2 Bowen Crescent, Melbourne

Planning Permit Application

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# TABLE OF CONTENTS

**Introduction** .................................................................................................................. 1

1  **Subject Site and Surrounds** .......................................................................................... 2
   1.1 Subject Site ................................................................................................................. 2
   1.2 Surrounding Area ....................................................................................................... 3
     1.2.1 Northwest ............................................................................................................. 6
     1.2.2 Northeast .............................................................................................................. 7
     1.2.3 Southeast ............................................................................................................. 8
     1.2.4 Southwest .......................................................................................................... 9

2  **The Proposal** ............................................................................................................... 10
   2.1 Building Layout ......................................................................................................... 10

3  **Planning Policy Framework** ...................................................................................... 12
   3.1 State Planning Policy Framework ............................................................................. 12
   3.2 Plan Melbourne – Metropolitan Planning Strategy ....................................................... 13
   3.3 Local Planning Policy Framework ............................................................................. 13

4  **Planning Framework** .................................................................................................. 15
   4.1 Zone ......................................................................................................................... 15
   4.2 Overlays .................................................................................................................. 15
     4.2.1 Design Development Overlay – Schedule 4-1 ..................................................... 15
     4.2.2 Design Development Overlay – Schedule 13 ...................................................... 15
   4.3 Particular Provisions ................................................................................................. 15
     4.3.1 Clause 52.06 - Car parking ................................................................................ 16
     4.3.2 Clause 52.07 – Loading and unloading of vehicles .............................................. 16
     4.3.3 Clause 52.34 – Bicycle facilities ....................................................................... 16
     4.3.4 Clause 52.35 – Urban Context Report and Design response for Residential Development of Five or More Storeys ................................................................. 16
     4.3.5 Clause 52.36 – Integrated Public Transport Planning ......................................... 16
   4.4 Amendment C107 – St Kilda North Precinct ................................................................. 17

5  **Planning Considerations** ............................................................................................ 19
   5.1 Is the Proposal Consistent with State and Local Policy? ........................................... 19
     5.1.1 State Planning Policy Framework ...................................................................... 19
     5.1.2 Local Planning Policy Framework .................................................................... 20
     5.1.3 Is the Residential Use Appropriate .................................................................... 20
   5.2 Are the Built Form and Urban Design Outcomes Appropriate WITHIN the area? .... 21
     5.2.1 Massing and Scale ............................................................................................. 21
     5.2.2 Architecture and façade Treatments ................................................................ 24
   5.3 Will the Proposal Ensure No Unreasonable Offsite Amenity Impact and allow for equitable development? ................................................................. 24
     5.3.1 Setbacks ............................................................................................................ 25
     5.3.2 Shadows ............................................................................................................ 25
   5.4 Will the Proposal Provide a good Level of Internal Amenity? ..................................... 25
     5.4.1 Does the Proposal Provide Appropriate Car Parking and Access Arrangements? 26
   5.5 Waste Management .................................................................................................. 27
   5.6 Wind Impacts ............................................................................................................. 28
   5.7 Environmentally Sustainable Development ............................................................. 28

6  **Conclusion** .................................................................................................................. 29
Disclaimer .................................................................................................................................................. 31

Appendix A  Certificate of Title
Appendix B  Traffic Engineering Assessment
Appendix C  Waste Management Plan
Appendix D  Wind Impact Assessment
Appendix E  Sustainable Management Plan

FIGURES:
FIGURE 1 – AERIAL PHOTO OF 2 BOWEN CRESCENT, MELBOURNE ................................................. 2
FIGURE 2 – LOCATION MAP, 2 BOWEN CRESCENT, MELBOURNE ..................................................... 5

PICTURES:
Picture 1 – View from Bowen Crescent Reserve ................................................................. 3
Picture 2 – Car parking at subject site .......................................................................................... 3
Picture 3 – Bowen Lane Looking southwest ............................................................................... 3
Picture 4 – Bowen Lane Looking northeast ............................................................................... 3
Picture 5 – Subject Site and No. 3 Bowen Crescent viewed from Bowen Lane ......................... 4
Picture 6 – Buildings backing onto Bowen Lane ........................................................................ 4
Picture 7 – Rear of 1-29 Albert Road, viewed from Bowen Lane ................................................ 6
Picture 8 – View of Albert Road Clinic from Bowen Lane .......................................................... 6
Picture 9 – No. 1 Bowen Crescent ............................................................................................... 7
Picture 10 – 390 St Kilda Road looking West from Bowen Lane .................................................. 7
Picture 11 – St Kilda Road Police Station ..................................................................................... 8
Picture 12 – St Kilda Road Towers ............................................................................................... 8
Picture 13 – No. 3 Bowen Crescent ............................................................................................... 9
Picture 14 – Bowen Crescent Reserve ......................................................................................... 9
Picture 15 – View of subject site and adjoining properties looking southwest down Bowen Lane ....... 23
Picture 16 – View looking southeast down Bowen Lane .................................................................. 23
Introduction

Urbis Pty Ltd acts on behalf of Wuzhong Albert Pty Ltd in support of an application to construct a mixed use development at 2 Bowen Crescent, Melbourne.

The proposal’s design has evolved as a direct response to the site’s context, the objectives of both the state and local planning policy and other built form objectives contained within Amendment C07 to the Port Phillip Planning Scheme. Importantly, the development has evolved following the Council decision adopt Amendment C107 with mandatory height limits within the proposed Design Development Overlay Schedule 26.

This report assesses the appropriateness of the proposal against the relevant policy documents, including the planning policy objectives within the Port Phillip Planning Scheme and the surrounding built form context.

This report should be read in conjunction with the following documents:

- Architectural plans prepared by Plus Architecture, dated 23 October 2015
- Traffic Engineering Assessment Report prepared by Traffix Group, dated 25 November 2011
- Wind Assessment prepared by GWTS, dated 8 October 2015
- Sustainable Management Plan prepared by WSP, dated 10 November 2015
1 Subject Site and Surrounds

1.1 SUBJECT SITE

The subject site is oriented on a northwest – southeast axis, located on the north side of Bowen Crescent, bounded by St Kilda Road to the North and Kings Way to the south. The site’s primary frontage is to Bowen Crescent with a secondary frontage to Bowen Lane. The site is rectangular in shape albeit it’s angled south property boundary and has a street frontage of 28.49 metres, maximum depth of 70.80 metres and a total area of approximately 1800 square metres.

The site is currently occupied by a six storey concrete car park with vehicle access from both Bowen Crescent and Bowen Lane. There is a small café located at the base of the car park, toward the southern corner of the site. The car park is constructed to the side and rear property boundaries and is slightly setback from its street frontage.
1.2 SURROUNDING AREA

Bowen Crescent has a mixed character with a range of uses, building heights and setbacks. Landscaped setbacks vary along Bowen Crescent and car accessways are common. Bowen Lane is a service road which is dominated by vehicle access and car parking. There is some street tree planting on the south side of Bowen Crescent however landscaping is fairly limited on the street and instead, is contained within Bowen Crescent Reserve.

Building styles vary considerably within the area however tower design is fairly consistent in that podiums are not a common element of the immediate area and do not form a defining character element of the streetscape. Most buildings have been set back marginally from their respective front property boundary to allow space for limited landscaping and then go up as a continuous built form.
Bowen Lane is a service lane and comprises of blank walls, locked roller doors, waste collection areas and service entries. The Albert Road Clinic car parking area offers a break in the high tower walls which line this lane, adding some landscaping along the property boundary, softening the hard built form surrounding it. However, this lane is not frequented by pedestrians and is unlikely to change in the near future to become an activated pedestrian street given the size, age and extent of existing buildings with rear elevations constructed to the lane.

There is excellent access to public open space within close proximity to the subject site including the Royal Botanic Gardens and Shrine of Remembrance environs, located approximately 200 metres to the north, Albert Park, approximately 200 metres to the south and Fawkner Park, approximately 500 metres to the southeast.

The site also has exceptional access to public transport, particularly tram and bus services. These services are primarily accessed from St Kilda Road and include:

- Tram: routes 3, 3a, 5, 6, 16, 64, 67 and 72; and

- Bus: routes 216, 219, 220 and 980 (NightRider)

The majority of these transport routes provide a direct connection to the CBD where connecting transport links to the rest of the city can be conveniently accessed.
FIGURE 2 – LOCATION MAP, 2 BOWEN CRESCENT, MELBOURNE
1.2.1 NORTHWEST

To the northwest of the site, across Bowen Lane is a four storey building which is tenanted by the Albert Road Clinic, a medical centre providing psychiatric care. The subject site faces the open car park to the rear of this building with a distance of approximately 50 metres between the subject site and medical building. The building is a crescent shape which is predominately glazed and provides space for some landscaping within the street setback and rear car park. The building fronts Albert Road.

To the northeast of the Albert Road Clinic, at No. 1-29 Albert Road, is a 20 storey apartment building which continues the curved built form of the clinic and also incorporates a car park to the rear, adjoining Bowen Lane.
1.2.2 NORTHEAST

There are several buildings of varying heights to the northeast of the subject site.

The adjoining building at No. 1 Bowen Crescent is a seven storey office building with basement car parking. Pedestrian and vehicle access are both achieved via Bowen Crescent. The building appears to be constructed to the rear and side boundaries with a small street setback allowing for the basement ramp and minimal landscaping.

To the rear of No. 1 Bowen Street is the vehicle entry to the building at No. 390 St Kilda Road. This portion of the building has a height of approximately four storeys and presents as three garage doors and a private pedestrian door set in from the street. There is no activation to the street on this frontage. The building at No. 390 St Kilda Road is a high rise building comprising offices, food and drink premises and serviced apartments.

![Picture 9 – No. 1 Bowen Crescent](image1)

![Picture 10 – 390 St Kilda Road Looking West from Bowen Lane](image2)
1.2.3 SOUTHEAST

To the southeast, across Bowen Crescent, is the St Kilda Road Policy Station which is approximately a 17 storey concrete and glazed tower. The building fronts St Kilda Road and is constructed to the side and rear property boundaries with vehicle access from the rear, via Queens Lane.

Further south, between Queens Road and Queens Lane is No. 1 Queens Road, known as St Kilda Rd Towers. This building is approximately 16 storeys tall with a completely glazed façade. The building contains basement car parking, food and drink premises at the ground floor and offices above.
1.2.4 SOUTHWEST

To the southwest, adjoining the subject site, is a 12 storey high office tower of with retail premises on the ground floor. Access to basement parking is achieved via a ramp from Bowen Crescent on the north side of the building. The tower extends through the site to Bowen Lane but has little interaction with this street. There is pedestrian access down both sides of this building from the lane however it appears to generally be used as an area for rubbish collection and loading and unloading facilities.

Further to the south, across Bowen Crescent, is Bowen Reserve which is a small park bounded by Bowen Crescent, Queens Road and Kings Way. This park comprises of a gravelled area with scattered trees, bench seating, limited landscaping and a public toilet block on the northern edge, closest to the subject site. The park has been identified as having heritage values and is well utilised by residents and workers in the immediate area.
2 The Proposal

The proposal seeks approval for the construction of a mixed use building comprising of retail at the ground floor and apartments above, over two levels of basement car parking. The building has been designed to respond to its context, keeping in mind the adjoining commercial and office buildings and its location in proximity to Bowen Crescent Reserve and the Shrine vista.

The building is proposed to extend to a height of 65 metres AHD which will result in a real height of 58 metres above street level, a total of 19 storeys. There is a podium form proposed at the front of the site, on the south side of the lot, facing Bowen Crescent. This form will be a total of seven storeys (29 metres AHD) high. No podium to the rear, facing Bowen Lane, is proposed. Retail space is provided for at the ground level, facing Bowen Crescent with car parking provided in the two levels of basement floor space and within the core of the building, on Levels 1 – 6. Vehicle access is provided from the rear of the site, via Bowen Lane with pedestrian access and lobby areas provided at the ground floor at both Bowen Crescent and Bowen Lane.

The building is to be constructed to all side boundaries at the basement level and all but the front property boundary for the first seventh floor. The building has been setback by 3 metres from the front boundary to allow for landscaping and bicycle parking within this area. The tower portion of the building has been set back from the side boundaries to create light courts for the apartments proposed through the centre.

The building has been designed to maintain an active frontage to Bowen Crescent, providing two residential tenancies with glazed interfaces to the street and the residential entrance at the ground floor. Services have been located to the rear of the building, accessed either internally or via Bowen Lane. The building retains this laneways traditional use, as a service lane with entrance to car parking but improves the integration to the laneway by incorporating an open lobby for pedestrian entry via Bowen Lane.

The building form is contemporary in design and will be of an irregular, curvilinear shape which has been designed to respond to the axis and shape of the site, the neighbouring buildings and the potential to give the new apartments an outlook surrounding vistas. The design response is unique, particularly in an area dominated by block-like geometric towers and will present as an interesting, well-articulated design with varying openings and recesses and a glazing and precast concrete façade treatment. The high levels of glazing and curvilinear shapes results in a highly innovative architectural response, making this building a significant contribution to the streetscape.

Development Summary:
- 214 apartments (101 x 1 bedroom, 105 x 2 bedroom and 8 x 3 bedroom) at Levels 1 – 18.
- 208 square metres of communal recreational space for apartment residents at Level 7 including a communal dining area, gym and library.
- 697 square metres of retail space at the ground floor level
- 206 car parking spaces (199 x residential [incl. 21 visitor] and 7 x retail)
- 82 bicycle (57 x residential and 21 x visitor)
- External storage space for residents provided within all car parking levels

2.1 BUILDING LAYOUT

The building layout is proposed as follows:
- Basement 02 comprises of 35 car parking spaces (all for residents), a bicycle storage room with space for 33 bicycles, 2 motorcycle parking space, external storage areas and the rainwater and break tank rooms.
- Basement 01 comprises of 33 car parking spaces (7 x retail, 21 x visitor and 5 x residential), two motorcycle parking spaces, external storage areas and services rooms.
The ground floor comprises of:

- The main entry foyer, proposed at the centre of the building, accessed via Bowen Crescent. There is a second entry foyer at the rear of the building, accessed via Bowen Lane.
- Two relatively large retail tenancies of 410 square metres and 290 square metres, both fronting Bowen Crescent.
- Car parking ramps and services including a waste storage area, comms room, substation and visitor bicycle parking space including ten spaces within the front setback of the building.
- 21 visitor bicycle parking spaces.

- Level 1 comprises a car parking area with 23 car parking spaces, 3 bicycle parking spaces and external storage facilities. There are eight apartments on this level (7 x 1 bedroom and 1 x 2 bedroom).
- Levels 2 – 6 comprise of a car parking area with 23 car parking spaces, 3 bicycle parking spaces and external storage facilities and eight apartments on each level (5 x 1 bedroom and 3 x 2 bedroom).
- Level 7 comprises of a 73 square metre communal dining area, 85 square metre gym, 50 square metre library and 13 apartments (3 x 1 bedroom and 10 x 2 bedroom).
- Levels 8 – 13 comprise of 16 apartments on each level (8 x 1 bedroom and 8 x 2 bedroom).
- Levels 14 - 16 comprise of 16 apartments on each level (6 x 1 bedroom and 10 x 2 bedroom).
- Level 17 comprises 9 apartments, 8 of which are double storey (1 x 2 bedroom and 8 x 3 bedroom).
- Level 18 comprises the second level of the eight double storey apartments on Level 17 and the plant room.
3 Planning Policy Framework

3.1 STATE PLANNING POLICY FRAMEWORK

The State Planning Policy Framework (SPPF) seeks to develop objectives for planning in Victoria to foster land use and development planning and policy which integrates relevant environmental, social and economic factors.

The sections of the SPPF which are relevant to this application include:

- Clause 9 – Plan Melbourne
- Clause 11 – Settlement
- Clause 15 – Built Environment
- Clause 16 – Housing
- Clause 17 – Economic Development
- Clause 18 – Transport

The main thrust of these policies can be summarised as follows:

- Clause 9 requires that where relevant, planning and responsible authorities must consider and apply the Strategy Plan Melbourne: Metropolitan Planning Strategy.
- Clause 11 requires planning to contribute to, amongst others, ‘diversity of choice’, ‘a high standard of urban design and amenity’ and ‘accessibility’. It encourages opportunities for the consolidation, redevelopment and intensification of existing urban areas.
- The policy at Clause 11 seeks to ensure that there ‘is a sufficient supply of land available for residential, commercial, retail, industrial, recreational, institutional and other community uses’. The strategies of the policy objectives encourage ‘a diversity of housing types at higher densities in and around activity centres’.
- Clause 15.01-1 seeks to ‘create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity’. The urban design principles for development include context, the public realm, safety, landmarks, views and vistas, pedestrian spaces, heritage, consolidation of empty sites, light and shade, energy and resource efficiency, architectural quality and landscape architecture.
- In relation to sustainable development, the objective of Clause 15.02-1 encourages ‘land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions’.
- The policy at Clause 16 supports developments that provide for housing diversity, access to services and planned for long term sustainability. Higher density is encouraged in locations in and around activity centres, close to public transport and employment opportunities.
- The policy at Clause 17 seeks to encourage ‘strong economic growth through the provision of strong and innovative economy’ and encourages ‘development which will meet the needs of the community for retail, entertainment, office and other commercial services’.
- The policy at Clause 18 relates to transport and states that ‘planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods and is safe’. 
3.2 PLAN MELBOURNE – METROPOLITAN PLANNING STRATEGY

The State Government has recently released Plan Melbourne; the Victorian Government’s metropolitan planning strategy that will guide the city’s growth to 2050. It is a strategy focussed on providing adequate employment, housing and transport around the central city and beyond.

The Strategy focuses on the following 9 key concepts:

- Delivering a New Integrated Economic Triangle
- Protecting the Suburbs by Delivering Density in Defined Locations
- A State of Cities
- Delivering a Pipeline of Investment Opportunity
- Better Use of Existing Assets
- 20 Minute Neighbourhoods
- Housing Choice and Affordability
- Transitioning to a More Sustainable City
- Good Governance and Strong Partnerships

The report recognises that Melbourne’s population will increase to more than 6.5 million people by 2050. This additional population will require housing, employment and ancillary services and facilities. Part of the direction is to ensure this increased population can be catered for without unreasonably impacting on the existing qualities of Melbourne’s suburbs. The Strategy establishes five metropolitan subregions including, the Central Subregion which is planned ‘to become Australia’s largest commercial and residential centre by 2040’.

Plan Melbourne recognises the economic and cultural benefits of people living close to their place of work and provides a major focus on ensuring that the Central Subregion can accommodate over 1 million jobs and 1 million people by 2050.

In addition, the recently appointed Government has released a discussion paper regarding apartment standards. This discussion paper clearly notes the importance of accommodating the anticipated increase in population with medium and higher density developments and in locations close to transport, services and within Activity Centres.

3.3 LOCAL PLANNING POLICY FRAMEWORK

The MSS sets out future direction for the municipality and provides a vision and framework for the municipality, whilst the local policy provides a more detailed direction to inform the assessment of new land use and development.

The following sections of the MSS and local planning policies that are particularly relevant to this matter include:

- Clause 21.01 – Vision and Approach
- Clause 21.03 – Ecologically Sustainable Development
- Clause 21.04 – Land Use
- Clause 21.05 – Built Form
- Clause 21.06 – Neighbourhoods
- Clause 22.06 – Urban Design Policy for Non Residential Development and Multi-Unit Residential Development

- Clause 22.12 – Stormwater Management Policy

The main thrust of these policies can be summarised as follows:

- Council’s vision for Port Phillip is outlined in Clause 21.01-1. Relevantly, it aims to create a city which is responsive to climate change, provides a safe environment for all, encourages diversity, fosters a sense of place and community, promotes affordable, accessible and diverse housing types and encourages innovative design and high environmental awareness.

- Relevantly, within the strategic approach in Clause 21.01-2, Council aims to make ecologically sustainable decisions, create attractive residential areas with opportunities for housing growth within strategic locations.

- Clause 21.03 encourages the promotion of sustainable design and development.

- The strategies at Clause 21.04 aim to encourage opportunities for new residential development in designated locations to accommodate the growing population and support a diverse range of housing types.

- Clause 21.05 encourages high quality built form which enhances the valued character of neighbourhoods across Port Phillip and respects the preferred height and scale of the identified preferred character area while respecting existing residential uses.

- Clause 21.06-7 identifies St Kilda Road, Queens Road and the Kings Way / Dorcas Street Mixed Activity Precinct as preferred locations for well designed, high density residential growth. It also recognises the St Kilda Road boulevard and Shrine of Remembrance as a prominent landmark.

- Clause 22.06 aims to achieve high quality urban design and architecture that integrates with the prevailing neighbourhood character and respects its context and significant heritage, architectural, scientific and cultural significance.

- Clause 22.12 aims to improve stormwater quality through water sensitive urban design.
4 Planning Framework

4.1 ZONE

The site is located within the Commercial 1 Zone. The purpose of this zone is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.

- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

Pursuant to Clause 34.01-1, a permit is not required for a ‘retail premises’ as it is listed as a Section 1 use. ‘Accommodation’ is a Section 1 use on the condition that any frontage at ground level does not exceed 2 metres). The lobby to the apartments faces Bowen Crescent and has an entry of 4.6 metres wide. Therefore, a permit is required for use as accommodation.

Pursuant to Clause 34.01-4, a permit is required to construct a building or construct or carry out works.

4.2 OVERLAYS

The subject site is affected by Schedule 4-1 and Schedule 13 to the Design and Development Overlay. However, in July 2015, Council resolved to adopt amendment C107 into the Port Phillip Planning Scheme which replaces these two overlays with the new Schedule 26 to the Design Development Overlay (DDO26). This amendment has now been submitted to the Minister for approval and gazettal into the Scheme. As such, we consider that this amendment is seriously entertained and our assessment has primarily been based on the provisions of DDO26. This is discussed further in Section 4.5 of this report.

4.2.1 DESIGN DEVELOPMENT OVERLAY – SCHEDULE 4-1

The site is affected by Schedule 4 to the Design and Development Overlay – St Kilda Road, Queens Road, Kings Way and Queens Way.

The site is identified within Area DD04-1 and is affected by a mandatory maximum height provision. Under Section 2.0 of Schedule 4-1, if the subject site is 13 metres or more from an Albert Road boundary and 3 metres or more from any other front road boundary, the maximum height is 65 metres above Australian Height Datum. There is also a minimum 3 metre setback requirement from the front boundary.

4.2.2 DESIGN DEVELOPMENT OVERLAY – SCHEDULE 13

Schedule 13 to the Design Development Overlay relates to the Shrine Vista. The design objectives of this Schedule are:

To ensure that the Shrine of Remembrance and its outline as viewed from Swanston Street outside the State Library in the City of Melbourne is not fully or partially obscured by any building or works.

The height of buildings or works must be in compliance with the shrine vista height control formula as described in the Shrine of Remembrance Controls, April 2014. These controls define the subject site as being within the Shrine Silhouette area with a maximum height requirement of 65 metres to Australian Height Datum.

4.3 PARTICULAR PROVISIONS

Relevant particular provisions of the Port Phillip Planning Scheme are as follows:
4.3.1 CLAUSE 52.06 - CAR PARKING
This Clause seeks to ensure that adequate car parking facilities are provided with new developments. Pursuant to Clause 52.06-2, before a new use commences the number of car parking spaces required under Clause 52.06-5 must be provided to the satisfaction of the Responsible Authority.

The table at Clause 52.06-5 specifies the following car parking requirements:
- 1 car space for each one or two bedroom dwelling.
- 2 car spaces to each three or more bedroom dwelling.
- 1 car space for visitors for every 5 dwellings.
- 4 spaces to each 100sqm of leasable floor area for retail use.

A permit can be granted to reduce or waive these requirements.

4.3.2 CLAUSE 52.07 – LOADING AND UNLOADING OF VEHICLES
Clause 52.07 relates to the unloading and unloading of vehicles. This provision aims to set aside land for loading and unloading commercial vehicles to prevent loss of amenity and adverse effect on traffic flow and road safety.

A permit can be issued to waive this requirement if to the satisfaction of the Responsible Authority.

4.3.3 CLAUSE 52.34 – BICYCLE FACILITIES
Clause 52.34 aims to promote cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities. This provision of bicycle facilities applies under the following conditions:

- A new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land.
- Where the floor area occupied by an existing use is increased, the requirement for bicycle facilities only applies to the increased floor area of the use.

Clause 52.34-3 specifies that the bicycle parking requirement for the uses as follows:

- Dwelling - 1 to each 5 dwellings for residents and 1 to each 10 dwellings for visitors.
- Retail – 1 space to each 300sqm of leasable floor area for an employee and 1 space to each 500sqm of leasable floor area for visitors.

The proposal provides bicycle parking in excess of its statutory requirement.

4.3.4 CLAUSE 52.35 – URBAN CONTEXT REPORT AND DESIGN RESPONSE FOR RESIDENTIAL DEVELOPMENT OF FIVE OR MORE STOREYS
The purpose of Clause 52.35 aims to ensure that an urban context assessment is prepared before a residential development of five or more storeys is designed and that the design responds to the existing urban context and preferred future development of the area.

An Urban Context analysis has been prepared by Plus Architecture and is included within Parts 1 and 2 of the architectural documentation submitted with this application.

4.3.5 CLAUSE 52.36 – INTEGRATED PUBLIC TRANSPORT PLANNING
Clause 52.36 seeks to ensure development supports public transport usage and to ensure development does not adversely affect the efficient, equitable and accessible operation of public transport.
Pursuant to Clause 52.36-1, an application for a residential development of 60 dwellings or more must be referred in accordance with section 55 of the Act to Public Transport Victoria.

4.4 AMENDMENT C107 – ST KILDA NORTH PRECINCT

The purpose of Amendment C107 is to implement and give statutory effect to the Draft St Kilda Road North Precinct Plan 2013. The catalyst for these new controls was the large number of developments being constructed at heights far above the discretionary height limits and the need to update the existing controls. On 28 July 2015, Council resolved to adopt this amendment (with changes) into the Scheme. The amendment has now been submitted to the Minister for gazettal.

Amendment C107 seeks to introduce Schedule 26 to the Design Development Overlay into the Port Phillip Planning Scheme with a suite of controls that relate to the scale and form of new development.

DDO26 identifies six overarching themes for new development within which design objectives can be met. These themes are as follows:

- St Kilda Road North Precinct Overall Objectives General
- Shrine Setting
- City Beautiful
- Landscape Setting
- Streets for People
- Private Amenity and Outlook

The subject site is identified within Sub-Precinct 4: Albert Road North & Bowen Crescent. Within this precinct, the following objectives apply:

- To ensure that built form creates a focal point within the wider St Kilda Road Precinct through the development of higher scale and quality buildings where Albert Road, St Kilda Road and Domain Road meet.

- To ensure that development reinforces the distinctive street pattern by building frontages following the curve of the street and are complemented by formal tree planting in setback areas.

- To ensure that podium heights create and reinforce human scale at street level.

- To encourage the development of a vibrant inner urban residential and mixed use area.

- To ensure that development provides high quality living spaces and protects the amenity of existing residential developments and adjoining residential neighbourhoods in South Melbourne.

- To improve public streets, provide for additional street trees and increase pedestrian connections.

Within this Sub-Precinct, the subject site falls in Precinct 4-d. The following built form requirements with Council’s recommendations have been submitted to the Minister and have been used as a basis of assessment for this report.
<table>
<thead>
<tr>
<th>BUILT FORM ELEMENT</th>
<th>EXHIBITED DDO26</th>
<th>COUNCIL ADOPTED DDO26</th>
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</thead>
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<tr>
<td>Overall height</td>
<td>65m AHD mandatory</td>
<td>No Change</td>
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<td>Podium height</td>
<td>18m (min) to 30m (max) mandatory</td>
<td>Changed to discretionary, preferred 18m to 30m</td>
</tr>
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<td>Front street setback</td>
<td>5m mandatory</td>
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<tr>
<td>Rear street setback</td>
<td>5m mandatory above 11m</td>
<td>Change to discretionary, preferred 5m setback above 11m podium</td>
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<tr>
<td>Landscape setback</td>
<td>3m mandatory</td>
<td>Changed to discretionary, preferred 3m</td>
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<tr>
<td>Tower setback</td>
<td>4.5m mandatory and 9m from existing towers</td>
<td>No change. Maintain mandatory 4.5m, 9m from existing tower or on boundary wall</td>
</tr>
<tr>
<td>Shadows</td>
<td>Must not overshadow Bowen Reserve at the equinox between 10am and 2pm</td>
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</table>
5 Planning Considerations

The proposal seeks to develop the land at 2 Bowen Crescent, Melbourne. In considering the planning merits of the proposal, the key issues for determination are as follows:

- Consistency with planning policies contained within the Port Phillip Planning Scheme
- Built Form and Design
- Offsite Amenity and Equitable Development Opportunities
- Residential Amenity
- Car parking and access arrangements
- Wind Impacts
- Waste Management
- Environmental Sustainable Design

Each of these matters is addressed in detail in the following section of this report.

5.1 IS THE PROPOSAL CONSISTENT WITH STATE AND LOCAL POLICY?

On balance, the State and Local Policy Framework recognises the importance of ensuring that there is enough flexibility within planning policy to achieve design excellence and contribute to the overarching vision for the city. These policies seek to facilitate land use outcomes that support the ongoing vitality of the city as an environmentally sustainable plane to live, work, play and visit. The proposal achieves the broad objectives of these guiding policy documents.

5.1.1 STATE PLANNING POLICY FRAMEWORK

The proposed development is consistent with the overarching objective of the SPPF, namely supporting urban consolidation within areas with good access to public transport and existing urban infrastructure. More specifically, the proposal meets the objectives of the SPPF as follows:

- Reflect the strategic direction of Clause 11 as it represents a consolidation, redevelopment and intensification of an existing area and the efficient redevelopment of an underutilised parcel of land. The proposal will provide a diversity of choice for people wishing to live within a well-serviced, central location in close proximity.

- In accordance with Clause 15, the proposal will provide a high quality architecturally designed building which will achieve a well-considered urban design response, making a positive contribution to the streetscape. The design has ensured that views and vistas, particularly to the Shrine of Remembrance have will be retained while providing an active frontage and integration with the street at the pedestrian level.

- In accordance with the sustainability objectives of Clause 15, the proposal has ensured that best practice ESD measures can be incorporated into the building as outlined in the accompanying ESD report.

- The proposal provides high density housing in a location close to the CBD and the St Kilda Road commercial district. This is in line with the policy objectives of Clause 16 which encourages higher density housing in existing urban areas and locations in and around activity centres. The subject site has excellent access to high quality public open space, public transport and employment opportunities, allowing residents to conveniently commute to their place of employment and a large variety of other entertainment, recreational and retail services.
In accordance with the objectives of Clause 17, the proposed development will contribute to meeting the needs of the community. Retail space occupies the ground floor of this development and will provide for goods or services which can be of benefit and make a contribution to the area.

The proposal is in a location which can take advantage of the excellent public transport services available to it. In accordance with the objectives of Clause 18, occupants of the residential building will be encouraged to use public transport which is conveniently accessible from the site including the Domain Interchange which is a 400 metre walk away.

5.1.2 LOCAL PLANNING POLICY FRAMEWORK

The proposed development is consistent with the MSS and Local Planning Policies within the Port Phillip Planning Scheme including the relevant objectives and strategies of these policy documents, as follows:

- The proposal reflects the strategic direction and Council’s vision as outlined in Clause 21.01-1. Specifically, the construction of this residential development will contribute to promoting affordable housing, contribute to housing diversity within the municipality and provide for a high quality, innovative design which has considered its location, context and ability to make a positive contribution to the streetscape.

- In accordance with the strategic approach in Clause 21.01-2, the proposal consolidates urban residential development, which will accommodate housing growth in an environmentally sustainable and attractive manner. Clause 21.06-7 identifies the subject site as within a preferred location for well-designed high density residential growth.

- Sustainable design and development as outlined within Clause 21.03, has been considered with this proposal. This is discussed further in the internal amenity section of this report. Sustainable initiatives which have been incorporated into the design can be seen within the accompanying ESD Report.

- In accordance with the objectives and strategies of Clause 21.04, the proposal has been located within an area capable of accommodating increased housing densities. This site, which is within proximity to the CBD, St Kilda Road and other well-serviced areas, ensures that increased populations can be conveniently accommodated. The subject site has very high accessibility to public transport, shops and other infrastructure which make it a strategic location for housing growth.

- In accordance with Clause 21.05, the proposed built form will enhance the character of the area while maintaining a height and form that is responsive to its context. Of particular importance within this area is maintaining views and vistas to the Shrine of Remembrance. The height of the building has allowed for this while presenting as an interesting design which takes advantage of its location within a high density area.

- The development will be of a high quality with an interesting, creative and site responsive design which will fit comfortably within the existing character of the area. This is in accordance with Clause 22.06.

- In accordance with Clause 22.12, this application has been accompanied by a Water Sensitive Urban Design Response included within the Sustainability Management Plan.

5.1.3 IS THE RESIDENTIAL USE APPROPRIATE

While there are no dwellings proposed to be located on the ground floor, the entry to the apartment lobby exceeds the maximum allowable frontage width of 2 metres prescribed under Clause 34.01-1. The lobby entrance is approximately 4.7 metres wide therefore triggering the requirement for a planning permit for residential use.

The purpose of this provision is to ensure that commercial uses take priority at the ground floor level fronting the street, enabling streets to retain their commercial vitality. While the apartment entry does exceed the maximum frontage width, it will not form a dominant element of the front façade as it has been recessed behind the front building line. Further to this, there are two large retail tenancies proposed on either side of the apartment entry which take up the majority of the street frontage. These two tenancies have high, fully glazed façades which will activate the streetscape and create a clear interaction between
the building and passing pedestrians. The retail components will form the dominant element of the building as it presents to the street at the pedestrian level, ensuring that it makes a positive contribution to the commercial centre while providing a clear entrance and sense of address to the apartments above.

It is considered that the residential component is an appropriate use and its integration with the building has been site responsive, considering both the St Kilda Road context and commercial intentions.

5.2 ARE THE BUILT FORM AND URBAN DESIGN OUTCOMES APPROPRIATE WITHIN THE AREA?

5.2.1 MASSING AND SCALE

The massing of the proposal has been developed to respond to a number of factors relating to its urban context, outlook, solar access and compliance with the proposed DDO26.

The building form, when viewed from Bowen Crescent, presents with a seven storey podium to the southwest side and tower along the remainder of the frontage. The form is well articulated and has been designed to consider the amenity of future residents while adding a high quality, interesting building to the streetscape.

A detailed discussion of the building form, massing and scale is discussed below in Section 5.2.1.1 of this report, with particular reference to its compliance with the built form guidelines of the proposed DDO26.

5.2.1.1 AMENDMENT C107 – SCHEDULE 26 TO THE DESIGN DEVELOPMENT OVERLAY

Overall Height

Council has resolved that the overall height limit is mandatory and must not exceed 65 metres AHD. The proposed maximum height is 65 metres AHD.

In complying with this policy, the proposal will ensure that the views and vista both to and from the Shrine remain unobstructed thereby protecting the Shrine as a significant cultural and heritage landmark.

It is also noted that this height complies with the maximum height limits prescribed in the soon to be superseded overlays within both DDO4-1 and DDO13

Podium Height

Council has resolved that the podium height is discretionary and should be between 18 metres to 30 metres high.

The proposed building is made up of several different components including a 22 metre high (29m AHD) podium form toward the southwest side of the site and continuous tower structure along the remainder of the frontage. A key objective of Sub-Precinct 4 is to ensure that development reinforces the distinctive street pattern. There are no podium buildings evident within the street or immediate environs with all surroundings buildings constructed straight up at their frontage. This creates a consistent street wall character which would not benefit from the incorporation of a podium to the proposed building. Rather, the podium would sit at odds with the existing buildings within Bowen Crescent, making inefficient use of the site in an area with strong precedent for tower construction.

It is acknowledged that improving and reinforcing the human scale is an important objective of the precinct, as it is in most areas where high density built form is encouraged. While a podium form has not been incorporated for the entire extent of the street frontage, we submit that the proposed design successfully responds to the need to create buildings at a human scale and has incorporated a creative, visually interesting and active street frontage. Tools used to ensure response to the human scale have included the use of tactile materials including tiling and green walls at the ground floor level, fully glazed frontages to the retail tenancies and apartment lobby and architectural elements which frame and draw the eye to the lower levels. Balconies and habitable room windows of the above apartments have also
been oriented to face the street, improving the sense of connection and allowing for on-street passive surveillance.

Based on the above, it is considered that the proposed building will sit comfortably with the existing street character and has considered the human scale in creating an active and interesting frontage without the requirement for a podium form. As such, it is requested that Council use discretion in decision making and allow for this varied podium form.

**Front Street Setback**

Council has resolved to have a discretionary 5 metre front setback. No setback has been proposed to create a tower above a podium form.

The form of the building, which is proposed to be constructed straight up at the street frontage has been justified above under the ‘Podium Height’ heading and is considered to be appropriate given the street context and design response.

Further to this, the tower is set back from the side boundaries at the upper levels allowing sunlight and sky views through the southwest side of the site. The tower is also well articulated, presenting as a curvilinear form with variation to its openings and setbacks. This will ensure that the building adds interest to the skyline and will appear as a broken up structure, avoiding the large, bulky, blank forms which the overlay seeks to avoid.

**Rear Street Setback**

Council have resolved to adopt a discretionary rear setback of 5 metres above an 11 metre podium. No podium is proposed to the rear of this development.

The rear street setback of 5 metres above 11 metres will create a podium with the intent being to create human scale street proportions as the tower will be a recessive form above the podium. While this has merit within the front setback, which is a high traffic pedestrian and vehicle access road, the building faces Bowen Lane to the rear. Bowen Lane comprises of the rear of other buildings, none of which incorporate a podium and the car park of the Albert Road Clinic. The street is not activated in any way and is highly unlikely to become so given that it is within an established area where the majority of the existing buildings are relatively new and unlikely to be redeveloped in the foreseeable future. The street consists of service and vehicle entrances, waste collection areas and a continuous high street wall along the entire south east and much of the north western side.

As can be seen in the images overleaf, pedestrian activity is not encouraged in this area, nor is it likely to increase in the future given the existing built form. Requiring that the proposal complies with this provision will result in an inefficient use of the site in an area with no sensitive interfaces and a precedent for towers with no podium element. Further to this, setting back the tower above 11 metres will make limited contribution to pedestrian amenity or street life within this lane. This is a service lane and the proposal also requires services to be located on this side. This being the case, complying with this policy will have no net benefit to the pedestrian amenity of the laneway in an area where there are limited pedestrians and no opportunity or desire to attract more.
Landscape Setback

Council has resolved to adopt a discretionary 3 metre landscape setback requirement. The building has been set back 3 metres from its front boundary. It is considered that landscaping detail could be shown on a detailed plan by condition.

There is adequate space for landscaping within this front setback which has also incorporated six visitor bicycle parking spaces and ramp access to the building.

Tower Setback

Council has resolved to require a mandatory 4.5 metre tower setback from side and rear boundaries and a 9 metre setback from existing towers.

To the northeast of the site is a seven storey commercial building toward Bowen Crescent and a three storey residential building toward Bowen Lane (car parking area to the apartments/hotel facing St Kilda Road). The core of the proposed building is set back 4.5 metres from the northeast property boundary with the front and rear of the building constructed to the boundary. The purpose of constructing to the boundary is to provide a continuous street wall which will have no impact on the abutting properties both of which also have simultaneously constructed walls on boundaries with no windows. The proposal will allow for equitable development should these sites be developed into the future with the intention of allowing a similar built form with simultaneous construction to the boundary at the front and rear and an open internal core.

To the southwest, the core of the tower is set back by 5.55 metres from the boundary to create a 9 metre separation from the tower on the adjoining lot. The front and rear portions of the tower are both set back from the adjoining building by 8.0 metres. While this is less than the 9 metres prescribed in the overlay, it is considered reasonable given that the proposal has a minimum setback of 4.5 metres from the southwest property boundary, allowing for equitable development into the future. The majority of the
building with the reduced setback also faces portions of blank wall on the adjoining building toward both the rear and front and also extends past the front façade of the adjoining building so that it does not have an interface with this building toward the southwest. Further to this, as the abutting building is commercial, no habitable room windows will be affected by the proposal at this interface.

The proposed building is not set back from the rear property boundary. As this interface is with a laneway and there is a car park directly across the laneway, this is considered to be an acceptable outcome. The building will appear similar to others vicinity which all have sheer walls facing the street. It is noted that the laneway is over 9m wide and therefore the proposed building complies with this requirement.

**Shadows**

Council has resolved to impose a mandatory policy requiring that Bowen Reserve is not overshadowed at the equinox between 10am and 2pm.

Shadow diagrams show that with the exception of a minor portion of overshadowing at 11am, the new building will not overshadow Bowen Reserve between 10am and 2pm at the equinox. The portion of the reserve which will be overshadowed is an insignificant area located on the north western edge. As such, the effect on useability and enjoyment of the park and provision of solar access will be almost undetected. The proposal will also result in overshadowing of the toilet block to the north of the reserve from 12pm – 1pm. This area is not considered to form part of Bowen Reserve and, given that it is a toilet block, will not suffer any unreasonable amenity impact.

**5.2.2 ARCHITECTURE AND FAÇADE TREATMENTS**

The site’s location within the St Kilda Road North Precinct provides opportunity for architectural expression and innovation given the varied built form character of the area and lack of sensitive interfaces within the immediate vicinity.

The design of the proposed building presents as an unusual and elegant design, with a high level of articulation provided by way of variation in openings, setbacks and curvilinear balcony treatment. The building is proposed to be primarily glazed, with balconies accentuated with a precast concrete façade, adding interest to the design. Given the variations in setbacks and angles and the use of glazing which is a relatively light material, the building will sit comfortably within its context, presenting as an interesting yet unimposing addition to the existing skyline.

The ground floor frontage is proposed to be entirely glazed which will activate the building to the street and allow for passive surveillance at this level. The pedestrian entrance to the apartments above opens out directly onto the street and is glazed to ensure further visibility to the street and activity and interest at this interface.

A pedestrian entry door has also been incorporated at the Bowen Lane frontage. This entry is also fully glazed, again allowing for visibility to and from the building and providing some activation to the laneway which is otherwise dominated by building services and vehicular access points. The Bowen Lane frontage is further activated by orienting apartments to face the laneway. Operable habitable room windows and balconies allow for passive surveillance and activity at this interface. This is a substantial improvement on the existing conditions where blank walls and inoperable windows to office buildings prevail. All services provided to the proposed building are incorporated either internally or to face Bowen Lane. This ensures that the primary street frontage to Bowen Crescent can remain entirely activated to the street.

Overall, the proposed building will be a unique and positive addition to the area with active street frontages, hidden services and an interesting and unusual façade, aimed at engaging the pedestrian eye.

**5.3 WILL THE PROPOSAL ENSURE NO UNREASONABLE OFFSITE AMENITY IMPACT AND ALLOW FOR EQUITABLE DEVELOPMENT?**

A new building must be assessed in regard to the potential for offsite amenity impacts including overlooking, privacy and its impact on the development potential of surrounding sites, in the context of its environment and the policy objectives for the future development of the area.
5.3.1 SETBACKS

Northwest

To the northwest of the site, across Bowen Lane, is the Albert Road Clinic car park and the clinic building which is set back approximately 45 metres from the rear boundary of the subject site. While no rear setback is provided, this will not have any adverse amenity impact on this property given that it faces a car park and is further separated by a laneway. In addition to this, the proposed development will ensure that the development potential of the property to the northwest is not unreasonably affected given that the separation between the two properties provided by the laneway is approximately 9 metres.

Southwest

To the southwest of the subject site is a 12 storey commercial building containing retail at the ground floor and offices above. As discussed under Section 5.2.1.1 of this report, the proposed building is adequately setback from this property to ensure no unreasonable amenity impact. With the exception of front apartment, the tower is setback by 4.5 – 5.5 metres from the southwest property boundary allowing for equitable development were this property to be redeveloped. Further to this, as the property is commercial, issues of privacy do not need to be considered and as such, habitable room window and balcony screening do not need to be provided at this interface. The podium section of the building has been constructed to the boundary but is to a height consistent with that required under the proposed DDO26. Given that the proposal complies with this proposed overlay, does not face a sensitive interface and is setback adequately to allow for daylight access to the lower windows of the adjoining property, this design is considered to be appropriate. Further to this, the existing car parking is six storeys, a similar height to the proposed podium and is currently constructed to this boundary, presenting a similar effect to that proposed.

Northeast

To the northeast of the site are a seven storey commercial and three storey portion of a mixed use building, both constructed to the common boundary. The new building will be constructed to the common from the basement to Level 6 and then begins to sets back above at the core. This portion is setback by at least 4.5 metres, allowing for equitable future development. There are also no issues with privacy at this interface as there is no secluded private open space or habitable room windows within 9 metres of the subject site.

5.3.2 SHADOWS

The shadow diagrams provided with this application show that overshadowing will occur as a result of this development. The diagrams show that at the equinox, shadows will be cast over the Albert Clinic car park to the east, Bowen Lane, the commercial building to the south and the road reserve and St Kilda Road Police Station to the west.

None of the buildings or areas which will be overshadowed by the proposal contain sensitive uses and as such, they will not be unreasonably affected by the new building. Further to this, the proposal is consistent with the objectives of the Commercial 1 Zone and Design Development Overlay allowing a maximum building height of 65m AHD. Therefore, overshadowing to the extent displayed in the shadow diagrams is an expected result of new development in this area.

The design response predominately focusses overshadowing on surrounding roads and commercial buildings and ensures that the surrounding public realm (Bowen Reserve) will not be affected by the proposal.

5.4 WILL THE PROPOSAL PROVIDE A GOOD LEVEL OF INTERNAL AMENITY?

High rise housing is becoming increasingly common as a result of population increases and demand for housing within activity centres and is the norm within the St Kilda Road precinct. It is acknowledged that the sustainability of new apartment buildings is of an upmost priority and a key requirement in achieving this is the provision of housing which meets the needs of future residents, providing liveable, comfortable
and versatile dwellings which cater to a range of different households. The proposed building has been designed with this in mind and has achieved a high level of internal amenity for all apartments.

A range of one, two and three bedroom apartments of varying configurations have been provided within the development. Apartment sizes are as follows:

- One bedroom dwellings have floor areas ranging from 45sqm to 56sqm
- Two bedroom dwellings have floor areas ranging from 58sqm to 71sqm
- Three bedroom dwellings have floor areas ranging from 75sqm to 125sqm

These dwelling sizes are combined with quality internal layouts to optimise the usable space of the apartments.

- All habitable room windows have direct access to daylight with no rooms relying on borrowed light.
- Saddleback bedrooms have been kept to a minimum but where required, have incorporated relatively short and wide snorkels, thereby maximising daylight penetration to these rooms.
- Open space has been provided to each apartment in the form of a balcony which has been integrated into the overall design and façade composition and provides a useable space with a minimum area of 8sqm.
- Residents of the development will have excellent access to high quality public open space including the Royal Botanic Gardens and Shrine environs which begin approximately 200 metres to the north of the subject site and Albert Park which is approximately 200 metres to the south. Bowen Crescent Reserve is also located directly across the road from the subject site.
- The shape of the building has been designed so that the majority of the apartments are afforded with a view past the adjoining with buildings to the bay, botanic gardens and city, depending on orientation.
- Each dwelling has been designed to afford future residents with a functional open plan living space and attractive internal living environments with all balconies accessible from a living room.
- The design of the lift cores and corridors ensure that all apartments can be accessed by people with limited mobility.
- Daylight and ventilation is provided to the corridors.
- Communal space including a communal dining area, gym and library has been provided within the development. These facilities foster community involvement and socialising and will take some pressure off surrounding services.
- Ventilation can be achieved in all dwellings.
- Each dwelling has been provided with at least 6 cubic metres of external storage space located within the car parking areas.
- Adequate car parking and bicycle parking facilities have been provided within the basement and internal core of the building to ensure that they do not detract from the street.

5.4.1 DOES THE PROPOSAL PROVIDE APPROPRIATE CAR PARKING AND ACCESS ARRANGEMENTS?

A Transport Impact Assessment analysing the requirements of the development in terms of vehicular provision and access has been prepared by Traffix Group (refer Appendix B). The report supports the design response insofar as it relates to traffic, parking and access.
A total of 206 car parking spaces are proposed within the basement and internal core car parking areas, with 199 car parking spaces allocated to residents, including 21 residential visitor car parking spaces and 7 car parking spaces proposed for the retail tenancies.

All car parking is proposed to be accessed via Bowen Lane.

The proposal has allocated car parking as follows:

- One-bedroom dwellings: 0.53 spaces per dwelling;
- Two-bedroom dwellings: 1.03 spaces per dwelling;
- Three-bedroom dwellings: 2 spaces per dwelling and;
- Retail: 7 spaces

Therefore the application meets the statutory requirement for one and two bedroom dwellings.

The development provides 82 bicycle parking spaces conveniently located within various areas within the basement car park internal core parking area and ground level including 57 spaces within the car park, 17 spaces internally, within the ground floor and 4 spaces within the front setback, on Bowen Crescent. This provision for bicycle parking reinforces the sustainable design measures adopted in this proposal and exceeds the minimum statutory requirement which requires a total of 43 spaces for residents and 21 spaces for visitors.

It is also noted that the proposal includes four motorcycle parking spaces thereby providing opportunity for alternate modes of transport.

The main findings of the report are supportive and are summarised below:

- The site is exceptionally well serviced by public transport;
- The provision of 82 onsite bicycle spaces exceeds the statutory bicycle parking requirement;
- The provision of 206 on-site car spaces will be sufficient to meet anticipated long term (residential and retail) car parking demands and the provision of 21 visitor spaces is anticipated to be sufficient to meet the short term (residential visitor) car parking demands. The remaining retail visitor demand can be accommodated off-site;
- There is considerable demand for dwellings with no car parking provided;
- The car parking layout and access arrangements will provide convenient and accessible parking; and
- The additional traffic generated by the proposed development is small and is not expected to have detrimental impacts on the capacity and operation of Bowen Lane and the surrounding road network.

### 5.5 WASTE MANAGEMENT

The Waste Management Plan has been prepared by Leigh Design. A private waste collector is proposed to collect both residential and commercial waste, to be selected and paid for by the operator. All waste is to be collected from Bowen Lane.

Waste will be divided into garbage and recycling for residential and commercial uses with the minor green waste generation to be collected separately, organised by the operator. Residents will dispose of garbage and recyclables through dedicated chutes which will be located on each level of the apartment building. Commercial tenants will transfer waste directly to the bin store on the ground floor.

The waste aspects of the proposal have been integrally planned as part of the overall design and are detailed in the Waste Management Plan in Appendix C.
5.6 WIND IMPACTS

The Wind Assessment has been prepared by GWTS.

The purpose of the study was to assess the wind environment of the area and the effect that the proposed building will have on pedestrian level wind. Based on this review, several recommendations have been made for the proposed building, many of which have been addressed at this stage. These recommendations include:

- Provision of canopies over the northwest facing entrances. Canopies have been provided over the extent of the Bowen Lane frontage. See drawings TP100 and TP101.
- Placement of artwork, foliage, screens or planter boxes with foliage at the Bowen Crescent entrance. Provision of foliage has been made within the front setback. See drawing TP100.
- Placement of denser evergreen foliage over the existing greenery in the Albert Road Clinic car park. It is not considered that this should be addressed given that the wind report states that pedestrian discomfort in the Albert Road Clinic car park is unlikely and there is already foliage within this area.
- Placement of railing outside the substation. This has been incorporated, see drawing TP100.
- Building occupants to fix lightweight items on balconies.

For further details, refer to the Wind Assessment included at Appendix D

5.7 ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT

A Sustainability Management Plan has been prepared by WSP Built Ecology.

This report has considered policy requirements and performance commitments for sustainability, energy, water and the development’s Green Star rating.

Subject to the finalisation of design detail, the SMP report states that the proposed development will achieve a 5 Star Green Star rating.

Management of the development’s sustainability has been addressed by in the following ways:

- Undertaking an Environmental Management Plan;
- Implementing a construction waste management plan which aims to have a minimum 80% waste reduction of construction materials by recycling or reuse; and
- Creating a building user guide for future occupants of the building to understand how the sustainable design can be maximised.

In order to minimise energy output, the building will be designed to maximise access to natural light and incorporate high levels of insulation and shading. Fixtures and fittings to help further improve energy efficiency will include low energy air conditioning units, high efficiency lighting, solar panels and double glazing to ensure that at least a 5 star NatHERS rating is achieved.

Water sensitive urban design will be achieved by incorporating a 25,000 litre rainwater tank in the basement to be used for toilet flushing for at least 80 apartments. This will reduce water demand and excess stormwater flows from the building. A 107% STORM rating has been achieved for this development.

For further details, refer to the Sustainability Management Plan included at Appendix E.
6 Conclusion

The proposed development at 2 Bowen Crescent, Melbourne, will contribute positively to the built form character of the area, sitting comfortably with the surrounding buildings within the vicinity. The building offers an innovative and striking design response which will add interest and vitality to the area. The proposal responds to the relevant State and Local Planning Policy as well as the impending Schedule 26 to the Design and Development Overlay and will make a positive contribution to the built form character of the area.

The site is in a central location with excellent access to public transport, open space amenity, retail activity and easy connectivity to the CBD, making this a key strategic location for increased housing density.

The development responds to its policy context and will make a positive contribution to the surrounding area by providing the following:

- Meets the intended objectives of proposed DDO26.
- A high quality architectural response using innovative and environmentally sustainable design measures.
- A high-rise residential building within an activity centre to assist in meeting key State and Local policy goals.
- A high level of ground floor activation.
- Provision of over 740 square metres of retail floor space.
- Passive surveillance to Bowen Crescent and Bowen Lane from both the ground floor uses and the dwellings above which will improve the quality of the pedestrian environment.
- A residential building which favours active transport modes over driving by providing more than adequate, highly accessible and secure bicycle parking, reduced provision of car parking and excellent accessibility to multiple modes of public transport.
- An attractive, comfortable and well serviced urban living option for future residents.
- The provision of communal facilities for the use of future residents.

The proposed development provides an exceptionally high quality architectural response and will make a valuable contribution to the provision of housing and vitalisation of the commercial area within the St Kilda Road precinct. With this in mind, we respectfully request that Port Phillip City Council supports this application with the issue of a planning permit.
Disclaimer

This report is dated November 2015 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd’s (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Wuzhong International (Aust.) Pty Ltd (Instructing Party) for the purpose of Planning Report (Purpose) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.
Appendix B  Traffic Engineering Assessment
Appendix C  Waste Management Plan
Appendix E  Sustainable Management Plan