- Min tower setback from street: 10m
- Min tower setback from side and rear boundaries: 10m
- Min tower separation: 20m
- Current controls from 2016 framework plan:
 - Half of new 22m east-west road
 - 6m landscape setback to Plummer Street

Total GFA: 226,843 sqm



PROPOSED CONTROLS

FAR: 4.1:1
 Site area: 19,351 sqm
 Site coverage: 70%
 Maximum GFA: 79,564 sqm
 Infrastructure: 22m wide road
 Public open space: 500 sqm

	FAR Scenario	Max Building Height Scenario
Building height	23m	80.6 m (north); 42.2 m (south)
Street wall height	23 m	23 m
Street wall upper level setbacks	0m	5 m
Side and rear upper level setbacks	0m	10 m
GFA	79,339 sqm	

SITE 10. 17 ROCKLEA DRIVE, PORT MELBOURNE

SITE CONTEXT

FISHERMANS BEND - PRECINCT

(Source: Fishermans Bend Draft Framework Plan)



● = site

AERIAL PHOTOGRAPH

(Source: Nearmap)





SITE DESCRIPTION	Site area: 3169 sqm Site frontages: Rocklea Drive 113 m The site is occupied by a 2.5 storey warehouse building and at grade car parking on the western portion of the site.
SURROUNDING AREA	North: Immediately to the north is a two storey commercial warehouse building with at-grade car parking the frontage. East: On the opposite side of Rocklea Drive are two and three storey commercial buildings comprising multiple tenancies. South: On the opposite side of Rocklea Drive is two storey commercial development. West: An office development occupied by a technology service provider is located west of the site.
RELEVANT PLANNING PERMITS / APPLICATIONS (SUBJECT SITE)	A permit application for subject site was lodged on 28 February 2017 (PA1700210) for a proposal complying with the controls under Amendment GC50, seeking approval for: <ul style="list-style-type: none"> • 1 tower of 18 storeys; • 224 dwellings and 200 sqm of retail floor space; • 185 car parking spaces; Application is currently the subject of an Application for Review and has been 'called-in' by the Minister for Planning under the 'Ministerial powers of intervention' on 21 February 2018.
RELEVANT PLANNING PERMITS / APPLICATIONS (ADJOINING)	101 Salmon Street Port Melbourne-Planning Permit PA1600440 (approved 21.5.2015). This site is approximately 90m to the east. It allows a 12 storey building with four story podium, 157 dwellings, retail and commercial floorspace, 157 car parking spaces.

PHOTOGRAPHS – SUBJECT SITE AND SURROUNDS



Picture 1 – 17 Rocklea Drive (front view)



Picture 2 – 17 Rocklea Drive car park (western boundary)



Picture 3 – 17 Rocklea Drive (eastern boundary)



Picture 4 – 17 Rocklea Drive (southern boundary)



Picture 5 – 4-8 Rocklea Drive, opposite site to the east



Picture 6 – 6 Rocklea Drive, opposite site to the south

PORT PHILLIP PLANNING SCHEME – EXISTING

FISHERMANS BEND STRATEGIC FRAMEWORK PLAN JULY 2014 (AMENDED SEPTEMBER 2016)

Wirraway Precinct

- Westgate Interface buffer along northern boundary of site
- Potential laneway around western section of Rocklea Drive

ZONE AND OVERLAYS

(Source: land.vic.gov.au)

Capital City Zone 1 (CCZ1) ‘Fishermans Bend Urban Renewal Area’

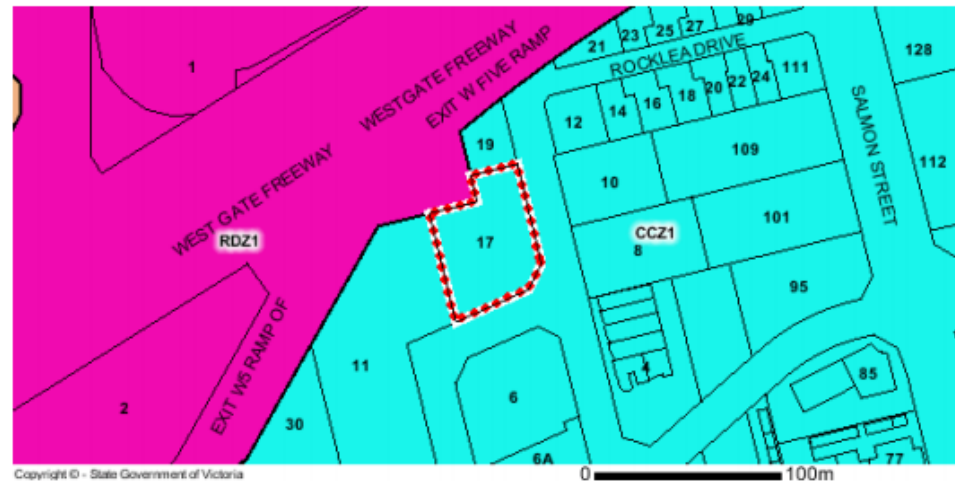
Design and Development Overlay 30 (DDO30) ‘Fishermans Bend Urban Renewal Area’

Development Contributions Overlay 2 (DCPO2) ‘Fishermans Bend Urban Renewal Area Development Contributions Plan’

Parking Overlay 1 (PO1) ‘Capital City Zone – Fishermans Bend’

ZONING MAP EXTRACT

(Source: land.vic.gov.au)



DDO30 REQUIREMENTS

DDO30 Area A4	Requirement
Maximum building height	18 storeys
Street wall	Not exceed 20 metres or 5 storeys
Minimum Tower Setback from Street	10m
Minimum Tower Setback from Side and Rear Boundaries	10m
Minimum Tower Separation	20m

PORT PHILLIP PLANNING SCHEME - PROPOSED GC81

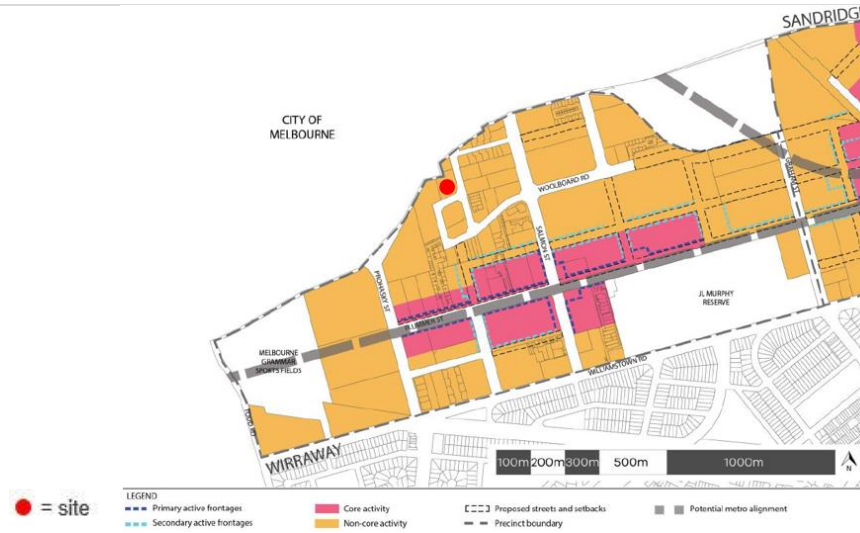
<p>DRAFT FRAMEWORK PLAN</p>	<p>Wirraway Precinct: a predominantly family friendly inner city neighbourhood, close to the Bay and Westgate Park.</p> <ul style="list-style-type: none"> • Future tram route along Plummer Street • Potential underground railway station located under Plummer Street just east of Salmon Street • Objective 1.10 'Family Friendly Housing' Wirraway target 30% three bedrooms • Figure 11: FAR controls shows non-core FAR as 2.1: 1 • Figure 12: 6 storey building height • Figure 13: Mixed Use medium (non core activity) • Figure 14: Potential future elevated freight route road / rail corridor over northern portion of site • Figure 22: Potential new pedestrian / cycle bridge over Westgate Freeway on land to the west
<p>CLAUSE 21.06 POLICY</p>	<p>Wirraway Precinct Vision: <i>The heart of Wirraway is the intersection of Plummer Street and Salmon Street which is the focus of activity with an active and engaging pedestrian experience along Plummer Street Boulevard. Key public transport spine and interchange node created along Plummer Street with the extension of the Southern Tram Route, bus routes and potential for the underground metro rail station located at the junction with Salmon Street.</i></p> <p><i>Wirraway is a family-friendly inner city neighbourhood close to the Bay and Westgate Park. Known for being leafy and green, with tree lined streets, small parks, plazas and playgrounds,.... The neighbourhood centre supports local jobs, cafes, restaurants, local shops and businesses and a high degree of housing choice, including medium scaled apartment buildings with a focus on family friendly housing. It also accommodates Fishermans Bends' largest Arts and Cultural Hub and is known for its thriving arts scene and as a place for innovation and creativity. Small galleries, art and design centres and cultural facilities attract visitors from across Melbourne and beyond.</i></p> <p>Preferred Future Character</p> <p><i>'Wirraway is a family-friendly inner city neighbourhood close to the Bay and Westgate Park. Known for being leafy and green, with tree lined streets, small parks, plazas and playgrounds, with easy walking and cycling access to Westgate Park and Sandridge Beach. The neighbourhood centre supports local jobs, cafes, restaurants, local shops and businesses and a high degree of housing choice, including medium scaled apartment buildings with a focus on family friendly housing. It also accommodates Fishermans Bends' largest Arts and Cultural Hub and is known for its thriving arts scene and as a place for innovation and creativity. Small galleries, art and design centres and cultural facilities attract visitors from across Melbourne and beyond.'</i></p> <p>Preferred Future Character – Wirraway Area W1</p> <ul style="list-style-type: none"> • Generally mid-rise developments with potential for commercial uses, including campus style developments and smaller scale commercial spaces that support creative industries. • Provision of private and communal open spaces within developments with good access to sunlight to provide high levels of amenity for residents and workers.
<p>CLAUSE 22.15 POLICY</p>	<ul style="list-style-type: none"> • Maximum Dwelling Density/ ha (Non-core area): 131 dwellings/ hectare • 6% affordable housing provision • 30% three bedroom dwellings for proposals of more than 300 dwellings • 20% improvement on current National Construction Code energy efficiency standards



	<ul style="list-style-type: none"> • Average 7 star NatHERS rating for residential development • At least 70% of total site area in plan view to comprising building or landscape elements to reduce heat impacts (green roofs, solar panels, shade structures) • New streets and lanes to provide pedestrian connection, not more than 100 metres apart generally • Encourage new streets or lanes on sites of 3000 square metres or more • Considerations for 'floor area uplift' 												
CAPITAL CITY ZONE 1	<p>Applies revised Capital City Zone (CCZ1) including the following:</p> <table border="1" data-bbox="416 651 1422 949"> <thead> <tr> <th data-bbox="416 651 735 696"></th> <th data-bbox="735 651 1422 696">Requirement</th> </tr> </thead> <tbody> <tr> <td data-bbox="416 696 735 741">Core <u>or</u> Non Core Area</td> <td data-bbox="735 696 1422 741">Non Core</td> </tr> <tr> <td data-bbox="416 741 735 815">Floor Area Ratio (FAR) for Non-Core Area</td> <td data-bbox="735 741 1422 815">Mandatory 2.1:1 plus Floor Area Uplift if providing a 'public benefit'</td> </tr> <tr> <td data-bbox="416 815 735 860">Frontages</td> <td data-bbox="735 815 1422 860">N/A</td> </tr> <tr> <td data-bbox="416 860 735 904">New Roads</td> <td data-bbox="735 860 1422 904">N/A</td> </tr> <tr> <td data-bbox="416 904 735 949">New Public Open Space</td> <td data-bbox="735 904 1422 949">N/A</td> </tr> </tbody> </table> <p>Refer to map extracts showing core areas, new roads and open space layout.</p>		Requirement	Core <u>or</u> Non Core Area	Non Core	Floor Area Ratio (FAR) for Non-Core Area	Mandatory 2.1:1 plus Floor Area Uplift if providing a 'public benefit'	Frontages	N/A	New Roads	N/A	New Public Open Space	N/A
	Requirement												
Core <u>or</u> Non Core Area	Non Core												
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New Roads	N/A												
New Public Open Space	N/A												

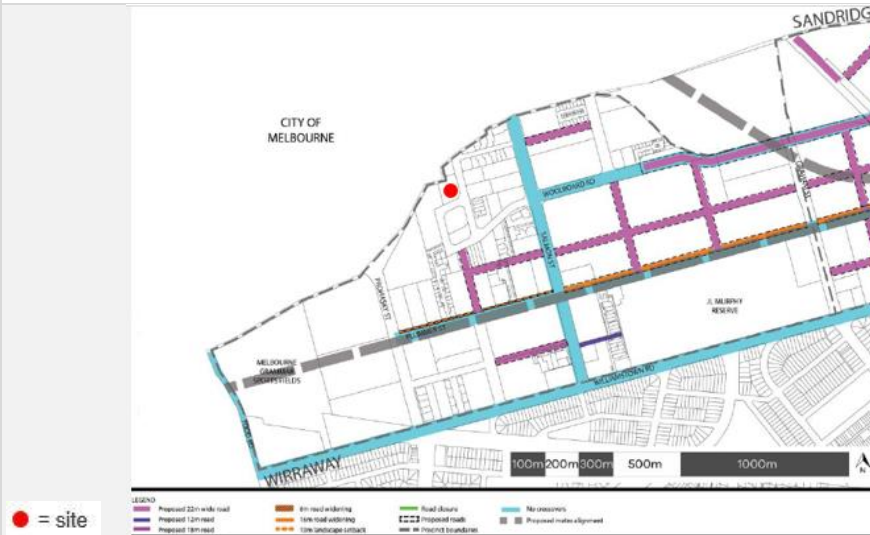
CORE AND NON CORE AREAS AND ACTIVE STREET FRONTAGES

Source: GC81 Port Phillip CCZ1 (Exhibited)



STREET AND LANEWAY LAYOUT

Source: GC81 Port Phillip CCZ1 (Exhibited)



OPEN SPACE LAYOUT

Source: GC81 Port Phillip CCZ1 (Exhibited)



DESIGN AND DEVELOPMENT OVERLAY 30 (DDO30)	Applies revised Design and Development Overlay (DDO30) including the following:	
		Requirement
	Maximum building height (Discretionary)	23 metres
	Street wall height (Cannot be varied with a permit)	<p>On streets with a width of 12 metres or less street walls must not exceed 15.4 metres.</p> <p>On streets with a width greater than 12 metres (Rocklea Drive), street walls must not:</p> <ul style="list-style-type: none"> • Exceed 23 metres • Exceed 30 metres if overall building is less than 38 metres and road width is greater than 22 metres <p>In an instance where two different street wall heights intersect at a corner, the higher street wall height prevails.</p>
	Building wall heights on a side or rear boundary (Cannot be varied with a permit)	Walls built on or within 200mm of a side or rear boundary must not exceed 23 metres, or may be built to 30 metres on side or rear boundary where a 30 metre street wall height is proposed.
	Setbacks above the street wall (Cannot be varied with a permit)	<p>If overall building height is less than 30 metres, building above the street wall:</p> <ul style="list-style-type: none"> • Should be set back 5 metres (discretionary) • Must be set back 3 metres (mandatory) <p>If overall building height is between 30 metres and 68 metres, building above the street wall:</p> <ul style="list-style-type: none"> • Should be set back 10 metres (discretionary) • Must be set back 5 metres (mandatory) <p>If overall building height is above 68 metres, building above the street wall must be set back 10 metres.</p> <p>If overall building height is above 68 metres, building above the street wall must be set back 10 metres, or 5 metres where side or rear boundary interfaces with the Westgate Freeway, Citylink overpass, or existing Route 109 and 96 corridors.</p>
Side and rear setbacks (Cannot be varied with a permit)	<p>A building not constructed on the boundary with a height up to 23 metres must be set back:</p> <ul style="list-style-type: none"> • 6 metres • 3 metres if the wall does not include window to habitable rooms and/or balcony <p>If a building not constructed on a site boundary is between 23 metres and 30 metres, building above 23 metres must be set back:</p> <ul style="list-style-type: none"> • 9 metres • 3 metres if the wall does not include window to habitable rooms and/or balcony <p>If a building is between 30 metres and 68 metres, any part of building above 23 metres must be set back:</p>	

		<ul style="list-style-type: none"> • 10 metres • 5 metres if the wall does not include window to habitable rooms and/or balcony. <p>If building is above 68 metres, any part of building above 23 metres must be set back 10 metres.</p>	
	<p>Building separation within a site</p> <p>(Cannot be varied with a permit)</p>	<p>If a development comprises two or more separate buildings or parts of buildings:</p> <ul style="list-style-type: none"> • With an overall height of 23 metres or less, the buildings must be separated by: <ul style="list-style-type: none"> – 12 metres if both buildings have habitable room windows/balconies fronting onto the separation distance – 9 metres if one building has habitable room windows/balconies fronting onto the separation distance – 6 metres if neither building has habitable room windows/balconies fronting onto the separation distance • With an overall building height between 23 metres and 30 metres, buildings must be separated by: <ul style="list-style-type: none"> – 18 metres if both buildings have habitable room windows/balconies fronting onto the separation distance – 12 metres if one building has habitable room windows/balconies fronting onto the separation distance – 6 metres if neither building has habitable room windows/balconies fronting onto the separation distance • With an overall building height greater than 30 metres, any building up to 23 metres must be separated by the same setbacks applied to buildings with an overall height of 23 metres or less (noted above). • With an overall building height of 68 metres or less, any building above 23 metres must be separated by: <ul style="list-style-type: none"> – 20 metres if both buildings have habitable room windows/balconies fronting onto the separation distance – 15 metres if one building has habitable room windows/balconies fronting onto the separation distance – 10 metres if neither building has habitable room windows/balconies fronting onto the separation distance <p>With an overall building height of 68 metres or more, any building above 23 metres must be separated by 20 metres if both buildings have habitable room windows/balconies fronting onto the separation distance</p>	
	<p>Overshadowing</p> <p>(Discretionary)</p>	<p>N/A</p>	

	<p>Site Coverage of non-core areas (Discretionary)</p>	Should not exceed 70%.
	<p>Primary Active Street Frontages</p>	N/A
	<p>Secondary Active Street Frontages</p>	N/A
	<p>Adaptable Buildings (Discretionary)</p>	<p>Car parking levels not within a basement should have at least 3.8 metre floor to floor heights.</p> <p>Buildings should be designed with:</p> <ul style="list-style-type: none"> • Minimum 4 metre floor to floor heights at ground level • Minimum 3.8 metre floor to floor heights up to street wall • Flexible internal layouts
<p>PARKING OVERLAY</p>	<p>Applies revised Parking Overlay and specifies maximum parking rates for various uses:</p> <ul style="list-style-type: none"> • 0.5 spaces to each dwelling • 1 space to each 150 square metres of industry gross floor area • 1 space to each 100 square metres of office, place of assembly, restricted retail and retail gross floor area • 2 spaces to each 100 square metres of supermarket gross floor area • For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B applies. <p>For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B applies.</p>	

COMMENTARY

The site is a large land holding (3,169 sqm) and benefits from two street frontages. The site is located at the edge of the precinct, interfacing with only two other potential development sites and an abuttal to the Westgate Freeway.

A new pedestrian bridge to the west of the site is identified in Draft Framework Plan and it is unclear what impact this could have on the development of the site. There is also a 'potential future elevated freight route road / rail corridor' indicated to traverse the western and northern portions of the site. This route could have a significant impact on the development potential of the site if constructed over the site or amenity implications if constructed adjacent to the site.

Currently the interim DDO controls adopt a maximum height of 18 storeys. A common street wall height of 20 metres (or 5 storeys) applies, with 10 metre setbacks above the street and side boundaries.

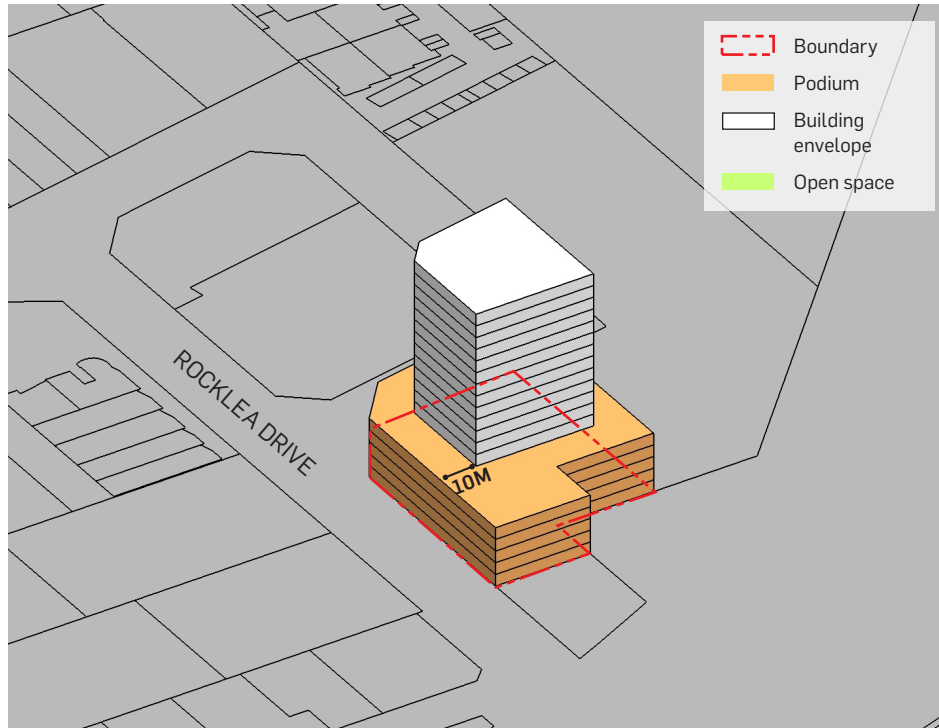
The modelling has been prepared to identify a 'compliant' FAR scenario. Within this area of the Wirraway Precinct, a FAR of 2.1:1 applies across the site. It has been assumed in the model that the podium will be developed with a 70% coverage (as required in a non-core area), and accommodates elements of commercial development and car parking in above ground configuration.

The model shows that using this approach, the FAR restriction would result in a building in the order of 3 storeys in height. The maximum gross floor area which is permissible under the FAR is 6,645sqm.

This contrasts against the proposed discretionary height of the site of 23m (6 storey).

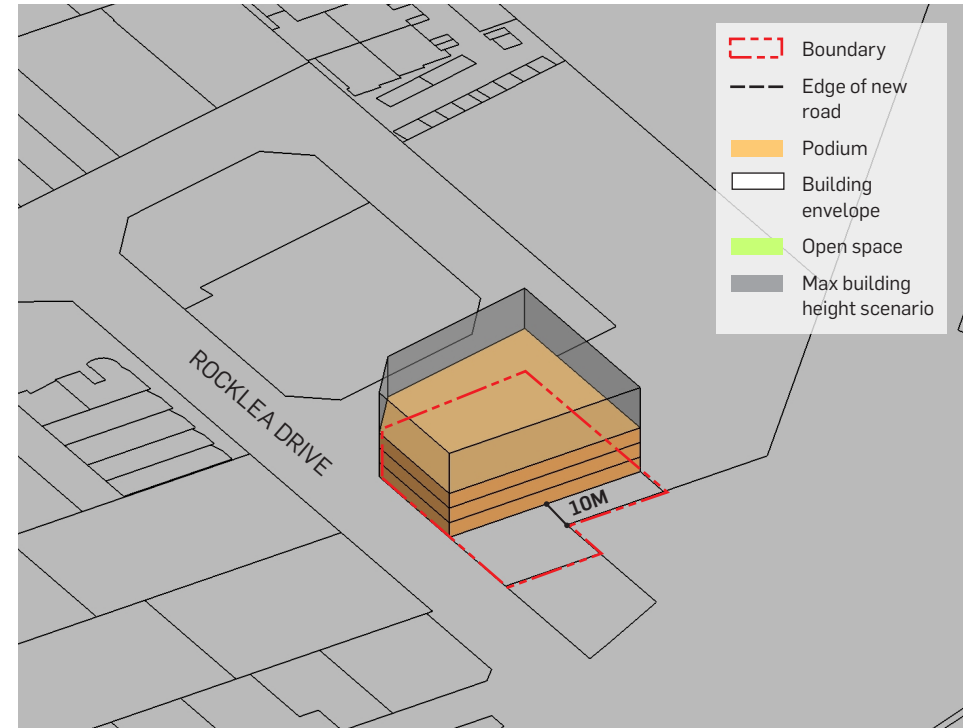
A development yield adopted in the FAR of 2.1 seems modest given the future context of the site within 350m of the proposed tram route and within 200m of the proposed activity centre centred around Plummer Street as well as the Employment Precinct to the north. This is further compounded by proposed policy measures such as dwelling density which would result in approximately 41 dwellings, which is 383 dwellings less than the current proposal for this site.

It is acknowledged that a variety of development configurations can be allowed under the proposed development controls and that public benefits could be provided to secure Floor Area Uplift to exceed the FAR requirement. However, the modelling demonstrates that there is a comparatively modest overall site yield for residential development achievable under the 'compliant' scenario of the proposed controls.



EXISTING CONTROLS

Site area: 3,165 sqm
 Max Building height: 18 storeys (61.6m)
 Max Street wall height: 5 storeys (20m)
 Min tower setback from street: 10m
 Min tower setback from side and rear boundaries: 10m
 Current controls from 2016 framework plan: n/a
 Total GFA: 30,060 sqm



PROPOSED CONTROLS

FAR: 2.1:1
 Site area: 3,165 sqm
 Site coverage: 70%
 Maximum GFA: 6,645 sqm

	FAR Scenario	Max Building Height Scenario
Building height	11.6 m	23 m
Street wall height	11.6 m	23 m
Street wall upper level setbacks	0 m	0 m
Side and rear upper level setbacks	0 m	0 m
GFA	6,645 sqm	

SITE 11. 541 GRAHAM STREET, PORT MELBOURNE

SITE CONTEXT

FISHERMANS BEND - PRECINCT

(Source: Fishermans Bend Draft Framework Plan)



● = site

AERIAL PHOTOGRAPH

(Source: Nearmap)





SITE DESCRIPTION	<p>Site area: 14,023 sqm Site frontages: Graham Street 77 m</p> <p>The site is occupied by single and double storey warehouse buildings and at-grade car parking at the front of the site. There are three existing crossovers to Graham Street providing vehicle access down both the northern and southern sides of the site.</p>
SURROUNDING AREA	<p>North: The West-Gate Freeway Ramp is located directly north of the site providing access to and from the Bolte Bridge.</p> <p>East: Graham Street forms the site’s eastern boundary terminating just in front of the subject site. On the opposite side is No. 520-533 Graham Street which is currently developed with a range of single and double storey industrial warehouse buildings and commercial offices.</p> <p>South: No. 525 Graham Street abuts the site to the south and is currently occupied by a large warehouse building to the east and smaller sheds to the west.</p> <p>West: No. 437-481 Plummer Street abuts the site to the west. This is a large land holding that almost covers the whole block between Salmon Street to the west, Graham Street to the east, Woolboard Road to the north, and Plummer Street to the south.</p>
RELEVANT PLANNING PERMITS / APPLICATIONS (SUBJECT SITE)	<p>PA1700321 is a current planning permit application that was submitted to the Minister on 21 December 2017 and has since been ‘called in’. The application seeks approval for:</p> <ul style="list-style-type: none"> • Demolition of the existing building • Construction of a mixed-use development containing offices, shops, food and drink premises and dwellings comprising four towers with heights ranging between 15 and 18 levels. The top of the podium will be utilised as an inaccessible landscaped zone, with resident amenities provided to Level 15 • 2,061 square metres of retail/office floor space at ground floor level and 368 car parking spaces, 8 motorbike spaces and 820 bicycle spaces • 680 apartments comprised of – 108 one bedroom units, 348 two bedroom units, 224 three bedroom units (of which 6% will be “affordable housing”)
RELEVANT PLANNING PERMITS/ APPLICATIONS (ADJOINING)	<p>N/A</p>

PHOTOGRAPHS – SUBJECT SITE AND SURROUNDS



Picture 1 – 541 Graham Street, northern boundary



Picture 2 – 541 Graham Street, frontage to street



Picture 3 – 520-533 Graham Street, directly opposite the site



Picture 4 – Graham Street, looking north towards the site



Picture 5 – 525 Graham Street, abuts the site to the south



Picture 6 – 437-481 Plummer Street, abuts the site to the west and wraps around to the south

PORT PHILLIP PLANNING SCHEME – EXISTING

FISHERMANS BEND STRATEGIC FRAMEWORK PLAN JULY 2014 (AMENDED SEPTEMBER 2016)

Wirraway Precinct

- Site identified as proposed Neighbourhood Open Space area.
- New 30 metre wide east-west street proposed along northern boundary of site, including potential longer term tram and bus network.

ZONE AND OVERLAYS

Capital City Zone 1 (CCZ1) ‘Fishermans Bend Urban Renewal Area’

Design and Development Overlay 30 (DDO30) ‘Fishermans Bend Urban Renewal Area’

(Source: land.vic.gov.au)

Development Contributions Overlay 2 (DCPO2) ‘Fishermans Bend Urban Renewal Area Development Contributions Plan’

Parking Overlay 1 (PO1) ‘Capital City Zone – Fishermans Bend’

ZONING MAP EXTRACT



DDO30 REQUIREMENTS

DDO30 - Area 4	Requirement
Maximum Building Height	18 storeys
Street Wall	Not exceed 20 metres or 5 storeys
Minimum Tower Setback from Street	10m
Minimum Tower Setback from Side and Rear Boundaries	10m
Minimum Tower Separation	20m

PORT PHILLIP PLANNING SCHEME - PROPOSED GC81

<p>DRAFT FRAMEWORK PLAN</p>	<p>Wirraway Precinct: <i>‘A family friendly inner city neighbourhood close to the Bay and Westgate Park’.</i></p> <ul style="list-style-type: none"> • Potential underground railway station located under Plummer Street just east of Salmon Street • Objective 1.10 ‘Family Friendly Housing’ Wirraway target 30% three bedrooms • Figure 11: FAR controls shows: <ul style="list-style-type: none"> - Non-Core FAR: 2.1:1 • Figure 12: 6 storey building height • Figure 13: Activity Cores ‘Mixed Use Medium (Non-core activity)’ • Figure 22 Infrastructure Delivery in Wirraway shows: <ul style="list-style-type: none"> - Proposed new east-west road along northern portion of site - Future open space running parallel to new east-west road along centre of site - Future open space located directly east of the site • Figure 21: New Graham Street pedestrian bridge in front of the site
<p>CLAUSE 21.06 POLICY</p>	<p>Wirraway Precinct Vision: <i>The heart of Wirraway is the intersection of Plummer Street and Salmon Street which is the focus of activity with an active and engaging pedestrian experience along Plummer Street Boulevard. Key public transport spine and interchange node created along Plummer Street with the extension of the Southern Tram Route, bus routes and potential for the underground metro rail station located at the junction with Salmon Street.</i></p> <p><i>Wirraway is a family-friendly inner city neighbourhood close to the Bay and Westgate Park. Known for being leafy and green, with tree lined streets, small parks, plazas and playgrounds. The neighbourhood centre supports local jobs, cafes, restaurants, local shops and businesses and a high degree of housing choice, including medium scaled apartment buildings with a focus on family friendly housing. It also accommodates Fishermans Bends’ largest Arts and Cultural Hub and is known for its thriving arts scene and as a place for innovation and creativity. Small galleries, art and design centres and cultural facilities attract visitors from across Melbourne and beyond.</i></p> <p>Preferred Future Character Sub-precinct W4</p> <ul style="list-style-type: none"> • <i>Generally a mid-rise scale of development with opportunities for additional upper levels that are visually recessive from the streets and JL Murphy Reserve and do not result in podium-tower forms.</i> • <i>Provision of private and communal open space within developments with good access to sunlight to provide high levels of amenity for residents and workers.</i> • <i>A variety of street wall heights between 4 and 8 storeys to contribute to architectural diversity within the street and provide opportunities for portions of the street to receive greater levels of sunlight access through out the day.</i>
<p>CLAUSE 22.15 POLICY</p>	<ul style="list-style-type: none"> • Maximum Dwelling Density/ ha (Non-core area): 131 dwellings/ hectare • 6% affordable housing provision • 30% three bedroom dwellings for proposals of more than 300 dwellings • 20% improvement on current National Construction Code energy efficiency standards • Average 7 star NatHERS rating for residential development

	<ul style="list-style-type: none"> • At least 70% of total site area to comprise a building or landscape elements to reduce heat impacts (green roofs, solar panels, shade structures). • New streets and lanes to provide pedestrian connection, not more than 100 metres apart generally. • Encourage new streets or lanes on sites of 3000 square metres or more. • Considerations for 'floor area uplift'. 												
<p>CAPITAL CITY ZONE 1</p>	<p>Applies revised Capital City Zone (CCZ1) including the following:</p> <table border="1" data-bbox="416 609 1422 960"> <thead> <tr> <th data-bbox="416 609 735 651"></th> <th data-bbox="735 609 1422 651">Requirement</th> </tr> </thead> <tbody> <tr> <td data-bbox="416 651 735 696">Core <u>or</u> Non Core Area</td> <td data-bbox="735 651 1422 696">Non Core Activity Area.</td> </tr> <tr> <td data-bbox="416 696 735 770">Floor Area Ratio (FAR) for Non-Core Area</td> <td data-bbox="735 696 1422 770">Mandatory 2.1:1 plus floor area uplift if providing a 'public benefit'.</td> </tr> <tr> <td data-bbox="416 770 735 844">Frontages</td> <td data-bbox="735 770 1422 844">No crossovers to new east-west road along northern portion of site.</td> </tr> <tr> <td data-bbox="416 844 735 916">New Roads</td> <td data-bbox="735 844 1422 916">New 22 metre wide east-west road along northern portion of site (see map below).</td> </tr> <tr> <td data-bbox="416 916 735 960">New Public Open Space</td> <td data-bbox="735 916 1422 960">N/A</td> </tr> </tbody> </table> <p>Refer to map extracts showing core areas, new roads and open space layout.</p>		Requirement	Core <u>or</u> Non Core Area	Non Core Activity Area.	Floor Area Ratio (FAR) for Non-Core Area	Mandatory 2.1:1 plus floor area uplift if providing a 'public benefit'.	Frontages	No crossovers to new east-west road along northern portion of site.	New Roads	New 22 metre wide east-west road along northern portion of site (see map below).	New Public Open Space	N/A
	Requirement												
Core <u>or</u> Non Core Area	Non Core Activity Area.												
Floor Area Ratio (FAR) for Non-Core Area	Mandatory 2.1:1 plus floor area uplift if providing a 'public benefit'.												
Frontages	No crossovers to new east-west road along northern portion of site.												
New Roads	New 22 metre wide east-west road along northern portion of site (see map below).												
New Public Open Space	N/A												

CORE AND NON CORE AREAS AND ACTIVE STREET FRONTAGES

Source: GC81 Port Phillip CCZ1 (Exhibited)

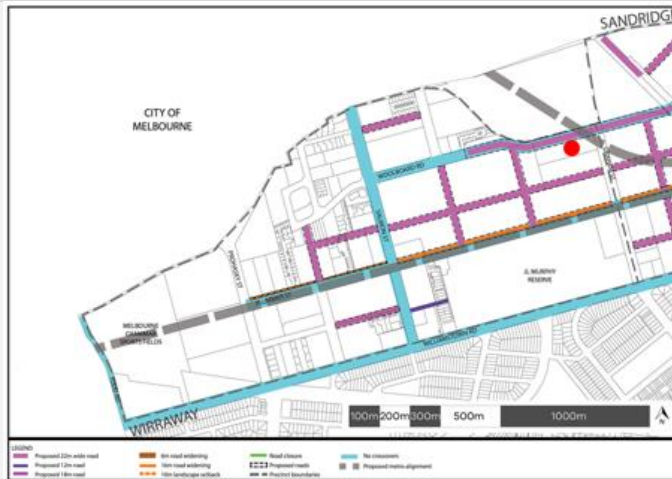
● = site



STREET AND LANEWAY LAYOUT

Source: GC81 Port Phillip CCZ1 (Exhibited)

● = site



OPEN SPACE LAYOUT

Source: GC81 Port Phillip CCZ1 (Exhibited)

● = site



DESIGN AND DEVELOPMENT OVERLAY 30 (DDO30)	Applies revised Design and Development Overlay (DDO30) including the following:	
		Requirement
	Maximum building height (discretionary)	23 metres
	Street wall height (Cannot be varied with a permit)	<p>On streets with a width of greater than 12 metres (proposed new street to north), street wall height must not exceed 23 metres.</p> <p>On streets with a width greater than 12 metres (Graham Street) street walls must not:</p> <ul style="list-style-type: none"> • Exceed 23 metres • Exceed 30 metres if overall building is less than 38 metres and road width is greater than 22 metres <p>Where two different street wall heights intersect at a corner, the higher street wall height prevails.</p>
	Building wall heights on a side or rear boundary (Cannot be varied with a permit)	Walls built on or within 200mm of a side or rear boundary must not exceed 23 metres, or may be built to 30 metres on side or rear boundary where a 30 metre street wall height is proposed.
	Setbacks above the street wall (Cannot be varied with a permit)	<p>If overall building height is less than 30 metres, building above the street wall:</p> <ul style="list-style-type: none"> • Should be set back 5 metres (discretionary) • Must be set back 3 metres (mandatory) <p>If overall building height is between 30 metres and 68 metres, building above the street wall:</p> <ul style="list-style-type: none"> • Should be set back 10 metres (discretionary) • Must be set back 5 metres (mandatory) <p>If overall building height is above 68 metres, building above the street wall must be set back 10 metres.</p>

	<p>Building separation within a site</p> <p>(Cannot be varied with a permit)</p>	<p>If a development comprises two or more separate buildings or parts of buildings:</p> <ul style="list-style-type: none"> • With an overall height of 23 metres or less, the buildings must be separated by: <ul style="list-style-type: none"> - 12 metres if both buildings have habitable room windows/balconies fronting onto the separation distance - 9 metres if one building has habitable room windows/balconies fronting onto the separation distance - 6 metres if neither building has habitable room windows/balconies fronting onto the separation distance • With an overall building height between 23 metres and 30 metres, buildings must be separated by: <ul style="list-style-type: none"> - 18 metres if both buildings have habitable room windows/balconies fronting onto the separation distance - 12 metres if one building has habitable room windows/balconies fronting onto the separation distance - 6 metres if neither building has habitable room windows/balconies fronting onto the separation distance • With an overall building height greater than 30 metres, any building up to 23 metres must be separated by the same setbacks applied to buildings with an overall height of 23 metres or less (noted above). • With an overall building height of 68 metres or less, any building above 23 metres must be separated by: <ul style="list-style-type: none"> - 20 metres if both buildings have habitable room windows/balconies fronting onto the separation distance - 15 metres if one building has habitable room windows/balconies fronting onto the separation distance - 10 metres if neither building has habitable room windows/balconies fronting onto the separation distance <p>With an overall building height of 68 metres or more, any building above 23 metres must be separated by 20 metres if both buildings have habitable room windows/balconies fronting onto the separation distance</p>
	<p>Primary Active Street Frontages</p> <p>(Discretionary)</p>	<p>N/A</p>
	<p>Secondary Active Street Frontages</p> <p>(Discretionary)</p>	<p>N/A</p>
	<p>Overshadowing</p>	<p>Must not overshadow JL Murphy Reserve (to the south of the site) between 11:00am to 2:00pm 21 June to 22</p>

	(Cannot be varied with a permit)	September or the proposed open space (Neighbourhood Park) on the south side of Woolboard Road (to the west of the site) between 12:30 and 3:30 pm on 22 September.
	Site Coverage of non-core areas (Discretionary)	Should not exceed 70%.
	Adaptable Buildings (Discretionary)	Car parking levels not within a basement should have a 3.8 metre floor to floor height. Buildings should be designed with: <ul style="list-style-type: none"> • Minimum 4 metre floor to floor height at ground level • Minimum 3.8 metre floor to floor height up to street wall Flexible internal layouts to adopt one and two bedroom dwellings into three or more bedroom dwellings
PARKING OVERLAY	Applies revised Parking Overlay and specifies maximum parking rates for various uses: <ul style="list-style-type: none"> • 0.5 spaces to each dwelling • 1 space to each 150 square metres of industry gross floor area • 1 space to each 100 square metres of office, place of assembly, restricted retail and retail gross floor area • 2 spaces to each 100 square metres of supermarket gross floor area • For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B applies. For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B applies.	

COMMENTARY

The site comprises a significant land holding of 1.4 hectares, with street frontage to Graham Street and the potential new east-west street to the north. The site is located on the edge of the Wirraway Precinct and adjacent to the Sandridge Precinct. The site also has an interface with West Gate Freeway ramp.

Currently the interim DDO controls adopt a maximum height of 18 storeys. A common street wall height of 20 metres (or 5 storeys) applies, with 10 metre setbacks above the street and side boundaries. It is noted however that the Strategic Framework Plan 2016 identifies the site as a Neighbourhood Open Space.

The proposed CCZ includes a number of infrastructure requirements on this site including a new 22m wide east-west road along the northern boundary and an area of public open space running parallel to this new road.

There are implications associated with requiring no crossovers to the new east-west road as the only other frontage of the site is potentially impacted by a new Graham Street pedestrian path in front of the site.

Comparatively, this site is nominated to bear a host of significant infrastructure requirements (public open space and proposed road), with little resolution of how this will be achieved and what 'offset' may apply.

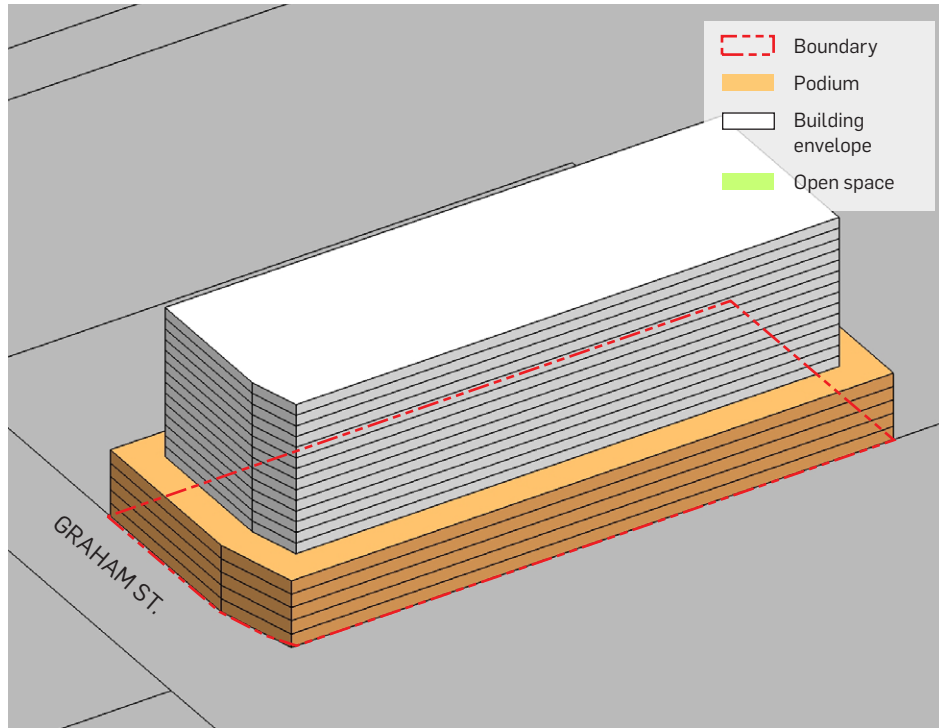
The modelling has been prepared to identify a 'compliant' FAR scenario that accounts for the nominated Public Open Space and the roadway (which are identified in the Planning Scheme). Within this area of the Wirraway Precinct, a FAR of 2.1:1 applies across the site. It has been assumed in the model that the podium will be developed with a 70% coverage (as required in a non-core area), and accommodates elements of commercial development and car parking in above ground configuration.

It is noted that this model does not necessarily account for the mandatory requirement to not cast any additional shadow over the new public open space to the west of the site (Neighbourhood Park marked 'C' shown in the DDO) between 12:30 and 3:30 pm on 22 September. While the relatively low overall building height (and requirement to limit site coverage to 70%) would reduce shadow impact on the Park it would potentially 'quarantine' the western end of the site from development.

The model shows that using this approach, the FAR restriction would result in a building in the order of 20 metres in height. Floor area has been gained from the undevelopable portions of the site required for the proposed new street and public open space which has been distributed across the balance of the site. The maximum gross floor area which is permissible under the FAR is approximately 29,448 m sq. This is in contrast to the maximum building height of 23 metres.

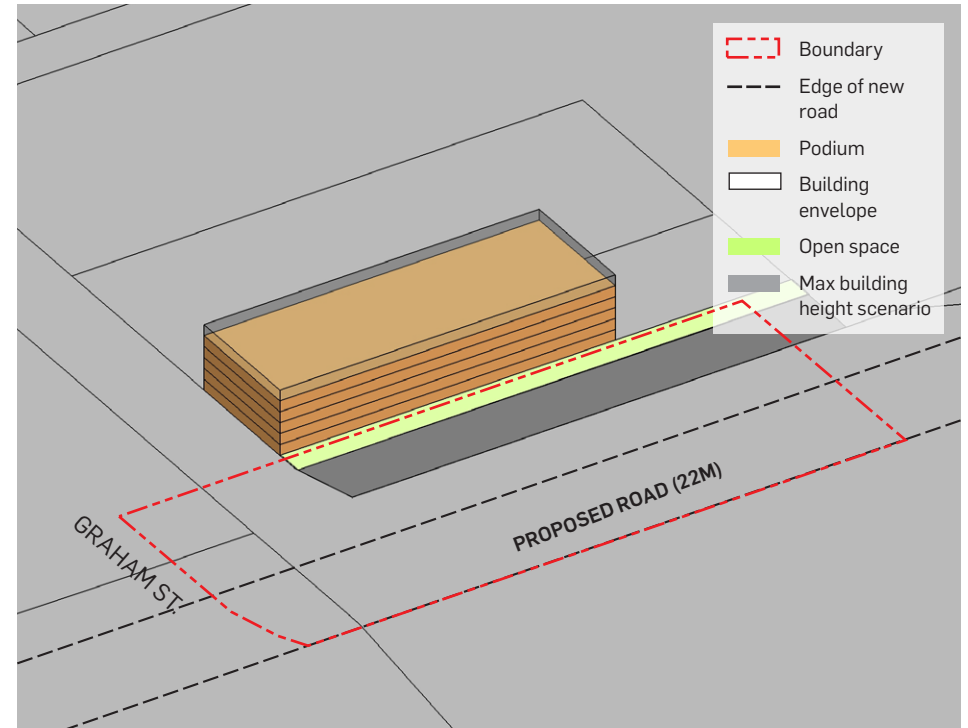
This site is very large and could achieve a significant development outcome on any measure. However, the development yield adopted in the FAR of 2.1 seems modest given the future context of the site in close proximity (within 200m) of both the Wirraway and Sandridge activity centres. This is compounded by proposed policy measures such as dwelling density. In submitting to Amendment GC81 it was identified that the proposed dwelling density would limit the site to a maximum of 183 dwellings, which was in the order of 497 fewer than the current proposal.

Whilst it is acknowledged that a variety of development configurations can be allowed under the proposed development controls and the provision of identified public benefits could be adopted to secure Floor Area Uplift to exceed the FAR, the modelling demonstrates that there is a comparatively modest overall site yield for residential development achievable under the proposed controls.



EXISTING CONTROLS

Site area: 14,023 sqm
 Max Building height: 18 storeys
 Max Street wall height: 5 storeys (20m)
 Min tower setback from street: 10m
 Min tower setback from side and rear boundaries: 10m
 Current controls from 2016 framework plan: Note - Entire site is shown as public open space in the 2016 Framework Plan.
 Total GFA: 190,123 sqm



PROPOSED CONTROLS

FAR: 2.1:1
 Site area: 14,023 sqm
 Site coverage: 70%
 Maximum GFA: 29,448 sqm
 Infrastructure: 22m wide road
 Public open space: 1,864 sqm

	FAR Scenario	Max Building Height Scenario
Building height	20 m	23 m
Street wall height	20 m	23 m
Street wall upper level setbacks	0 m	0 m
Side and rear upper level setbacks	0 m	0 m
GFA	29,433 sqm	

APPENDIX A STATEMENT OF QUALIFICATIONS AND EXPERIENCE

NAME AND ADDRESS

Stuart Andrew McGurn
Director
Urbis Pty Ltd
Level 12, 120 Collins Street
MELBOURNE VIC 3000

QUALIFICATIONS

- Bachelor of Arts 1984
- Graduate Diploma Urban Planning 1986

PROFESSIONAL EXPERIENCE

- Current Position: Director, Urbis Pty Ltd
- 2010-2015: Partner, Environmental Resources Management Australia Pty Ltd
- 1998 – 2010: Director, Fulcrum Town Planners Pty Ltd
- 1986 – 1998: Town Planner in local government – Cities of Broadmeadows and Melbourne, including role as Principal Planner – City of Melbourne

AREA OF EXPERTISE

- Statutory planning for local and state government on a range of residential, commercial and industrial issues.
- Consulting advice to a wide range of commercial and local government clients addressing the management of urban development and the statutory planning process.
- Extensive planning advice to architects, project managers and other professionals involved in a range of projects and the built form and visual impact issues associated with the development of land.

EXPERTISE TO PREPARE THIS REPORT

Professional qualifications and expertise in town planning both in the public and private sectors.

INSTRUCTIONS WHICH DEFINED THE SCOPE OF THE REPORT

My instructions required me to undertake a town planning assessment and site review of Amendment GC81 to the Melbourne and Port Phillip Planning Schemes. In so doing, I have relied upon those matters set down below.

FACTS, MATTERS AND ASSUMPTIONS RELIED UPON

I have relied upon the following in the preparation of this report:

- Inspection of the subject site and surrounds.
- Review of the Port Phillip and Melbourne Planning Schemes, exhibited amendments, and strategic policies.
- Documents as described in the Introduction to my Statement.

DOCUMENTS TAKEN INTO ACCOUNT

Relevant documents are described above.

IDENTITY OF PERSONS UNDERTAKING THE WORK

Stuart McGurn assisted by Christina McRae, Director.

SUMMARY OF OPINIONS

A summary of my opinions in relation to this matter is included at paragraph no. 59 - 62 of my evidence.

I have made all the inquiries that I believe are desirable and appropriate and no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.



Stuart McGurn
Urbis Pty Ltd

APPENDIX B INSTRUCTING PARTIES

INSTRUCTING PARTIES AND RELEVANT LAND HOLDINGS

SITE	INSTRUCTING PARTY	AFFECTED LAND	PLANNING SCHEME
SANDRIDGE			
1	Salvo Group (SPG Operations Pty Ltd)	60 - 82 Johnson Street, South Melbourne	PORT PHILLIP
LORIMER			
2.	Costa Fox Developments Pty Ltd	99-111 Lorimer Street, Docklands	MELBOURNE
3.	Springbank Properties Pty Ltd	162-188 Turner Street, Port Melbourne	MELBOURNE
4.	Belsize Nominees Pty	351 Ingles Street, Port Melbourne	MELBOURNE
MONTAGUE			
5.	Lie Properties Pty Ltd	187-197 Normanby Road, Southbank	PORT PHILLIP
6.	Normanby Road Developments Pty Ltd	235-239 and 241-243 Normanby Road, South Melbourne	PORT PHILLIP
7.	Perpetual Normanby Pty Ltd	228-232 & 234-238 Normanby Road Southbank	PORT PHILLIP
WIRRAWAY			
8.	Third Street Pty Ltd	320 Plummer Street, Port Melbourne	PORT PHILLIP
9.	Third Street Pty Ltd	365 Plummer Street, Port Melbourne	PORT PHILLIP
10.	Third Street Pty Ltd	17 Rocklea Drive, Port Melbourne	PORT PHILLIP
11.	Frank Walker and Sel Reklaw Pty Ltd (represented by Russell Kennedy)	541 Graham Street, Port Melbourne	PORT PHILLIP



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