Report to the Future Melbourne Committee

Agenda item 6.1

Planning Permit Application: TP-2022-438
183-187 Grattan Street and 166-176 Bouverie Street, Carlton

21 March 2023

Presenter: Marjorie Kennedy, Head of Statutory Planning

Purpose and background

1. The purpose of this report is to advise the Future Melbourne Committee (FMC) of a Planning Permit application seeking approval for the partial demolition of the building at 166-170 Bouverie Street, the demolition of other buildings, and the construction of a fifteen storey student housing building and three retail premises at 183-187 Grattan Street and 166-176 Bouverie Street, Carlton (refer Attachment 2 – Locality Plan).

2. The applicant is Bsrep Iv Kyanite T3 Pty Ltd, represented by Contour Consultants, and the architect is Jackson Clements Burrows Architects. There are several owners listed on the titles to the land as set out in the officer report (refer Attachment 4 – Delegate Report). The cost of works for the proposed development is $68,900,000.

3. The site is located in the City North precinct within the Capital City Zone (CCZ5), and is affected by the Heritage Overlay (HO1 and HO1129), Design and Development Overlay (DDO61, DDO66 and DDO70) and Parking Overlay (PO1).

4. Public notice of the application was undertaken and two objections were received raising concerns with proposed setbacks to the east and south, shadow impacts, heritage impact, inadequate bicycle provision, traffic impacts and waste collection.

5. On 3 February 2023, the applicant formally amended the proposal in response to design concerns raised by the Melbourne Design Review Panel and objections lodged. The amended proposal included increased setbacks, a reduced upper parapet height and greater articulation within the building facades as viewed from adjoining streets (refer Attachment 3 – Selected Plans).

Key issues

6. Key issues for consideration include the land use and built form response and heritage impacts.

7. With the amendments made in the latest version of plans, the proposed built form is considered to appropriately respond to its immediate context and would contribute to the objectives for the area set out in the built form controls. The proposal would also achieve an acceptable outcome having regard to the significance and appearance of the heritage places which form part of the site, as well as those in the immediate surrounds.

8. The proposal achieves compliance with the objectives and policy guidelines for student housing subject to conditions which will ensure appropriate amenity is provided to external communal terrace areas.

9. The application was referred to the relevant external authorities including the Department of Health, Head, Transport for Victoria and Rail Projects Victoria. Each authority has advised they have no objection to the proposal subject to conditions, primarily relating to construction activities.

10. The proposed development is considered to be an acceptable outcome and, subject to recommended permit conditions, satisfies relevant provisions of the Melbourne Planning Scheme.

Recommendation from management

11. That the Future Melbourne Committee resolves to issue a Notice of Decision to Grant a Permit subject to the conditions set out in the delegate report (refer to Attachment 4 of the report from management).

Attachments:

Attachment 1
Agenda item 6.1
Future Melbourne Committee
21 March 2023

Supporting Attachment

Legal

1. Division 1 of Part 4 of the *Planning and Environment Act 1987* (the Act) sets out requirements in relation to applications for permits pursuant to the relevant planning scheme.

2. As objections have been received, sections 64 and 65 of the Act provide that the responsible authority must give the applicant and each objector notice in the prescribed form of its decision to either grant a permit or refuse to grant a permit. The responsible authority must not issue a permit to the applicant until the end of the period in which an objector may apply to the VCAT for a review of the decision or, if an application for review is made, until the application is determined by the VCAT.

Finance

3. There are no direct financial issues arising from the recommendations contained within this report.

Conflict of interest

4. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a material or general conflict of interest in relation to the matter of the report.

Health and Safety

5. Relevant planning considerations such as traffic, waste management, potential amenity impacts and noise attenuation matters that could impact on health and safety have been considered within the planning permit application and assessment process.

Stakeholder consultation

6. Public notice of the application has been undertaken to surrounding owners and occupiers, pursuant to section 52 of the Act.

7. Informal notification of amended plans was provided to objectors.

Relation to Council policy

8. Relevant Council policies are discussed in the attached delegate report (refer to Attachment 4).

Environmental sustainability

9. The Environmentally Sustainable Design report submitted with the application confirms the development will achieve the relevant performance measures set out in Clauses 15.01-2L-01 (Energy, Water and Waste Efficiency) and 19.03-3L (Stormwater Management) of the Melbourne Planning Scheme.

10. Recommended conditions require implementation of the ESD initiatives.

Locality Plan

183-187 Grattan Street and 166-176 Bouverie Street, Carlton

JOURNAL STUDENT LIVING
183-187 GRATTAN STREET & 166–176 BOUVERIE STREET, CARLTON

TOWN PLANNING
21.12.22

ARCHITECTURAL DRAWING SCHEDULE

DRAWING NUMBER	DRAWING TITLE	REV	ISSUE DATE
TP SERIES			
TP 0-000	COVER PAGE	3	21/12/22
TP 0-201	EXISITNG SITE SURVEY	3	21/12/22
TP 0-202	EXISTING / DEMOLITION PLAN	3	21/12/22
TP 0-203	EXISTING / DEMOLITION HERITAGE BUILDING	2	21/12/22
TP 1-101	PROPOSED SITE PLAN	3	21/12/22
TP 1-109	PROPOSED LEVEL B1 PLAN	3	21/12/22
TP 1-110	PROPOSED LEVEL 00 PLAN	3	21/12/22
TP 1-111	PROPOSED LEVEL 01 PLAN	3	21/12/22
TP 1-112	PROPOSED LEVEL 02 PLAN	3	21/12/22
TP 1-113	PROPOSED LEVEL 03 PLAN	3	21/12/22
TP 1-114	PROPOSED LEVEL 04 PLAN	3	21/12/22
TP 1-115	PROPOSED LEVEL 05-07 PLAN	3	21/12/22
TP 1-118	PROPOSED LEVEL 08 PLAN	3	21/12/22
TP 1-119	PROPOSED LEVEL 09-14 PLAN	3	21/12/22
TP 1-125	PROPOSED ROOF LEVEL PLAN	3	21/12/22
TP 1-126	PROPOSED PARAPET LEVEL PLAN	3	21/12/22
TP 1-130	PROPOSED TYPICAL ROOM TYPES	3	21/12/22
TP 1-140	PROPOSED HERITAGE BUILDING	2	21/12/22
TP 2-101	PROPOSED NORTH AND SOUTH ELEVATION	3	21/12/22
TP 2-102	PROPOSED EAST ELEVATION	3	21/12/22
TP 2-103	PROPOSED WEST ELEVATION	3	21/12/22
TP 2-105	PROPOSED NORTH PODIUM ELEVATION	3	21/12/22
TP 2-106	PROPOSED EAST PODIUM ELEVATION 01	3	21/12/22
TP 2-107	PROPOSED EAST PODIUM ELEVATION 02	3	21/12/22
TP 2-108	PROPOSED SOUTH PODIUM ELEVATION	3	21/12/22
TP 2-109	PROPOSED WEST PODIUM ELEVATION 01	3	21/12/22
TP 2-110	PROPOSED WEST PODIUM ELEVATION 02	3	21/12/22
TP 3-101	PROPOSED SECTION 1 AND 2	3	21/12/22
TP 3-102	PROPOSED SECTION 3	3	21/12/22
TP 4-101	9AM SPRING SHADOW DIAGRAM	3	21/12/22
TP 4-102	12PM SPRING SHADOW DIAGRAM	3	21/12/22
TP 4-103	3PM SPRING SHADOW DIAGRAM	3	21/12/22
TP 9-101	EXTERNAL FINISHES AND MATERIAL SCHEDULE	3	21/12/22
33			

LEGENDS

LEGEND - ABREVIATIONS

ACC	AIR-CON CONDENSOR
ACH	AIR-CON HEAD
AL	ACCESS LADDER
APT	APARTMENT
B	BASIN
B1	BASEMENT LEVEL 1
BA	BALUSTRADES
BF	BI-FOLD
BG	BOX GUTTER
BO	BOLLARD
BRA	BIKE RAIL
BRK	BIKE RACK
CASE	CASEMENT WINDOW
CB	CEILING BATTEN
CF	CHIMNEY FLUE
COL	COLUMN
CONC	CONCRETE
C/P	CAR PARK
CS	CLEANERS SINK
DP	DOWNPIPE
DS	DRAINAGE SUMP
EA	EQUAL ANGLE STEEL
EF	EXTERNAL FINISH
FC	FIBRE CEMENT
FCO	FIRE COLLARS
FF	FLOOR FINISH
FG	FIXED GLAZING
FH	FIRE HYDRANT
FHR	FIRE HOSE REEL
FP	FIXED PANEL
FR	FRIDGE
FWG	FLOOR WASTE GRATE
G	GROUND LEVEL
GD	GLAZED DOOR
GE	GARBAGE ROOM EXHAUST RISER
GW	GENERAL WASTE BIN
HR	HANDRAIL
HWS	HOT WATER SYSTEM
INS	INSULATION
LGF	LOUVRE GLAZING FIXED
LGO	LOUVRE GLAZING OPERABLE
MAINT	MAINTENANCE
MB	METER BOARD
MCR	MAIN COMMS ROOM
MSR	MAIN SWITCHBOARD ROOM
P	PANTRY
PB	PLANT BOX
PC	PRE-CAST CONCRETE
RB	ROOF BATTEN
RD	ROLLER DOOR
RHS	RECTANGULAR HOLLOW SECTION STEEL
RM	ROOM
RS	ROOF SHEETING
RW	RECYCLED WASTE BIN
SARK	SARKING
SB	STEEL BEAM
SD	SLIDING DOOR
SERV	SERVICES
SG	SECURED GATE
SHS	SQUARE HOLLOW SECTION STEEL
SK	SKIRTING
SR	STORE ROOM
SU	SUMP
TBC	TO BE CONFIRMED
TG	TRENCH GRATE
THK	THICK
UA	UNEQUAL ANGLE STEEL
U/G	UNDERGROUND
U/S	UNDER SIDE
WC	TOILET PAN
WMB	WATER PROOF MEMBRANE
WS	WHEEL STOP
WT	WALL TYPE

SYSTEM CODES & TAGS

LEGEND - TAG CODE CONVENTIONS

ROOM TAG

G01 ← ROOM NUMBER
OFFICE ← ROOM NAME
LEVEL

FIRE-RATED & SMOKE SEALED WALL TYPE TAG

–/–/– ← FIRE RATING
WTX-YY ← WT: WALL TYPE / X: TYPE / YY: NUMBER

NON FIRE-RATED WALL TYPE TAG

WTX-YY ← PARITION TYPE
WT: WALL TYPE / X: TYPE / YY: NUMBER

LOW HEIGHT WALL TYPE TAG

LH 1200 ← HEIGHT OF LOW HEIGHT PARTITION
WTX-YY ← WT: WALL TYPE / X: TYPE / YY: NUMBER

WALL/CEILING FINISH TAG

XX-YY ← XX: TYPE - YY: NUMBER

FLOOR FINISH TAG

XX-YY ← XX: TYPE - YY: NUMBER

WINDOW (EXTERIOR) TAG

W.XX.YY ← WINDOW NUMBER
W: WINDOW / XX: LEVEL / YY: NUMBER

GLAZED PARTITION (INTERIOR) TAG

G.XX.YY ← GLAZED PARTITION NUMBER
G: GLAZED PARTITION / XX: LEVEL / YY: NUMBER

DOOR NUMBERING / TAG

D.XX.YY ← DOOR NUMBER
D: DOOR / XX: LEVEL / YY: NUMBER

JOINERY TAG

JP-YY ← JOINERY NUMBER
JP: JOINERY / YY: NUMBER

LOUVRE (EXTERIOR) TAG

LV-YY ← LOUVRE NUMBER
LV: LOUVRE / YY: NUMBER

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REV	DATE	DESCRIPTION
1	28.07.22	TOWN PLANNING
2	19.09.22	TOWN PLANNING
3	21.12.22	TOWN PLANNING

CLIENT
BROOKFIELD PROPERTIES w. CITIPLAN

PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
COVER PAGE

DATE **21/12/22** | CHECKED **NC** | APPROVED **GB**

SCALE
As indicated
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STATUS **TOWN PLANNING** | PROJECT # **21-077**

DRAWING NUMBER **TP 0-000** | REVISION **3**

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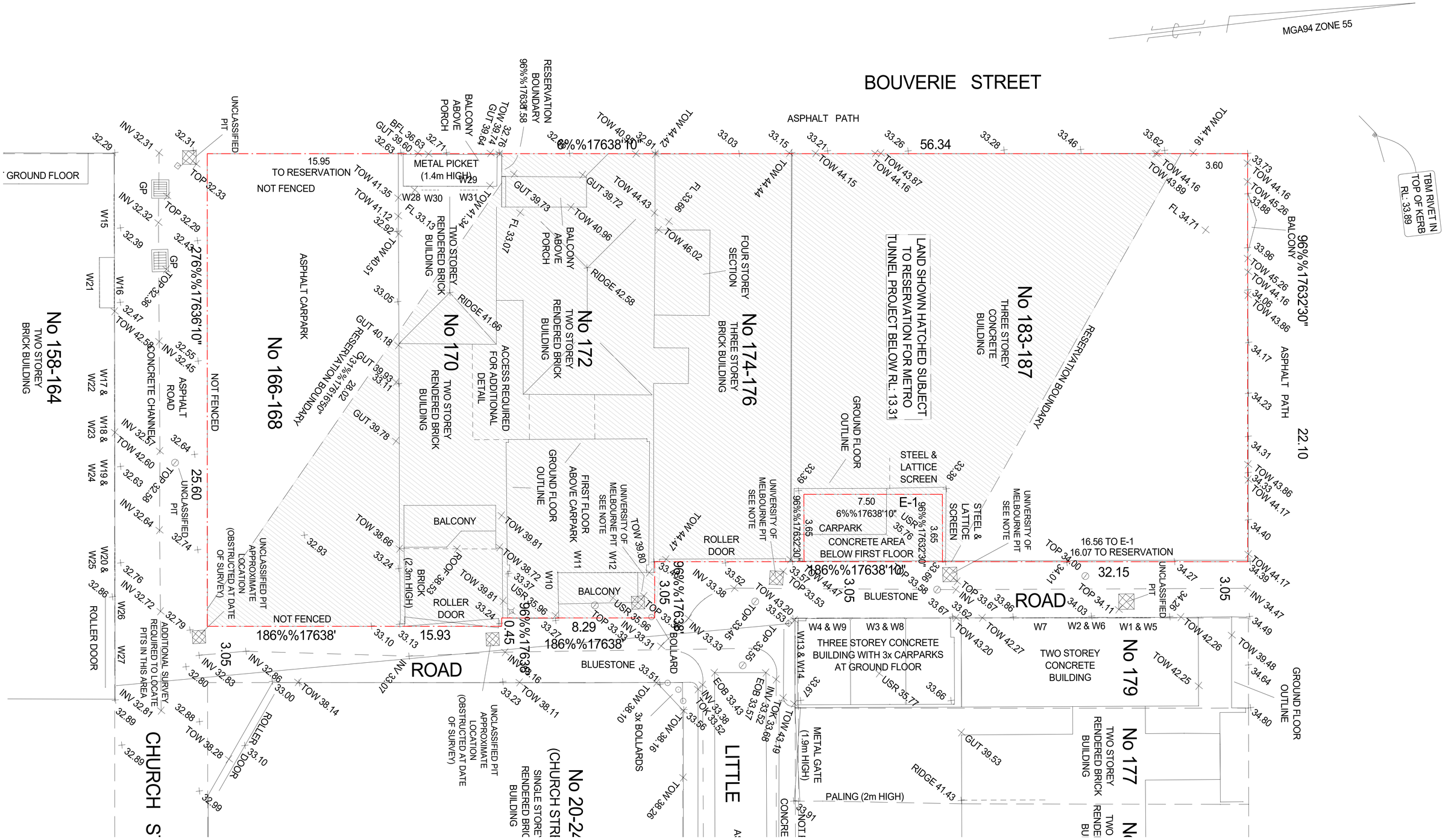

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PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
EXISITNG SITE SURVEY

DATE	CHECKED	APPROVED
21/12/22	NC	GB

SCALE
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STATUS
TOWN PLANNING

PROJECT #
21-077

DRAWING NUMBER
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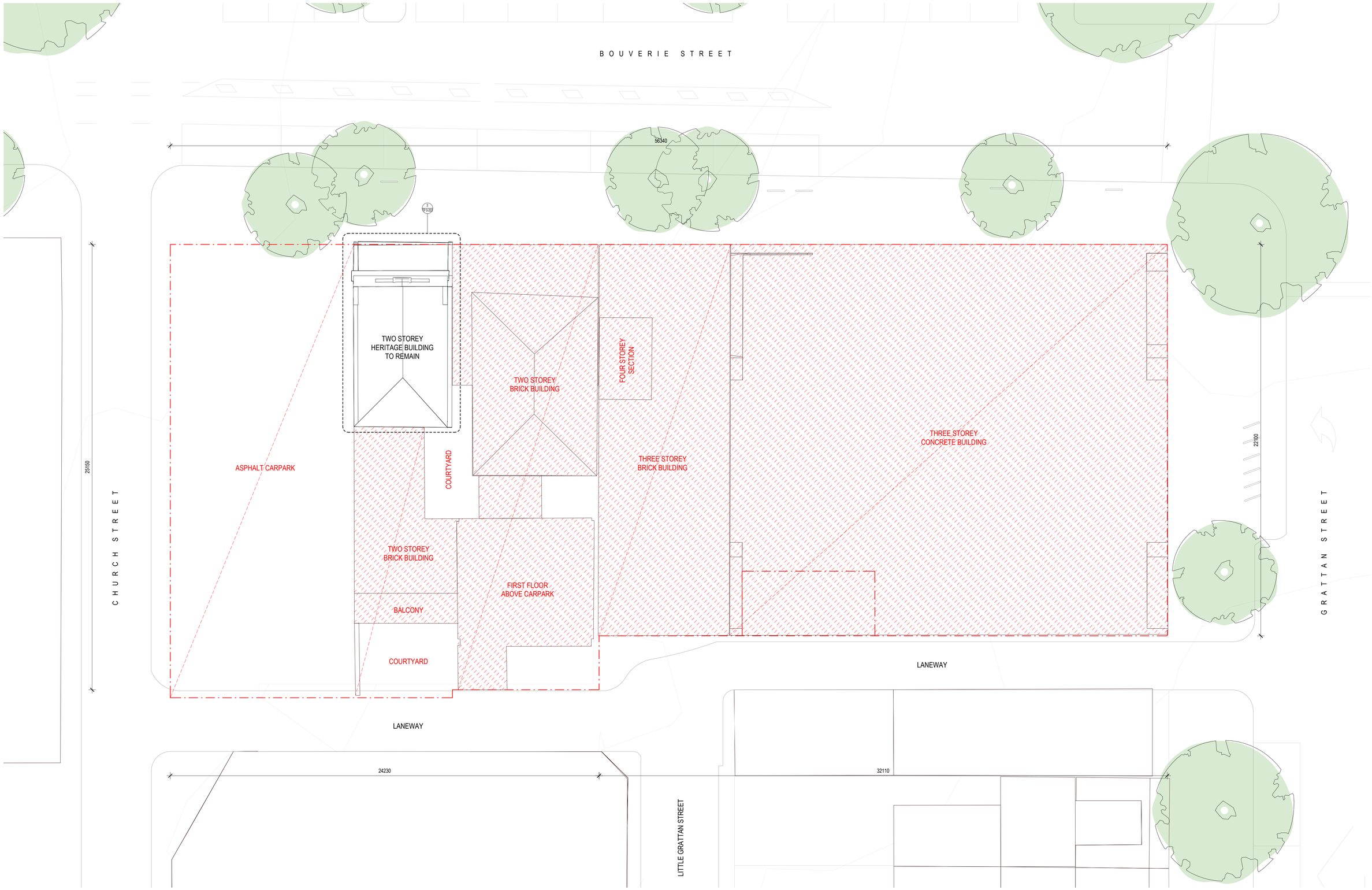

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183-187 GRATTAN ST. &
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DRAWING TITLE
EXISTING / DEMOLITION PLAN

DATE **21/12/22** CHECKED **NC** APPROVED **GB**

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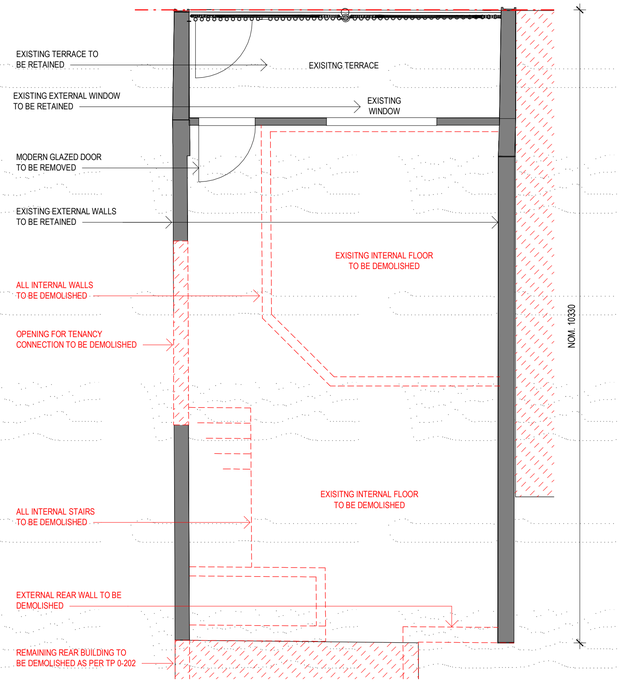

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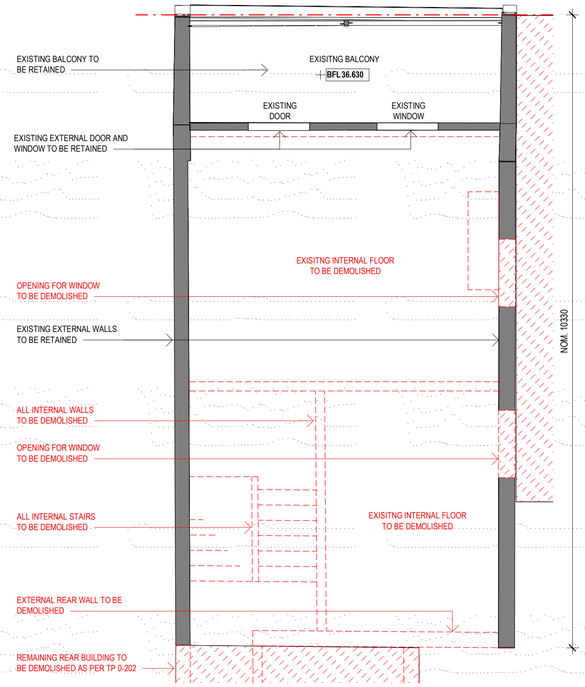

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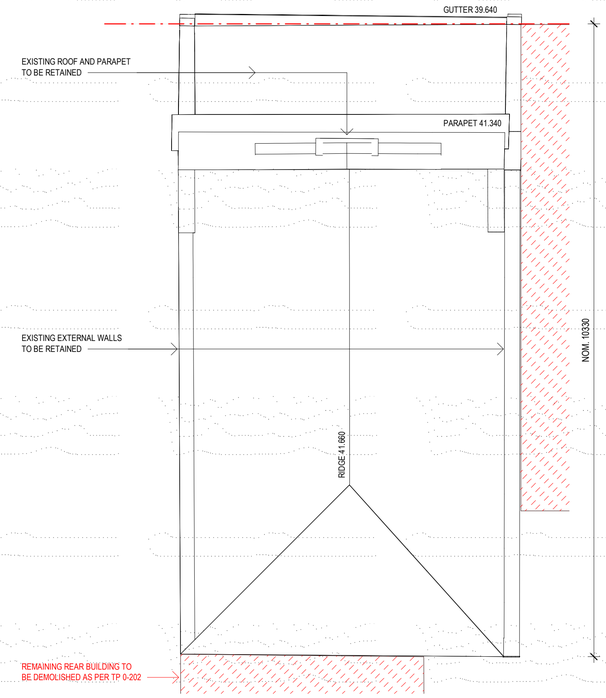

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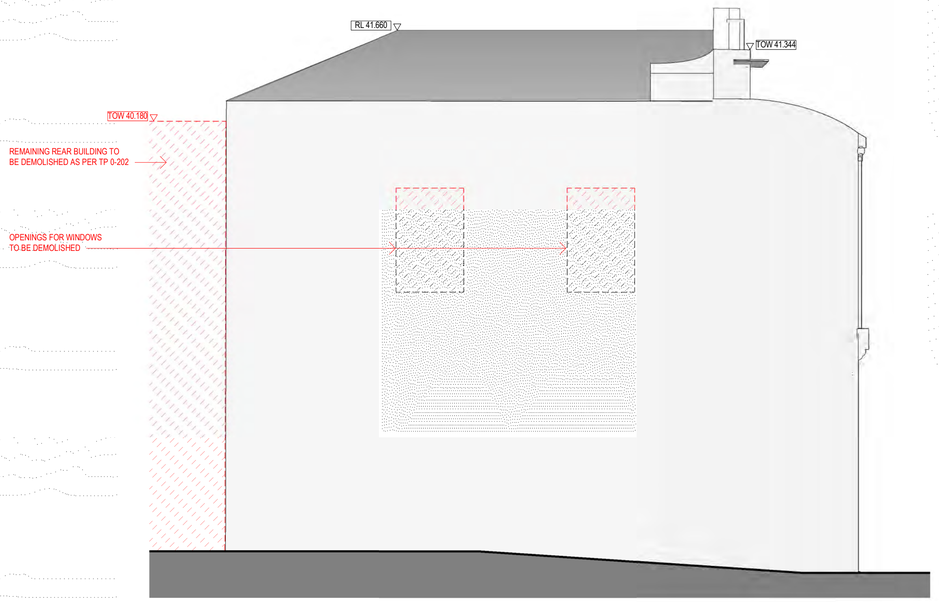

4 **EXISTING HERITAGE BUILDING - ELEVATION**
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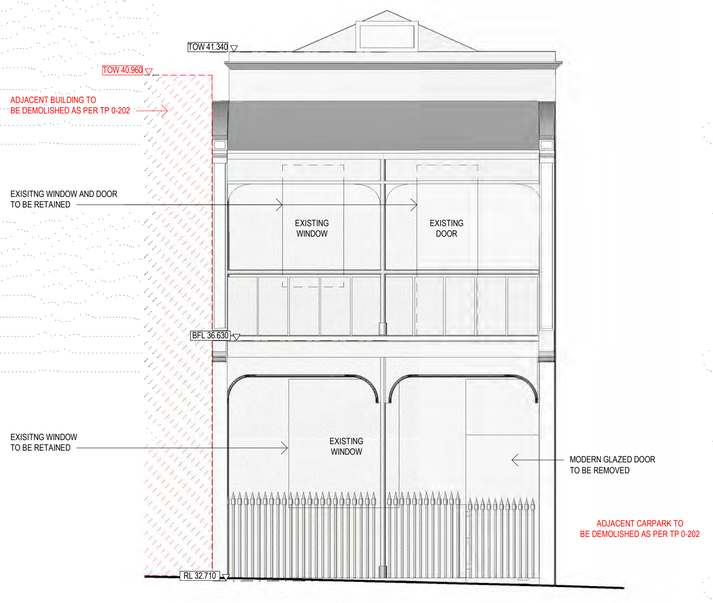

5 **EXISTING HERITAGE BUILDING - ELEVATION**
1 : 50

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1	19.09.22	TOWN PLANNING
2	21.12.22	TOWN PLANNING

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183-187 GRATTAN ST. &
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DRAWING TITLE
EXISTING / DEMOLITION HERITAGE BUILDING

DATE **21/12/22** CHECKED **NC** APPROVED **GB**

SCALE
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STATUS
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PROJECT # **21-077**

DRAWING NUMBER
TP 0-203

REVISION **2**

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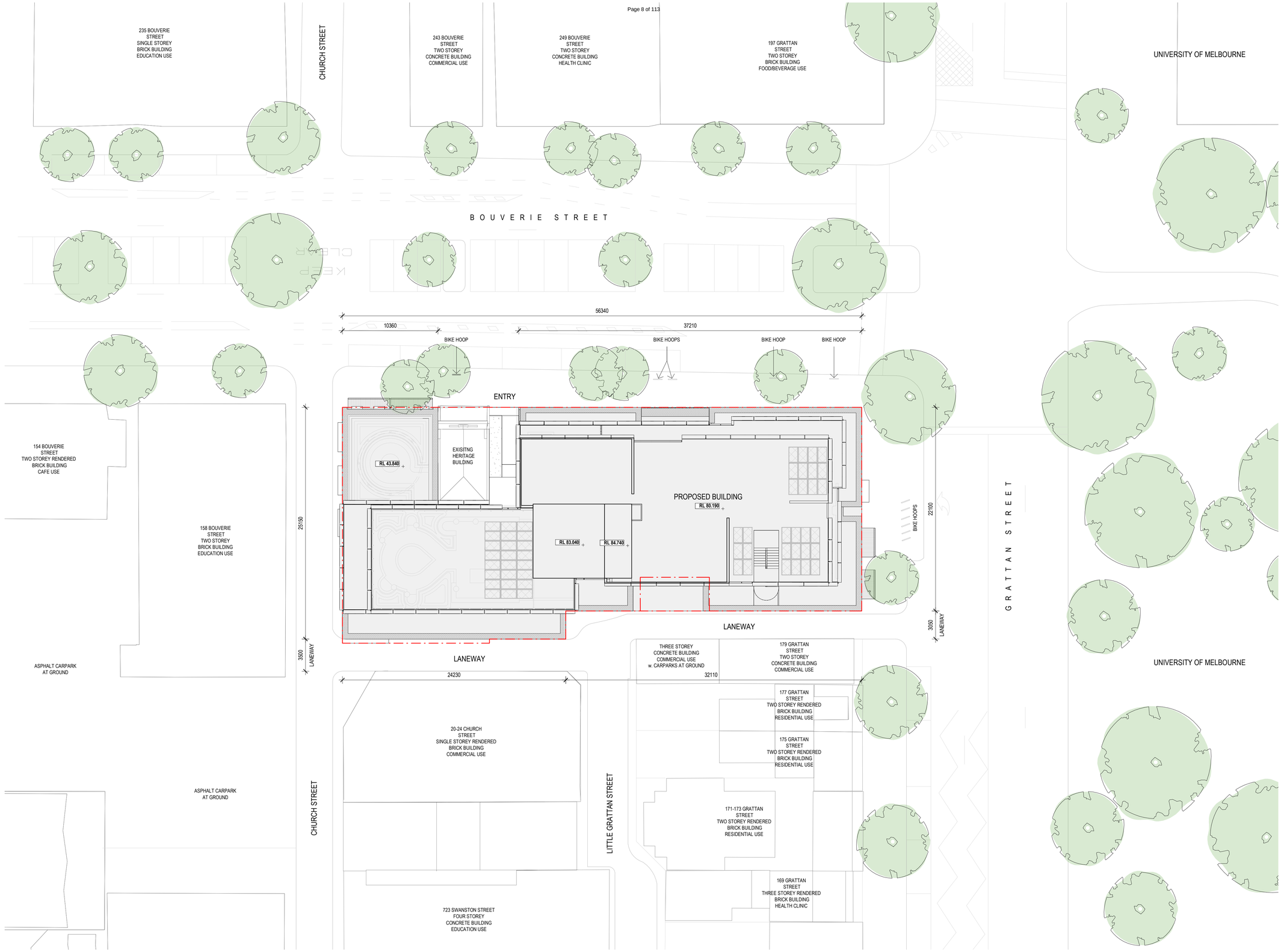

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PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

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PROPOSED SITE PLAN

DATE	CHECKED	APPROVED
21/12/22	NC	GB

SCALE
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@A1
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PROJECT #
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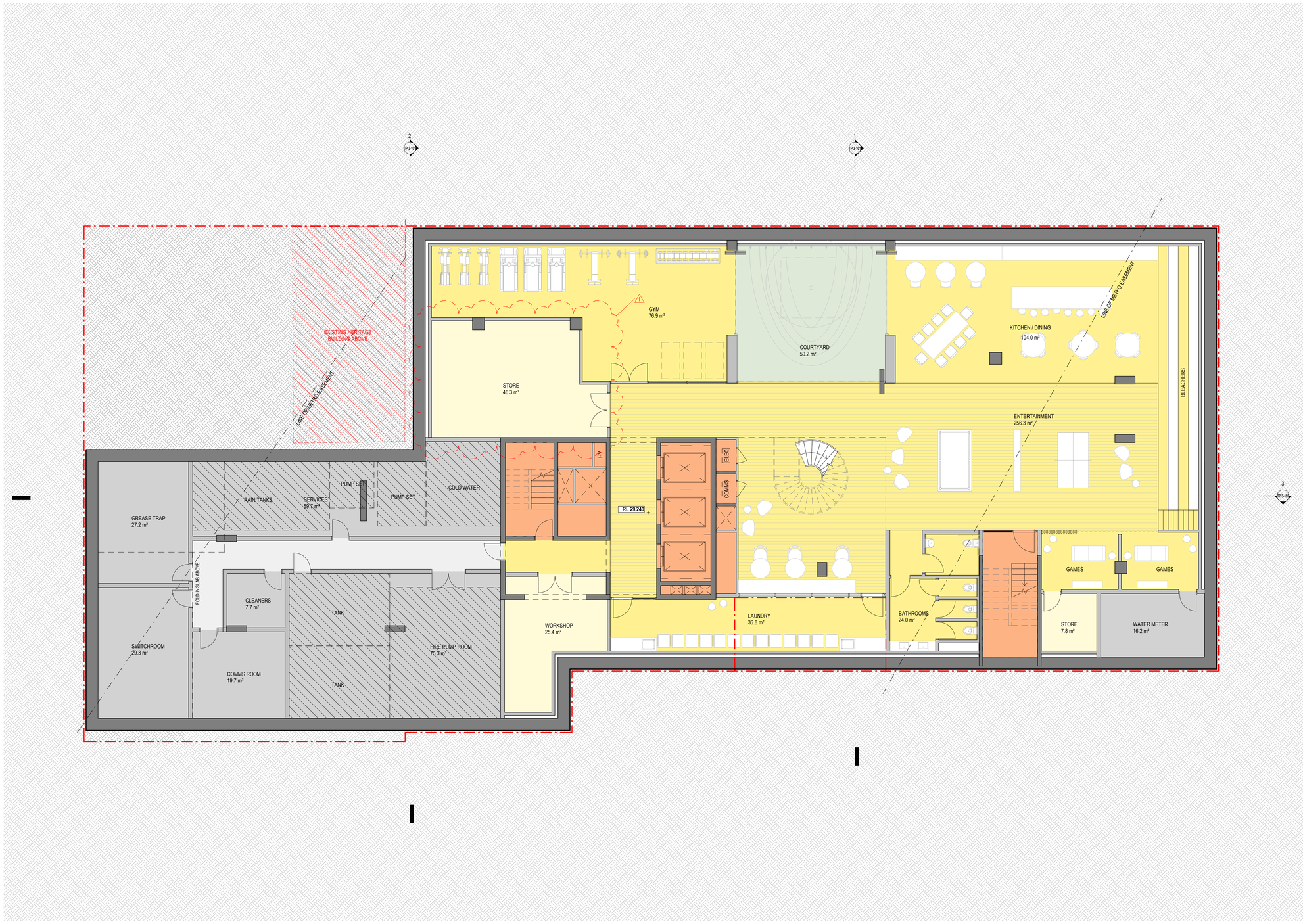

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JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
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DRAWING TITLE
PROPOSED LEVEL B1 PLAN

DATE **21/12/22** CHECKED **NC** APPROVED **GB**

SCALE
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STATUS **TOWN PLANNING**

PROJECT # **21-077**

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PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED LEVEL 00 PLAN

DATE	CHECKED	APPROVED
21/12/22	NC	GB

SCALE
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@A1
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PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
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DRAWING TITLE
PROPOSED LEVEL 01 PLAN

DATE	CHECKED	APPROVED
21/12/22	NC	GB

SCALE
1 : 100 @A1
0 0.5 1 2 3 5m

STATUS
TOWN PLANNING

PROJECT #
21-077

DRAWING NUMBER
TP 1-111

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BROOKFIELD PROPERTIES w. CITIPLAN

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183-187 GRATTAN ST. &
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DRAWING TITLE
PROPOSED LEVEL 02 PLAN

DATE **21/12/22** | CHECKED **NC** | APPROVED **GB**

SCALE
1 : 100 @A1
0 0.5 1 2 3 5m

STATUS **TOWN PLANNING** | PROJECT # **21-077**

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BROOKFIELD PROPERTIES w. CITIPLAN

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JOURNAL STUDENT LIVING
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DRAWING TITLE
PROPOSED LEVEL 03 PLAN

DATE **21/12/22** CHECKED **NC** APPROVED **GB**

SCALE **1 : 100** @A1
0 0.5 1 2 3 5m

STATUS **TOWN PLANNING**
PROJECT # **21-077**

DRAWING NUMBER **TP 1-113**
REVISION **3**

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REV	DATE	DESCRIPTION
1	28.07.22	TOWN PLANNING
2	19.09.22	TOWN PLANNING
3	21.12.22	TOWN PLANNING

CLIENT
BROOKFIELD PROPERTIES w. CITIPLAN

PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED LEVEL 04 PLAN

DATE **21/12/22** CHECKED **NC** APPROVED **GB**

SCALE **1 : 100** @A1
0 0.5 1 2 3 5m

STATUS **TOWN PLANNING**
PROJECT # **21-077**

DRAWING NUMBER **TP 1-114**
REVISION **3**

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3	21.12.22	TOWN PLANNING

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PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED LEVEL 05-07 PLAN

DATE	CHECKED	APPROVED
21/12/22	NC	GB

SCALE
1 : 100
@A1
0 0.5 1 2 3 5m

STATUS
TOWN PLANNING

PROJECT #
21-077

DRAWING NUMBER
TP 1-115

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3	21.12.22	TOWN PLANNING

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PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED LEVEL 08 PLAN

DATE	CHECKED	APPROVED
21/12/22	NC	GB

SCALE
1 : 100
@A1
0 0.5 1 2 3 5m

STATUS
TOWN PLANNING

PROJECT #
21-077

DRAWING NUMBER
TP 1-118

REVISION
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3	21.12.22	TOWN PLANNING

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DRAWING TITLE
PROPOSED LEVEL 09-14 PLAN

DATE	CHECKED	APPROVED
21/12/22	NC	GB

SCALE
1 : 100
@A1

0 0.5 1 2 3 5m

STATUS
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PROJECT #
21-077

DRAWING NUMBER
TP 1-119

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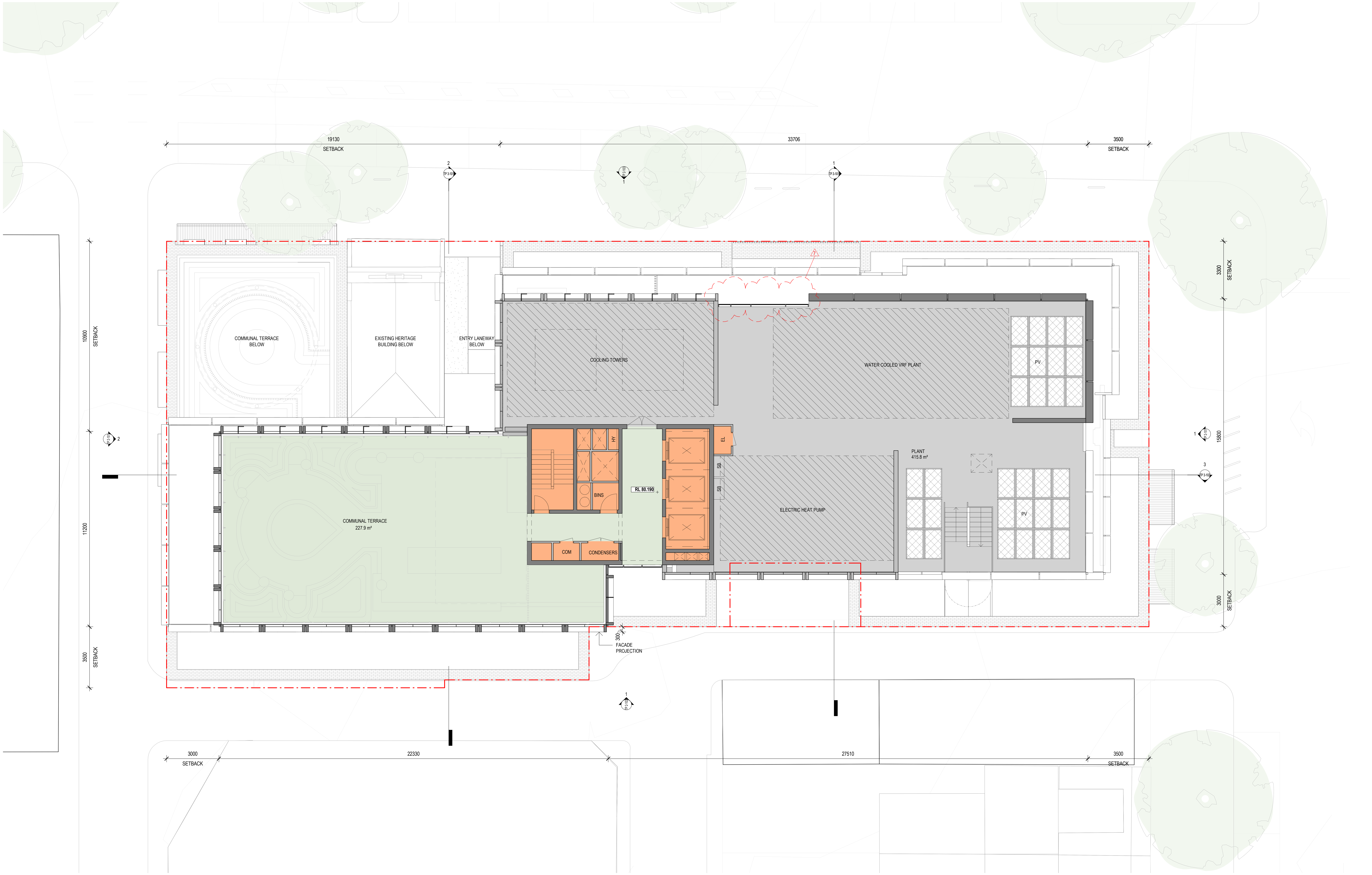

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2	19.09.22	TOWN PLANNING
3	21.12.22	TOWN PLANNING

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BROOKFIELD PROPERTIES w. CITIPLAN

PROJECT
JOURNAL STUDENT LIVING 183-187 GRATTAN ST. & 166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED ROOF LEVEL PLAN

DATE **21/12/22** CHECKED **NC** APPROVED **GB**

SCALE **1 : 100** @A1

STATUS **TOWN PLANNING**

PROJECT # **21-077**

DRAWING NUMBER **TP 1-125**

REVISION **3**

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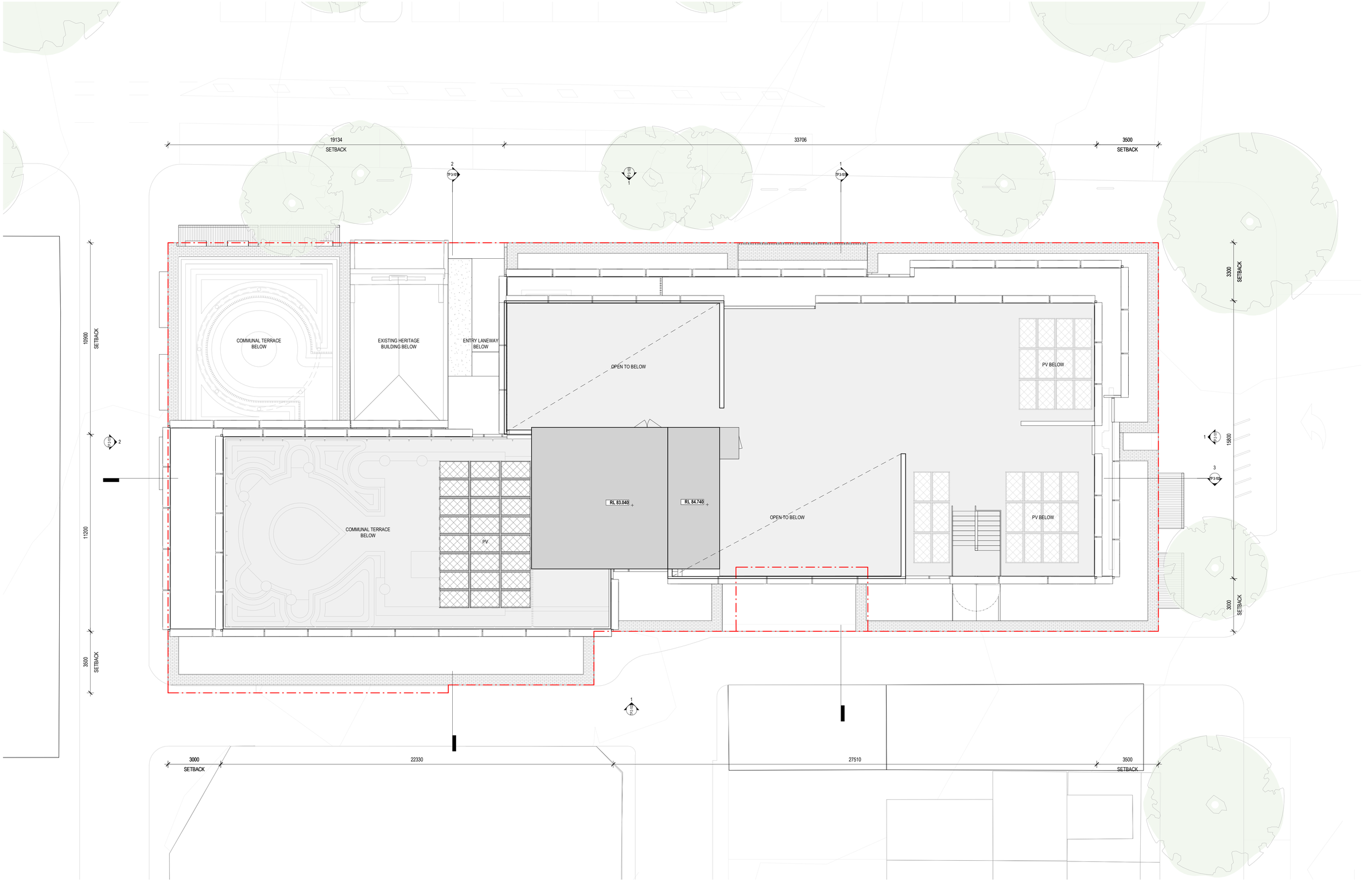

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3	21.12.22	TOWN PLANNING

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PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED PARAPET LEVEL PLAN

DATE 21/12/22 | CHECKED NC | APPROVED GB

SCALE
1 : 100 @A1
0 0.5 1 2 3 5m

STATUS
TOWN PLANNING

PROJECT # **21-077**

DRAWING NUMBER
TP 1-126

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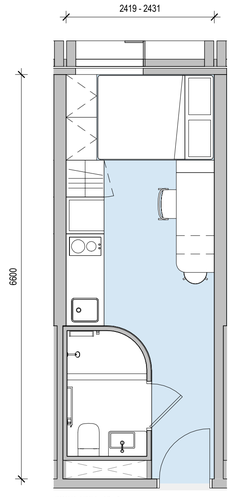
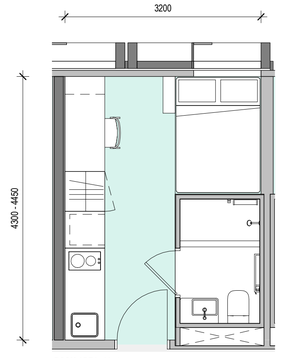


ROOM AREA: 13m²
(EXCLUDING KITCHEN AND BATHROOM)

TOTAL AREA: 18m²

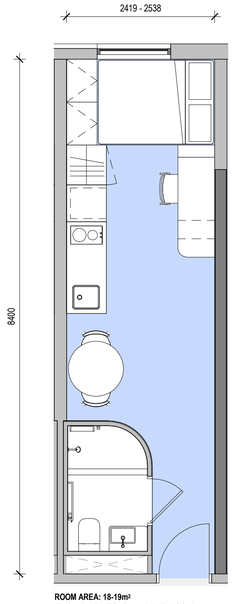
1 TYPICAL TYPE A ROOM
1 : 50



ROOM AREA: 11m²
(EXCLUDING KITCHEN AND BATHROOM)

TOTAL AREA: 16m²

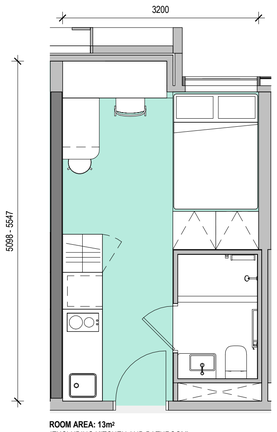
2 TYPICAL B TYPE ROOM
1 : 50



ROOM AREA: 18-19m²
(EXCLUDING KITCHEN AND BATHROOM)

TOTAL AREA: 22-23m²

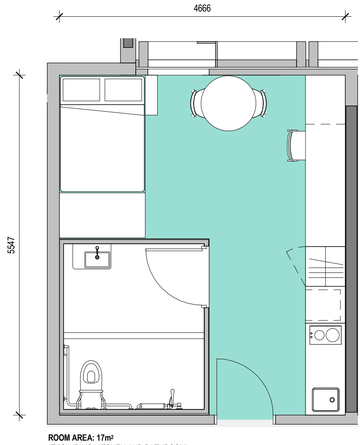
3 TYPICAL TYPE C ROOM
1 : 50



ROOM AREA: 13m²
(EXCLUDING KITCHEN AND BATHROOM)

TOTAL AREA: 18m²

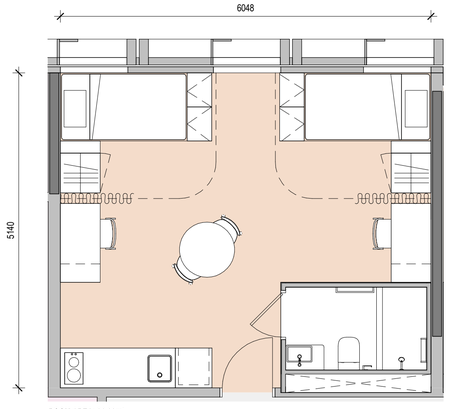
4 TYPICAL TYPE D ROOM
1 : 50



ROOM AREA: 17m²
(EXCLUDING KITCHEN AND BATHROOM)

TOTAL AREA: 27m²

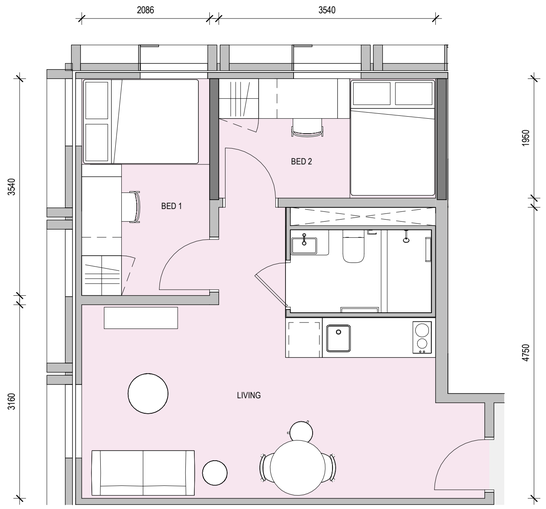
5 TYPICAL TYPE E (DDA) ROOM
1 : 50



ROOM AREA: 26-28m²
(EXCLUDING KITCHEN AND BATHROOM)

TOTAL AREA: 33-35m²

6 TYPICAL TWIN ROOM
1 : 50



ROOM AREA: 31-38m²
(EXCLUDING KITCHEN AND BATHROOM)

TOTAL AREA: 39-45m²

7 TYPICAL 2 BED CLUSTER
1 : 50

ROOM AREA: 51-52m²
(EXCLUDING KITCHEN AND BATHROOM)

TOTAL AREA: 65-67m²

8 TYPICAL 3 BED CLUSTER
1 : 50

ROOM AREA: 61-85m²
(EXCLUDING KITCHEN AND BATHROOM)

TOTAL AREA: 84-111m²

9 TYPICAL 4 BED CLUSTER
1 : 50

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DRAWING TITLE
PROPOSED TYPICAL ROOM TYPES

DATE **21/12/22** | CHECKED **NC** | APPROVED **GB**

SCALE **1 : 50** @A1
0 0.25 0.5 1 1.5 2.5m

STATUS **TOWN PLANNING** | PROJECT # **21-077**

DRAWING NUMBER **TP 1-130** | REVISION **3**

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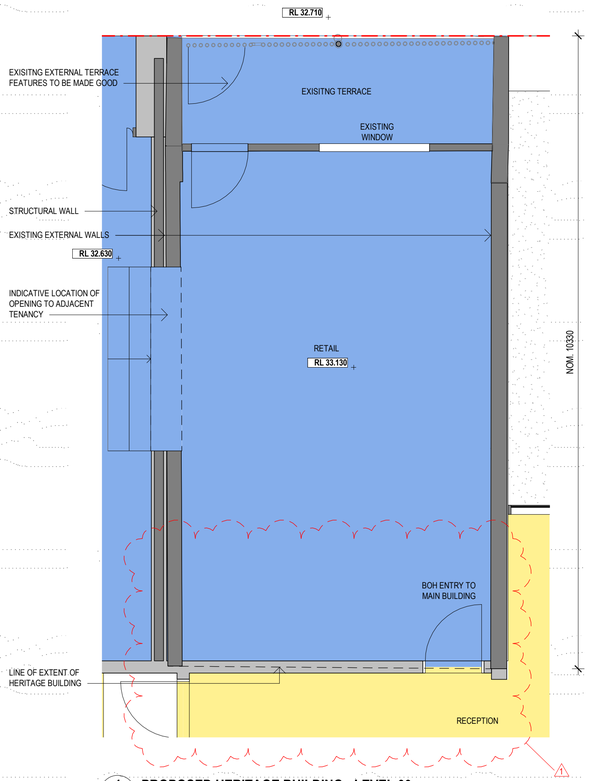
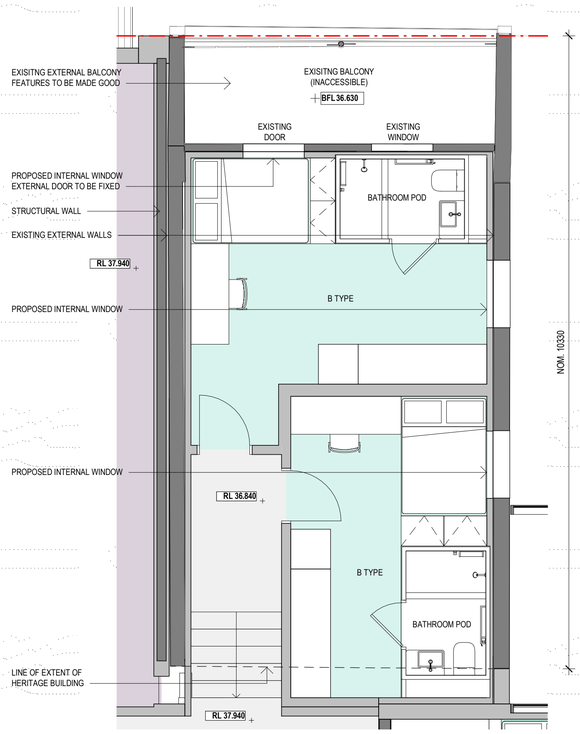
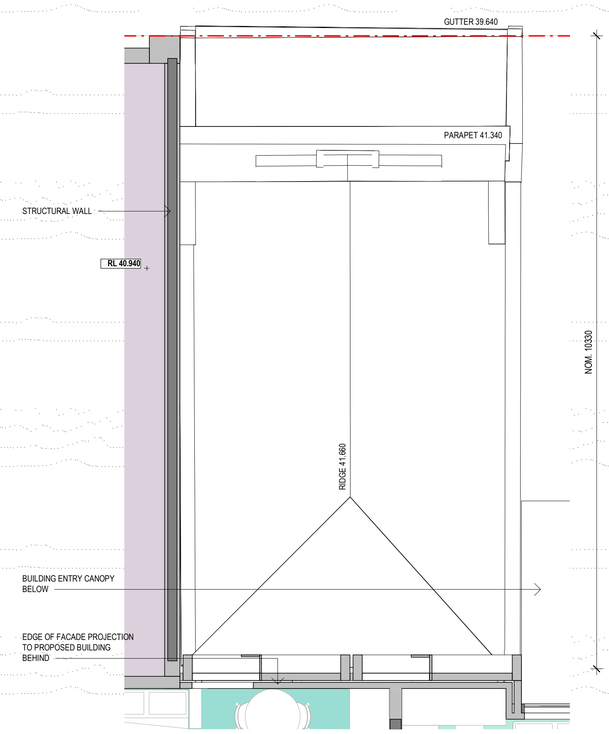


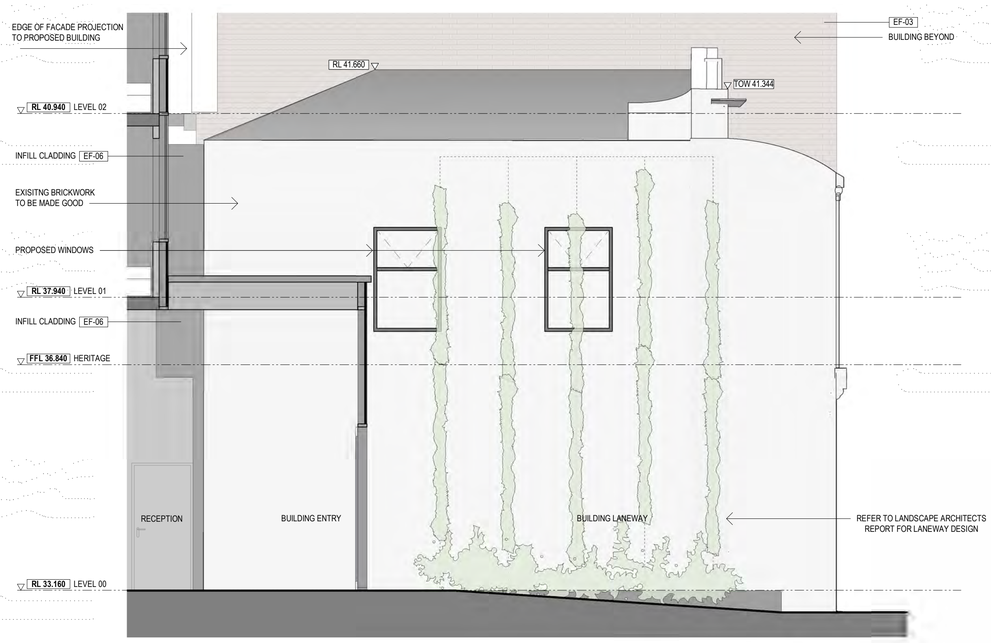
1 **PROPOSED HERITAGE BUILDING - LEVEL 00**
1 : 50



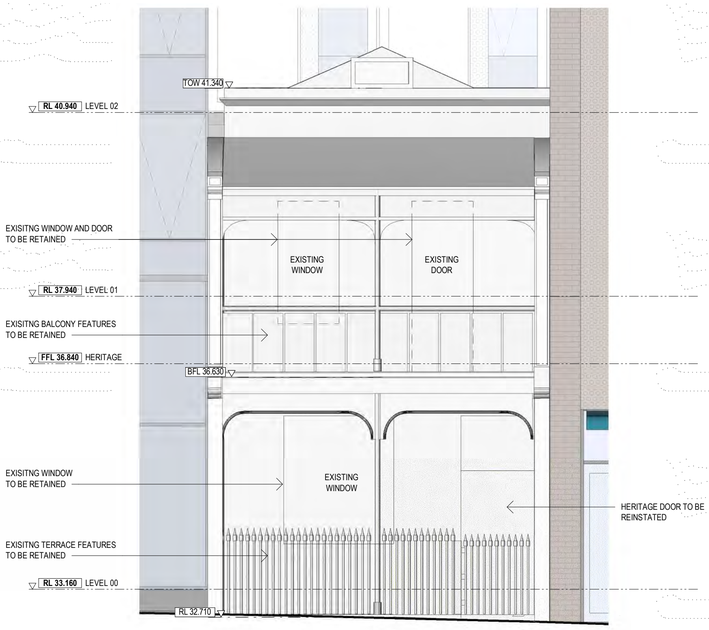
2 **PROPOSED HERITAGE BUILDING - LEVEL 01**
1 : 50



3 **PROPOSED HERITAGE BUILDING - LEVEL 02**
1 : 50



4 **PROPOSED HERITAGE BUILDING - ELEVATION**
1 : 50



5 **PROPOSED HERITAGE BUILDING - ELEVATION**
1 : 50

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183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED HERITAGE BUILDING

DATE	CHECKED	APPROVED
21/12/22	NC	GB

SCALE
1 : 50
@A1
0 0.25 0.5 1 1.5 2.5m

STATUS
TOWN PLANNING

PROJECT #
21-077

DRAWING NUMBER
TP 1-140

REVISION
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1 NORTH ELEVATION
1 : 125

2 SOUTH ELEVATION
1 : 125

LEGEND - EXTERNAL FINISHES

EF-01	RED BRICK 01 - STRETCHER BOND
EF-01A	RED BRICK 01 - STACK BOND
EF-02	RED BRICK 02 - STRETCHER BOND
EF-02A	RED BRICK 02 - STACK BOND
EF-03	GREY BRICK - STRETCHER BOND
EF-03A	GREY BRICK - STACK BOND
EF-04	METAL POWDERCOAT - RED
EF-05	METAL POWDERCOAT - GREY
EF-06	METAL POWDERCOAT - CHARCOAL
EF-07	METAL PERFORATED - GREY
EF-08	METAL POWDERCOAT - WHITE
EF-09	METAL POWDERCOAT - BRONZE
EF-10	METAL PERFORATED - WHITE
EF-11	METAL PERFORATED - BRONZE
EF-12	METAL - CHAIN WIRE MESH
EF-13	GLASS - CLEAR
EF-14	GLASS - CLEAR SPANDRAL
EF-15	GLASS - GREY TINT
EF-16	GLASS - GREY TINT SPANDRAL

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3	21.12.22	TOWN PLANNING

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PROJECT
JOURNAL STUDENT LIVING 183-187 GRATTAN ST. & 166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED NORTH AND SOUTH ELEVATION

DATE	CHECKED	APPROVED
21/12/22	NC	GB

SCALE
1 : 125
@A1

STATUS
TOWN PLANNING

PROJECT #
21-077

DRAWING NUMBER
TP 2-101

REVISION
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LEGEND - EXTERNAL FINISHES

EF-01	RED BRICK 01 - STRETCHER BOND
EF-01A	RED BRICK 01 - STACK BOND
EF-02	RED BRICK 02 - STRETCHER BOND
EF-02A	RED BRICK 02 - STACK BOND
EF-03	GREY BRICK - STRETCHER BOND
EF-03A	GREY BRICK - STACK BOND
EF-04	METAL POWDERCOAT - RED
EF-05	METAL POWDERCOAT - GREY
EF-06	METAL POWDERCOAT - CHARCOAL
EF-07	METAL PERFORATED - GREY
EF-08	METAL POWDERCOAT - WHITE
EF-09	METAL POWDERCOAT - BRONZE
EF-10	METAL PERFORATED - WHITE
EF-11	METAL PERFORATED - BRONZE
EF-12	METAL - CHAIN WIRE MESH
EF-13	GLASS - CLEAR
EF-14	GLASS - CLEAR SPANDRAL
EF-15	GLASS - GREY TINT
EF-16	GLASS - GREY TINT SPANDRAL

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PROJECT
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183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED EAST ELEVATION

DATE **21/12/22** CHECKED **NC** APPROVED **GB**

SCALE
1 : 125 @A1
0 0.5 1 2 3 5

STATUS **TOWN PLANNING**

PROJECT # **21-077**

DRAWING NUMBER **TP 2-102**

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LEGEND - EXTERNAL FINISHES

EF-01	RED BRICK 01 - STRETCHER BOND
EF-01A	RED BRICK 01 - STACK BOND
EF-02	RED BRICK 02 - STRETCHER BOND
EF-02A	RED BRICK 02 - STACK BOND
EF-03	GREY BRICK - STRETCHER BOND
EF-03A	GREY BRICK - STACK BOND
EF-04	METAL POWDERCOAT - RED
EF-05	METAL POWDERCOAT - GREY
EF-06	METAL POWDERCOAT - CHARCOAL
EF-07	METAL PERFORATED - GREY
EF-08	METAL POWDERCOAT - WHITE
EF-09	METAL POWDERCOAT - BRONZE
EF-10	METAL PERFORATED - WHITE
EF-11	METAL PERFORATED - BRONZE
EF-12	METAL - CHAIN WIRE MESH
EF-13	GLASS - CLEAR
EF-14	GLASS - CLEAR SPANDRAL
EF-15	GLASS - GREY TINT
EF-16	GLASS - GREY TINT SPANDRAL

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PROJECT
JOURNAL STUDENT LIVING 183-187 GRATTAN ST. & 166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED WEST ELEVATION

DATE **21/12/22** CHECKED **NC** APPROVED **GB**

SCALE **1 : 125** @A1

STATUS **TOWN PLANNING**

PROJECT # **21-077**

DRAWING NUMBER **TP 2-103**

REVISION **3**

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CITY OF MELBOURNE PLANNING 03/02/2023

LEGEND - EXTERNAL FINISHES

EF-01	RED BRICK 01 - STRETCHER BOND
EF-01A	RED BRICK 01 - STACK BOND
EF-02	RED BRICK 02 - STRETCHER BOND
EF-02A	RED BRICK 02 - STACK BOND
EF-03	GREY BRICK - STRETCHER BOND
EF-03A	GREY BRICK - STACK BOND
EF-04	METAL POWDERCOAT - RED
EF-05	METAL POWDERCOAT - GREY
EF-06	METAL POWDERCOAT - CHARCOAL
EF-07	METAL PERFORATED - GREY
EF-08	METAL POWDERCOAT - WHITE
EF-09	METAL POWDERCOAT - BRONZE
EF-10	METAL PERFORATED - WHITE
EF-11	METAL PERFORATED - BRONZE
EF-12	METAL - CHAIN WIRE MESH
EF-13	GLASS - CLEAR
EF-14	GLASS - CLEAR SPANDRAL
EF-15	GLASS - GREY TINT
EF-16	GLASS - GREY TINT SPANDRAL

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JOURNAL STUDENT LIVING 183-187 GRATTAN ST. & 166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED NORTH PODIUM ELEVATION

DATE **21/12/22** CHECKED **NC** APPROVED **GB**

SCALE **1 : 50** @A1

STATUS **TOWN PLANNING** PROJECT # **21-077**

DRAWING NUMBER **TP 2-105** REVISION **3**

Jackson Clements Burrows Architects

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LEGEND - EXTERNAL FINISHES

EF-01	RED BRICK 01 - STRETCHER BOND
EF-01A	RED BRICK 01 - STACK BOND
EF-02	RED BRICK 02 - STRETCHER BOND
EF-02A	RED BRICK 02 - STACK BOND
EF-03	GREY BRICK - STRETCHER BOND
EF-03A	GREY BRICK - STACK BOND
EF-04	METAL POWDERCOAT - RED
EF-05	METAL POWDERCOAT - GREY
EF-06	METAL POWDERCOAT - CHARCOAL
EF-07	METAL PERFORATED - GREY
EF-08	METAL POWDERCOAT - WHITE
EF-09	METAL POWDERCOAT - BRONZE
EF-10	METAL PERFORATED - WHITE
EF-11	METAL PERFORATED - BRONZE
EF-12	METAL - CHAIN WIRE MESH
EF-13	GLASS - CLEAR
EF-14	GLASS - CLEAR SPANDRAL
EF-15	GLASS - GREY TINT
EF-16	GLASS - GREY TINT SPANDRAL

GENERAL NOTES

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REV	DATE	DESCRIPTION
1	28.07.22	TOWN PLANNING
2	19.09.22	TOWN PLANNING
3	21.12.22	TOWN PLANNING

CLIENT
BROOKFIELD PROPERTIES w. CITIPLAN

PROJECT
JOURNAL STUDENT LIVING 183-187 GRATTAN ST. & 166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED EAST PODIUM ELEVATION 01

DATE **21/12/22** CHECKED **NC** APPROVED **GB**

SCALE **1 : 50** @A1

0 0.25 0.5 1 1.5 2.5m

STATUS **TOWN PLANNING** PROJECT # **21-077**

DRAWING NUMBER **TP 2-106** REVISION **3**

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LEGEND - EXTERNAL FINISHES

EF-01	RED BRICK 01 - STRETCHER BOND
EF-01A	RED BRICK 01 - STACK BOND
EF-02	RED BRICK 02 - STRETCHER BOND
EF-02A	RED BRICK 02 - STACK BOND
EF-03	GREY BRICK - STRETCHER BOND
EF-03A	GREY BRICK - STACK BOND
EF-04	METAL POWDERCOAT - RED
EF-05	METAL POWDERCOAT - GREY
EF-06	METAL POWDERCOAT - CHARCOAL
EF-07	METAL PERFORATED - GREY
EF-08	METAL POWDERCOAT - WHITE
EF-09	METAL POWDERCOAT - BRONZE
EF-10	METAL PERFORATED - WHITE
EF-11	METAL PERFORATED - BRONZE
EF-12	METAL - CHAIN WIRE MESH
EF-13	GLASS - CLEAR
EF-14	GLASS - CLEAR SPANDRAL
EF-15	GLASS - GREY TINT
EF-16	GLASS - GREY TINT SPANDRAL

GENERAL NOTES

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2	19.09.22	TOWN PLANNING
3	21.12.22	TOWN PLANNING

CLIENT
BROOKFIELD PROPERTIES w. CITIPLAN

PROJECT
JOURNAL STUDENT LIVING 183-187 GRATTAN ST. & 166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED EAST PODIUM ELEVATION 02

DATE **21/12/22** CHECKED **NC** APPROVED **GB**

SCALE **1 : 50** @A1
0 0.25 0.5 1 1.5 2.5m

STATUS **TOWN PLANNING**
PROJECT # **21-077**

DRAWING NUMBER **TP 2-107**
REVISION **3**

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LEGEND - EXTERNAL FINISHES

EF-01	RED BRICK 01 - STRETCHER BOND
EF-01A	RED BRICK 01 - STACK BOND
EF-02	RED BRICK 02 - STRETCHER BOND
EF-02A	RED BRICK 02 - STACK BOND
EF-03	GREY BRICK - STRETCHER BOND
EF-03A	GREY BRICK - STACK BOND
EF-04	METAL POWDERCOAT - RED
EF-05	METAL POWDERCOAT - GREY
EF-06	METAL POWDERCOAT - CHARCOAL
EF-07	METAL PERFORATED - GREY
EF-08	METAL POWDERCOAT - WHITE
EF-09	METAL POWDERCOAT - BRONZE
EF-10	METAL PERFORATED - WHITE
EF-11	METAL PERFORATED - BRONZE
EF-12	METAL - CHAIN WIRE MESH
EF-13	GLASS - CLEAR
EF-14	GLASS - CLEAR SPANDRAL
EF-15	GLASS - GREY TINT
EF-16	GLASS - GREY TINT SPANDRAL

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REV	DATE	DESCRIPTION
1	28.07.22	TOWN PLANNING
2	19.09.22	TOWN PLANNING
3	21.12.22	TOWN PLANNING

CLIENT
BROOKFIELD PROPERTIES w. CITIPLAN

PROJECT
JOURNAL STUDENT LIVING 183-187 GRATTAN ST. & 166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED SOUTH PODIUM ELEVATION

DATE **21/12/22** CHECKED **NC** APPROVED **GB**

SCALE **1 : 50** @A1

STATUS **TOWN PLANNING** PROJECT # **21-077**

DRAWING NUMBER **TP 2-108** REVISION **3**

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LEGEND - EXTERNAL FINISHES

EF-01	RED BRICK 01 - STRETCHER BOND
EF-01A	RED BRICK 01 - STACK BOND
EF-02	RED BRICK 02 - STRETCHER BOND
EF-02A	RED BRICK 02 - STACK BOND
EF-03	GREY BRICK - STRETCHER BOND
EF-03A	GREY BRICK - STACK BOND
EF-04	METAL POWDERCOAT - RED
EF-05	METAL POWDERCOAT - GREY
EF-06	METAL POWDERCOAT - CHARCOAL
EF-07	METAL PERFORATED - GREY
EF-08	METAL POWDERCOAT - WHITE
EF-09	METAL POWDERCOAT - BRONZE
EF-10	METAL PERFORATED - WHITE
EF-11	METAL PERFORATED - BRONZE
EF-12	METAL - CHAIN WIRE MESH
EF-13	GLASS - CLEAR
EF-14	GLASS - CLEAR SPANDRAL
EF-15	GLASS - GREY TINT
EF-16	GLASS - GREY TINT SPANDRAL

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1	28.07.22	TOWN PLANNING
2	19.09.22	TOWN PLANNING
3	21.12.22	TOWN PLANNING

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PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED WEST PODIUM ELEVATION 01

DATE **21/12/22** CHECKED **NC** APPROVED **GB**

SCALE **1 : 50** @A1

0 0.25 0.5 1 1.5 2.5m

STATUS **TOWN PLANNING**

PROJECT # **21-077**

DRAWING NUMBER **TP 2-109**

REVISION **3**

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LEGEND - EXTERNAL FINISHES

EF-01	RED BRICK 01 - STRETCHER BOND
EF-01A	RED BRICK 01 - STACK BOND
EF-02	RED BRICK 02 - STRETCHER BOND
EF-02A	RED BRICK 02 - STACK BOND
EF-03	GREY BRICK - STRETCHER BOND
EF-03A	GREY BRICK - STACK BOND
EF-04	METAL POWDERCOAT - RED
EF-05	METAL POWDERCOAT - GREY
EF-06	METAL POWDERCOAT - CHARCOAL
EF-07	METAL PERFORATED - GREY
EF-08	METAL POWDERCOAT - WHITE
EF-09	METAL POWDERCOAT - BRONZE
EF-10	METAL PERFORATED - WHITE
EF-11	METAL PERFORATED - BRONZE
EF-12	METAL - CHAIN WIRE MESH
EF-13	GLASS - CLEAR
EF-14	GLASS - CLEAR SPANDRAL
EF-15	GLASS - GREY TINT
EF-16	GLASS - GREY TINT SPANDRAL

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PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED WEST PODIUM ELEVATION 02

DATE	CHECKED	APPROVED
21/12/22	NC	GB

SCALE
1 : 50 @A1
0 0.25 0.5 1 1.5 2.5m

STATUS
TOWN PLANNING

PROJECT #
21-077

DRAWING NUMBER
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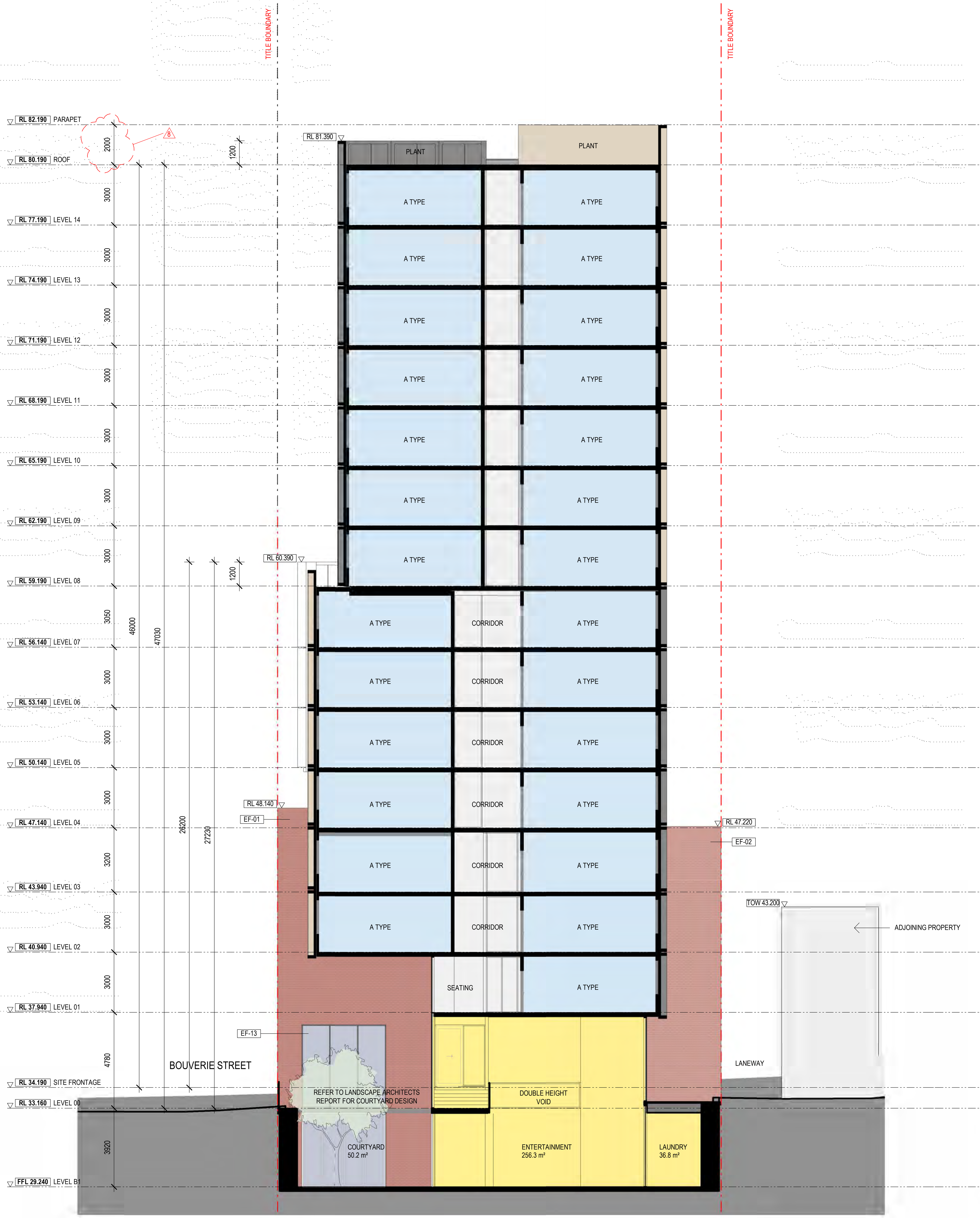

1 SECTION 1

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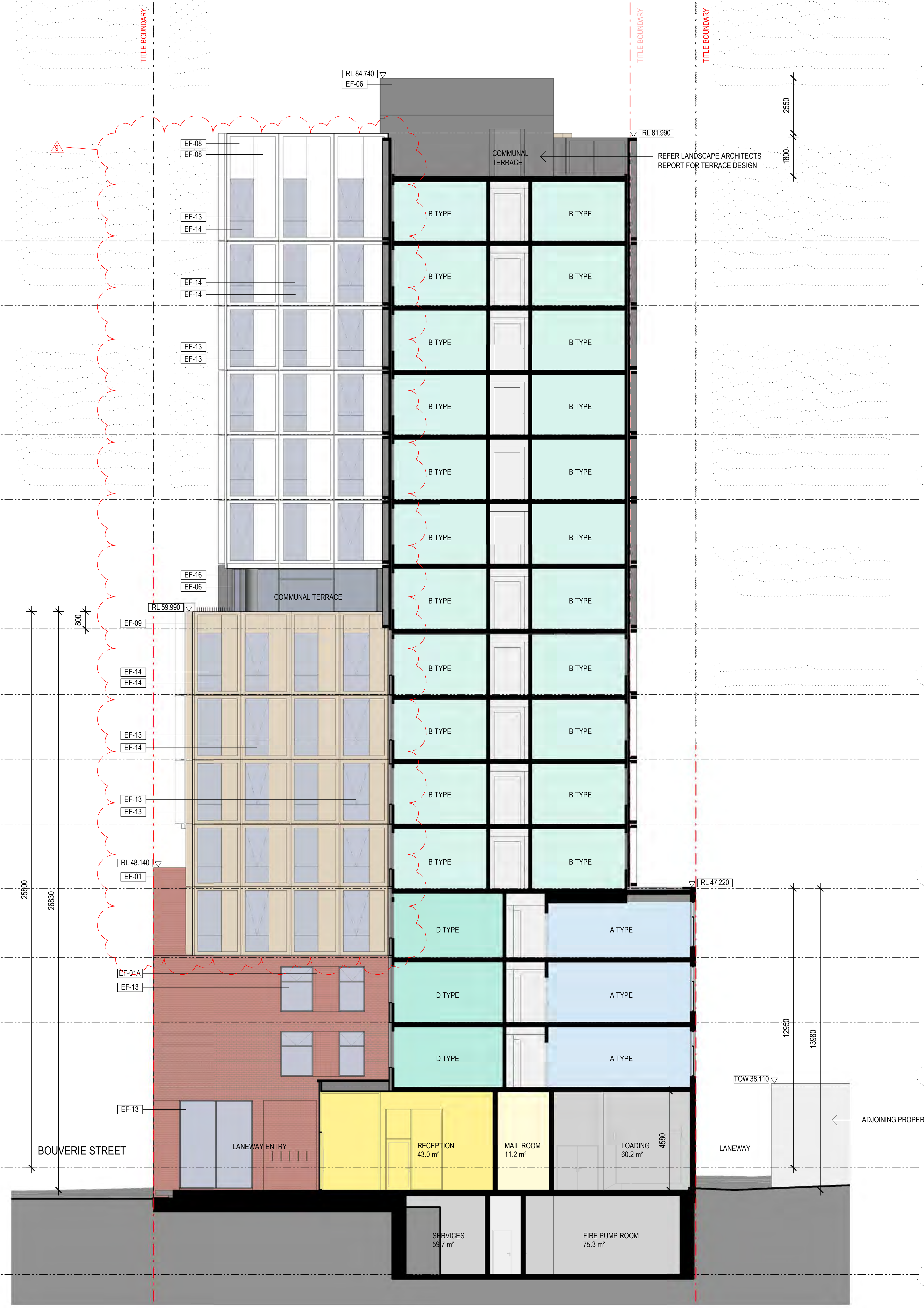

2 SECTION 2

1 : 125

LEGEND - EXTERNAL FINISHES

EF-01	RED BRICK 01 - STRETCHER BOND
EF-01A	RED BRICK 01 - STACK BOND
EF-02	RED BRICK 02 - STRETCHER BOND
EF-02A	RED BRICK 02 - STACK BOND
EF-03	GREY BRICK - STRETCHER BOND
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PROJECT
JOURNAL STUDENT LIVING 183-187 GRATTAN ST. & 166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED SECTION 1 AND 2

DATE	CHECKED	APPROVED
21/12/22	NC	GB

SCALE
1 : 125 @A1

STATUS
TOWN PLANNING

PROJECT #
21-077

DRAWING NUMBER
TP 3-101

REVISION
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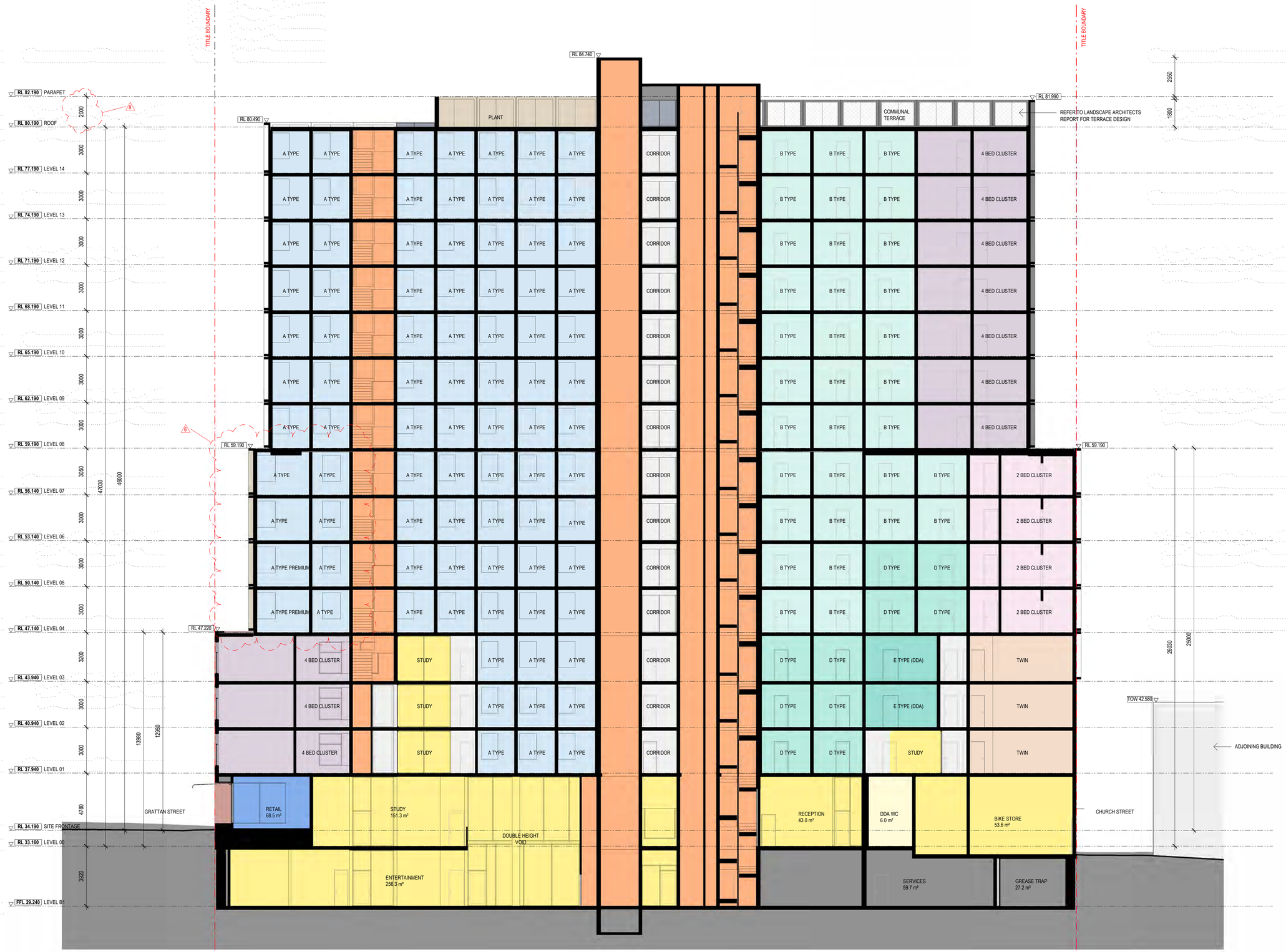

LEGEND - EXTERNAL FINISHES

EF-01	RED BRICK 01 - STRETCHER BOND
EF-01A	RED BRICK 01 - STACK BOND
EF-02	RED BRICK 02 - STRETCHER BOND
EF-02A	RED BRICK 02 - STACK BOND
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PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
PROPOSED SECTION 3

DATE **21/12/22** CHECKED **NC** APPROVED **GB**

SCALE
1 : 125
@A1
0 0.5 1 2 3 5

STATUS **TOWN PLANNING**

PROJECT # **21-077**

DRAWING NUMBER **TP 3-102**

REVISION **3**

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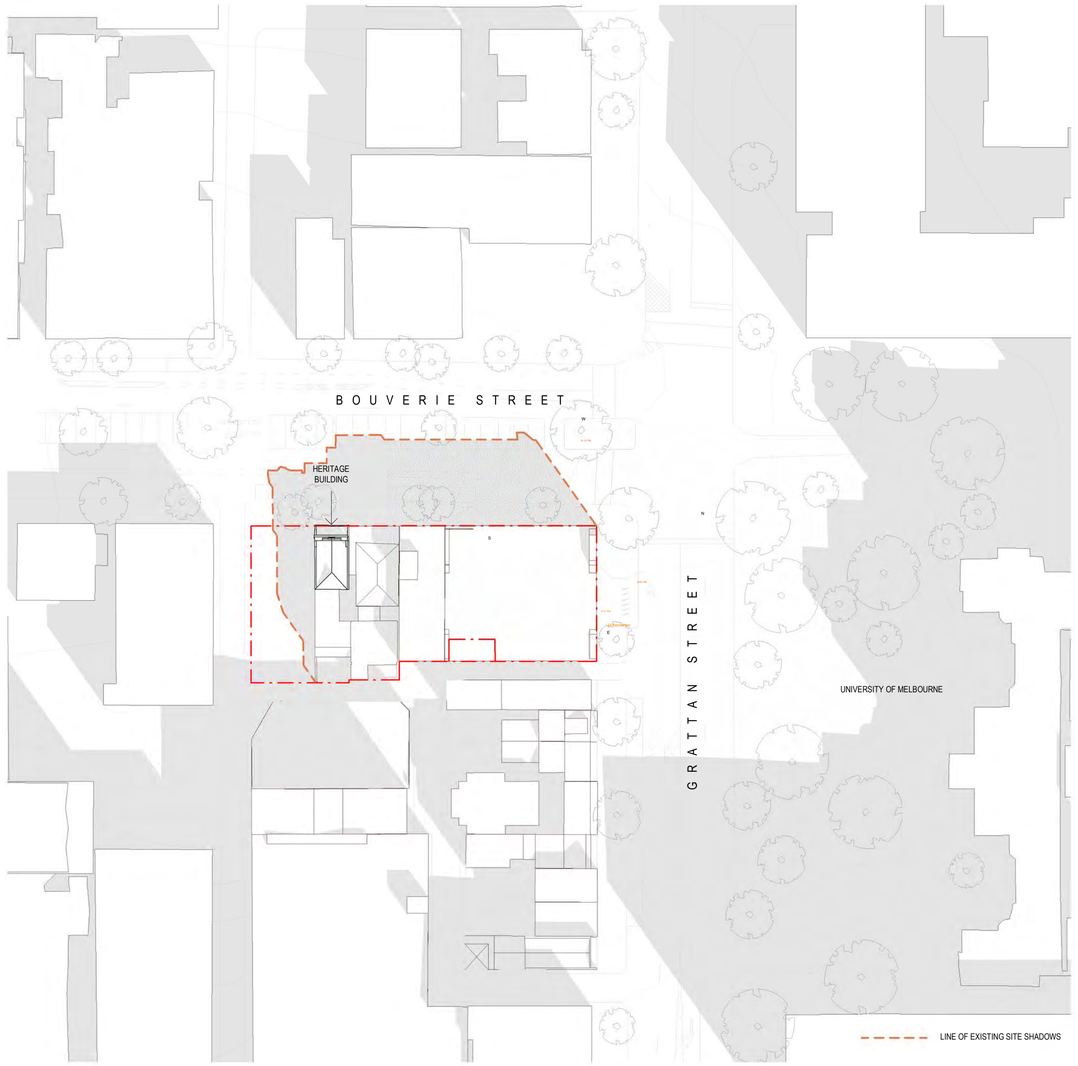
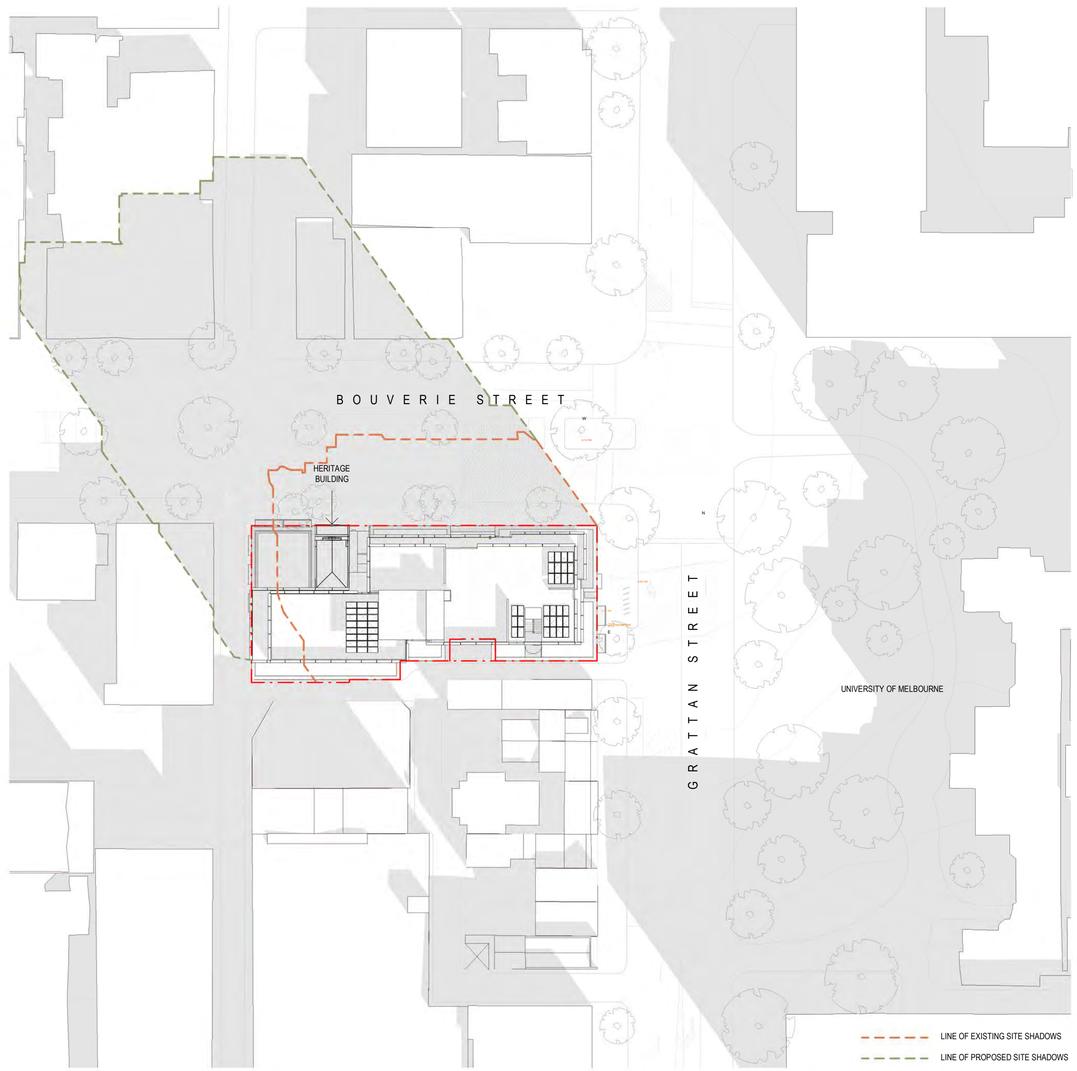


1 EXISITNG SHADOW DIAGRAM
1 : 500



2 PROPOSED SHADOW DIAGRAM
1 : 500

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CLIENT
BROOKFIELD PROPERTIES w. CITIPLAN

PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
9AM SPRING SHADOW DIAGRAM

DATE	CHECKED	APPROVED
21/12/22	NC	GB

SCALE
1 : 500
@A1
0 2.5 5 10 15 25m

STATUS
TOWN PLANNING

PROJECT #
21-077

DRAWING NUMBER
TP 4-101

REVISION
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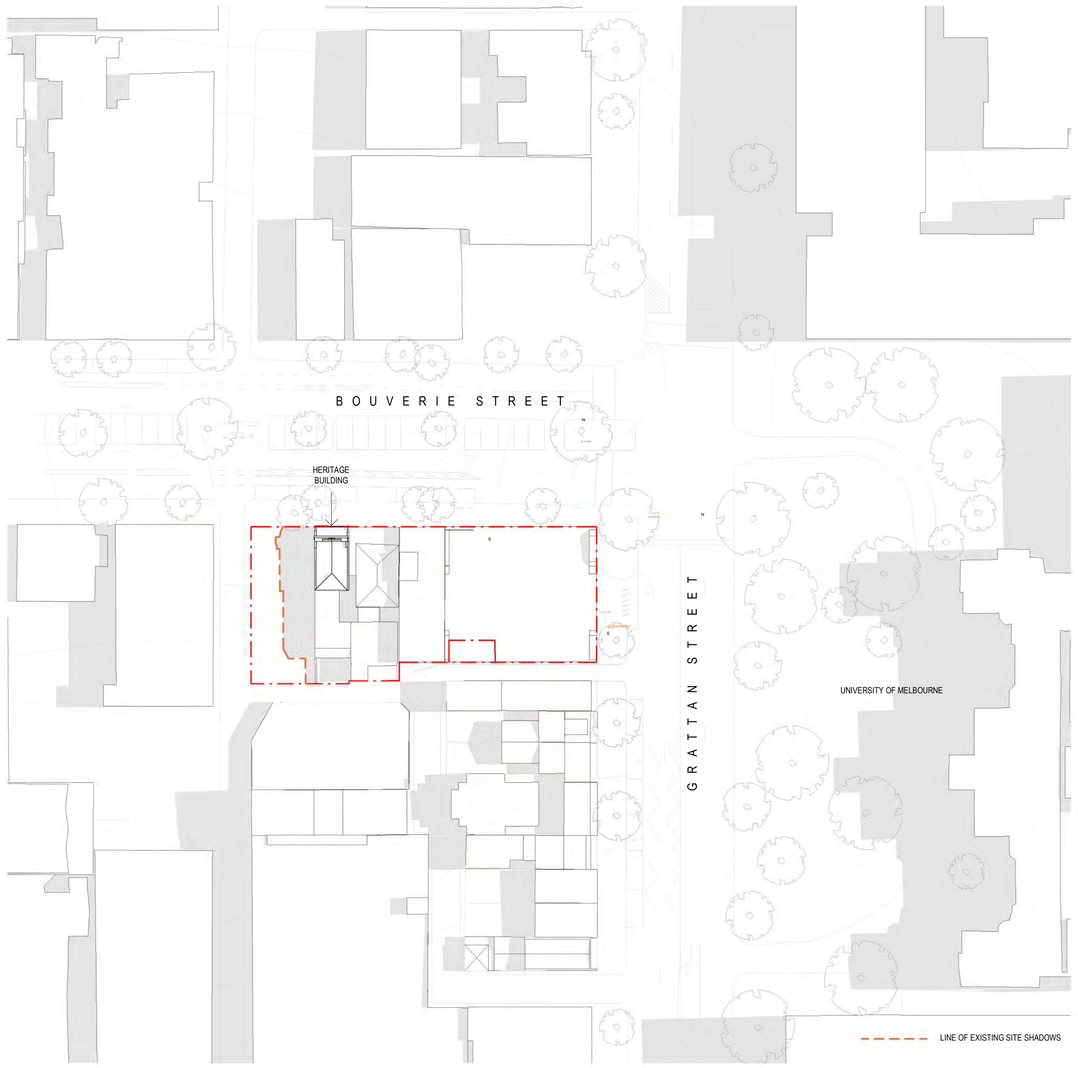

1 EXISITNG SHADOW DIAGRAM
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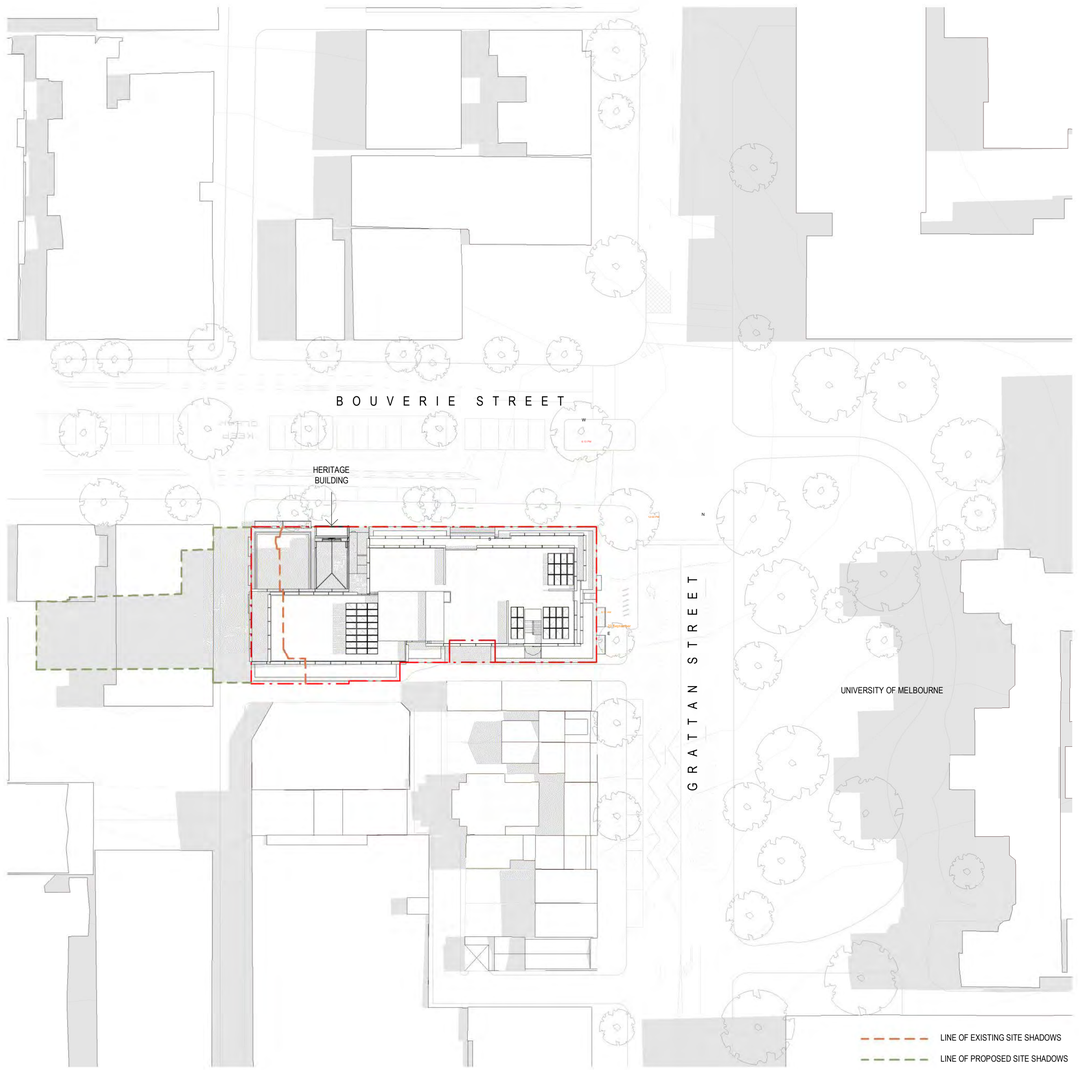

2 PROPOSED SHADOW DIAGRAM
1 : 500

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CLIENT
BROOKFIELD PROPERTIES w. CITIPLAN

PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
12PM SPRING SHADOW DIAGRAM

DATE **21/12/22** | CHECKED **NC** | APPROVED **GB**

SCALE **1 : 500** @A1

0 2.5 5 10 15 25m

STATUS **TOWN PLANNING** | PROJECT # **21-077**

DRAWING NUMBER **TP 4-102** | REVISION **3**

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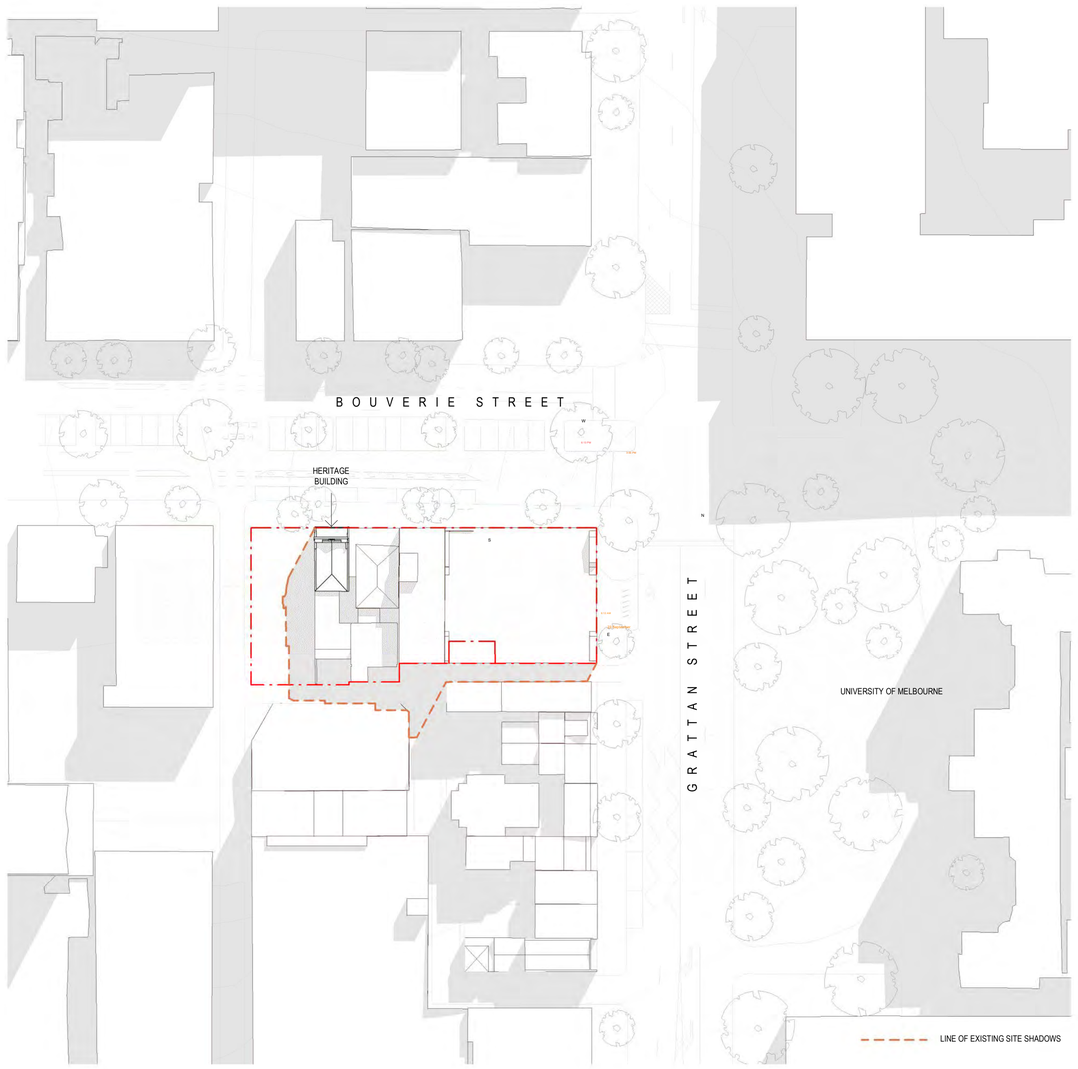

1 EXISITNG SHADOW DIAGRAM
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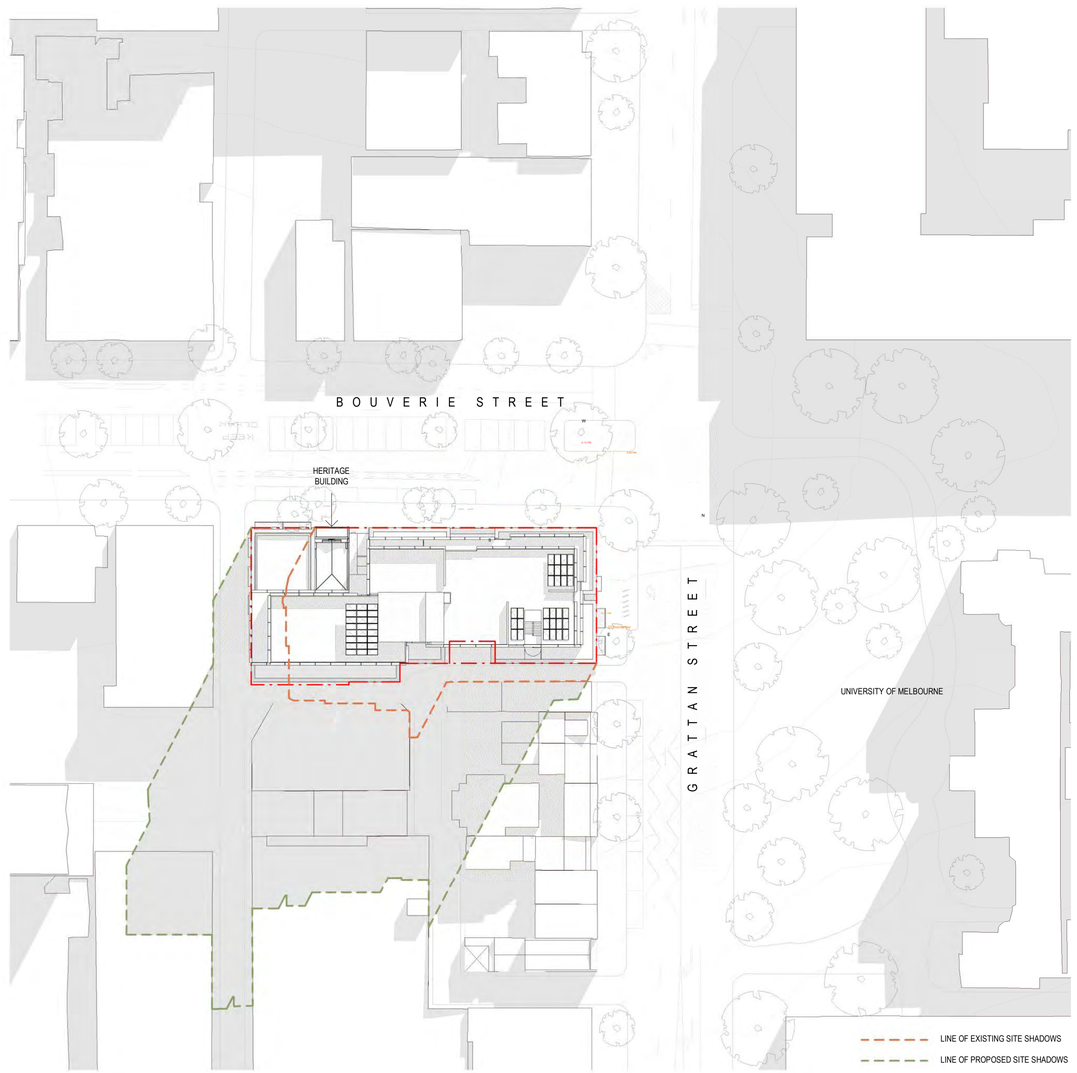

2 PROPOSED SHADOW DIAGRAM
1 : 500

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CLIENT
BROOKFIELD PROPERTIES w. CITIPLAN

PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
3PM SPRING SHADOW DIAGRAM

DATE **21/12/22** CHECKED **NC** APPROVED **GB**

SCALE **1 : 500** @A1

0 2.5 5 10 15 25m

STATUS **TOWN PLANNING**

PROJECT # **21-077**

DRAWING NUMBER **TP 4-103**

REVISION **3**

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EF-01 RED BRICK 01 - STRETCHER BOND
REFERENCE IMAGE

EF-01A RED BRICK 01 - STACK BOND
REFERENCE IMAGE

EF-02 RED BRICK 02 - STRETCHER BOND
REFERENCE IMAGE

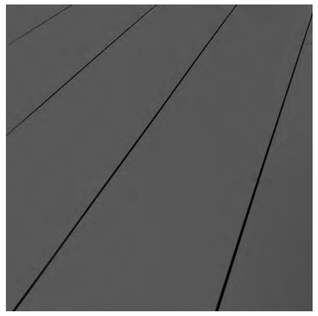
EF-02A RED BRICK 02 - STACK BOND
REFERENCE IMAGE

EF-03 GREY BRICK - STRETCHER BOND
REFERENCE IMAGE

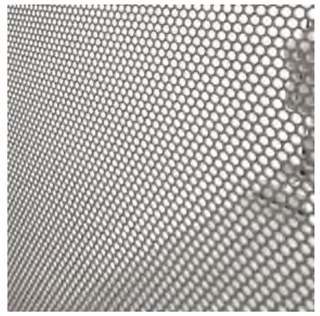
EF-03A GREY BRICK - STACK BOND
REFERENCE IMAGE

EF-04 METAL POWDERCOAT - RED
REFERENCE IMAGE

EF-05 METAL POWDERCOAT - GREY
REFERENCE IMAGE



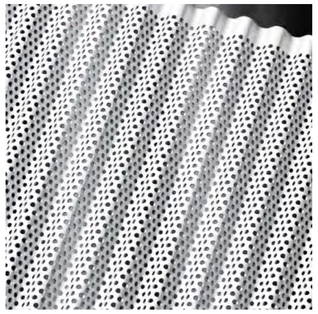
EF-06 METAL POWDERCOAT - CHARCOAL
REFERENCE IMAGE



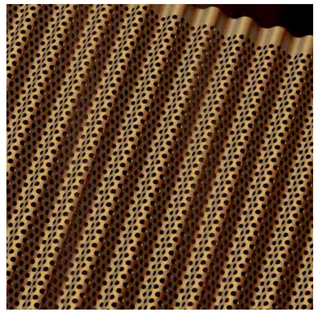
EF-07 METAL PERFORATED - GREY
REFERENCE IMAGE

EF-08 METAL POWDERCOATED - WHITE
REFERENCE IMAGE

EF-09 METAL ANODISED - BRONZE
REFERENCE IMAGE



EF-10 METAL PERFORATED - WHITE
REFERENCE IMAGE



EF-11 METAL PERFORATED - BRONZE
REFERENCE IMAGE

EF-12 METAL - CHAIN WIRE MESH
REFERENCE IMAGE

EF-13 GLASS - CLEAR
REFERENCE IMAGE

EF-14 GLASS - CLEAR SPANDRAL
REFERENCE IMAGE

EF-15 GLASS - GREY TINT
REFERENCE IMAGE

EF-16 GLASS - GREY TINT SPANDRAL
REFERENCE IMAGE

GENERAL NOTES

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DIMENSIONS ARE IN MILLIMETRES AND LEVELS ARE IN METRES.

DO NOT SCALE OFF DRAWINGS.

USE FIGURED DIMENSIONS ONLY. CHECK AND VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORK.

REV	DATE	DESCRIPTION
1	28.07.22	TOWN PLANNING
2	19.09.22	TOWN PLANNING
3	21.12.22	TOWN PLANNING

CLIENT
BROOKFIELD PROPERTIES w. CITIPLAN

PROJECT
JOURNAL STUDENT LIVING
183-187 GRATTAN ST. &
166-176 BOUVERIE ST. CARLTON

DRAWING TITLE
EXTERNAL FINISHES AND MATERIAL SCHEDULE

DATE **21/12/22** | CHECKED **NC** | APPROVED **GB**

SCALE
@A1 0 25 50 100 150 250mm

STATUS **TOWN PLANNING** | PROJECT # **21-077**

DRAWING NUMBER **TP 9-101** | REVISION **3**

Jackson Clements Burrows Architects

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T +61 3 9654 6227

info@jcba.com.au
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DEVELOPMENT SCHEDULE
16.02.23

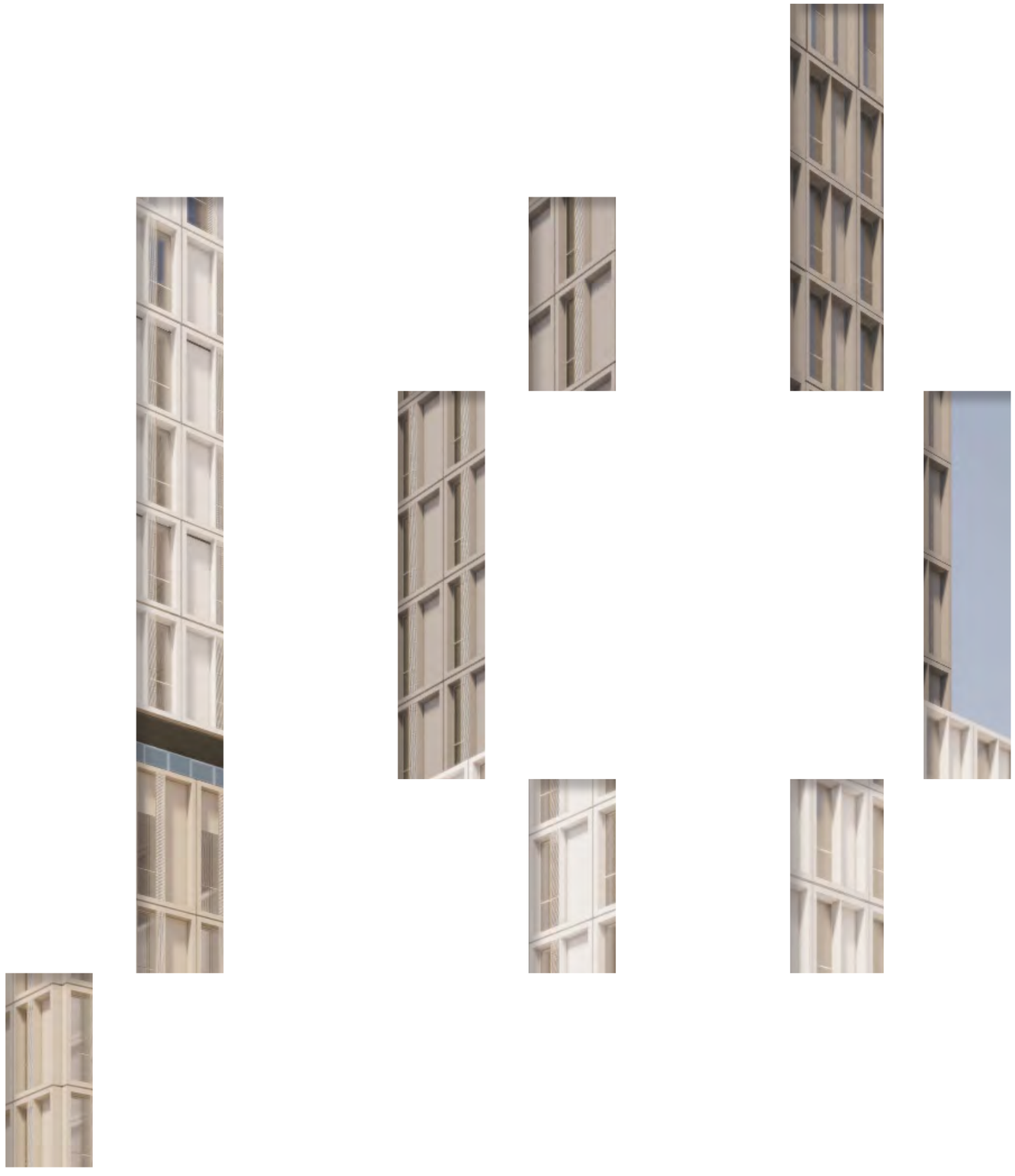
			ACCOMODATION														AREA (m²)					
LEVEL	AHD	FLOOR TO FLOOR (m)	STUDIO'S									TWIN	2 BED CLUSTER	3 BED CLUSTER	4 BED CLUSTER	TOTAL ROOMS	TOTAL BEDS	GFA	RESI. (NSA)	COMMUNAL	EXTERNAL TERRACE	RETAIL (NLA)	BOH TOTAL
ROOM TYPE			A-TYPE	B-TYPE	C-TYPE	D-TYPE	E-TYPE	F-TYPE	G-TYPE	H-TYPE	J-TYPE												
LEVEL BASEMENT 1	29.240	3.92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	990	-	472	50	-	518
LEVEL 00	33.160	4.78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1094**	-	347	-	**241**	506
LEVEL 01	37.940	2.98	10	1	4	1		1		2		2		1	4	26	42	**1151**	907	51	-	-	193
LEVEL 02	40.920	3.00	13	1	4	1	1	1				2		1	4	28	44	1136	944	27		-	165
LEVEL 03	43.920	3.40	15	1	3	1	1	1				2		2	2	28	40	1006	811	27	78	-	168
LEVEL 04	47.320	3.00	15	6		2			1		2		2	1		29	33	791	623	19	-	-	149
LEVEL 05	50.320	2.98	15	6		2			1		2		2	1		29	33	800	633	19	-	-	148
LEVEL 06	53.300	2.98	15	6		2			1		2		2	1		29	33	800	633	19	-	-	148
LEVEL 07	56.280	3.20	15	6		2			1		2		2	1		29	33	800	633	19	-	-	148
LEVEL 08	59.480	3.00	13	6		1			1			1			1	23	27	649	492	29	42	-	128
LEVEL 09	62.480	2.98	13	6					1			2	1		1	24	30	679	554	-	-	-	125
LEVEL 10	65.460	2.98	13	6					1			2	1		1	24	30	679	554	-	-	-	125
LEVEL 11	68.440	2.98	13	6					1			2	1		1	24	30	679	554	-	-	-	125
LEVEL 12	71.420	2.98	13	6					1			2	1		1	24	30	679	554	-	-	-	125
LEVEL 13	74.400	2.98	13	6					1			2	1		1	24	30	679	554	-	-	-	125
LEVEL 14	77.380	3.00	13	6					1			2	1		1	24	30	679	554	-	-	-	125
ROOF LEVEL	80.380																	47			207		
TOTAL			**189**	**69**	**11**	**12**	**2**	**3**	**11**	**2**	**8**	**19**	**14**	**8**	**17**	**365**	**465**	**13338**	**9000**	**1029**	**377**	**241**	**3021**
ROOM MIX			**84%**									**5%**	**4%**	**2%**	**5%**			**GFA MIX**	**67.5%**	**7.7%**	**N/A**	**1.8%**	**22.6%**
BED MIX			**66%**									**8%**	**6%**	**5%**	**15%**			**COMMUNAL MIX**	**10.5%**				

Notes:
- Areas shown measured as per Property Council of Australia (PCA) method of measurement. Areas may differ from plans.
- Areas in **BOLD** Include heritage building nom. 61m²

BOH BREAKDOWN		
SERVICES/PLANT EQUIP.	373	**2.8%**
CORRIDOR	1639	**12.3%**
CLEANER'S ROOM	7	**0.1%**
BIKE STORE	54	**0.4%**
WORKSHOP / STORE	38	**0.3%**
BATHROOMS	48	**0.4%**
OFFICE / RECEPTION	109	**0.8%**
CORE PENETRATIONS AND WALLS	753	**5.6%**
	3021	

183-187 Grattan Street & 166-167 Bouverie Street, Carlton

Heritage Setback



25/01/2023

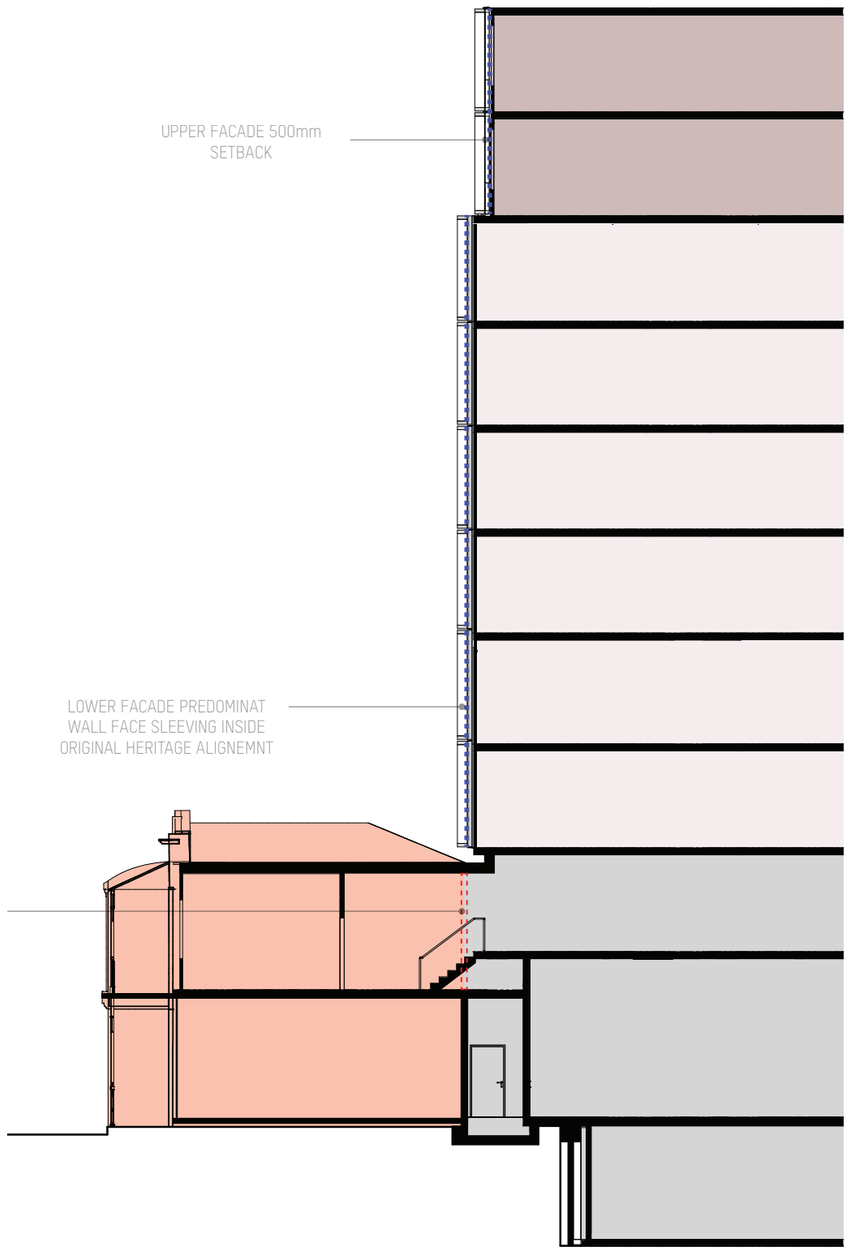
Jackson Clements Burrows Architects

Heritage Building Setback

The proposed building setback is respectful of the rear wall alignment of the original Heritage terrace, with the mid rise built form facade treatment and grid language only being introduced once the facade is clear of the original parapet line, with a horizontal reveal to hold off the facade as displayed in the section adjacent .

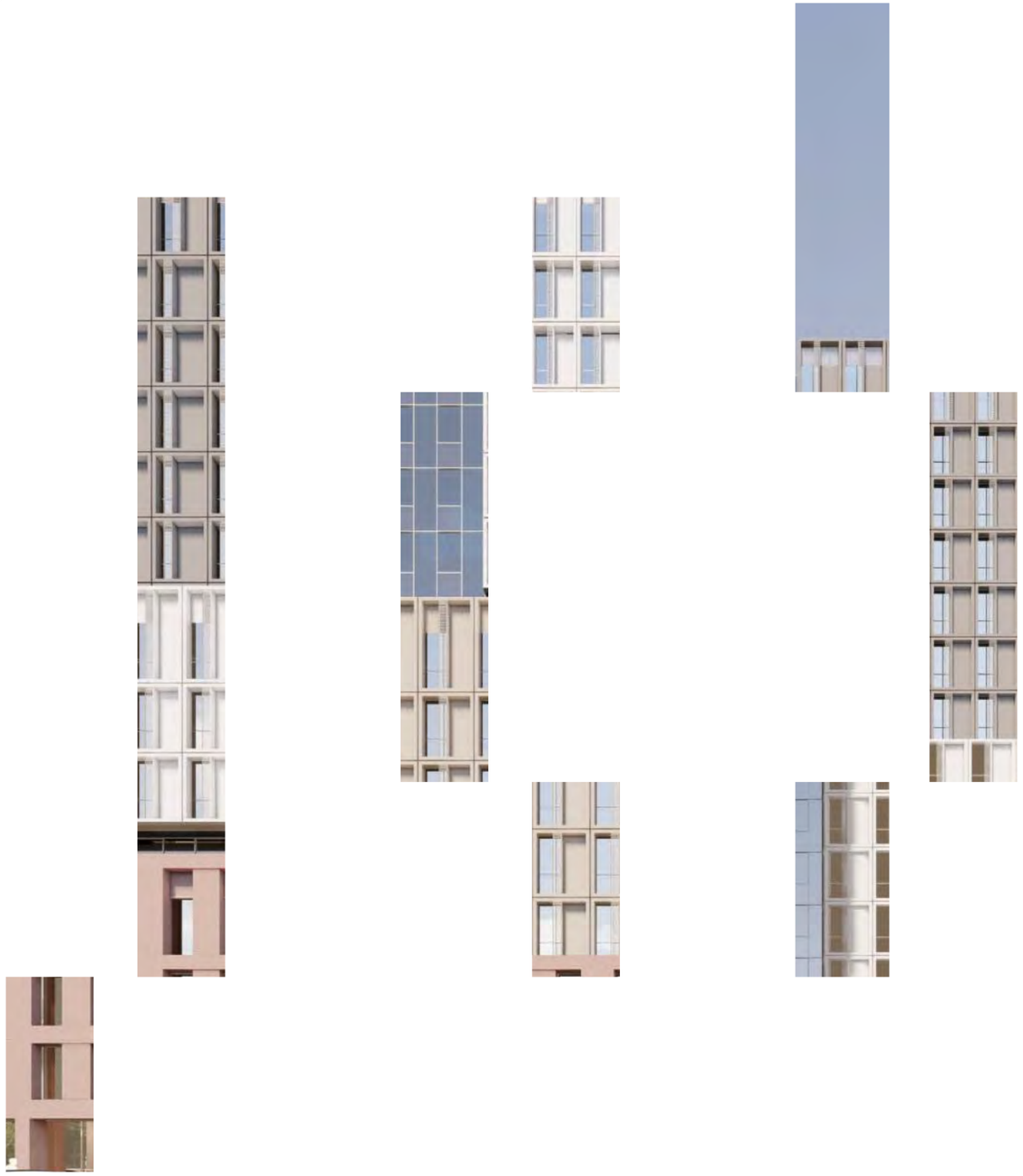
The facade alignment and predominant face is then sleeved in behind the rear heritage wall alignment, with the fins protruding beyond.

This mid rise built form alignment then allows for a further 500mm setback to be introduced at the upper level, further enhancing the stepped formal relationship between the lighter, lower grid form and the dark upper built form, as displayed in the adjacent render.



183-187 Grattan Street & 166-167 Bouverie Street, Carlton

TP Amendments Presentation



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Grattan Street & Bouverie Street, Carlton

RFI Issue (September 2022)

JCB 21.12.2022

Grattan Street & Bouverie Street, Carlton

JCB 21.12.2022

Grattan Street & Bouverie Street, Carlton

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Facade Changes (November 2022)

- Revised Articulation
- Three Colour Built Form Approach

Current Proposal (December 2022)

- Increased Setbacks To Grattan Mid Level Forms
- Deeper Articulated Reveals Within The Facade

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Statement of Changes

Project	JOURNAL STUDENT LIVING	Project number	21-077
Address	183-187 GRATTAN ST. & 166-176 BOUVERIE ST. CARLTON	Date issued	21.12.2022

This statement of changes refers exclusively to changes made to drawings issued as part of an RFI response to the initial planning application dated **19.09.2022** and in response to subsequent follow-up conversations with City of Melbourne.

Summary of changes

1. Bike Store relocated to L00.
2. Grattan St entry added and retail frontage increased.
3. Revised building form and layout to east laneway elevation.
4. Decreased building setback to south-west elevation (levels 03-07) by 500mm, from 10900mm to 10400mm.
5. Increased building setback to north elevation (levels 04-07) by 500mm, from 2000mm to 2500mm.
6. Revised façade articulation to north-west corner (levels 04-07).
7. Revised façade articulation to west elevation (levels 08-Roof).
8. Decreased Parapet height by 1000mm, from 3000mm to 2000mm.
9. Revised tower façade design to include greater material break-up and articulation.

DRAWING NO.	ITEMISED CHANGES TO EACH DRAWING
TP 1-109	Plan layout changes associated with items 1.
TP 1-110	Plan layout changes associated with items 1 and 2.
TP 1-111	Plan layout changes associated with items 2 and 3.
TP 1-112	Plan layout changes associated with items 2 and 3.
TP 1-113	Plan layout changes associated with items 2 and 3.
TP 1-114	Plan layout changes associated with items 2, 4, 5 and 6.
TP 1-115	Plan layout changes associated with items 2, 4, 5 and 6.
TP 1-118	Plan layout changes associated with item 7.

TP 1-119	Plan layout changes associated with item 7.
TP 1-125	Plan layout changes associated with item 7.
TP 1-140	Plan layout changes associated with item 1.
TP 2-101	Elevation changes associated with items 8 and 9.
TP 2-102	Elevation changes associated with items 3, 8 and 9.
TP 2-103	Elevation changes associated with items 8 and 9.
TP 2-105	Elevation changes associated with item 2.
TP 2-107	Elevation changes associated with item 3.
TP 2-108	Elevation changes associated with item 1.
TP 3-101	Elevation changes associated with items 8 and 9.
TP 3-102	Elevation changes associated with items 6 and 8.

DELEGATE REPORT
PLANNING PERMIT APPLICATION

Application no:	TP-2022-438
Applicant:	Bsrep Iv Kyanite T3 Pty Ltd C/- Contour Consultants
Owner:	Skilhan Pty Ltd, Handelsman Nominess Pty Ltd, Davhar Bouverie Pty Ltd, Annette Vichie, David Gow and Deborah Gow Hall
Architect:	Jackson Clements Burrows Architects
Address:	183-187 Grattan Street and 166-176 Bouverie Street, Carlton
Proposal:	Partial demolition of the building at 166-170 Bouverie Street, demolition of other buildings, use and development of a multi-storey building containing accommodation (student housing) and retail premises, reduction to the bicycle facilities requirements.
Cost of works:	$68,900,000
Date received:	2 August 2022
Date amendment received:	3 February 2023
Responsible officer:	Lachlan Orr, Principal Urban Planner

1 SUBJECT SITE AND SURROUNDS

1.1 Subject site

The subject site comprises four individual parcels of land located on the corner of Grattan and Bouverie Streets, Carlton.

Figure 1: Locality map of subject site and surrounds

The subject site is generally rectangular in shape and is bounded by Grattan Street to the north, Bouverie Street to the west, Little Grattan Street to the east and Church Street to the south. The site has a frontage of 22.1 metres to Grattan Street and 56.34 metres to Bouverie Street. The overall site has an area of 1,327 square metres and a fall of approximately 1.5 metres from north to south.

Figure 2: Aerial photograph of subject site and surrounds

The property at 183-187 Grattan Street forms the northern part of the site, on the corner of Grattan and Bouverie Streets. The land is occupied by a three storey commercial building used for offices, finished in grey concrete panelling and constructed to each boundary. A vehicle access point is located on the western boundary to Bouverie Street leading to a ground level parking area.

Figure 3: 183-187 Grattan Street, Carlton

The land at 174-176 Bouverie Street is occupied by a three storey rendered building used for retail and offices. The building has a primary frontage and access point to Bouverie Street with car parking provided at the ground level, accessed via the rear from Little Grattan Street.

Figure 4: 174-176 (centre-left) and 172 (centre-right) Bouverie Street, Carlton

The land at 172 Bouverie Street is occupied by a two storey rendered building used for offices. The building is partially constructed along the Bouverie Street frontage, splaying inward to a small setback around the main entrance. The building features first floor balcony areas facing both the front and rear. Car parking is provided at the rear ground level accessed from Little Grattan Street.

Figure 5: 172 (left) and 166-170 (right) Bouverie Street, Carlton

The land at 166-170 Bouverie Street is occupied by a two storey Victorian-era terrace used for the purposes of offices. The building has a rendered façade with a balcony, veranda and front fence featuring Victorian ironwork detailing. The building's side walls and balcony / veranda are constructed to the Bouverie Street frontage, while a setback of 4 metres is provided from the rear boundary to Little Grattan Street. The building was redeveloped in approximately 1975, which undertook alterations and

additions to the rear wing and majority of the southern façade of the building. The land also includes an open car parking area which forms the boundary to Church Street further south.

Figure 6: Rear of building at 166-170 Bouverie Street viewed from Church Street

The land is partially affected by the Heritage Overlay (HO1 – Carlton Precinct and HO1129 – House 166-170 Bouverie Street, Carlton). The incorporated City of Melbourne Heritage Study, *Heritage Places Inventory March 2022 (Amended January 2023)* identifies the building at 166-170 Bouverie Street as 'Significant', the building at 183-187 Grattan Street as non-contributory and each streetscape as ungraded.

Figure 7: Southern section of subject site viewed from Bouverie Street facing north-east

The formal description of each site is listed below, along with any relevant agreements and easements identified on title:

- 183-187 Grattan Street – Lots 1 and 2 on Strata Plan 36243T:

- Strata Plan requirements relating to accessory lots (parking spaces) and common property.
- Carriageway easement at south-eastern corner measuring 3.65 metres by 7.5 metres, and 2.2 metres in height from ground level.

- 166-170 Bouverie Street – Lot 1 on Title Plan 387801P, Lot 1 on Title Plan 389759Y and Lot 1 on Title Plan 680539Q:
  - No easements, covenants or other restrictions on title.
- 172 Bouverie Street – Lot 1 on Title Plan 515320X:
  - No easements, covenants or other restrictions on title.
- 174-176 Bouverie Street – Lot 1 on Title Plan 334519F:
  - No easements, covenants or other restrictions on title.

It is noted that the applicant has declared the proposal will not breach any restrictions noted on the titles to the land.

1.2 Surrounds

The site is located within the City North precinct of the Capital City Zone, and partially within the heritage precinct of Carlton. Development nearby reflects this with lower scale, fine grain heritage buildings contrasting with larger scale developments which have occurred increasingly within the immediate area, as part of an emerging character of higher order building forms in proximity to the University of Melbourne directly to the north.

Figure 8: Existing and emerging built form context in surrounding area

Noting the site is bounded by roads and laneways with no immediate abuttals, the surrounding sites are described as follows:

- To the east, on Grattan Street, is a recently refurbished office building which has a two storey scale to the front and a three storey height at the rear to Little Grattan Street. This building is non-contributory. A row of single story terraces with hipped roof forms are located further to the east along Grattan Street, which are graded as ‘Contributory’. Land adjacent to the east on the corner of Church Street and Little Grattan Street is occupied by a single storey brick building used as a warehouse / store.

- To the west, on the opposite corner of Grattan and Bouverie Streets, is the Prince Alfred Hotel which is a two storey building graded as 'Contributory' which has been historically used and developed as a pub (bar). Adjacent sites on the western side of Bouverie Street are occupied by two storey rendered office buildings interspersed with vehicle access and car parking facilities.
- To the north, on the opposite side of Grattan Street, is the University of Melbourne campus which is heavily landscaped in this location with nearby faculty buildings ranging in height from two to seven storeys.
- To the south is Church Street, which is a laneway travelling between Bouverie Street and Swanston Street further to the east. The immediately adjacent building to the south is a two storey brick building associated with the University of Melbourne, which is graded as 'Significant' under the *Heritage Places Inventory March 2022 (Amended January 2023*). Also of note to the south is a recently completed 15 storey residential development at 18-20 Lincoln Square North.

Figure 9: Development at 18-20 Lincoln Square North viewed from the subject site

The surrounding area is well serviced by public transport with bus routes along Grattan Street, as well as tram routes running along Swanston Street approximately 80 metres to the east and Elizabeth Street approximately 400 metres to the west. The site is also located approximately 200 metres to the east of the location of the future Parkville Railway Station, which is currently under construction as part of the Melbourne Metro Rail Project.

2 BACKGROUND

2.1 Planning application history

There are no historical planning permit applications of direct relevance to the subject site or proposal.

2.2 Pre-application meetings and Melbourne Design Review Panel (MDRP)

The application site has been the subject of pre-application discussions on a number of different design proposals on 25 November 2020, 18 October 2021, 28 October 2021 and 9 December 2021 (PA-2020-495 and PA-2021-500).

In June 2022, prior to lodgement of the current permit application, the permit applicant presented to the City of Melbourne's Design Review Panel (MDRP).

The advice from the MDRP offered high level support for the proposal while making recommendations to reduce the mass and scale of the building in response to its immediate context, to increase activation, human scale and improve the public realm response at the ground level. The location of active communal spaces at the basement level, rather than the ground floor, was also queried. Support was provided for the built form response to the significant building at 166-170 Bouverie Street, subject to the inclusion of detailed design measures within the southern built form which reference the scale, height datum and fenestration of the retained heritage building.

The amended application plans submitted in accordance with Section 57A of the *Planning and Environment Act 1987*, detailed below, included modifications seeking to respond to the recommendations made by the MDRP and subsequent reviews by Council's City Design team.

3 PROPOSAL

3.1 Documents considered in assessment

The plans and supporting documentation which have been considered in this assessment are identified in the following table:

Documents considered in assessment		
Document	**Author**	**Date**
Architectural Plans	Jackson Clements Burrows	22 December 2022
Landscape Plans	Openwork	25 July 2022
Urban Context Report	Jackson Clements Burrows	29 July 2022
Town Planning Report	Contour Consultants	August 2022
Heritage Impact Assessment	Bryce Raworth	July 2022
Traffic Impact Assessment Report	Ratio Consultants	22 July 2022
Wind Assessment	MEL Consultants	4 October 2022
Waste Management Plan	Ratio Consultants	16 September 2022
Sustainability Management Plan	ADP Consulting	25 July 2022
Arboricultural Assessment	Treetec	15 September 2022
Acoustic Report	ADP Consulting	27 July 2022
Water Sensitive Urban Design report	ADP Consulting	22 July 2022
Access Evaluation Report	Access Consulting	28 July 2022

3.2 Proposal details

The application proposes a mixed use development including the partial demolition of the building at 166-170 Bouverie Street, full demolition of other buildings, use and

development of a multi-storey building containing accommodation (student housing) and retail premises, and a reduction to the bicycle facilities requirements.

Key features of the proposal are summarised below:

- The partial demolition of the building at 166-170 Bouverie Street, with the rear section to be removed. The front or principal part of the building, measuring 10.33 metres from the Bouverie Street frontage, will generally be retained with the exception of the rear (eastern) wall and partial sections of the northern and southern walls for new window / door openings. The façade and principal roof form of the front wing are to be retained with no alterations, with the exception of the non-original front door.
- The demolition of all other buildings.
- The construction of a fifteen storey building containing student housing and retail premises.
- To the south of the retained heritage building, the new building will have a reduced height of three storeys to Bouverie and Church Streets, for a distance of 10.4 metres from the Bouverie Street frontage.
- Three retail premises are proposed, one of which is at the north-eastern corner to Grattan Street and two within the southern section of the building facing Bouverie Street.
- One basement level is proposed which includes communal recreational spaces and facilities, as well as building services. A central atrium space is provided with voids and a staircase above to the ground level. The western section of the atrium space has a direct frontage to Bouverie Street, and is provided with tree planting and a low semi-transparent fence at the street edge.
- The primary access point is located centrally to Bouverie Street, within a 7.6 metre deep and 3.2 metre wide open pathway located immediately to the north of the retained heritage building. A secondary entry point is located centrally to Grattan Street. Each retail premises has direct access to either Grattan or Bouverie Streets. All external entry points are provided with a canopy awning with footpath clearances of at least 3 metres.
- Informal seating provided within 1 metre inset areas to windows at street level.
- A bicycle storage area located at the southern edge of the ground floor with direct access to Church Street, as well as internally. Service access is provided along the eastern boundary from Little Grattan Street, leading to a loading and waste collection bay.
- External materials and finishes of the development include:
    - A brick base, in either red or grey, within a series of distinct street wall elements to each frontage. The street wall elements are varied in height between three to four storeys.
    - Above the base is a tower form comprising a series of aluminium and glazed modular elements, constructed in a framed grid arrangement. The modules are staggered across the tower form, finished in a variety of light, grey and bronze colour finishes, and articulated with glazed rebates.
    - The aluminium tower modules include minor sections where there are projections of no more than 300 mm to Church Street and Little Grattan Street.
    - The tower core is concealed centrally between the aluminium framed modules facing the eastern laneway interface to Little Grattan Street. A stepped,

partially transparent metal capping partially conceals the integrated rooftop plant structures above.

Specific details of the proposal are contained in the following table:

Height	49 metres (15 storeys)
Basement Levels	1
Tower Setbacks	Zero setback to each boundary for first three levels To Grattan Street (north), a 2 to 2.5 metre setback from levels 4 to 7 and a 3.5 metre setback from levels 8 to 14 To Bouverie Street (west) for the northern section of the building, a 1.3 to 1.8 metre setback from levels 2 to 7, and a 3.3 to 3.8 metre setback from levels 8 to 14 To Bouverie Street (west) for the southern section of the building, a 10.4 to 11 metre setback from levels 3 to 7, and a 10.9 to 11 metre setback from levels 8 to 14 To Little Grattan Street (east) for the northern section of the building, a 3 to 3.5 metre setback from levels 4 to 14 To Little Grattan Street (east) for the southern section of the building, a 3.5 metre setback from levels 4 to 14 To Church Street (south), a 3 metre setback from levels 8 to 14
Gross Floor Area (GFA)	13,632 square metres
Student capacity	465 student beds across 365 rooms provided in single, twin and cluster arrangements
Indoor communal facilities	1,096 square metres including: • Lounge, library and study spaces at ground level • Gym, games, laundry, kitchen and dining spaces at basement level, as well as an open entertainment area with bleacher seating • Small study areas on levels 1 to 3
Outdoor communal facilities	377 square metres, including a 228 square metre roof terrace and secondary areas at basement level, levels 3 and 4
Retail	223 square metres across three ground floor tenancies
Car Parking Spaces	0 spaces
Bicycle Parking Spaces	66 spaces

Figure 10: Perspective view from Grattan Street facing south-east

Figure 11: Perspective view from Bouverie Street facing north-east

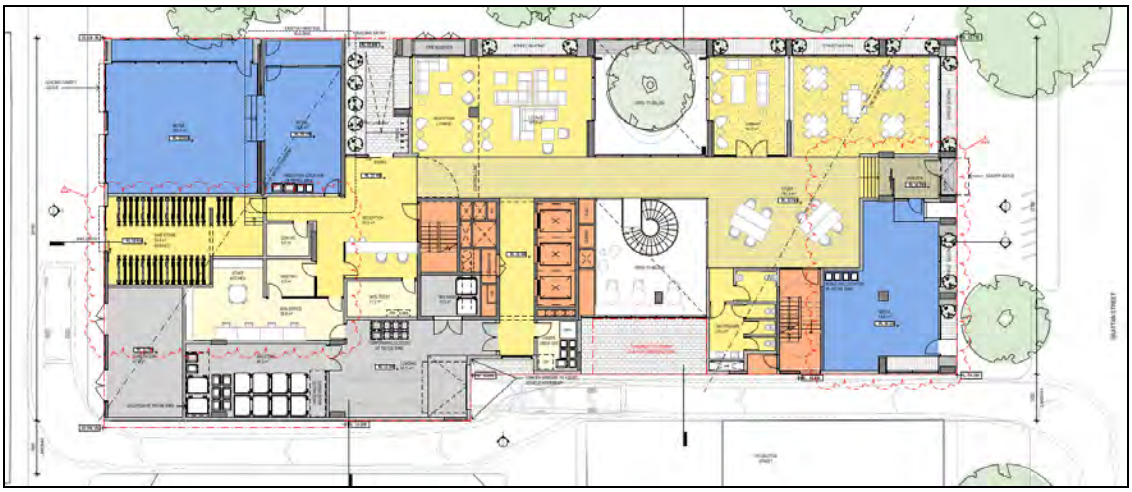

Figure 12: Development program at ground level

3.3 Amendment during application

The application was formally amended under Section 57A of the *Planning and Environment Act 1987* on 3 February 2023.

The amendments to the application are summarised as follows:

- Modifications to the façade treatment and materiality of the building, including:
    - An increased vertical rebate located centrally on the western elevation, expanding in width and extending to include levels 4 to 7. The rebate will have a physical recession of 500 mm.
    - Increased variation and contrast to the use of white, grey and bronze metal finishes to the tower modules.
    - Increased articulation provided around the tower modules.
- A reduction to the framing parapets at the top of the tower, resulting in a reduction in the overall height from approximately 50 metres to 49 metres.
- A 500 mm increase to the northern setbacks from Grattan Street to levels 3 to 7, increasing from 2 to 2.5 metres.
- A reduced setback for the southern section of the building from levels 4 to 7, reducing from 10.9 metres to 10.4 metres, behind the retained heritage building.
- The inclusion of a secondary entry point to the student housing component from Grattan Street, located centrally within the ground level frontage and provided with a canopy awning.
- As a result of the above, an increased retail space at the north-eastern corner to Grattan Street which has a secondary internal access point from the new Grattan Street entrance.
- The relocation of bicycle parking facilities from basement level to ground floor, in a designated room with internal access and direct external access to Church Street.
- No changes to works associated with the retained building at 166-170 Bouverie Street.

Figure 13: Advertised western elevation viewed from Bouverie Street

Figure 14: Amended western elevation viewed from Bouverie Street

Figure 15: Comparison perspective showing increased articulation and tower setback from Grattan Street

Figure 16: Perspective of amended Grattan Street street edge with central student entry

4 PLANNING POLICY FRAMEWORK, CONTROLS AND PROVISIONS

The following policies, controls and provisions of the Melbourne Planning Scheme are relevant to the application:

Policy Framework	
Purpose and Vision	Clause 02.02 – Vision Clause 02.03 – Strategic Directions Clause 02.04 – Strategic framework plans
Planning Policy Framework	Clause 11 – Settlement Clause 13 – Environmental Risks and Amenity Clause 15 – Built Environment and Heritage Clause 16 – Housing Clause 17 – Economic Development Clause 18 – Transport Clause 19 – Infrastructure
Controls	
Clause 37.04 Capital City Zone Schedule 5 (City North)	<u>Use</u> Pursuant to Clause 37.04-1, 'Retail Premises' is a Section 1 use for which no permit is required. The use of land for 'Accommodation' (other than Corrective Institution), is a 'Section 1 – Permit not required' land use, provided the following condition is met: *"Along the street frontages as shown at Map 1 of Clause 43.02 Schedule 61, any frontage at ground floor level must not exceed 4 metres."* The proposed Student Housing component of the development has frontage exceeding 4 metres in width to Grattan Street, identified as a 'Major Pedestrian Area' at Map 1 to DDO61. As such, a **permit is required** to use the land for Accommodation. <u>Development</u> Pursuant to Clause 37.05-4, a **permit is required** to construct a building or construct or carry out works and to demolish or remove a building or works.
Clause 43.01 - Heritage Overlay HO1 (Carlton Precinct) HO1129 (House 166-170 Bouverie	Pursuant to Clause 43.01-2 a **permit is required** to: • Demolish or remove a building. • Construct a building or construct or carry out works, including a fence. • Externally alter a building by structural work, rendering, sandblasting or in any other way.

Street, Carlton)	
Clause 43.02 Design and Development Overlay Schedule 61 (City North – Area 4.1)	Pursuant to Clause 43.02-2, a permit is required to construct a building or construct or carry out works unless a schedule to the overlay specifies otherwise. Schedule 61 does not include any specific exemptions and as such, a **permit is required**. The site is located in Area 4.1 which has a preferred maximum height of 40 metres, along with preferred setbacks and built form outcomes set out in greater detail within the assessment section of this report.
Clause 43.02 Design and Development Overlay Schedule 66 (Hospital Emergency Medical Services Helicopter Flight Path Protection – Outer Area)	A **permit is required** to construct a building or construct or carry out works as the maximum height of the works (84.74m AHD) is above the referral height for the Royal Melbourne (77.3m AHD) and Royal Children's (72.4m AHD) Hospitals specified in Table 1 of Schedule 66.
Clause 43.02 Design and Development Overlay Schedule 70 (Melbourne Metro Rail Project – Infrastructure Protection Areas)	A **permit is required** to construct a building or construct or carry out works for a building exceeding two storeys in height and including a basement level.
Clause 45.09 Parking Overlay Schedule 1 (Outside the Retail Core)	Pursuant to Clause 2.0 of Schedule 1 to the Parking Overlay, a permit is required to provide car parking in excess of the following rates: • *For that part of the site devoted to dwellings (including common areas serving the dwellings) must not exceed one (1) space per dwelling.* • *For that part of the site devoted to other uses, (excluding common areas serving the dwellings) must not exceed the number calculated using one of the following formulas:* *Maximum spaces =* *5 x net floor area of buildings on that part of the site in m^2* *$1000m^2$* *Or*

	$\frac{12 \text{ x that part of the site area in } m^2}{1000m^2}$ The above formula results in a maximum of 15 on-site car spaces. The proposal does not include any car parking spaces and therefore, a **permit is not required**. Motorcycle parking is not required to be provided in accordance with the requirements of Clause 3.0 of Schedule 1 to the Parking Overlay.
Particular Provisions	
Clause 52.06 - Car Parking	Requirements for the provision of on-site car parking are contained in the Parking Overlay as discussed above.
Clause 52.34 - Bicycle Facilities	Pursuant to Clause 52.34-1, 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. In relation to the proposed development, Clause 52.34 requires the following number of bicycle parking spaces: • Residential building (365 lodging rooms) = 74 spaces • Retail (223 m^2) = 0 spaces The proposal has a statutory requirement of 74 bicycle spaces. The proposal includes total of 66 spaces provided at ground level. The proposal does not trigger the requirement for showers under Clause 52.34-5 as there are no employee spaces required. However, there is a requirement for a change room. A dedicated change room is not provided. As the minimum requirements of this clause have not been fully satisfied, a **permit is required**.
Clause 53.18 – Stormwater Management in Urban Development	The requirements of Clause 53.18 are applicable, which seek to ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits. The application provided a Water Sensitive Urban Design response which has been assessed in conjunction with Clause 19.03-3L (Stormwater management – Water sensitive urban design).
General and Operational Provisions	
Clause 65 - Decision Guidelines	Clause 65.01 (Approval of an application or plan) outlines the matters which must be considered by the Responsible Authority prior to deciding on an application or approval of a plan.

5 PUBLIC NOTIFICATION

It is noted that the application is exempt from the notice requirements and review rights of the *Planning and Environment Act 1987* under each planning permit trigger listed above, with the exception of Clause 43.01-2 (Heritage Overlay).

It was determined that the proposal may result in material detriment. Notice of the proposal was given by ordinary mail to the owners and occupiers of surrounding properties and by posting notices on the site for a 14 day period, in accordance with Section 52 of the Act.

The amendments to the application made under Section 57A of the Act were not considered to result in any additional material detriment and therefore, formal notice under Section 57B of the Act was not required. However, the amended plans were informally provided to objectors for their information.

6 OBJECTIONS

A total of two (2) objections were received, raising the following concerns with the proposal:

- Visual impacts on surrounding context due to building height, bulk and scale.
- Shadowing impacts.
- Setbacks to east and south.
- Response to heritage buildings.
- Amenity of basement level.
- Adequacy of bicycle facilities.
- Loss of views.
- Potential precedent.
- Traffic impacts and waste collection.

7 REFERRALS

7.1 Internal Referrals

7.1.1 City Design – Urban Design

The application as originally proposed was referred to City Design – Urban Design. Their detailed review of the proposal had regard to the advice provided through the MDRP process, and raised a number of key issues to be addressed which are summarised as follows:

- The design response must have regard for the scale and character of heritage buildings within the immediate context, particularly the predominant low scale heritage streetscape that characterises the southern side of Grattan Street.
- The design response must provide an active and high-quality public interface to reinforce the pedestrian role of Grattan Street.
    - Provide a greater proportion of genuinely active student uses on the ground floor, such as a dining, kitchen or entertainment area.
    - Include a distinguishable entrance within the Grattan Street interface.
    - Allocate a portion of bike parking within the ground floor accessible via Church or Little Grattan Street.

- Any design response must seek to minimise the impact of the large building footprint as a result of the site consolidation.
    - Further modulation and refinement of the mass is required to provide visual relief in the upper elevation to Bouverie Street, including enhanced rebates extending across the height of the tower.
    - Reconsider the tower design strategy to use stronger shifts in materiality to visually break-down perception of bulk across the tower elevation.
    - Ensure a respectful, resilient and contextual tower design strategy through reconsidering the excessive use of powdercoated aluminium.

Following the above advice, ongoing discussions were held culminating in the submission of informal discussion plans provided on 9 November 2022, which was provided to City Design – Urban Design for further review. Their advice is summarised below:

- Contextual response to Grattan Street
    - A greater setback above the solid brick base is required to mediate the change in scale between the low storey heritage context of Grattan Street and the site.
    - Any height above the preferred maximum of 40 metres can only be considered if a more contextual massing response to Grattan Street is achieved.
- Increase depths of vertical glazed areas
    - We support the proposed location of the vertical glazed areas as indicated.
    - The glazed areas must be further recessed to provide a convincing shadow and separation between the tower forms.
- Materiality
    - Further information is required to understand the proposed materials, ensuring that the selected metal finishes to the tower appears natural, textured, sufficiently varied and generally of high quality. Samples are recommended to be provided for review by City Design.
- Parapet design
    - Our preference is for a parapet which conceals the building plant and expresses the upper levels as a double storey building cap.

In response to the above, the permit applicant formally amended the application as detailed under Section 3.3 of this report with changes seeking to address the above issues, which was provided to City Design – Urban Design for a final review. The amendments were considered to achieve an acceptable design outcome, subject to the following further recommendations relating to the materiality of the building:

- Confirm the specification of the tower material to ensure a high quality, robust, textured and natural expression. Preferred materials are stone, GRC, anodised aluminium, or a highly textured and matt powdercoated material.
- Confirm colours which are natural, recessive and complementary to the context and street wall design.
- Submit updated samples of tower materials to ensure the above will be achieved to the satisfaction of Council.

Officer comment

Following detailed review and advice provided by the Urban Design team, the proposal has evolved with changes made to massing, design and its response to the public realm.

A recommended permit condition will address the materiality concerns raised above, through the endorsement of a Façade Strategy.

7.1.2 City Design – Landscape

The application was referred to City Design – Landscape, which had no objection to the submitted landscape plan.

7.1.3 Heritage

The application was referred to Council's Heritage Advisor, with their comments summarised as follows:

- The proposed development being lower in height, with a greater setback to upper levels to achieve a street edge that integrates with lower scale heritage buildings within HO1 and recessive upper levels.
- Have greater façade division, and articulated to achieve smaller scale component parts that respect the small scale building forms along Grattan Street within HO1.
- Retain heritage fabric that contributes to significance at the individually significant 107 Bouverie Street including:
    - Retention of the east wall of the front wing complete with the ground and first floor windows.
    - Moderate the height of new development adjoining to the south of 107 Bouverie Street. New building façade height reduced to be no taller than the 107 parapet height, within a setback sufficient to retain the existing stringcourse return to the parapet.
    - Moderate height of new development in relation to the "significant" 158 – 164 Bouverie Street, adopting a height similar to it along at the Bouverie Street frontage and along the Church Street frontage.

Officer comment

The above matters are noted and are addressed in the assessment section of this report.

7.1.4 Traffic Engineering

The application was referred to Traffic Engineering, with their comments summarised as follows:

- We have no objection to no car parking being provided. A note should be placed on the planning permit relating to on-street parking restrictions.
- No concerns with the bicycle parking provision. Further comments regarding the locations of the on-street bike hoops can be provided when the detailed design plans are submitted to our Civil team for approval.
- The proposed loading arrangements would result in loading vehicles reversing into the laneway, creating safety concerns for pedestrians. A Loading Management Plan is required, including provision for a Loading Dock Manager or Building Manager to be appointed to supervise loading activities via the lane. While the swept path diagrams are accepted, the applicant must confirm

there are no obstructions in the path of the vehicles (kerbs, walls, etc) and appropriate height clearances are provided for all the required vehicles / manoeuvres.

- A formal independent desktop Road Safety Audit of the development should be undertaken prior to construction, at the developer's expense, which should include the bicycle / loading / pedestrian access arrangements. The findings of the Audit should be incorporated into the detailed design, at the developer's expense.

Officer comment

The matters raised above are capable of being addressed through recommended permit conditions, including conditions requiring the endorsement of a Road Safety Audit and a Loading Management Plan.

7.1.5 City Infrastructure

The application was referred to City Infrastructure, with their comments summarised as follows:

- All projections over the street alignment must conform to Building Regulations 2018, Part 6, Sections 98 to 110 as appropriate. Reference can be made to the City of Melbourne's Road Encroachment Operational Guidelines with respect to projections impacting on street trees and clearances from face / back of kerb. Structures must not impact the road reserve at ground level.
- The subject land lies within the Melbourne Metro Project Land. This application must be referred to relevant authority MMRP for comments.
- There are concerns with the installation of seats along the property boundary. Seats should be set back minimum 1.0 m to retain existing pedestrian corridor along the footpath.
- There is a significant fall across the subject land. This must be taken into account when fixing the floor levels at pedestrian entrances as no localised ramps on the footpath and laneway are allowed at these locations. Setting back of new pedestrian entrance doorways with internal ramps must be considered in the design of the building.
- Otherwise, standard civil infrastructure conditions and permit recommended.

Officer comment

The concern raised in relation to the seating on the property boundaries is noted however, they are considered acceptable in this instances as they are informal seating opportunities integrated into the building façade and would not result in any structures encroaching onto the footpath.

Otherwise, the above matters are addressed through permit conditions in the recommendation.

7.1.6 Waste Services

The application was referred to Waste Services, with their comments summarised as follows:

- Clarify steps to be taken to prevent students placing their organic waste directly into the bins intended for processed / residual organic waste.
- Each retail tenant must have internal access to the bin store. Retail tenancies 2 and 3 are shown using the public domain to transfer waste.

- Student accommodation glass collection frequency should be 3 x per week (not “as required”).
- Include glass bins (purple lids).
- At present the retail tenants have access to the main bin store. Clarify how the building management will ensure retail tenants do not place additional waste into the 1100 L bins allocated for the student accommodation.
- Show a 2 metre clearance at the rear of the waste vehicle to allow for the emptying of bins.

Officer comment

A recommended permit condition will require the amendment and endorsement of the Waste Management Plan.

7.1.7 Urban Forest and Ecology

The application was referred to Urban Forest and Ecology, with their comments summarised as follows:

- The Arboricultural Impact Assessment (AIA) by Treetec, dated 15/09/2022, identifies that the proposed design will allow for all six public trees adjacent to the site to be retained without significant impact.
- The AIA has identified some tree protection methodologies but given that no demolition or construction plans have been established at this stage, the full impacts of these activities cannot be assessed.
- Given the constraints of the site, impacts to public trees may result from demolition and construction works. As such, if a permit is to be issued, conditions should be included.

Officer comment

The recommendation includes a requirement for a Tree Protection Plan, forming part of a Construction Management Plan, and associated tree protection conditions to ensure the health of the existing street trees during and post construction. Permit notes will also guide the tree protection, bond and tree replacement procedures.

7.1.8 Green Infrastructure and Environmentally Sustainable Design

The application was referred to Council’s Senior Green Infrastructure and Environmentally Sustainable Design Officer, with their comments summarised as follows:

- The development commits to a level of sustainability that meets the objectives of Clause 15.01-2L-01 and Clause 19.03-3L of the Melbourne Planning Scheme.
- Additional evidence is required to demonstrate that the proposal achieves the 5 star Green Star benchmark.
- Conditions recommended for an amended SMP, implementation of the SMP and Green Infrastructure / Landscape plans.

Officer comment

Recommended conditions are included to address the amendments required to the submitted SMP, and to incorporate the Green Infrastructure design requirements in an amended Landscape Plan.

7.2 External Referrals

7.2.1 Department of Health (Determining Authority)

Pursuant to Schedule 66 to the Design and Development Overlay, the application was referred to the Department of Health in accordance with Section 55 of the *Planning and Environment Act 1987*.

The Department of Health advised that they had no objection to the proposal subject to permit conditions and notes, which are to be included on any permit granted.

7.2.2 Head, Transport for Victoria (Determining Authority)

Pursuant to Clause 66.02-11 (Land use and transport integration), and application for a residential building containing 60 or more lodging rooms must be referred to the Head, Transport for Victoria in accordance with Section 55 of the *Planning and Environment Act 1987*.

The Head, Transport for Victoria advised that they had no objection to the proposal subject to one condition, which will be included on any permit granted.

7.2.3 Rail Projects Victoria (Determining Authority)

Pursuant to Schedule 70 to the Design and Development Overlay, the application was referred to Rail Projects Victoria (RPV) in accordance with Section 55 of the *Planning and Environment Act 1987*.

RPV advised that they had no objection to the proposal subject to a number of permit conditions and notes, which are to be included on any permit granted.

7.2.4 Referral of Amended Application

The amendment of the application under Section 57A of the *Planning and Environment Act 1987* was not considered to adversely affect the interests of the above authorities, noting the overall built form is reduced and their required conditions would remain applicable. As such, a copy of the amendment was not required to be provided to the authorities in accordance with Section 57C of the Act.

8 ASSESSMENT

The key issues in the assessment of the applications are:

- Use of the land for Student Housing
- Built form, overshadowing and offsite amenity impacts
- Heritage
- DDO66 (Helicopter Flight Path) and DDO70 (Melbourne Metro Rail Project)
- Environmentally Sustainable Design
- Traffic and Car Parking, Bicycle Facilities, Loading and Waste
- Objector concerns.

8.1 Use of the land for Student Housing

As noted above, the proposal requires permission under the Capital City Zone, Schedule 5, for the use of the land for accommodation (Student Housing) as it has a frontage exceeding 4 metres to a designated street frontage under DDO61.

The use of the land for accommodation in this location is considered generally consistent with the purposes of the zone, which seek to:

- Provide for a mixed use extension of the Central City.

- Provide for a range of educational, research and medical uses as part of an internationally renowned knowledge district.
- Encourage a range of uses that complement the capital city function of the locality and serves the needs of residents, workers, students and visitors.

The use of the land for purpose built residential accommodation for students is compatible with the vision for the City North precinct, noting that the site is directly adjacent to the University of Melbourne Campus. The proposal includes an appropriate level of activity through retail tenancies and communal space at the ground level to each frontage, which will contribute to the mixed use objectives for the area.

Clause 16.01-1L (Student housing) provides policy guidance for the use and development of land for student housing, with the objective of providing affordable, safe, healthy, well designed and managed student housing in locations with good access to public transport, services and tertiary education facilities. An assessment of the proposal against the relevant strategies and policy guidelines of this clause is provided below:

8.1.1 Student rooms layout

- The proposal includes a variety of room types in sizes ranging from 16 to 27 square metres for single rooms, and up to 111 square metres for four bedroom clusters. The student room typologies and layouts are considered to be liveable, functional and would comfortably accommodate the needs of students, as required by Clause 16.01-1. It is noted that the student room sizes would have satisfied the requirement of the former local policy Clause 22.24 (10.8 square metres), which was in force when the application was originally lodged.

Figure 17: Typical student room layouts

- Each student room is provided with access to a bed from its side, a study area with a desk and a bookshelf, robe / drawer units with storage space for personal items, desk space for a computer and TV and a separate table or bench for meals.

- Private kitchen facilities within each room are accompanied by adequate space for a microwave, stove top cooker, fridge, clear bench space and sink, in addition to storage for food and utensils.
- Each student room will have direct access to daylight and ventilation via an external wall open to the sky.
- No rooms will be unreasonably overlooked by another room within the development. The placement of windows and location of living rooms minimises potential cross-views between bedrooms around the central ‘elbows’ of the tower.
- Rooms would generally be located and designed to limit excessive noise disruption from pedestrian or vehicle traffic outside the building, including the current Metro Rail Tunnel Project, as outlined within the Acoustic Report prepared by ADP Consulting. The report outlines a maximum of 35-40dB designed sound level for student rooms, which complies with the maximum of 45 dB under the decision guidelines of the CCZ5. A recommended condition of permit will require the endorsement of this report and incorporation of its findings.
- Rooms are provided with adequate space to accommodate the long-term storage needs of students.

8.1.2 Shared facilities

- Shared laundry, cooking and dining areas are provided and are located in a safe and accessible location at the basement level of the development, which will received adequate access to daylight and ventilation via the 50 square metre central western courtyard.
- Shared study, library and lounge spaces are provided at the ground level facing Grattan Street and Bouverie Street, between the main entry areas and building reception.
- Shared bathroom and toilet facilities are provided in proximity to the large communal spaces at the ground and basement levels. A condition of permit will require the provision of common toilet facilities conveniently accessible from the roof terrace for the amenity of students using this large space, avoiding the need to travel to other toilet facilities on other levels of the building.
- Supplementary storage spaces totalling 54.1 square metres are located within the basement level, providing for equipment associated with the building management and maintenance.
- Adequate waste management facilities are provided for the building, subject to the endorsement of an amended Waste Management Plan. A communal bin storage area and waste collection bay are located at the ground level facing Little Grattan Street.
- Corridors, stairways and other shared spaces are designed to be safe, accessible and provided with adequate natural light and ventilation. Opportunities for incidental student interaction are facilitated through informal lounge and study spaces in communal circulation spaces across the building.

8.1.3 Communal areas

- The proposed development includes a total of 377 square metres of communal outdoor open space, including a 228 square metre roof terrace and supplementary spaces at basement, Level 3 and Level 4.
- While falling short of the total of 1,162.5 square metres (2.5 square metres per student) encouraged by the policy guideline, the communal outdoor space

provision is considered to adequately meet the recreational needs of students. Additionally, the surrounding area includes a number of large public open space areas including University Square (140 metres west), Lincoln Square (120 metres south) and Argyle Square (300 metres south-east) which are readily accessible to future occupants.

- Where communal outdoor space is provided, it will generally have an appropriate interface with internal common areas. This is not the case for the west-facing terrace at level 4, facing Bouverie Street, which is accessed by a single doorway located between a single and twin student room. A condition of permit will require the replacement of the southern twin room with a communal lounge area, which will have a direct interface to the external terrace and achieve an adequate level of function, safety and passive surveillance.
- A condition of permit is also recommended to ensure the provision of common toilet facilities which are conveniently accessible from the communal roof terrace. This would avoid the need for students using this large recreational space to have to travel to their private room toilets throughout the building, or down to the common toilets on the ground floor and basement.
- The proposed development includes a total of 1,029 square metres of internal communal spaces throughout the building, which exceeds the 582 square metres encouraged by the policy (15 square metres for every 12 students).
- Otherwise, the layout and location of the common areas will be open-plan, providing adequate passive natural surveillance, natural daylight access and ventilation, which will enhance the functionality and safety of these spaces for students.

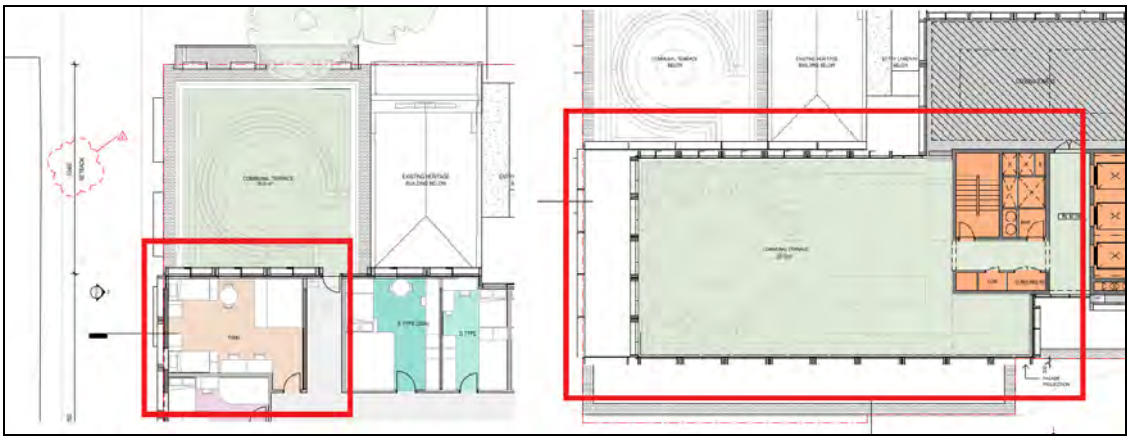

Figure 18: Level 4 terrace and roof terrace where conditions are recommended to enhance functionality

8.1.4 Transport

- The proposed development does not provide one bicycle space per bed as encouraged by the policy. The proposed use as student accommodation will likely result in a high demand, particularly considering the excellent bicycle path infrastructure in Carlton and the CBD. Furthermore, the layout and size of the student accommodation rooms do not provide sufficient room to store a bicycle internally.
- The subject site is located within City North, characterised as a knowledge precinct with tertiary education facilities located throughout, and excellent access to public transport. It is noted that the subject site is located directly opposite the University of Melbourne campus, and within convenient walking distance of multiple tram routes running along Swanston and Elizabeth Streets.

- The amended location of bicycle parking at the ground level provides convenient internal access, as well as external access directly to Church Street. The layout and design of the proposed bicycle facilities provided for within the development appears to generally demonstrate compliance with the requirements of Clause 52.34-4 (Design of Bicycle Spaces), which will be confirmed through a recommended permit condition.
- The development does not seek to provide any on-site car parking, which is supported by this policy as well as broader transport policy directives discouraging private vehicle use and encouraging sustainable modes of transport. The proposal does not include on-site motorcycle parking, which is also considered acceptable in this context.
- Adequate areas are provided for on-site loading and waste collection within the designated bay at the rear from Little Grattan Street. The functional operation of this space will be managed through conditions requiring an amended Waste Management Plan, and a Loading Management Plan.

Overall, the proposal is considered to comply with the objectives, strategies and guidelines of Clause 16.01-1L. Conditions will be included on any permit being granted requiring the provision of an Operational Management Plan for the building, as well as a Section 173 Agreement giving effect to the Management Plan and ensuring the land used for the accommodation of students only.

8.2 Built form and public realm impacts

The proposal is considered to achieve a positive built form response to the opportunities and constraints of the site, having regard to the immediate and wider context. Specific built form guidance for the development of the land is contained within the:

- Capital City Zone, Schedule 5, including the relevant Planning Policy Framework.
- Design and Development Overlay, Schedule 61.

In relation to public realm impacts, the relevant planning assessment framework requires consideration of overshadowing impacts to public open spaces, and amenity impacts including overlooking. Wind effects are considered within the requirements of DDO61.

The built form outcomes of the proposal are discussed in relation to these considerations below.

8.2.1 Capital City Zone, Schedule 5, and Planning Policy Framework

A permit is required under the Capital City Zone, Schedule 5 (CCZ5), for demolition and to construct a building or carry out works.

The applicable decision guidelines of the CCZ5 for buildings and works require, among other things, consideration of relevant planning policy framework, particularly those under Clause 15.01 (Built Environment), as well as those relating to transport, economic development, infrastructure and amenity. The appropriateness of the proposed built form outcome is assessed in greater detail below against the relevant design objectives of the DDO61.

The zone objectives and policy framework applicable to City North seeks a level of growth and intensification which will strengthen its role as a mixed use extension of the central city and an internationally renowned knowledge district, characterised by its range of educational and medical institutions. It also seeks to encourage a range of uses which complement this function and serve the needs of residents, workers, students and visitors.

It is considered that the proposal is generally consistent with these objectives and would contribute development of local significance that seeks to achieve a high standard of design. The immediate surrounds include a variety of uses in line with the precinct objectives described above, featuring developments associated with the nearby University of Melbourne, student housing and mixed use developments. The proposal would further consolidate the vision for the precinct by delivering a high standard and quantum of student housing in close proximity to the University of Melbourne campus, as well as complementary retail uses at the ground floor facing each street.

Figure 19: Perspective view of southern section of building to Bouverie Street and Church Street

The proposal is considered to accord with the relevant decision and policy guidelines specific to buildings and works and the built environment, for the reasons discussed throughout this report. The building is considered to be of an appropriate scale and mass having regard to the strategic and urban context of the site, with particular regard to the lower scale heritage forms which feature along Grattan Street. The adoption of segmented street edges that are below the preferred requirement under the DDO61 provides a contextual foundation for an articulated tower form above, which references the fine grain pattern of historical development in the precinct while also responding to the higher order forms emerging nearby and in the University to the north.

The layout of the development is considered to achieve an acceptable outcome as it presents to its street interfaces in terms of its form, scale and program. The provision of retail tenancies to each street will increase activation, vibrancy and offer employment opportunities to strengthen the mixed use role of the precinct. Central entry points for the student housing are provided in a well-resolved, legible arrangement with good levels of passive surveillance alongside communal ground floor spaces which will enhance the safety and amenity of the public realm.

The proposed development is also considered to align with transport policy by providing safe access and egress for the public, relying on the use of existing roads for pedestrian and cyclist access to the site via the primary street frontages and Church Street. Little Grattan Street is proposed to be utilised for service access, which is conducive to its role as a rear laneway servicing properties along Grattan and Bouverie Streets. The site is afforded with excellent access to sustainable, alternative modes of transport, and the provision of zero on-site car parking accords with transport policy which discourages private vehicle use.

The landscaping response will contribute to the amenity of the public realm as well as that of future building occupants, with planting incorporated at the street edge and upper levels to soften the visual impact of the building form. The proposal would result in a net increase in on-site planting which will contribute to policy goals in relation to increased landscaping cover and climate change resilience, in addition to improving the amenity of the immediate area.

Overall it is considered that the proposal is an acceptable outcome having regard to the zone and relevant policy framework.

8.2.2 Design and Development Overlay, Schedule 61

The appropriateness of the built form outcome is guided by the requirements of Schedule 61 to the Design and Development Overlay.

Clause 5.0 of Schedule 61 to the Design and Development Overlay provides that before deciding on an application, the responsible authority must consider, as appropriate:

- *Whether the proposal achieves the design objectives in Part 1.0 of this Schedule.*
- *Whether the proposal achieves the built form outcomes contained in Table 1.*
- *Whether the proposal achieves the design requirements contained in Table 2.*
- *Whether the development maintains and enhances the character and amenity of the streetscape.*
- *The wind effect at ground level as demonstrated by wind effects studies as necessary.*

The application has been assessed against the built form outcomes and the design objectives and design requirements of Schedule 61 to the Design and Development Overlay as follows:

Built Form Outcomes (Table 1)

Clause 7.0 of Schedule 61 to the Design and Development Overlay sets out the following preferred built form outcomes for Area 4.1 (as deemed relevant to the proposed development) in Table 1, which are assessed below:

DDO Area	Building Height	Street edge height and upper level setback	Built Form Outcome
4.1	40 metres	**Buildings fronting Grattan, Pelham, Queensberry, Bouverie, Leicester, Barry, Berkeley and Lincoln Square North and South streets:** • 24 metre street edge height. • Any part of the building above 24 metres setback 6 metres from the street.	Development that: • Reinforces Elizabeth Street as a civic spine and facilitates the enhancement of its landscape character • Creates stronger definition to the streetscape. • Complements the existing character established by the university, research and medical

			buildings. • Ensures sunlight reaches the lower floors of new developments. • Delivers a scale of development that provides a high level of pedestrian amenity, having regard to access to sunlight, sky views and a pedestrian friendly scale. • Provides a street edge height that integrates new development with lower scale heritage buildings.

Assessment: Complies with built form outcomes

Building Height:

The proposed development has an overall building height of approximately 49 metres, which exceeds the preferred maximum height of 40 metres.

With the increased articulation and refinement of the overall building form through the amended application, it is considered that the relevant built form outcomes are satisfied and the exceedance of 9 metres above the preferred maximum height can be accommodated in this context.

The visual impact from the height of the development is filtered by the staggered, modular forms which compose the tower. The highest point of the building is appropriately centralised while the edges are stepped down in height, treated with varied external finishes and articulated with physical recesses and framing elements. The overall visual composition of the various forms within the building serves to break up the impression of a singular, tall tower form in a manner which complements and contributes to the character of the surrounding built form. It is noted that the height of the building would be compatible with the emerging character of the area, where there are examples of building exceeding the preferred height limit (such as the recently completed building at 18-20 Lincoln Square North at 46 m).

Further, the height of the development would not result in unreasonable impacts on the amenity of the private or public realm, as evidenced through compliance with the relevant overshadowing and amenity requirements.

Street edge height and upper level setback:

The proposal adopts a varied approach to street edge heights and upper level setbacks, primarily in response to the lower scale heritage forms which characterise the immediate surrounds.

Setbacks are introduced below the preferred 24 metre height to both Grattan and Bouverie Streets. To Grattan Street, varied setbacks of 2 to 3.5 metres are provided above 12 to 14 metres in height with the larger setbacks provided at the eastern section. To Bouverie Street, varied setbacks of 1.3 to 10.9 metres are provided

above a height of 11 metres, with the largest setbacks provided at the southern section around the retained heritage building at 166-170 Bouverie Street.

As such, the proposal provides reduced setbacks above 24 metres, falling short of the 6 metres to Grattan and Bouverie Streets. Conversely, excess setbacks are provided below 24 metres in height where a zero setback is preferred.

Overall, the proposed setbacks to Grattan and Bouverie Streets are considered to achieve an appropriate, contextual response to the characteristics of the site and its surrounding context. As called for in the built form outcomes, the proposal has achieved a street edge which respects and integrates with lower scale heritage buildings. This is achieved through both the height of the street walls, as well as their segmentation into distinct, brick elements across each frontage which, at a height of three to four storeys, establishes a lower scale rhythm and legible definition to the streetscapes.

Physical recesses and rebates are provided across the façade, particularly above the street wall at the corner to Grattan and Bouverie Streets as well as the length of the western façade which, along with the modulated tower form, successfully breaks up the continuous building mass to the street. The external detailing, location of building entry points, retail spaces and communal terraces further contribute to a visually engaging and responsive built form to each street edge.

Overall, the approach is considered to be acceptable having regard to the opportunities and constraints of the site, the high level of articulation and design quality achieved.

DDO Area	Building Height	Street edge height and upper level setback	Built Form Outcome
1-5		On the street edge of laneway frontages, any part of the building above 10.5 metres should be setback 4 metres.	Development that ensures laneways have appropriate access to daylight and sunlight.

Assessment: Complies with built form outcomes

Setbacks above street edge of laneway

To the east, facing Little Grattan Street, the building is set back 3 to 3.5 metres above 14 metres in height. This falls short of the preferred laneway setback of 4 metres above 10 metres in height. The shortfall is considered to be acceptable to this interface, noting that it would not unreasonably reduce access to sunlight in this laneway compared to existing conditions.

To the south, facing Church Street, the building is set back 3 to 19.13 metres above 26.6 metres in height. The proposal therefore partially fails to comply with the preferred setback however, this is considered to be acceptable having regard to the relevant built form outcome. The relationship of the building to this interface is affected by the building's response to the retained heritage building, which results in increased setbacks to the tower from Bouverie Street. The result is the western section of the tower, with a width of 10.4 to 10.9 metres, having an increased setback of 19.13 metres. As a result, the tower would have a reduced impact on access to sunlight in the southern laneway, particularly in the afternoon hours where sunlight would be relatively un-obstructed via Bouverie Street. It is also noted that the eastern-most section of the tower is set back 3 metres from Little Grattan Street, which serves to further narrow the tower presentation to Church Street.

Additionally, a similar level of architectural detailing and articulation to that achieved

to the primary street frontages is also provided to the laneways, both through the use of face brickwork at the building base as well as the modulated tower levels. The proposal will result in a well resolved, contextual built form response to both the laneways and wider area.

Design Requirements (Table 2)

Clause 7.0 of Schedule 61 to the Design and Development Overlay sets out the following design objectives and design requirements (as deemed relevant to the proposed development) in Table 2, which are assessed below:

Design Objective	Design Requirement
Building Heights, Scale and Setbacks To ensure that the height of new buildings reinforces the built form character of specific areas as defined in Table 1 in this Schedule. To ensure appropriate building scale, height and setbacks at interfaces with established residential areas having regard to existing character, context and amenity. To ensure appropriate building scale on the side and rear boundaries of new buildings and works that respects the scale of existing adjoining buildings. To avoid exposed blank walls To assist in limiting visual impact and adverse amenity on adjacent development sites. To promote articulated rooflines with architectural interest and variation. To establish a generally consistent built form to the street edge that creates a strong sense of definition and place. To ensure that the scale of built form provides an urban environment that is comfortable for pedestrians. To ensure equitable and good access to sunlight / daylight for occupants of buildings and in public places. To ensure that new development is adaptable over the long term to a range of alternate uses.	Deliver a scale of development at the street edge in accordance with Table 1 of this Schedule. Buildings should be constructed to the street boundary of the site. Upper levels above the maximum street wall heights should be visually recessive and more diminutive than the building's base. Buildings should have a minimum ground floor to floor height of 4 metres at ground floor and a minimum floor to floor height of 3.2 metres in levels above the ground floor.
To ensure that new buildings and works adjoining individually significant heritage buildings or buildings within a heritage precinct respects the character, form, massing and scale of	The design of new buildings should respect the character, height, scale, rhythm and proportions of the heritage buildings. New buildings should step down in height to adjoining lower scale heritage buildings.

the heritage buildings.	New buildings should consider retaining the traditional heritage street wall (as opposed to defining a new higher street wall) where appropriate.
Assessment: Complies As discussed above, the proposed development is considered an appropriate response that does not detract or dominate from nearby heritage built form and is respectful of the surrounding streetscape. The overall design response, including its height and setbacks, are considered generally compliant with the preferred built form outcomes. The proposed setbacks have adequately considered the equitable development of neighbouring lots, noting the orientation and massing of the southern-most section of the building result in dual aspects to each room which ensures they would not be reliant on a direct outlook over the neighbouring building to the south. The ground level floor to floor height is generally 4.78 metres which exceeds the 4 metres recommended by this design requirement. The retail premises within the heritage building at 166-170 Bouverie Street has a floor to floor height of 3.2 metres however, this is considered acceptable given the design imperative for the retention of the building. The upper levels have floor to floor heights of between 3 to 3.2 metres, which is considered to generally comply with the preferred requirement for 3.2 metres. The floors where there are reduced heights of 3 or 3.05 metres would not detract from the appropriateness of the overall scale or contextual response of the proposal.	
Building Facades and Street Frontages To ensure that buildings are well designed and enhance the amenity of City North. To deliver a fine grain built form with architectural variety and interest. To encourage high quality facade and architectural detailing.	**Addressing the Street** The articulation of building facades should express a fine grain. Expressing the vertical elements is encouraged to minimise the dominance of wide building frontages. Multiple doors / entrances to buildings and windows should be provided off the street to improve activation of the street. The facades of buildings should maintain the continuity, and traditional characteristic vertical rhythm of streetscapes. All visible sides of a building should be fully designed and appropriately articulated and provide visual interest. Blank building walls that are visible from streets and public spaces should be avoided. Buildings on corner sites should address both street frontages. **Service areas** Service areas (plant, exhaust, intake vents and other technical equipment and other utility requirements) should be treated as an integral part of the overall building design and visually screened from public areas. Buildings should be designed to integrate attachments (including antennae) without

	disrupting the appearance of the building. **Building Projections** Building projections outside the property boundary should accord with Council's Road Encroachment Guidelines.
Assessment: Complies The proposed building is well articulated through the use of masonry finishes and modular grid detailing to all sides, achieving a high level of visual interest to the public realm. As mentioned above, the street edge of the building adopts lowered heights and is segmented to establish a fine-grained rhythm that respects the heritage built form in the surrounding area. The building also appropriately holds the corner to Grattan and Bouverie Streets, with the four storey masonry street wall giving way to an increased rebate area serving as an intermediate form to the tower modules above. This achieves a legible, well-resolved presentation to this interface as viewed from the immediate and wider area. The building is activated at ground level with the inclusion of retail premises to each street frontage, as well as legible building entry points from each street. Each are provided with appropriate awnings above their entry doors which achieve a sense of address and shelter around these transitional spaces. Additionally, informal seating areas incorporated into the recessed ground floor windows along each street which enhance engagement and passive surveillance to the public realm. The landscaped entry courtyard and submerged planting area are designed to complement the pedestrian experience at street level, while also enhancing the amenity of the building. Building projections to the rear laneways are limited to 300 mm in width and have been found to conditionally comply with Council's Road Encroachment Guidelines.	
Active and Safe Street Frontages To create safe streets. To ensure all streets are pedestrian oriented and contribute to pedestrian safety. To ensure development presents welcoming, engaging and active edges to streets and other public spaces at ground floor and the street frontages of lower storeys. To ensure development contributes to passive surveillance of the public domain.	Ground floor frontages should contribute to city safety by providing lighting and activity. At least the first five levels of a building should provide windows and balconies, fronting the street or lane. Access to car parking and service areas should minimise impact on street frontages and pedestrian movement. Car parking should not be located at ground floor and should not occupy more than 20% of the length of the street frontage above ground floor. Facades at ground level should not have alcoves and spaces that cannot be observed by pedestrians.
To ensure ground floor frontages to major pedestrian areas add interest and vitality.	Buildings with ground-level street frontages to Elizabeth Street, Peel Street, Grattan Street, Swanston Street and Queensberry Street as shown on **Map 1** should present an attractive pedestrian oriented frontage to the satisfaction of the responsible authority by providing: • At least 5 metres or 80% of the street

	frontages (whichever is the greater) as: • An entry or display window to a shop and / or a food and drink premises; or • As any other uses, customer service areas and facilities, which provide pedestrian interest or interaction. • Clear glazing (security grilles must be transparent).
Assessment: Complies with built form outcomes The proposed development provides active retail tenancies at ground floor level with glazed windows and entries directly from the street allowing for passive surveillance and interaction with the public realm. The communal spaces for the Student Housing at ground level are comparatively less active than those provided at the basement level however, their functional layout and open glazing to each street will allow for an appropriate level of activation. While this does not fully achieve the 80% of active retail or customer service frontage width to Grattan Street, it is considered the proposal will achieve an adequate level of pedestrian interest and activity having regard to the heritage character of the surrounding area. Service vehicle access is located appropriately away from the primary street frontages via Little Grattan Street, while bicycle parking facilities are accessed directly to the south from Church Street.	
Provision of Public Places To encourage the provision of well-designed and publicly accessible spaces.	The opportunity for the inclusion of public spaces should be promoted.
Assessment: Complies Given the physical characteristics of the site and its role within the wider precinct, it is considered reasonable that there be no provision for publicly accessible open space.	
Sunlight to Public Places To ensure that new buildings allow daylight and sunlight penetration to public spaces, and open space throughout the year. To protect sunlight to public spaces. To ensure that overshadowing of public spaces by new buildings or works does not result in significant loss of sunlight.	Buildings and works should not cast a shadow between 11am and 2pm on 22 March and 22 September over public space, public parks and gardens, public squares, major pedestrian routes including streets and lanes, and privately owned plazas open to the public. A permit may only be granted if the overshadowing will not prejudice the amenity of those areas. Maximise the extent of the northerly aspect of public open spaces. Ensures sunlight reaches the lower floors of new developments.
Assessment: Complies The proposal would not overshadow any public space, public park or garden, public square, major pedestrian route, including streets and lanes, or privately owned plazas open to the public between 11am and 2pm on 22 March and 22 September. The submitted shadow diagrams show the shadows cast by the development on	

these dates between 9am and 3pm fall within the boundaries of neighbouring private land to the east, south and west, and fall well short of the nearest public open space area of Lincoln Square to the south.	
Pedestrian Links To accommodate vehicular and service access to developments.	**Buildings and works adjoining lanes** The design and management of access and loading areas along lanes should not impede pedestrian movement. New development should respond to the fine grain pattern, vertical articulation and division of building frontages where this forms part of the laneway character. New development along lanes should provide highly articulated and well detailed facades that create visual interest particularly at the lower levels.
Assessment: Complies Service access is provided via Little Grattan Street and located well away from the more active pedestrian environments of Grattan and Bouverie Streets. Subject to conditions, the loading and waste collection bay will be appropriately managed to ensure there would be no unreasonable impacts on pedestrian movement (as well as other road users). As mentioned above, the proposal provides a well-resolved response to its laneway interface through the continuation of the masonry building base around the eastern and southern elevations, as well as the modular tower forms which would be visible from wider vantages beyond the laneway.	
Weather Protection To promote pedestrian amenity. To ensure built form does not increase the level of wind at ground level and that buildings are designed to minimise any adverse effect on pedestrian comfort.	The design of the building should minimise the potential for ground-level wind and any adverse effect on pedestrian comfort as follows: • In the proposed activity nodes shown on Map 1 the peak gust speed during the hourly average with a probability of exceedance of 0.1% in any 22.5° wind direction sector should not exceed 10 ms-1. This speed is generally acceptable for stationary, long term exposure (>15 minutes); for instance, outdoor restaurants / cafes, theatres. • Along major pedestrian areas shown on Map 1 the peak gust speed during the hourly average with a probability of exceedance of 0.1% in any 22.5° wind direction sector should not exceed 13 ms-1. This speed is generally acceptable for stationary, short term exposure (<15 minutes); for instance, window shopping, standing or sitting in plazas. • Along all other streets the peak gust speed during the hourly average with a probability of exceedance of 0.1% in any

	22.5° wind direction sector should not exceed 16 ms-1 (which results in half the wind pressure of a 23ms-1 gust) which is generally acceptable for walking in urban and suburban areas. Landscaping within the public realm should not be relied on to mitigate wind.
To protect pedestrians from the elements by providing shelter from the rain and sun, without causing detriment to building or streetscape integrity.	Buildings should include protection from the weather in the form of canopies, verandas and awnings. The design, height, scale and detail of canopies, verandas and awnings: • Should be compatible with nearby buildings, streetscape and precinct character. • May be partly or fully transparent to allow light penetration to the footpath and views back up the building façade. • Should be setback to accommodate existing street trees. • Should be located so that veranda support posts are at least 2 metres from tree pits. Protection need not be provided where it would interfere with the integrity or character of heritage buildings, heritage precincts or streetscapes and lanes.
Assessment: Complies The Wind Assessment, including wind tunnel testing, prepared by MEL Consultants considered the effects of the proposed development having regard to the above wind comfort level criteria. It was concluded that the proposal achieves compliance by complying with these criteria, including through maintaining existing wind speed conditions in some areas. A condition of permit is recommended to require an updated Wind Assessment report which reflects the amended proposal, and incorporates any resultant mitigation measures. The proposal includes weather protection along the street edges via individual canopy / awnings above each building entry point, which are considered appropriate to the scale of the development as well as the character of the area and nearby buildings.	

8.2.3 Overshadowing

In addition to the overshadowing requirements of DDO61 above, the decision guidelines of the CCZ5 also require consideration of:

- The effect of the proposed works on solar access to existing open spaces and public places.

It is noted that Clause 15.01-1L-03 (Sunlight to public spaces) does not apply to land within the Capital City Zone, Schedule 5.

However, Planning Scheme Amendment C415 (formerly C278) is of relevance to this matter, which is a seriously entertained Planning Scheme amendment that seeks to apply the Design and Development Overlay, Schedule 8 (DDO8) to the site.

The DDO8 seeks to introduce built form requirements for the site and surrounding area ensuring sunlight to parks, noting that Lincoln Square, situated approximately 80 metres to the south of the subject site, is a 'Type 2' park for the purposes of applying the below requirements of the proposed DDO8:

Existing shadow is defined by the proposed DDO8 as follows:

> '…any shadow cast by existing buildings and works.'

Allowable shadow is defined by the proposed DDO8 as follows:

> 'Allowable shadow means the shadow that would be cast on the park between 10am and 3pm:
>
> - By street walls built to the street wall height on land near a park.
> - If no street wall height requirement applies, buildings built to the maximum building height requirement on land near the park.

Table 1

Park type on Maps 1-10	Hours and date
1	Buildings and works must not cast additional shadow onto the park between 10am and 3pm, on June 21 beyond the existing shadow.
2	Buildings and works must not cast additional shadow onto the park between 10am and 3pm on June 21 beyond the existing shadow or allowable shadow or the combination of the existing shadow and allowable shadow (whichever is the greatest).
3 East	Buildings and works must not cast additional shadow onto the park between 10am and 2pm, June 21 beyond the existing shadow.
3 West	Buildings and works must not cast additional shadow onto the park between 12 noon and 3pm, June 21 beyond the existing shadow.

Figure 20: Extract from the Adoption Version of DDO8, as submitted to the Minister for Planning

The land on the northern side of Lincoln Square North, located to the south of the site and directly to the north of the Lincoln Square Park, are also located in the DDO61 Area 4.1 which has a preferred street wall height of 24 metres. As such, the 'Allowable shadow' from the properties on the northern side of Lincoln Square North exceeds the extent of shadow cast by the proposed building, as illustrated in the image / shadow diagrams provided below. The majority of allowable shadow to Lincoln Square is generated by the property at 32 Lincoln Square North, with the remaining allowable shadow generated by the property at 18-20 Lincoln Square North.

Figure 21: 3D shadow analysis on 21 June showing proposed shadow and allowable shadow from land on northern side of Lincoln Square North

As such, the extent of shadow cast by the proposal would fully comply with the requirements of the proposed DDO8 under Amendment C415, as it does not exceed the 'existing' or 'allowable' shadow cast on Lincoln Square on June 21 between 10am and 3pm.

8.2.4 Amenity Impacts

The decision guidelines of the CCZ5 require consideration of the following matters relating to external amenity:

- The existing and future use and amenity of the land and the locality.
- The impact a new development will have on the amenity of existing dwellings on adjacent sites and how this impact has been minimised.

It is noted that the neighbouring properties have been used and developed for predominantly commercial or educational purposes. The nearest residential property is located at 177 Grattan Street, approximately 8 metres to the east of the land. While there are student rooms with windows facing east toward this property, there would be no direct views to this property within a 9 metre radius due to the height of the

proposed windows above ground level and the presence of an intervening three storey structure on the land at 179 Grattan Street.

As such there would be no unreasonable amenity impacts, including by way of overlooking, as a result of the development given its setbacks from any sensitive residential interface.

8.3 Equitable Development

Equitable development is a relevant matter due to the density proposed and the adjacent building to the south categorised as significant in Heritage Places Inventory March 2022 (Amended January 2023).

In the context of this permit application, an equitable development outcome would need to ensure that the proposed interface provide sufficient separation between itself and the site to the south being 158-164 Bouverie Street. The separation is required to ensure that the adjoining property to the south receives appropriate light, air and outlook.

In this instance, while there is a reduction in the separation, anticipated by the DDO, between the proposed development and the future development potential on the site to the south, the proposed development should not impose unreasonably on the expectations and amenity of the site. This reduced setback is for a distance of 11.7 metres, across a shared interface of 25.6 metres. The western part of the Church Street frontage, adjacent to Bouverie Street, the building height is 3 storeys and no built form above which offers improved equitable development opportunities than anticipated by the DDO.

As noted in the response to the Design Objectives (table 2) above, the proposed setbacks are considered to adequately consider the equitable development of neighbouring lots, noting the orientation and massing of the southern-most section of the building including the dual aspects to each room which ensures the rooms facing south are not solely reliant on a direct outlook over Church Street and the building to the south.

8.4 Heritage impacts

The subject site is partially affected by the Heritage Overlay, with the northern section of the land situated within HO1 (Carlton Precinct) and the southern part of the land listed as an individual site under HO1129 (House – 166-170 Bouverie Street, Carlton). As mentioned above, the building at 166-170 Bouverie Street, Carlton, is graded ‘Significant’ and the building at 183-187 Grattan Street is non-contributory. The adjoining streetscapes are not identified as significant.

Figure 22: Heritage Overlay map of subject site

Along Grattan Street in proximity to the site, buildings are graded as Contributory with the exception of 179 Grattan Street immediately to the east, which is non-contributory. The adjacent building to the south along Bouverie Street is a two storey brick building associated known as the Former Pittman Brooks Building, 158-164 Bouverie Street, Carlton (HO1128) which is graded as 'Significant'.

The key heritage considerations for this application are the appropriateness of proposed demolition and the new building, and any impacts they may have on the heritage place and precinct. The decision guidelines of the overlay at Clause 43.01-8 are relevant to this assessment, and the considerations of these guidelines are expanded within the relevant local policy at Clause 15.03-1L-02.

As mentioned earlier in this report, the building at 166-170 Bouverie Street is graded as 'Significant' while the remaining buildings are non-contributory. The streetscapes of Grattan and Bouverie Street are not identified as significant.

The proposal is assessed against the relevant policy guidelines at Clause 15.03-1L-02 as follows:

8.4.1 Demolition

It is policy that:

- *The demolition of a non-contributory place will generally be permitted.*
- *Full demolition of significant or contributory buildings will not generally be permitted.*
- *Partial demolition in the case of significant buildings, and of significant elements or the front or principal part of contributory buildings will not generally be permitted.*
- *Retention of the three dimensional form is encouraged; facadism is discouraged.*
- *A demolition permit not be granted until the proposed replacement building or works have been approved.*
- *Fences and outbuildings which contribute to the cultural significance of the heritage place are not demolished.*

Assessment

The proposal involves the full demolition of the non-contributory buildings within the HO1 area (183-187 Grattan Street), which is acceptable under the policy.

In relation to the significant building at 166-170 Bouverie Street, the proposal involves the demolition of the altered rear wing and later additions at the rear of the site, as well as the retention of the majority of the three-dimensional form of the principal part of the significant dwelling. The extent of demolition commences 10.33 metres behind the front wall of the dwelling.

The partial demolition of a significant heritage building is discouraged by policy however on balance, considering the strategic imperatives for the development of the site and surrounding context, it is considered that an acceptable outcome is achieved. The Heritage Impact Statement submitted with the application includes evidence around the alterations undertaken to the rear wing as part of the rear additions constructed circa 1975. Importantly, the proposal retains all of the front or principal part of the building including the primary roof form, front balcony, veranda and all original windows within the front façade. The existing front fencing will also be retained.

As a result of the retained form, as well as the massing of the proposed new buildings discussed below, the three-dimensional form of the significant building would be reasonably retained as viewed in the immediate context, noting the existing view of the partially altered southern wall is only possible due to the presence of the open car park. The proposal will not result in facadism as a result of the proposed demolition.

Therefore while the partial demolition is generally not encouraged by policy, it is considered that the extent of retention, in conjunction with the respectful outcome achieved through the massing of the overall development, will suitably maintain the significance of the heritage place.

8.4.2 Alterations

It is policy that:

- *External fabric which contributes to the cultural significance of the heritage place, on any part of a significant building, and on any visible part of a contributory building, should be preserved.*
- *Alterations to non-contributory buildings and fabric are respectful of, and do not detract from the assessed significance of the heritage precinct.*
- *Sandblasting of render, masonry or timber surfaces and painting of previously unpainted surfaces will not generally be permitted.*

Assessment

The proposal seeks to retain the existing front part of the significant building at 166-170 Bouverie Street with no alterations to the external façade to Bouverie Street proposed, beyond the replacement of a non-original front door. To the side walls, it is proposed to create two window openings on the northern elevation and a new internal door at ground floor level on the southern elevation.

The new window openings on the northern elevation are relatively minor, with proportions which reference the existing windows within the façade in terms of their width and separation. The alteration to the southern elevation would be fully concealed by the southern section of the new building in the place of the open car park. As such, these alterations are not considered to affect the significance of the heritage place.

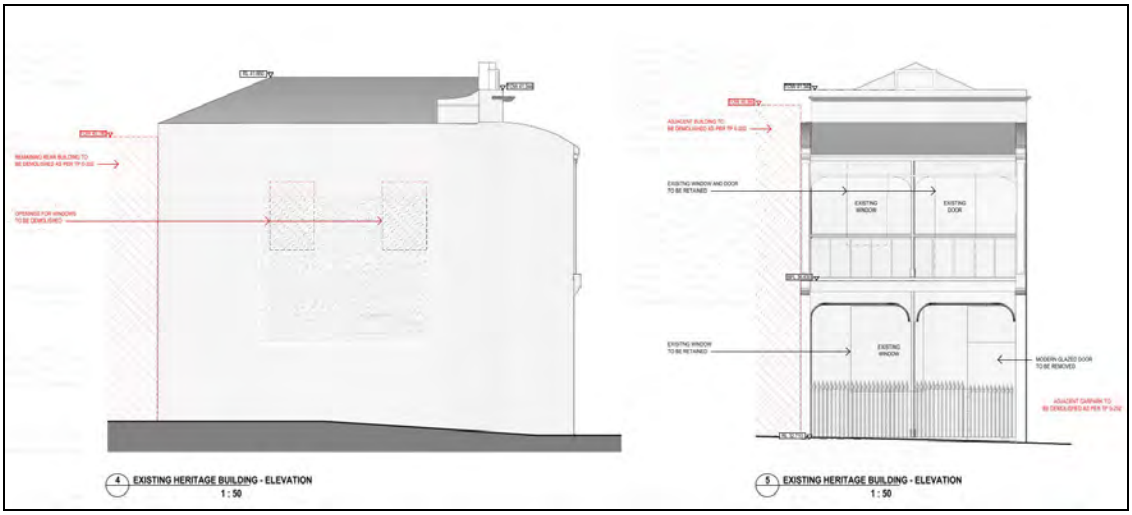

Figure 23: Elevations of 166-170 Bouverie Street showing proposed alterations

8.4.3 New buildings

Ensure new buildings:

- *Are in keeping with 'key attributes' of the heritage precinct as identified in the precinct Statement of Significance.*
- *Are in keeping with key attributes of the heritage precinct such as:*
    - *Building height, massing and form.*
    - *Style and architectural expression.*
    - *Details.*
    - *Materials.*
    - *Front and side setbacks.*
    - *Orientation.*
    - *Fencing.*
    - *Prevailing streetscape height and scale.*
- *Do not obscure views from the street and public parks of the front or principal part of adjoining significant or contributory places or buildings.*
- *Do not visually dominate or visually disrupt the appreciation of the heritage place.*
- *Maintain a façade height that is consistent with that of adjoining significant or contributory buildings, whichever is the lesser.*
- *Set back higher building components so as not to dominate or reduce the prominence of an adjoining significant or contributory place or building.*
- *Adopt a façade height that is generally consistent with the prevailing heights in the street, avoiding heights that are significantly lower.*
- *Are neither positioned forward of the façade of adjoining significant or contributory heritage places or buildings, or set back significantly behind the prevailing building line in the street.*
- *Do not build over or extend into the air space directly above the front or principal part of an adjoining significant or contributory building or heritage place.*

- *Where abutting a lane, are respectful of the scale and form of historic fabric of heritage places abutting the lane.*
- *Do not impact adversely on Aboriginal cultural heritage values.*
- *Adopt high quality and respectful contextual design.*
- *Adopt an interpretive design approach to other details such as verandas, fences and shopfronts.*
- *In the Capital City Zone and Docklands Zone, should be positioned in line with the prevailing building line in the street.*

Assessment

The 'Key Attributes' within the Carlton Precinct Statement of Significance acknowledges the low scale character of the Carlton area however, it is noted that the site is located within a section of the Carlton Precinct that is somewhat isolated from the majority of the precinct which is located approximately 250 metres to the west. While there are a number of lower scale heritage buildings in the surrounding area, there is also a strong presence of a contrasting, emerging character of higher order forms.

In this regard, the proposal is considered to achieve an acceptable balance between achieving the high level of growth encouraged by the policy framework, zoning and DDO61, while also achieving a design which is respectful of the significance of the heritage place. Through the retention of the existing dwelling and the scale and detailing of the masonry street walls at the building base, the proposal is considered to provide a responsive design which appropriately references the key forms, scale and proportions which are found within the heritage precinct. The setbacks provided to Grattan Street are considered to achieve a suitable transition in scale to the lower forms to the east, while providing a legible stepping down through the reduced street wall discussed above in the assessment against DDO61.

The proposed new building is situated to the rear of the retained front part of the significant building at 166-170 Bouverie Street, and will replace the demolished rear wing and later additions. In terms of siting, the new building will generally maintain the two storey form of the retained building, and would maintain suitable view lines and appreciation of its three-dimensional form.

The abovementioned street wall response also continues across the Bouverie Street elevation, reducing to a three storey segmented red brick form approaching the retained heritage building. A substantial separation is provided by the 3.2 metre wide central entry pathway, which is clear to the sky in its entirety. The tower form is setback between 10.4 to 10.9 metres around and behind the retained building. While this has been reduced by 500 mm in the amended plans, the reduced 10.4 metre setbacks would continue to ensure the tower remains behind the front or principal part of the significant building. The southern section of the new building which is constructed to Bouverie Street has a three storey height, and detailing which references the significant heritage fabric including dividing flank walls, parapet and window proportions, as well as its external construction in face brickwork. These features are also referential of the significant two storey brick building on the adjacent land to the south.

Through these design elements the proposal is considered to achieve a high quality and respectful design which achieves a clear distinction from the original fabric, and is not considered to visually dominate the appreciation of the heritage place. While the new building will obstruct views of its southern elevation, which is currently visible over the open car park, there will now be views of its northern elevation through the open

entry pathway which will provide a landscaped, active space which integrates with the retained heritage fabric.

Figure 24: Western elevation of new buildings beside and behind 166-170 Bouverie Street

The proposal does not involve any encroachments or projections within the air space directly above the front or principal part of the significant heritage building. The new building is not positioned forward of the façade of the retained significant building, nor the adjacent significant building on the south side of Church Street, both of which are built to the Bouverie Street frontage. This demonstrates the proposal is positioned in line with the prevailing building line in the street, as encouraged for new buildings in the Capital City Zone.

8.4.4 Concealment of higher rear parts of a new building

Outside the Capital City Zone and Docklands Zone, ensure:

- *In significant streetscapes, higher rear parts of a new building should be concealed.*
- *In other streetscapes, higher rear parts of a new building should be partly concealed. Some of the higher rear part may be visible, provided it does not dominate or reduce the prominence of the building's façade(s) and the streetscape.*

Assessment

The land is located within the Capital City Zone and as such, policy for concealment is not applicable.

8.4.5 Services and ancillary fixtures

- *Ensure, for new buildings, services and ancillary fixtures are concealed, integrated or incorporated into the design of the building.*

Assessment

Rooftop plant structures affixed to the rooftop are suitably concealed and integrated within the built form behind the upper parapet screening. Services at the ground level are appropriately located along the rear laneways.

8.5 Design and Development Overlay Schedule 66 (DDO66) and 70 (DDO70)

A permit is triggered under DDO66 (Hospital Emergency Medical Services Helicopter Flight Path Protection – Outer Area), due to the height of the proposed building in proximity to the helicopter flight path areas associated with the Royal Melbourne and Royal Children's Hospitals.

A permit is also triggered under DDO70 (Melbourne Metro Rail Project – Infrastructure Protection Areas), due to the proposed basement levels in proximity to the infrastructure protection area for the Metro Rail Project.

The application was referred respectively to the Department of Health and Rail Projects Victoria under Section 55 of the *Planning and Environment Act 1987* who had no objection to the proposed works subject to conditions, primarily relating to construction activities.

These conditions are recommended to be included in full on any permit granted and as such, the proposal conditionally complies with the requirements of DDO66 and DDO70.

8.6 Environmentally Sustainable Design

The proposal is considered capable of achieving an appropriate response when assessed against at Clause 15.01-2L-01 (formerly Clause 21.19), Clause 19.03-3L (formerly Clause 22.23) and Clause 53.18 (Stormwater Management in Urban Development) of the Melbourne Planning Scheme, through the submission of Sustainable Design Assessments for each tower, inclusive of Water Sensitive Urban Design assessment outlining sustainable design measures to be implemented within the development.

The endorsement of an amended Sustainability Management Plan is recommended as a condition of permit to reflect the amended design response and ensure the ESD commitments within the design are achievable. A condition is also recommended for a report on completion of the development to ensure ESD commitments are implemented.

8.7 Traffic and Car Parking, Bicycle Parking, Loading and Waste

8.7.1 Traffic and Car Parking

In relation to the statutory requirements for car parking provision, the development provides no on-site parking which is less than the maximum allowable under Schedule 1 to the Parking Overlay. A permit is therefore not required.

The provision of no on-site car parking is supported by transport policy at Clause 18.01-3S, seeking to encourage a modal shift away from private vehicle ownership and towards sustainable transport options such as public transit, cycling and walking.

Council's Traffic Engineers raised no concern with the proposal on parking and traffic grounds, with the matters outlined in Section 7 of this report capable of being dealt with through recommended permit conditions for a Road Safety Audit and Loading Management Plan.

8.7.2 Bicycle Facilities

As set out under Section 4 of this report, the proposal has a statutory requirement of 74 bicycle spaces. The proposal includes total of 66 spaces, falling 8 spaces short of the requirement and therefore requiring a permit under Clause 52.34. The proposal also seeks to waive the requirement for a communal change room for cyclists.

A reduction of 8 spaces is not considered appropriate in this instance. While there is a high availability of alternative modes of public transport within convenient distance of

the site, the proximity of the proposed Student Housing development to tertiary institutions as well as the availability of bicycle lanes in the immediate context lends commuting by bicycle as a practical mode of transport and should be adequately provided for in line within the requirements of Clause 52.34.

With respect to the lack of communal change room, a waiver is considered appropriate given the occupants of the building will have access to private bathrooms throughout the building. It is noted that the bicycle facilities requirements are triggered for the residential component of the development only, with there being no requirement to provide bicycle parking for any employees associated with the uses within the proposed development.

A recommended condition will require that 74 bicycle spaces be provided and a notation to ensure that all bicycle facilities are designed and dimensioned to satisfy the relevant Australian Standard and Planning Scheme requirements.

8.7.3 Loading and Waste

The proposal includes a dedicated loading and waste collection bay located along the eastern boundary accessed from Little Grattan Street, and integrated with the internal service and waste storage areas within the building. Council's Traffic Engineers have reviewed this arrangement and found to be acceptable subject to conditions, including for the submission of a Loading Management Plan for endorsement.

A Waste Management Plan has been submitted to and reviewed by Council's Waste Services team as outlined in Section 7 of this report, with changes recommended. Accordingly, it is recommended that the Waste Management Plan be amended and endorsed through a permit condition.

8.8 Objector concerns

A response to the concerns raised in the objections to the application is provided below:

- Visual impacts on surrounding context and buildings due to building height and scale

  While the proposal involves some departures from the preferred height and setback requirements under the DDO61, it is overall considered to achieve an appropriate response to the existing and emerging context of the area.

  The height and bulk of the building is not considered to pose any unreasonable impact to surrounding properties. It is noted that there are no immediate abuttals and the site is adequately separated from nearby taller building forms, with the closest being the recently constructed apartment building at 18-20 Lincoln Square North approximately 35 metres to the south-east.

- Shadowing impacts

  As discussed under Section 8.2 of this report, the proposal accords with the applicable shadowing requirements under the DDO61 as well as the proposed DDO8 under Amendment C415.

- Setbacks to east and south

  As discussed under Section 8.2 of this report, the proposed setbacks are considered to accord with the relevant built form outcomes of DDO61 and will achieve an acceptable response to the adjoining laneways and adjacent properties.

- Response to (neighbouring) heritage buildings

  As discussed under Section 8.4 of this report, the proposal is considered to achieve a suitable response to existing heritage built form.

- Amenity of basement level

  The basement communal areas are considered to achieve an appropriate level of amenity for students, noting the 50 square metre courtyard on the western boundary will provide adequate access to sunlight and natural ventilation.

- Adequacy of bicycle facilities

  A condition is included in the recommendation, to provide bicycle parking in accordance with the Planning Scheme.

- Loss of views

  The right to views over private land are not a relevant consideration, having regard to the applicable planning assessment framework.

- Potential precedent

  Any potential planning application must be assessed on its merits, having regard to its individual characteristics and context. While nearby approvals are a relevant consideration, they do not create a binding precedent under which other proposals could rely on for certain approval.

- Traffic impacts and waste collection

  The proposal is not considered to pose any unreasonable risk to the safe and efficient operation of the surrounding transport network by way of traffic and, subject to conditions, waste collection and loading activities are capable of effective management.

8.9 Conclusion

For the reasons discussed in this report, it is considered that the proposal achieves an acceptable outcome having regard to the relevant provisions of the Melbourne Planning Scheme. It is considered that the proposal should be supported subject to conditions.

9 RECOMMENDATION

That the Future Melbourne Committee resolves to issue a Notice of Decision to Grant a Planning Permit subject to the following conditions:

Amended Plans prior to demolition

1. Prior to any demolition on the land a detailed demolition plan must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of this permit. The plans must be generally in accordance with the decision plans, prepared by JCB Architects dated 21 December 2022 but amended to include:

   a) Proposed methodology statement prepared by a Heritage Expert of the approved part demolition of the building at 170 Bouverie Street, Carlton;

   b) Detailed drawings illustrating all protection works to be constructed in accordance with the approved demolition methodology; and

   c) A Structural Report in accordance with Condition 14

These detailed demolition plans and reports must be to the satisfaction of the Responsible Authority and when approved shall form part of the endorsed plans of this permit.

Amended Plans

2. Prior to the commencement of the development, (excluding demolition and bulk excavation), an electronic set of plans drawn to scale, must be submitted to the Responsible Authority, generally in accordance with the plans prepared by Jackson Clements Burrows, Sheets TP0-000 to TP9-101, Revision 3 and dated 21 December 2022, but amended to show:

   d) A common internal lounge area with direct interface to the southern external communal terrace facing Bouverie Street, provided in place of the twin room at the southern edge of Level 4.

   e) The provision of common toilet facilities which are conveniently accessible from the roof terrace.

   f) A total of 74 bicycle spaces and a notation that bicycle facilities are to be designed and dimensioned in accordance with the requirements of Clause 52.34 (Bicycle Facilities) of the Melbourne Planning Scheme.

   g) A notation that all projections over future street alignment must conform to Building Regulations 2018, Part 6, Sections 98 to 110 as appropriate. Reference can be made to the City of Melbourne's Road Encroachment Operational Guidelines with respect to projections impacting on street trees and clearances from face / back of kerb.

   h) Any changes as a result of the Façade Strategy required by Condition 3 of this permit.

   i) Any changes as a result of the Sustainability Management Plan required by Condition 4 of this permit.

   j) Any changes as a result of the Landscape Plan required by Condition 6 of this permit.

   k) Annotations to accord with the Wind Assessment required by Condition 8 of this permit.

   l) Any changes as a result of the Waste Management Plan required by Condition 11 of this permit.

   m) Any changes as a result of the Reflected Glare Assessment required by Condition 14 of this permit.

   These amended plans must be to the satisfaction of the Responsible Authority and when approved shall be the endorsed plans of this permit.

Endorsed plans

3. The development as shown on the endorsed plans must not be altered or modified unless with the prior written consent of the Responsible Authority.

Façade Strategy

4. Concurrent with the endorsement of plans pursuant to Condition 1, a Facade Strategy must be submitted to and be approved by the Responsible Authority. All materials, finishes and colours must be in conformity with the approved Façade Strategy to the satisfaction of the Responsible Authority. The Facade Strategy must be generally in accordance with the development plans and must detail:

a) A concise description by the architect of the building design concept and how the façade works to achieve this.

b) Elevation details generally at a scale of 1:50 illustrating typical lower level details, balcony niches, entries and doors, and utilities, typical tower detail, and any special features which are important to the building's presentation.

c) Cross sections or another method of demonstrating the façade systems, including fixing details indicating junctions between materials and significant changes in form and / or material.

d) Information about how the façade will be accessed and maintained and cleaned, including any planting.

e) Example prototypes and / or precedents that demonstrate the intended design outcome as indicated on plans and perspective images, to produce a high quality built outcome in accordance with the design concept.

f) A schedule of colours, materials and finishes, including the colour, type and quality of materials showing their application and appearance. Materials and finishes must be of a high quality, contextually appropriate, durable and fit for purpose. This can be demonstrated in coloured elevations or renders from key viewpoints, to show the materials and finishes linking them to a physical sample board with coding.

g) The drawings and supporting information contained within the Façade Strategy must also:

    i. Confirm the specification of the tower material to ensure a high quality, robust, textured and natural expression. Preferred materials are stone, GRC, anodised aluminium, or a highly textured and matt powdercoated material.

    ii. Confirm colours which are natural, recessive and complementary to the context and street wall design.

    iii. Submit updated samples of tower materials to ensure the above will be achieved to the satisfaction of the Responsible Authority.

The Façade Strategy must be to the satisfaction of the Responsible Authority and when approved shall form a part of the endorsed plans of this permit.

Sustainability Management Plan

5. Prior to the commencement of the development (excluding demolition), an amended Sustainability Management Plan (SMP) shall be prepared by a suitably qualified professional and submitted to the satisfaction of the Responsible Authority. The amended SMP must be generally in accordance with the SMP prepared by ADP Consulting dated 25 July 2022, inclusive of the Water Sensitive Urban Design (WSUD) report dated 22 July 2022, but modified to include or show:

    a) Any changes required by Condition 1 of this permit.

    b) Daylight modelling to demonstrate Credit 11 Light Quality can be achieved.

    c) A site plan showing materials that reduce urban heat and demonstrate Credit 19 Heat Resilience can be achieved.

    d) A Zero Carbon Action Plan.

    e) Update the WSUD report to align to Green Star requirements of Credit 39 Waterway Protection.

The SMP must be to the satisfaction of the Responsible Authority and when approved shall form a part of the endorsed plans of this permit.

Implementation of Sustainability Management Plan

6. Prior to the occupation of any building approved under this permit, a report from the author of the endorsed SMP, or similarly qualified persons or companies, outlining how the performance outcomes specified in the endorsed SMP have been implemented must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm and provide sufficient evidence that all measures specified in the endorsed SMP have been implemented in accordance with the relevant approved plans. The report must include all final calculations and modelling reports, commissioning and testing reports, building user guides and other supplementary materials etc. that have been produced to demonstrate compliance with the relevant targets included in the endorsed SMP.

Landscape Plans

7. Prior to the commencement of the development, (excluding demolition), construction or carrying out of works, an amended landscape plan prepared by a suitably qualified landscape architect must be submitted to and approved by the Responsible Authority. The landscape plan must be generally in accordance with the Landscape Plans prepared by Openwork dated 25 July 2022, but amended to include or show:
    a) Any changes required by Condition 1 of this permit.
    b) Deep soil areas clearly identified on landscape report, including dimensions and volume.
    c) A planting schedule to include the proposed location and number / density of plants, and their positions across the design.
    d) Green infrastructure details (i.e. green roof, arbor and green facade structures) including:
        i. Dimensions and annotated construction details including sectional diagrams of all planters, and GI structures.
        ii. Annotated support structures for climbing plants.
        iii. Indicative vegetation locations.
        iv. Growing media, volume, depths and specifications.
        v. Waterproofing and drainage.
        vi. Tree anchors.
        vii. Irrigation map.
    e) A Green Factor tool scorecard.
    f) A Green Infrastructure Maintenance Plan, detailing:
        i. Plant establishment maintenance schedule for a 52-week period.
        ii. Ongoing vegetation maintenance schedule after the 52-week period detailing weed and pest management, succession planting, re-mulching, plant nutrition.

iii. Re-planting timeframes for poorly performing vegetation.

iv. Maintenance schedule for green infrastructure structures including tree anchors.

v. Irrigation specification and irrigation maintenance schedule.

The landscape plan must be to the satisfaction of the Responsible Authority and when approved shall form a part of the endorsed plans of this permit.

8. Prior to the occupation of the development, landscape works as shown on the endorsed plans must be completed and be maintained to the satisfaction of the Responsible Authority.

Wind Assessment

9. Prior to the commencement of the development, (excluding demolition), the Wind Assessment prepared by MEL Consultants dated 4 October 2022 must be updated as required by Condition 1 of this permit and submitted to the satisfaction of and be endorsed by the Responsible Authority.

   The recommendations contained within the endorsed Wind Assessment must be implemented at no cost to and be to the satisfaction of the Responsible Authority.

Road Safety Audit

10. Prior to the commencement of the development, (excluding demolition), a formal independent Road Safety Audit must be undertaken and submitted to the Responsible Authority. The Road Safety Audit must include an assessment of:

    a) Internal layout.

    b) Access arrangements.

    c) Loading arrangements.

    d) Pedestrian and bicycle access and movements around the site and in the public realm.

    e) Potential conflicts between vehicles / pedestrians / cyclists.

    f) Road safety issues affecting all road users.

    The findings of the Audit should be incorporated into the design at the developer's expense to the satisfaction of the Responsible Authority.

Loading Management Plan

11. Prior to the commencement of the development (excluding demolition), a Loading Management Plan must be submitted to and approved and submitted to the Responsible Authority. The Loading Management Plan must specify how the access / egress of loading vehicles is to be managed and ensuring that:

    a) The delivery needs of the various uses within the development can be accommodated.

    b) Any potential conflicts between vehicles and other road users are satisfactorily addressed.

    c) There are no obstructions in the path of the vehicles (kerbs, walls, etc.) and appropriate height clearances are provided for all required vehicles / manoeuvres.

    d) A Loading Dock Manager or Building Manager is appointed, with the following responsibilities:

        i. Present on site when deliveries are undertaken.

ii. Act as a spotter for any reversing movements into the loading bay.

iii. Act as informal traffic controller to discourage pedestrian movements when vehicles reverse.

iv. Ensure conflicts do not occur between loading / other vehicles.

v. Ensure that space used for vehicle manoeuvring is kept clear of other vehicles / obstructions at all times.

Once approved, the Loading Management Plan will be endorsed to form part of the permit.

Waste Management Plan

12. Prior to the commencement of the development, (excluding demolition), an amended Waste Management Plan (WMP) must be submitted to the satisfaction of and be endorsed by the Responsible Authority. The amended WMP must be generally in accordance with the WMP prepared by Ratio Consultants dated 16 September 2022, but amended to include:

    a) Any changes required by Condition 1 of this permit.

    b) Any changes required by the Loading Management Plan required by Condition 10 of this permit.

    c) The location of a 2 metre clearance at the rear of the waste vehicle for emptying of bins.

    d) Measures to prevent the inadvertent placement of:

        i. Student organic waste directly into bins designated for processed / residual organic waste.

        ii. Retail general waste into bins designated for student housing general waste.

    e) Internal bin storage access for each retail tenancy.

    f) The student housing glass collection frequency to be 3 times per week.

    g) Section 7.5 (Bin Colours and Signage Requirements) updated in include glass bins.

    Once approved, the WMP will be endorsed to form part of the permit. Waste storage and collection arrangements must not be altered without prior consent of the Responsible Authority – Waste Services.

Acoustic Report

13. Prior to the commencement of the development, (excluding demolition), the Acoustic Report prepared by ADP Consulting dated 27 July 2022 must be updated as required by Condition 1 of this permit and submitted to the satisfaction of and be endorsed by the Responsible Authority.

    The recommendations contained within the endorsed Acoustic Report must be implemented at no cost to and be to the satisfaction of the Responsible Authority.

Structural Report

14. Prior to the commencement of the development, including demolition, a report prepared by a suitably qualified Structural Engineer, or equivalent, must be submitted to the Responsible Authority, demonstrating the means by which the retained portions of building at 166-170 Bouverie Street, Carlton, will be supported during demolition and construction works to ensure their retention, to the satisfaction of the Responsible Authority. The recommendations contained within

this report must be implemented at no cost to and be to the satisfaction of the Responsible Authority.

Reflected Glare Assessment

15. Prior to the commencement of the development, (excluding demolition), a reflected glare assessment of external building materials and finishes, utilising an appropriate methodology prepared by a suitably qualified person, must be prepared and submitted to the satisfaction of the Responsible Authority.
16. External building materials and finishes must not result in hazardous or uncomfortable glare to pedestrians, public transport operators and commuters, motorists, aircraft, or occupants of surrounding buildings and public spaces, to the satisfaction of the Responsible Authority.
17. Specular light reflectance from external materials and finishes must be less than 15% to the satisfaction of and unless otherwise approved by the Responsible Authority.

Construction Management Plan and Tree Protection Plan

18. Prior to the commencement of the development, including demolition and bulk excavation, a detailed Construction Management Plan (or staged Construction Plan), inclusive of Tree Protection Plan, must be submitted to and be approved by the City of Melbourne – Construction Management Group. This Construction Management Plan must be prepared in accordance with the City of Melbourne - Construction Management Plan Guidelines and is to consider the following:
    a) Public safety, amenity and site security.
    b) Operating hours, noise and vibration controls.
    c) Air and dust management.
    d) Stormwater and sediment control.
    e) Waste and materials reuse.
    f) Traffic management.
    g) A Tree Protection Plan (TPP) must be provided to the satisfaction of the Responsible Authority (City of Melbourne Urban Forestry & Ecology). The TPP must identify all impacts to public trees, be in accordance with AS 4970-2009 – Protection of trees on development sites and include:
        i. City of Melbourne asset numbers for the subject trees (found at http://melbourneurbanforestvisual.com.au).
        ii. Reference the Arboricultural Impact Assessment by Treetec dated 15 September 2022.
        iii. Reference to the finalised Construction and Traffic Management Plan, including any public protection gantries, loading zones and machinery locations.
        iv. Site specific details of the temporary tree protection fencing to be used to isolate public trees from the demolition and construction activities or details of any other tree protection measures considered necessary and appropriate to the works.
        v. Specific details of any special construction methodologies to be used within the Tree Protection Zone of any public trees. These must be provided for any utility connections or civil engineering works.

vi. Full specifications of any pruning required to public trees with reference to marked images.

vii. Any special arrangements required to allow ongoing maintenance of public trees for the duration of the development.

viii. Details of the frequency of the Project Arborist monitoring visits, interim reporting periods and final completion report (necessary for bond release).

Once approved, the Construction Management Plan will be endorsed to form part of the permit.

3D Model

19. Prior to the occupation of the development, or as otherwise agreed with the Responsible Authority, a 3D digital model of the development must be submitted to and must be to the satisfaction of the Responsible Authority.

    In the event that substantial modifications are made to the building envelope and design, a revised 3D digital model must be submitted to and be to the satisfaction of the Responsible Authority, before these modifications are approved.

Operational Management Plan

20. Prior to the occupation of the development, a Management Plan must be submitted to and approved by the Responsible Authority for the student housing and for the purpose of providing accommodation in serviced rooms for persons away from their normal place of residence. When approved, the plan will be endorsed and will then form part of the permit. The Management Plan must establish a set of 'house rules' for the use, to be followed thereafter to the satisfaction of the Responsible Authority. The Management Plan must ensure that a suitably qualified full time manager with responsibility to oversee students is either on-site during general business hours or contactable off-site after hours by both professionally trained staff and residents. The Management Plan must also detail the maintenance, cleaning, garbage storage and collection, supervision and security of the site.

Legal Agreement - Student Housing

21. Prior to the commencement of the development, including demolition and bulk excavation, on the land, the owner of the land must enter into an agreement with the Responsible Authority pursuant to Section 173 of the Planning and Environment Act 1987. The agreement must provide the following:

    a) The accommodation provided on the subject land is to be used for the exclusive accommodation of students enrolled full time at a secondary or tertiary level educational institution and to be vacated within six months of completion of full time or part time studies or teaching.

    b) The building to operate at all times in accordance with the Management Plan as required by Condition 19 of this permit to the satisfaction of the Responsible Authority. The Management Plan must establish a set of 'house rules' for the use, to be followed thereafter, to the satisfaction of the Responsible Authority. The plan must ensure a suitably qualified full time manager with responsibility to oversee the management of the facility must be available at all times and must detail the maintenance, cleaning, garbage storage and collection, supervision and security of the site.

c) Any on-site facilities, including bicycle parking spaces, approved under this permit must at all times be managed in accordance with this permit to the satisfaction of the Responsible Authority. The on-site facilities are only permitted to be used by the occupants / employees of the student housing, in accordance with the endorsed plans, and such facilities must not be subdivided, leased or sold separate from the facility for any reason without the prior written consent of the Responsible Authority.

d) The requirements contained in the agreement shall form part of any lease of the premises which the owner of the land under this permit may enter into with another party.

The owner of the land must pay all of the Responsible Authority's reasonable legal costs and expenses of this agreement, including preparation, execution and registration on title.

Legal Agreement - Temporary Works

22. Prior to the commencement of the development, including demolition and bulk excavation, on the land, the owner of the land must enter into an agreement with the Responsible Authority pursuant to Section 173 of the Planning and Environment Act 1987. The agreement must provide the following:

    a) If the land remains vacant for 6 months after completion of the demolition;

    b) Demolition or construction activity ceases for a period of 6 months; or

    c) Construction activity ceases for an aggregate of 6 months after commencement of the construction.

    The owner must construct temporary works on the land to the satisfaction of the Responsible Authority. Prior to the commencement of construction of the temporary works, details of the works must be submitted to and be to the satisfaction of the Responsible Authority.

    Temporary works may include:

    d) The construction of temporary buildings for short-term retail or commercial use. Such structures shall include the provision of an active street frontage; or

    e) Landscaping of the site for the purpose of public recreation and open space.

    The owner of the land must pay all of the Responsible Authority's reasonable legal costs and expenses of this agreement, including preparation, execution and registration on title.

Drainage of projections

23. All projections over the street alignment must be drained to a legal point of discharge in accordance with plans and specifications first approved by the Responsible Authority – City Infrastructure.

Drainage system upgrade

24. Prior to the commencement of the development, a stormwater drainage system, incorporating integrated water management design principles, must be submitted to and approved by the Responsible Authority – City Infrastructure. This system must be constructed prior to the occupation of the development and provision made to connect this system to the Responsible Authority's underground stormwater drainage system. Where necessary, the Responsible Authority's drainage network must be upgraded to accept the discharge from the site in accordance with plans and specifications first approved by the Responsible Authority – City Infrastructure.

Groundwater management

25. All groundwater and water that seeps from the ground adjoining the building basement (seepage water) and any overflow from a reuse system which collects groundwater or seepage water must not be discharged to the Council's drainage network. All contaminated water must be treated via a suitable treatment system and fully reused on site or discharged into a sewerage network under a relevant trade waste agreement with the responsible service authority.

Demolish and construct access

26. Prior to the commencement of the occupation of the development, all necessary vehicle crossings must be constructed and all unnecessary vehicle crossings must be demolished and the footpath, kerb and channel reconstructed, in accordance with plans and specifications first approved by the Responsible Authority – City Infrastructure.

Roads

27. The road adjoining the site along the laneway to the east known to Council as CL1136 must be reconstructed together with associated works including the modification of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the Responsible Authority – City Infrastructure.

Footpaths

28. The footpaths adjoining the site along Grattan Street and Bouverie Street must be reconstructed in sawn bluestone together with associated works including the renewal of kerb and reconstruction of pitcher channel, provision of street furniture and modification of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the Responsible Authority – City Infrastructure.

Street levels not to be altered

29. Existing street levels in roads adjoining the site must not be altered for the purpose of constructing new vehicle crossings or pedestrian entrances without first obtaining approval from the Responsible Authority – City Infrastructure.

Existing street furniture

30. Existing street furniture must not be removed or relocated without first obtaining the written approval of the Responsible Authority – City Infrastructure.

Public lighting

31. Prior to the commencement of the development, excluding preliminary site works, demolition and any clean up works, or as may otherwise be agreed with the City of Melbourne, a lighting plan must be prepared to the satisfaction of Council. The lighting plan should be generally consistent with Council's Lighting Strategy, and include the provision of public lighting in the surrounding streets of the subject land. The lighting works must be undertaken prior to the commencement of the use / occupation of the development, in accordance with plans and specifications first approved by the Responsible Authority – City Infrastructure.

32. All street lighting assets temporarily removed or altered to facilitate construction works shall be reinstated once the need for removal or alteration has been ceased. Existing public street lighting must not be altered without first obtaining the written approval of the Responsible Authority – City Infrastructure.

Building over easements

33. Prior to the commencement of the development, (excluding demolition), the permit holder must either obtain the necessary permissions from the relevant parties / authorities to construct over such easements, or obtain planning permission to remove or vary their location, and provide evidence of this to the Responsible Authority.

Consolidation

34. Prior to the occupation of the development, the land for the proposed development must be owned by the one entity and consolidated within one certificate of title to the satisfaction of the Responsible Authority.

Public tree protection

35. No public tree adjacent to the site can be removed or pruned in any way without the written approval of the City of Melbourne.

36. All works (including demolition), within the Tree Protection Zone of public trees must be undertaken in accordance with the endorsed Tree Protection Plan and supervised by a suitably qualified Arborist where identified in the report, except with the further written consent of the Responsible Authority.

Building appurtenances and structures above roof level

37. All building plant and equipment are to be concealed to the satisfaction of the Responsible Authority. The construction of any additional plant machinery equipment, including but not limited to air-conditioning equipment, ducts, flues, all exhausts including car parking and communications equipment, shall be to the satisfaction of the Responsible Authority.

38. Any satellite dishes, antennae or similar structures associated with the development must be designed and located at a single point in the development to the satisfaction of the Responsible Authority, unless otherwise approved to the satisfaction of the Responsible Authority.

39. No architectural features, plant and equipment or services other than those shown on the endorsed plans are permitted above roof level, unless with the prior written consent of the Responsible Authority.

Department of Health conditions

40. Should any cranes and associated construction equipment be used, prior to the commencement of any development (including any demolition or excavation) or by such time as agreed by the Responsible Authority and Department of Health in writing, a Flight Path Construction Management Plan must be prepared to the satisfaction of the Department of Health and be approved by the Responsible Authority. The Flight Path Construction Management Plan must include measures to minimise the impact of the construction of the building on the safe and unfettered operation of the Royal Melbourne Hospital helipad. The flight path construction management plan must identify the location and height of any construction equipment, including cranes which must be provided to the Department of Health at least five days prior to commencement. The management measures incorporated within the plan must be implemented during the construction of the building to the satisfaction of the Department of Health and the Responsible Authority.

41. Cranes and other associated construction equipment must be lit in accordance with Air Ambulance Victoria lighting requirements detailed in the table below:

Crane	Lighting Requirement

	Day	Night
Top of Crane	Medium intensity white obstruction light	Medium intensity red obstruction light
End of Jib	Medium intensity white obstruction light	Medium intensity red obstruction light
Along Jib	Line of white LED (Weather proof emergency fluoro with minimum 90 minute battery back-up) on a PE cell along the full length of the jib	
Tower Section	Stairway lights or spot lights attached to the top of the tower pointing down and onto the tower	

Head, Transport for Victoria condition

42. The demolition and construction of the development must not disrupt bus operations on Grattan & Bouverie Streets without the prior written consent of the Head, Transport for Victoria. Any request for written consent to disrupt bus operations during the demolition and construction of the development must be submitted to the Head, Transport for Victoria not later than 8 weeks prior to the planned disruption and must detail measures that will occur to mitigate the impact of the planned disruption.

Rail Projects Victoria conditions

Detailed Design Drawings

43. Before the development starts, detailed design drawings must be submitted to the satisfaction of Rail Projects Victoria (a Division of Major Transport Infrastructure Authority) (RPV). When approved, the plans will form part of the permit. The plans must be drawn to scale with dimensions. The plans must be generally in accordance with the Development Proposal drawings Journal Student Living 183-187 Grattan St. & 166-176 Bouverie St. Carlton by Jackson Clements Burrows Pty Ltd Architects dated 28/07/22 and the development details described in the letter "Bouverie and Grattan Street, Carlton - Preliminary assessment of impact on Melbourne Metro tunnels" by FSG Geotechnics + Foundations dated 31 March 2022, but modified as required to show:

    a) All excavation details as per the approved Engineering Report described at Condition 44.

    b) Excavation depths shown at Australian Height Datum (AHD).

    c) Any sub surface basement levels shown at AHD on floor plans and elevation plans.

    d) Foundations of the building, final retaining walls, final footing designs and, if adopted, pile loadings and pile designs as per the approved Engineering Report described at Condition 44 and shown at AHD.

Pile Founding Depths

44. If a piled foundation system is adopted, piles shall not extend below RL 13.31 m AHD without the prior written agreement of RPV, which will be subject to assessing the local loading effects on the Metro Tunnel Project tunnels. Piles that are not above the divested land might be allowed to extend below RL 13.31 m AHD but would be subject to RPV written agreement upon review of the lateral clearance from the tunnels and their loading effects on the tunnels. Before commencing piling, the developer must submit a contingency plan to the

satisfaction of RPV to address required actions if the geotechnical capacity of any pile is not achieved at or above the depth agreed to by RPV.

The adoption of a contingency measure as set out in the approved contingency plan must not occur without the prior inspection and written approval by RPV. The contingency plan must include any hold points as required by RPV, whereby works cannot progress beyond such hold point until inspection and written approval by RPV.

Engineering Report

45. Before the detailed design drawings under Condition 42 are approved by RPV, an Engineering Report from a suitably qualified engineer must be prepared and submitted to the satisfaction of RPV. Once approved, the Engineering Report will form part of the planning permit. The Engineering Report must demonstrate the following:

    a) Details of bulk excavations, including depths and levels, and ground retention measures.

    b) Details of all foundation loadings (provided as unfactored values), shown either in the report or by reference to loading information on the drawings submitted for approval under Condition 42.

    c) An outline of the design, timing / staging, management and construction techniques to be implemented prior, during and following any excavation on the subject site to prevent any impact on the Metro Tunnel.

    d) Identification, consideration and appropriate management of all relevant structural and geotechnical issues.

    e) That the building footings will not compromise the structural integrity of the Metro Tunnel.

    (This RPV Condition may be addressed by demonstration that the loading and unloading effects are within the Metro Tunnel Project design allowances using simplified methods to assess load spreads. The assumed angle of load distribution, expected to be narrower than a 45-degree angle, should be agreed with RPV before conducting the analyses).

    f) Any hold points as required by RPV, whereby works cannot progress beyond such hold point until inspection and written approval by RPV.

Compliance with Engineering Report

46. All design, excavation and construction must be undertaken in accordance with the Engineering Report approved under Condition 44, unless alterations or modifications are first approved in writing by RPV.

Alterations not consistent with Engineering Report

47. Where any proposed alterations or modifications to the endorsed plans are not consistent with the Engineering Report approved in accordance with Condition 44, the prior written consent of RPV must be obtained.

Ground Anchors (not below certain depth)

48. Permanent ground anchors or rock bolts used for the development must not intrude below RL 14.22 m AHD unless otherwise first agreed in writing by RPV. Temporary soil anchors may be installed with the prior written approval of and to the satisfaction of RPV.

Boreholes

49. Any boreholes, geotechnical investigations or intrusive ground investigations must be first approved in writing by RPV. Any submission to RPV for approval must include, to the satisfaction of RPV, details of their location and depth, and the methods and management processes that will be adopted to avoid impacts to the Metro Tunnel structures.

Boreholes to be Backfilled

50. All boreholes must be backfilled to the satisfaction of RPV using a grout bentonite mix (3% bentonite) or satisfactory equivalent and in accordance with Southern Rural Water (SRW) licence conditions.

Construction Management Plan

51. Prior to the commencement of development (including demolition and excavation), a Construction Management Plan (CMP) must be submitted to the satisfaction of RPV. The CMP submitted to RPV may form a dedicated part of a broader CMP. The CMP may be approved in stages. The CMP must include details of (but not be limited to) management proposals to minimise impacts to Metro Tunnel Infrastructure during construction and must set out objectives and performance and monitoring requirements for:

    a) The hours of operation for demolition, excavation and construction.

    b) The demolition and construction program, including a plan setting out the proposed staging of works.

    c) Preferred arrangements for vehicles delivering to the subject site, including delivery and unloading and expected duration and frequency.

    d) An outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services.

    e) Waste management arrangements for the subject site and any impacts on waste management arrangements for adjoining sites, if necessary, including alternative waste management arrangements for adjoining sites.

    f) How traffic management (including traffic controllers) will be delineated from Metro Tunnel traffic management areas and controllers to avoid confusion between areas of control for the Metro Tunnel and subject site.

    g) Management of groundwater during construction to demonstrate that any changes in the ground water level will not have an adverse impact on the Metro Tunnel structures.

    h) Measures to ensure that all works on the subject site will be carried out in accordance with the CMP.

    i) A requirement that the CMP be reviewed and updated at intervals as required by RPV.

    j) A notification process which ensures that RPV is provided with at least 10 business days' notice prior to commencement of construction, including significant demolition, excavation and construction works.

    k) A timing program that demonstrates that works will not interfere with, or will not be commenced until after completion of, the Metro Tunnel program requirements.

Compliance with the Construction Management Plan

52. All demolition and construction works must be carried out in accordance with the approved Construction Management Plan. These must be implemented to the

satisfaction of and at no cost to RPV.

Submission of As-Constructed Plans

53. Prior to the occupation of the development, the as-constructed details of the footings and any pilings must be provided to RPV.

Expiry

54. This permit will expire if one of the following circumstances applies:

    a) The development is not started within three years of the date of this permit.

    b) The development is not completed and the use has not commenced within five years of the date of this permit.

    The Responsible Authority may extend the permit if a request is made in writing before the permit expires, or within six months afterwards. The Responsible Authority may extend the time for completion of the development if a request is made in writing within 12 months after the permit expires and the development started lawfully before the permit expired.

PERMIT NOTES

Building Approval Required

- This permit does not authorise the commencement of any demolition or construction on the land. Before any demolition or construction may commence, the applicant must apply for and obtain appropriate building approval from a Registered Building Surveyor.

Building Works to Accord with Planning Permit

- The applicant / owner will provide a copy of this planning permit and endorsed plans to any appointed Building Surveyor. It is the responsibility of the applicant / owner and the relevant Building Surveyor to ensure that all building (development) works approved by any building permit are consistent with this planning permit.

On-street Car Parking

- The City of Melbourne (CoM) will not change the on-street parking restrictions to accommodate the access / servicing / delivery / parking needs of this development, as the restrictions are designed to cater for other competing demands and access requirements. However, new parking restrictions may be introduced in the surrounding area if considered appropriate by the CoM. As student housing developments are not entitled to resident parking permits, the students / visitors / staff who will occupy this development will not be eligible to receive parking permits and will not be exempt from the on-street parking restrictions. The CoM cannot guarantee that service vehicle access to and egress from the site will be possible via Lt Grattan St, as vehicles stopping in this laneway, either legally / illegally, may block access. The CoM will not get involved in resolving any access difficulties / disputes that may occur as a result of vehicles stopping in this laneway.

Drainage Point and Method of Discharge

- The legal point of stormwater discharge for the proposal must be to the satisfaction of the responsible authority. Engineering construction plans for the

satisfactory drainage and discharge of stormwater from the site must be submitted to and approved by the Responsible Authority prior to the commencement of any buildings or works.

Other Approvals May be Required

- This Planning Permit does not represent the approval of other departments of City of Melbourne or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit.

Civil Design

- All necessary approvals and permits are to be first obtained from the City of Melbourne and the works performed to the satisfaction of the responsible authority – City Infrastructure Branch.

Urban Forest and Ecology

- In accordance with the Tree Retention and Removal Policy a bank guarantee must be:
    1. Issued to City of Melbourne, ABN: 55 370 219 287.
    2. From a recognised Australian bank.
    3. Unconditional (i.e. no end date)
    4. Executed (i.e. signed and dated with the bank stamp)
- Please note that insurance bonds are not accepted by the City Of Melbourne. An acceptable bank guarantee is to be supplied to Council House 2, to a representative from Council's Urban Forest and Ecology Team. Please email trees@melbourne.vic.gov.au to arrange a suitable time for the bank guarantee to be received. A receipt will be provided at this time.
- At the time of lodgement of the bank guarantee the completed Project Arborist Confirmation Form must be provided. On completion of the works the bank guarantee will only be released when evidence is provided of Project Arborist supervision throughout the works and a final completion report confirms that the health of the subject public trees has not been compromised.
- Approval for any tree removal is subject to the Tree Retention and Removal Policy, Council's Delegations Policy and requirements for public notification, and a briefing paper to councillors. It should be noted that certain tree removals including but not limited to significant or controversial tree removals, may be subject to decision by Council or a Committee of Council.
- All costs in connection with the removal and replacement of public trees, including any payment for the amenity and ecological services value of trees to be removed, must be met by the applicant / developer / owner of the site. The costs of these works will be provided and must be agreed to before council remove the subject trees.
- All new or replacement tree plots must utilise structural soils to increase soil volume and rooting area.
- Tree species must be in accordance with the City of Melbourne Future Climate Ready species lists.

Department of Health

- The Department of Health note that in light of the above conditions, it is strongly encouraged that should a permit be granted for the development subject to permit application TP-2022-438 that the developer and / or permit holder engage with the Department of Health early in the process to assist with preparing a suitable crane construction management plan and communication strategy to avoid any impact on the flight path during the construction of the building. This is also likely to require the installation of a communication system between the site and the emergency department of the Royal Melbourne Hospital. All installation and communication equipment will be installed at the expense of the developer / permit holder.
- Any construction plan must work within the parameters of the existing flight path and amending the existing flight path will not be considered.

Rail Projects Victoria

- The proposed development at 183-187 Grattan Street & 166-176 Bouverie Street, Carlton would be founded on spread footings just below the basement level. The Developer's engineers Geotechnics & Foundations (FSG) set out a proposed method of assessment of the dispersion of the building loadings through the ground above the Metro Tunnel Project (MTP) tunnel in their letters dated 8 October 2021 and 31 March 2022. In summary, the method assumes a spread of load pressures through the ground onto increasing areas which are calculated using an assumed angle. The average pressure is calculated at a depth corresponding to the application of the load case for future development that was included in the MTP design.
- FSG adopted a level for the assessment of loading at the upper surface of the divested land at RL 13.31 m AHD. Now that the tunnels have been constructed, RPV can advise that, at this site, the building loads would be assessed at RL 11.7 m AHD which is 1 m above the tunnels at their highest within the site.
- FSG have adopted a founding level for the building's footings at RL 28.2 m AHD, which is 16.5 m above the assessment level. A simplified estimate of the building loading affects is appropriate for this vertical depth, provided that the outcomes are reasonably below the design allowances being used for comparison. RPV also agree that the use of the building footprint area is reasonable given the overlap of the effects from individual footings this far below their founding levels.
- It should be noted that the MTP load case is for a peak loading pressure over the tunnels. While the simplified analysis approach is appropriate, RPV considers that it should be used to estimate the peak pressure rather than the average pressure at the assessment level. The following plot compares the calculated averaged pressure using a load spread at 45 degrees (1 in 1) with the peak pressures based on classic elastic formula and very simple elastic finite element analyses.