General issues

- Use of the FAR and FAU concepts is complex and confusing, and their justification is difficult to comprehend and assess.
- Mismatch between FARs and built form controls, in particular building height.
- Combination of FAR’s and Employment FAR’s in Core Areas has potential to be a major disincentive to development.
- FAR, FAU and EFAR should be abandoned or substantial modified.
- Mandatory building setback controls should be discretionary, but with detailed design objectives and design requirements to provide guidance in the exercise of discretion.
- Approach to providing roads and public open space via FARs should be abandoned in favour of more conventional Development Contributions Plan and Public Acquisition Overlays.
- Approach to identifying new open space and new roads is too prescriptive and is often lacking in justification. Should only show “key” roads and areas of public open space on maps included in the planning scheme. The provision of other areas of public open space and new roads should be guided by policy.
- The timing of the introduction of mandatory maximum car parking requirements should be aligned with the timing of the provision of improved public transport.
Wirraway issues

- Greater opportunity exists for a more intense built form in the core of the Wirraway precinct, focussed on the intersection of Plummer Street and Salmon Street and the proposed new underground railway station.
- Building heights along the north side of Plummer should be increased from 12 storeys to a maximum of 24 storeys.
- Building heights south of Tarver Street (between Smith Street and JL Murphy Reserve) should be increased from 4 storeys (discretionary) to 12 storeys.
- Building heights along the north side of Williamston Road should be increased from 4 storeys (mandatory) to 8 storeys (with recessed levels to 10 storeys) between JL Murphy Reserve and Smith Street.
- Delete mandatory requirement preventing overshadowing of south side of Plummer Street.
Site specific issues
359 Plummer Street - Submission 208

Figure 4 - Site aerial
Recommendations:

- Do not support 12 storey building height along northern side of Plummer Street. Building height should be 24 storeys.
- Delete mandatory overshadowing control to south side of Plummer.
- Support proposed north south road along western boundary of site.
- Delete proposed east west road along the northern boundary of site.
- Clarify road widening / landscaping strip along Plummer Street frontage.

Figure 5 - Clockwise from top left: CCZ Map 3 Open space, CCZ Map 2 Street and laneway layout, CCZ Map 1 core and non-core areas and active street frontages, DDO, Overshadowing, DDO Map 2 Building heights
Figure 7 - Site aerial
Recommendations:
- Support widening of Plummer Street along southern boundary of the site.
- Do not support 12 storey building height along northern side of Plummer Street. Should be up to 24 storeys.
- Delete mandatory overshadowing control to south side of Plummer.
- Delete public open space from site.
- Delete DPO2 from the site.
Recommendations:

- Support 24 storey height on site, as proposed.
- Delete public open space from along the eastern boundary of the site.

Figure 12 - Clockwise from top left: CCZ Map 3 Open space, CCZ Map 2 Street and laneway layout, CCZ Map 1 core and non-core areas and active street frontages, DDO Map 2 Building heights
299 Williamstown Road and 11 Salmon Street – Submission 222

Figure 14 - Site aerial
Recommendations:

- Support east west road link.
- Support east west linear public open space.
- Do not support 4 storey discretionary and 4 storey maximum height controls.
- Recommend 12 storey (north part of block) and 8 storey (recessed to 10 storeys), on the north side of Williamstown Road.

Figure 15 - Clockwise from top left: CCZ Map 3 Open space, CCZ Map 2 Street and laneway layout, CCZ Map 1 core and non-core areas and active street frontages, DDO Map 2 Building heights