

Report to the Future Melbourne (Planning) Committee

Agenda item 6.5

**Ministerial Referral: TPM-2015-16 - Commercial Building (C1)
2-42 Aurora Lane, Docklands**

1 December 2015

Presenter: Jane Birmingham, Practice Leader Statutory Planning

Purpose and background

1. The purpose of this report is to advise the Future Melbourne Committee of a proposal to develop a mid-rise commercial office building (C1) with a retail offering at the ground floor level fronting Collins Street.
2. The Council's views on the proposed development were sought by the Department of Environment, Land, Water and Planning (DELWP) on 19 June 2015. The Minister for Planning is the responsible authority for considering and determining the matter as the proposed development exceeds 25,000 square metres in area (refer Attachment 2 – Locality plan).
3. The proposal includes a mid-rise commercial office building (C1) and the construction of the first stages of a new raised Sky Garden fronting Collins Street. The building and 'Sky Garden' will be located over a raised ground plane which is accessed from Aurora Lane which contains car parking, bicycle parking and services areas. The proposal also includes the first stages of a new east-west pedestrian lane, and a lift providing pedestrian access from Aurora Lane to the western end of the east-west pedestrian lane.

Key issues

4. The key issues with this proposal relate to built form, parking, traffic and waste, pedestrian access and wind conditions.
5. Whilst the general bulk, height and scale of the proposed buildings is supported, there is concern about the height of building C1 directly abutting Aurora Lane being significantly out of scale with the existing site context and that it fails to provide a transition to the more intimate scale of buildings on the opposite side of Aurora Lane, included the Heritage Listed Goods Shed. It is recommended that the building be setback 5 metres above the ground floor plane (level 3) from Aurora Lane to ensure that the proposed development maintains the intimate pedestrian laneway scale as envisioned in the development plan.
6. There are a number of concerns with the pedestrian connectivity within the development site. The lift at the western end of Marketplace Lane creates an awkward entry space that is considered to be unsafe and disconnected from Marketplace Lane. This matter can be dealt with by conditions requiring the design and location of the lift to be redesigned to better respond to Marketplace Lane and to remove the entrance alcoves at the top and bottom of the lift. Providing a 5.0 metres setback above the ground floor plane (level 3) from Aurora Lane (as recommended above) will also improve the quality of the north-south lane connecting Collins Street to Aurora Lane, which is currently enclosed to the sky. This will ensure that safety and perceptions of safety in public spaces is achieved.
7. Whilst the proposed sky garden provides a major open space offering for the worker population within the development, its true recreational potential may be compromised by the lack of a direct access from Collins Street. A condition is, therefore, recommended requiring the provision of a visibly prominent and easily accessible pedestrian connection between the plaza on Collins Street and the proposed sky garden.

Recommendation from management

8. That the Future Melbourne Committee resolves to advise the Department of Environment, Land, Water and Planning that Council supports the proposed development subject to the conditions detailed in the Delegate Report (refer Attachment 2).

Attachments:

1. Supporting Attachment
2. Locality Plan
3. Selected Plans
4. Delegate Report

Supporting Attachment

Legal

1. The Minister for Planning is the responsible authority for determining the application.

Finance

2. There are no direct financial issues arising from the recommendations contained in this report.

Conflict of interest

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

Stakeholder consultation

4. Council officers have not advertised the application or referred this to any other referral authorities. This is the responsibility of the DELWP acting on behalf of the Minister for Planning who is the responsible authority.

Relation to Council policy

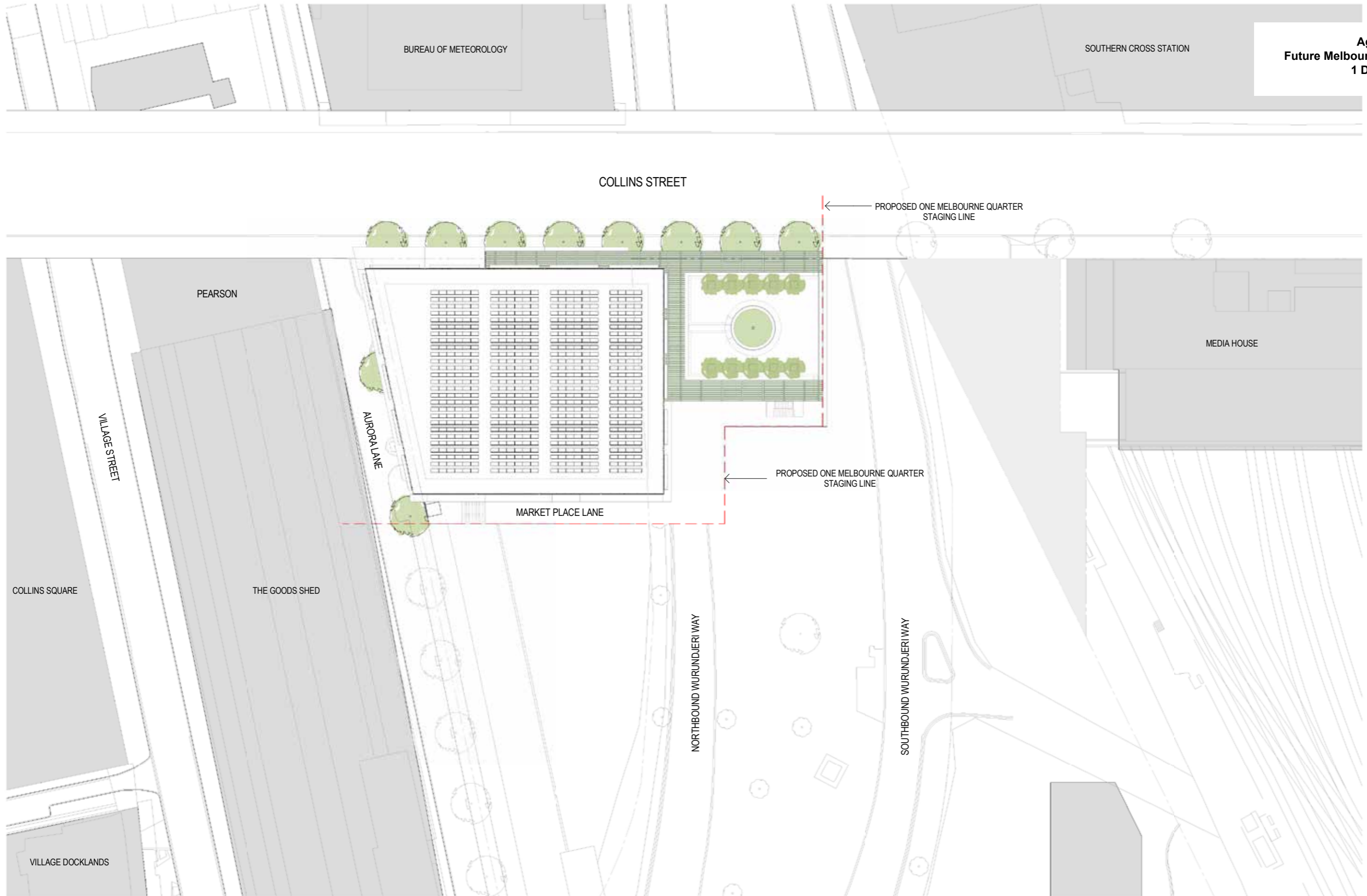
5. Relevant Council policies are discussed in the attached delegate report (refer Attachment 4).

Environmental sustainability

6. The application asserts that proposed building will be designed to a 6* Greenstar rating under the Green Building Council of Australia Green Star Office V3 tool and a 5* NABERS Rating.

2-42 Aurora Lane, DOCKLANDS VIC 3008



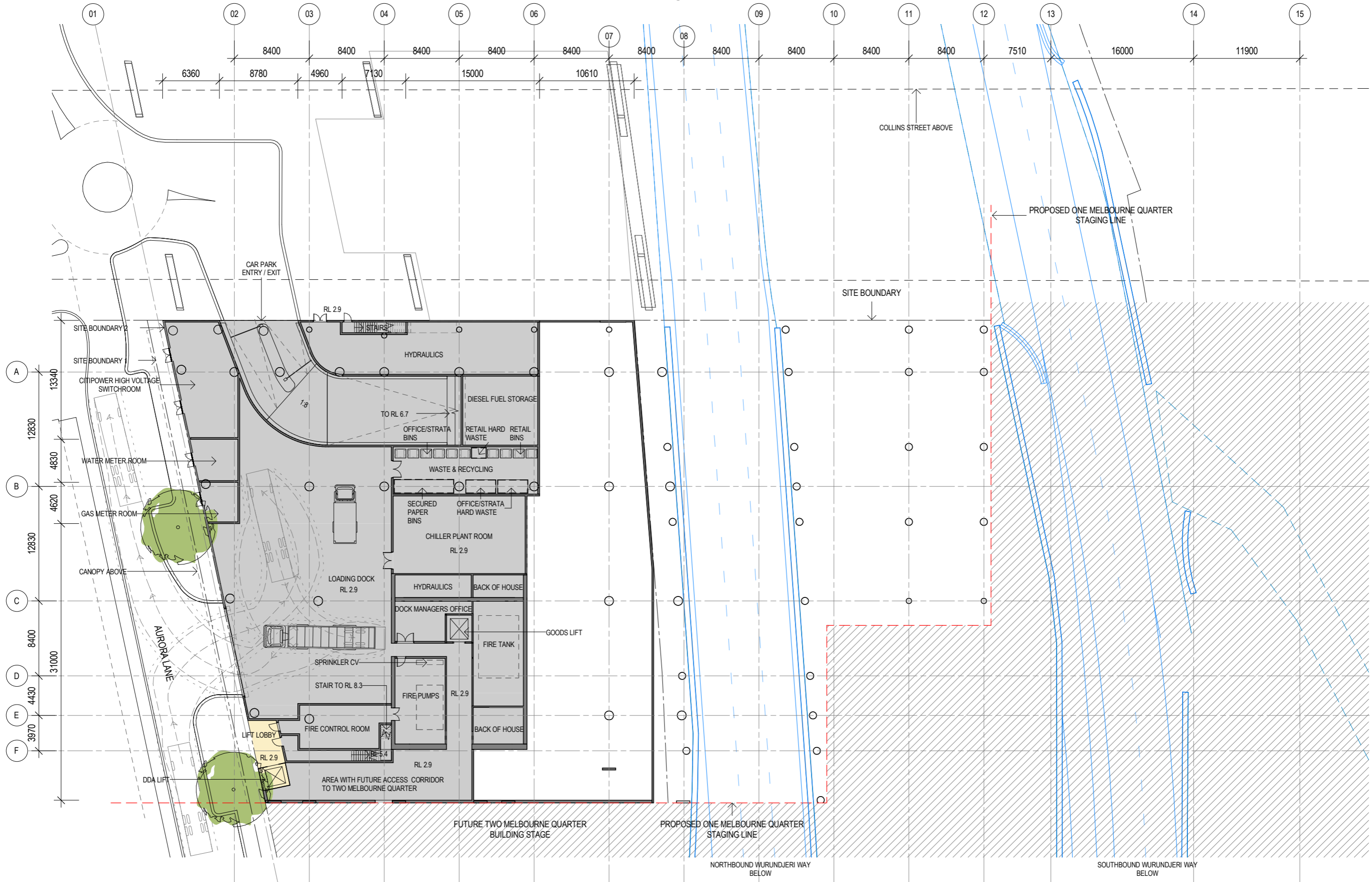


7402 C1-SK-001 REV-I 29.04.2015
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**DENTON
CORKER
MARSHALL**

**MELBOURNE QUARTER
LEND LEASE**

**ONE MELBOURNE QUARTER
OFFICE BUILDING
SITE PLAN**

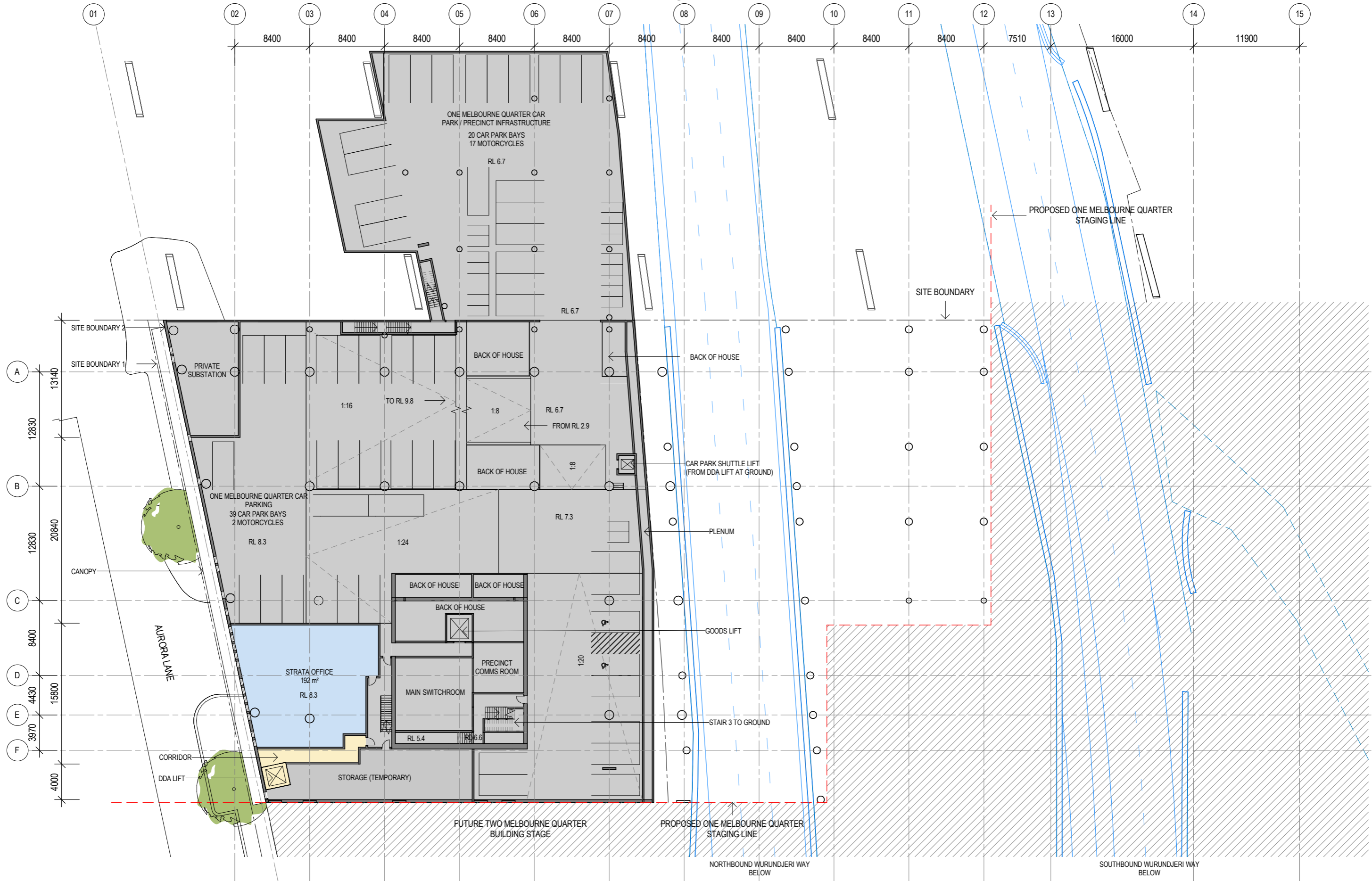


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**DENTON
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 OFFICE BUILDING
 LOWER GROUND PLAN**

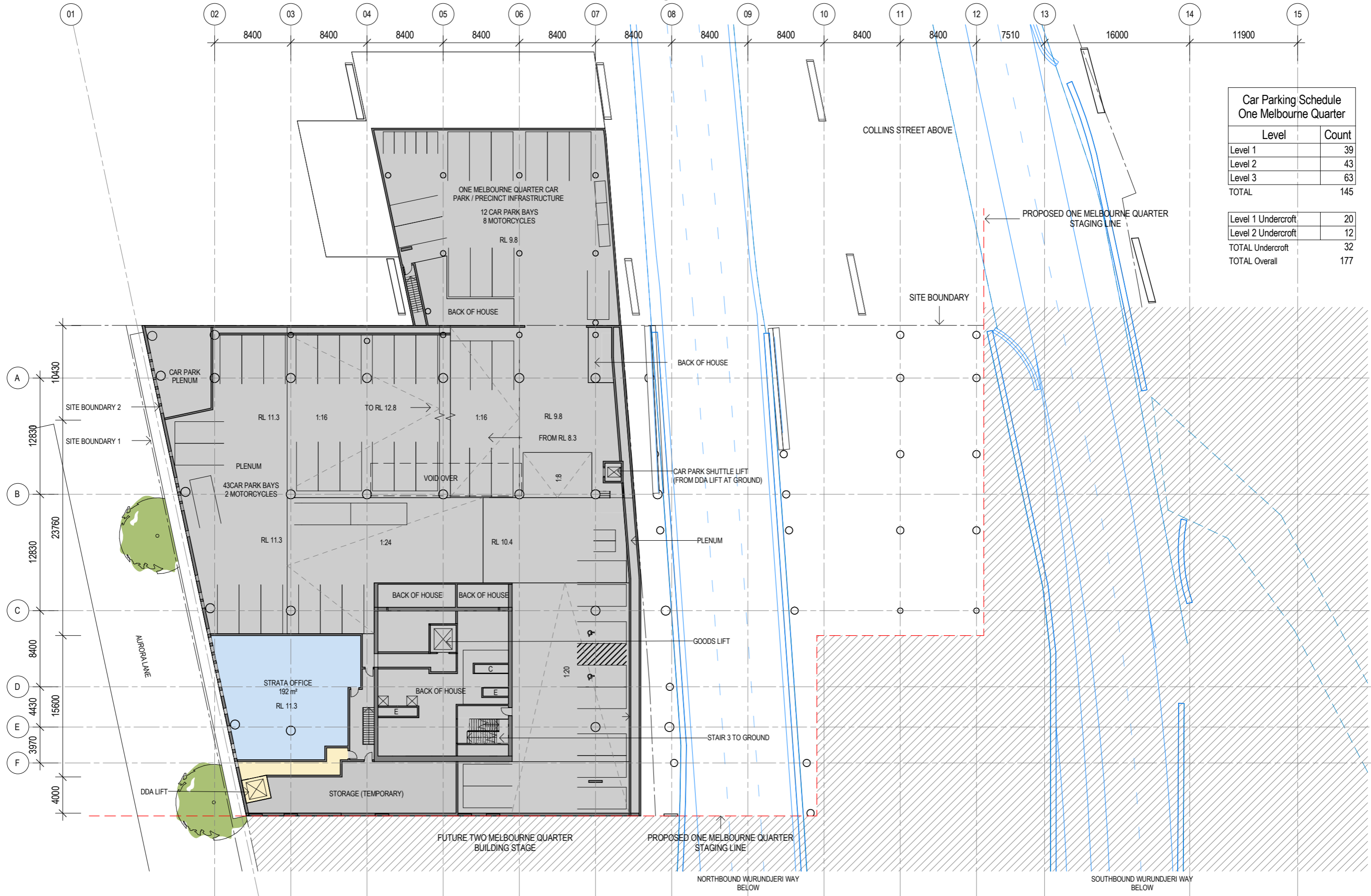


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**DENTON
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**MELBOURNE QUARTER
 LEND LEASE**

**ONE MELBOURNE QUARTER
 OFFICE BUILDING
 CAR PARK + STRATA OFFICE
 LEVEL 1 PLAN**



Level	Count
Level 1	39
Level 2	43
Level 3	63
TOTAL	145

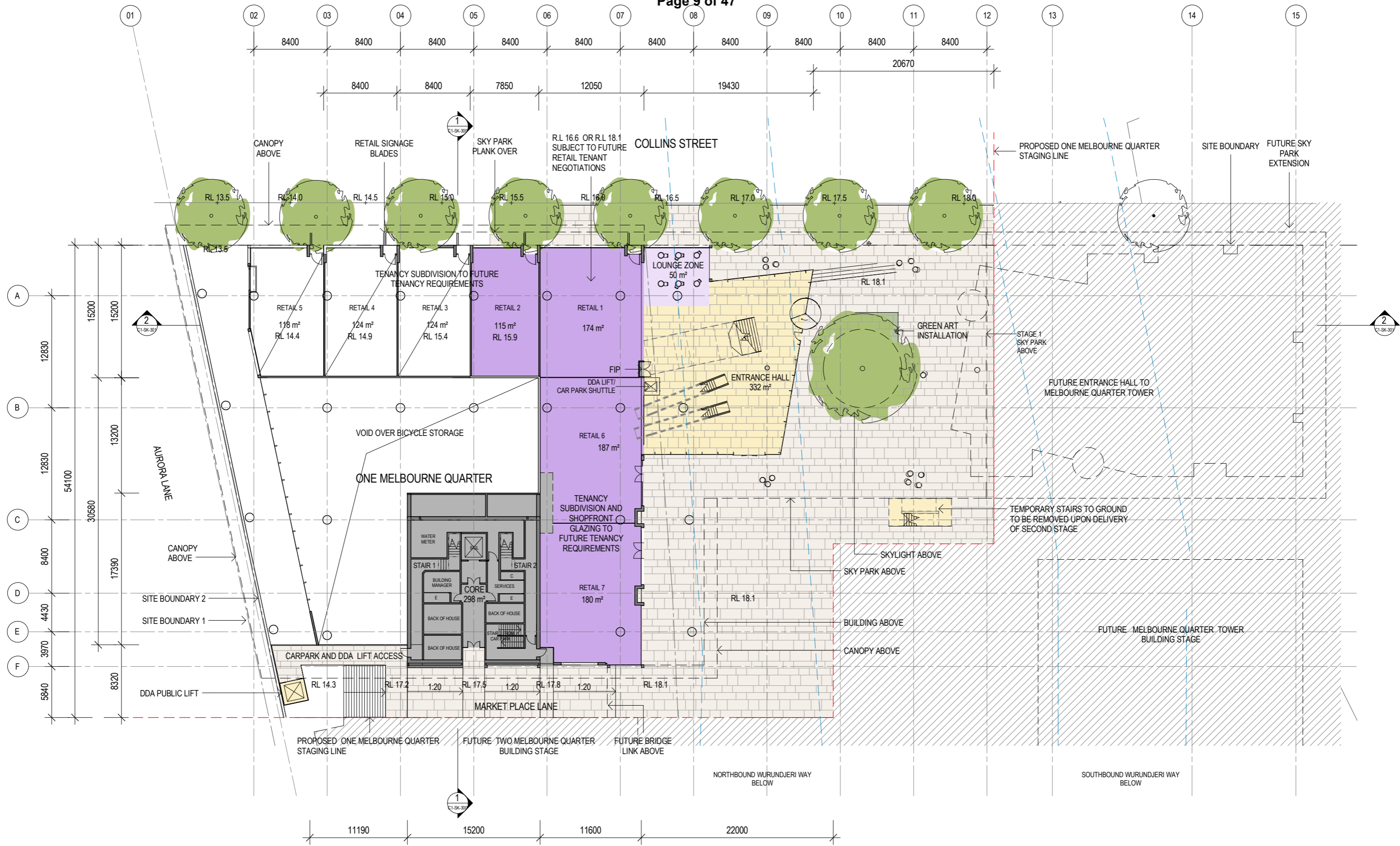
Level 1 Undercroft	20
Level 2 Undercroft	12
TOTAL Undercroft	32
TOTAL Overall	177

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**DENTON
 CORKER
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**MELBOURNE QUARTER
 LEND LEASE**

**ONE MELBOURNE QUARTER
 OFFICE BUILDING
 CAR PARK + STRATA OFFICE
 LEVEL 2 PLAN**

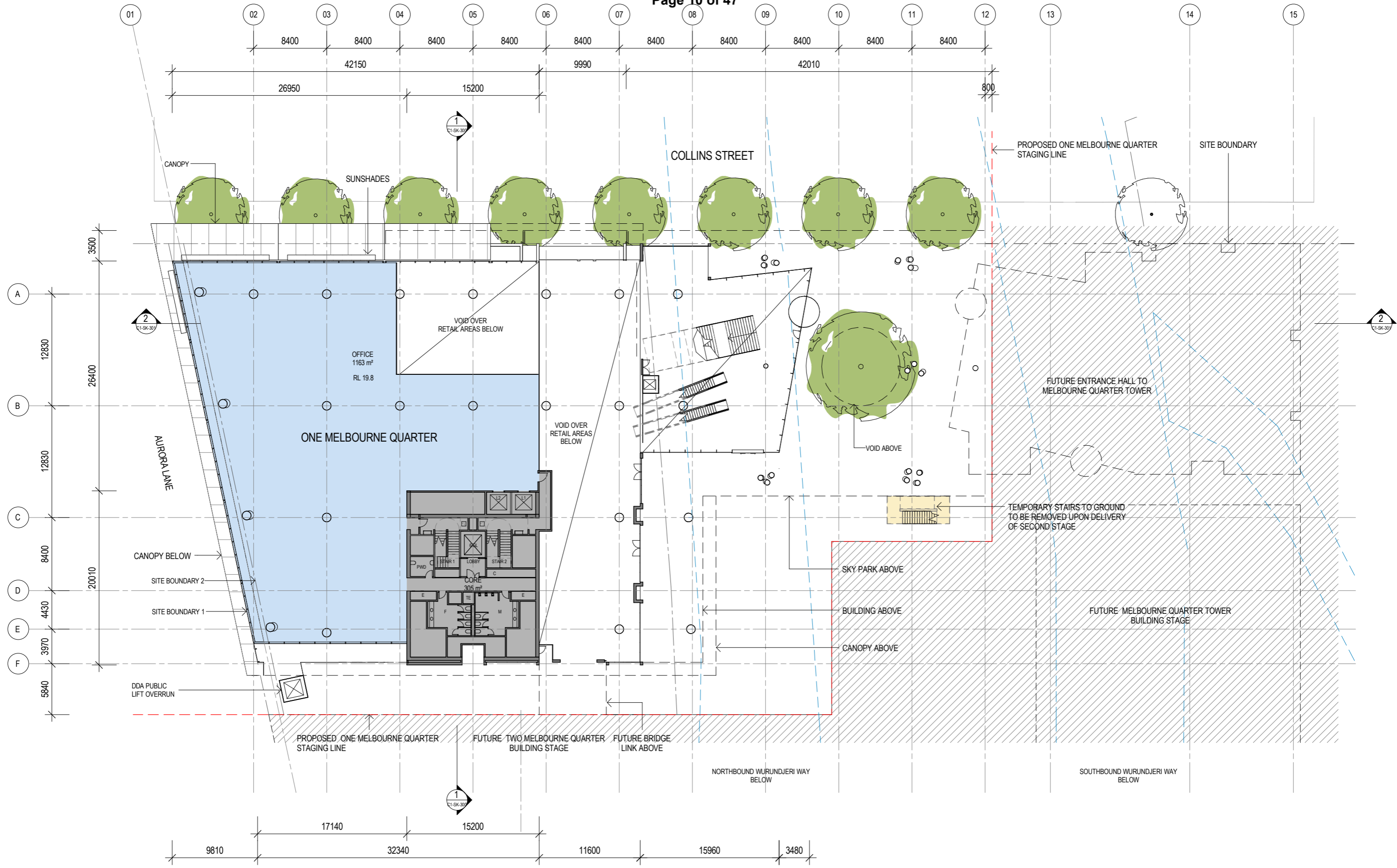


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**DENTON
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**MELBOURNE QUARTER
 LEND LEASE**

**ONE MELBOURNE QUARTER
 OFFICE BUILDING
 GROUND FLOOR PLAN**

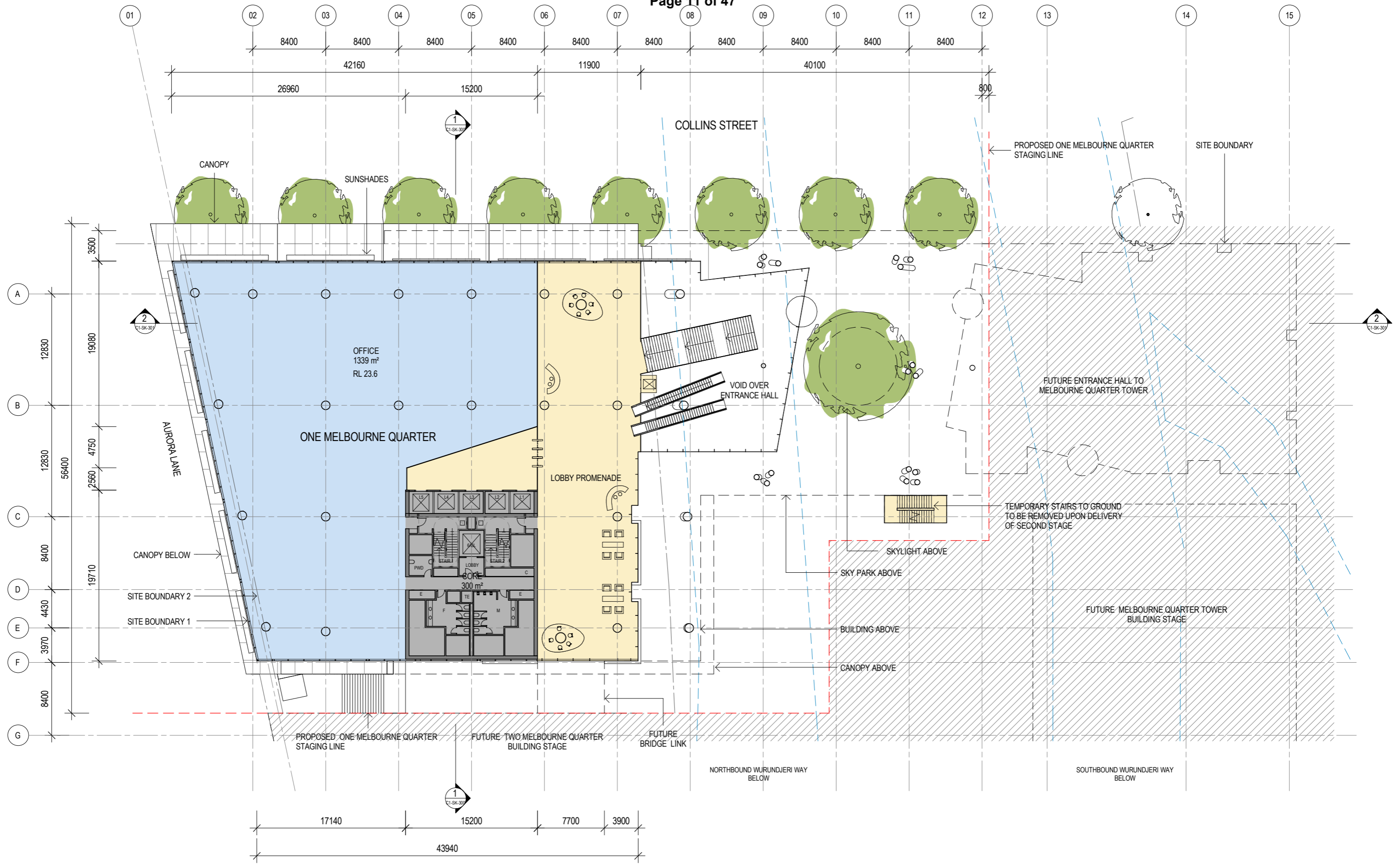


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**DENTON
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 LEND LEASE**

**ONE MELBOURNE QUARTER
 OFFICE BUILDING
 UPPER GROUND FLOOR PLAN**

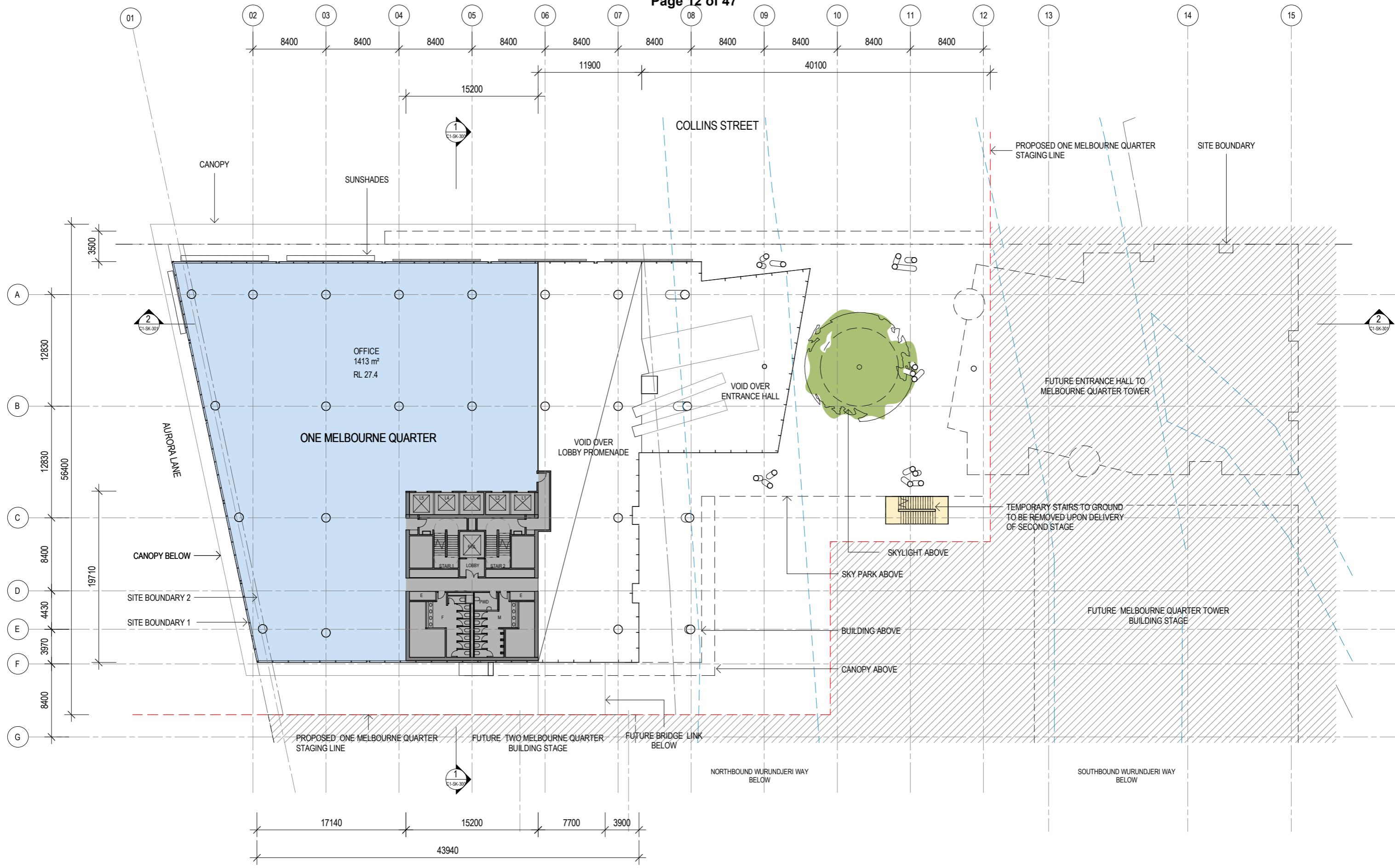


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**MELBOURNE QUARTER
 LEND LEASE**

**ONE MELBOURNE QUARTER
 OFFICE BUILDING
 LEVEL 01 FLOOR PLAN**

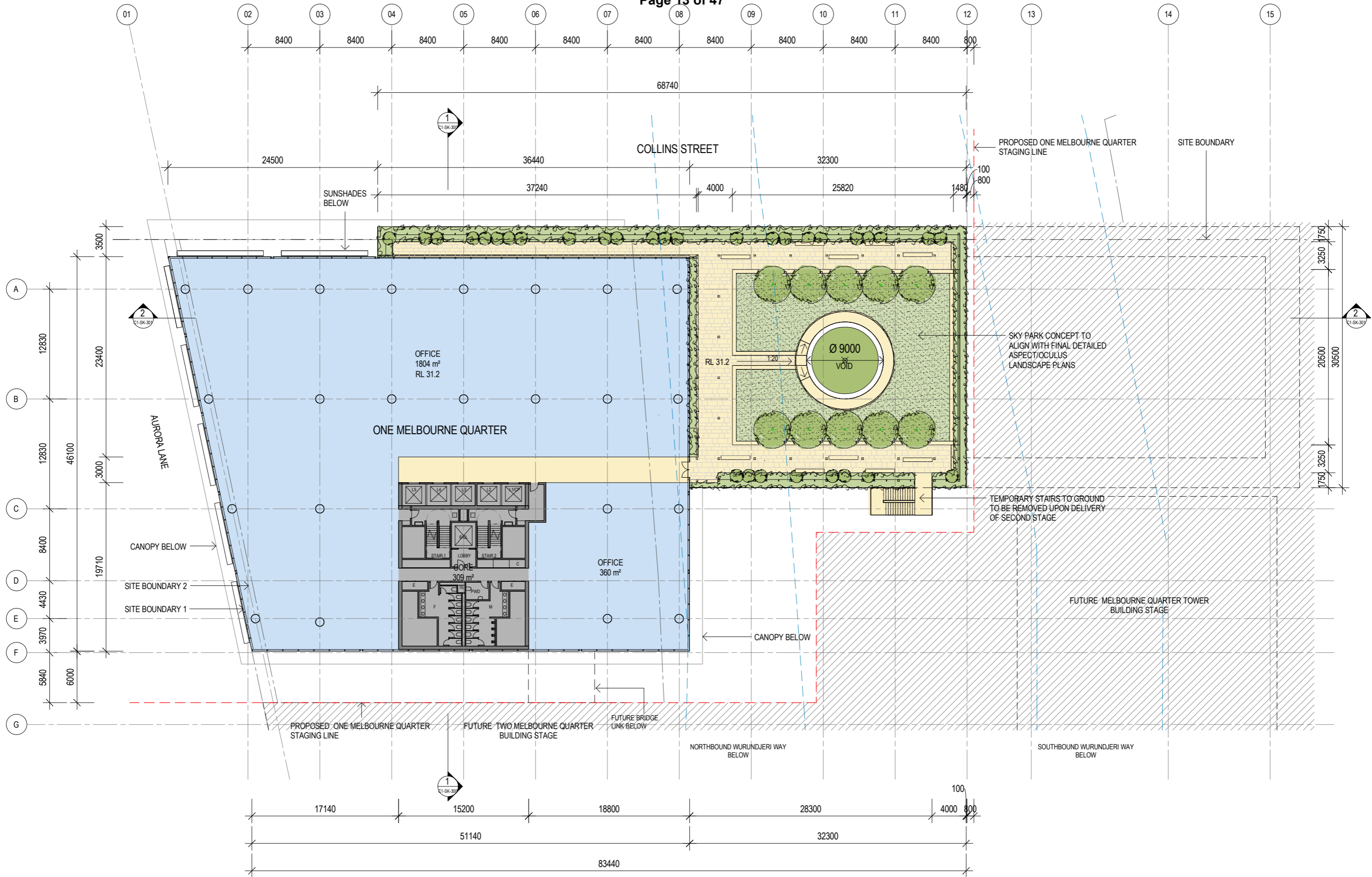


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 LEND LEASE**

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 OFFICE BUILDING
 LEVEL 02 FLOOR PLAN**

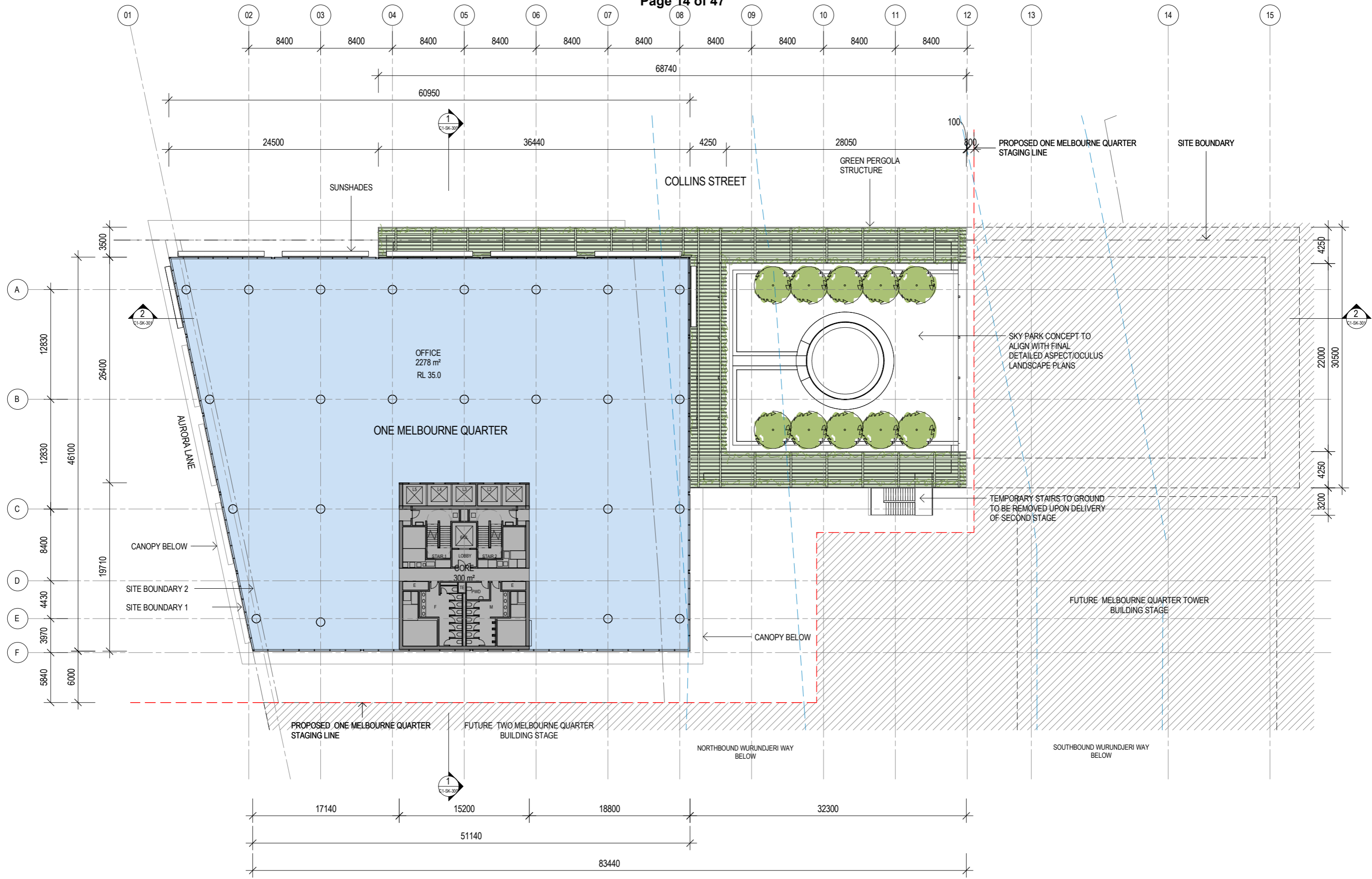


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 LEND LEASE**

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 OFFICE BUILDING
 LEVEL 03 FLOOR PLAN
 + SKY PARK**

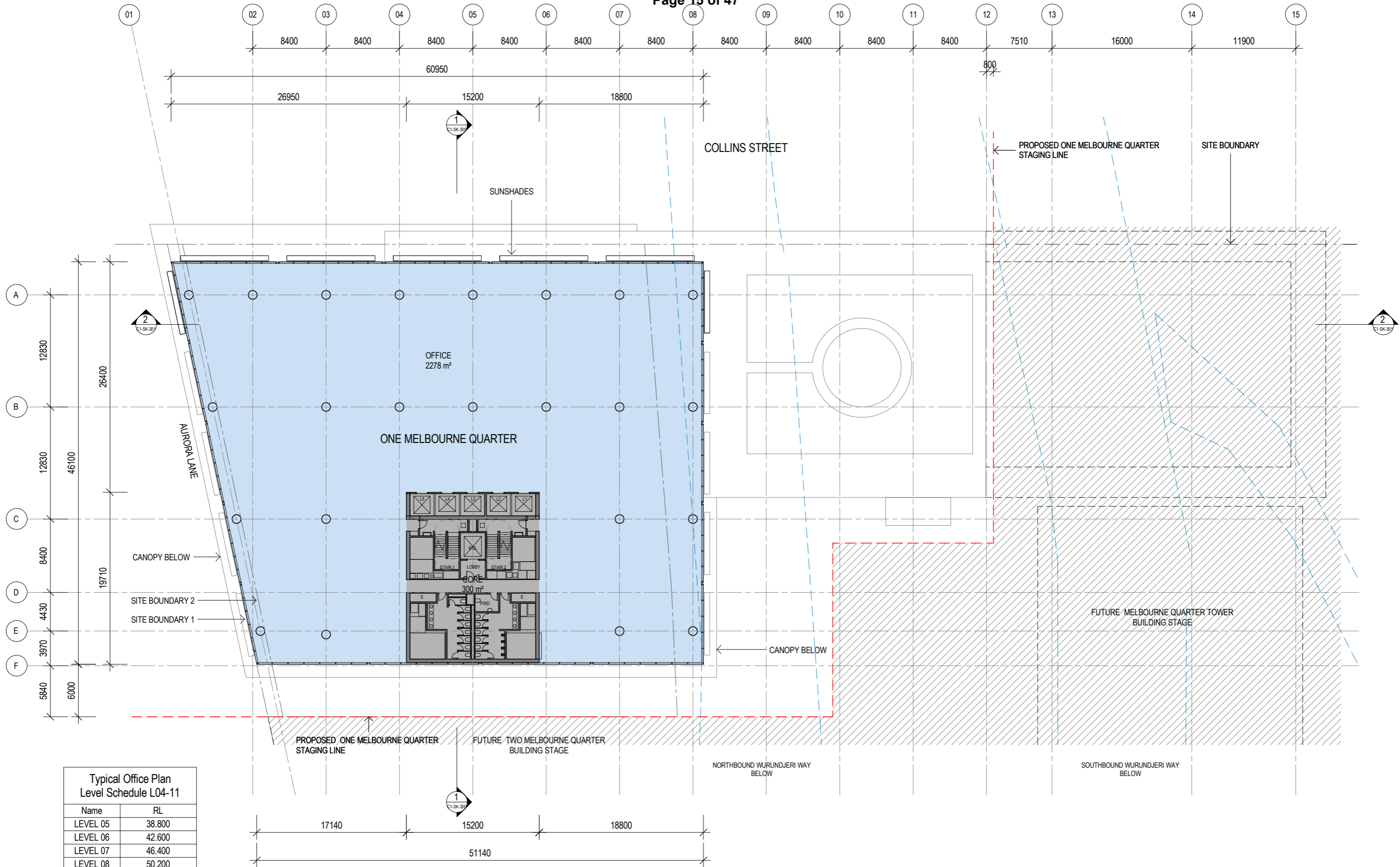


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**DENTON
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**MELBOURNE QUARTER
 LEND LEASE**

**ONE MELBOURNE QUARTER
 OFFICE BUILDING
 LEVEL 04 OFFICE PLAN
 + PERGOLA**



Typical Office Plan
Level Schedule L04-11

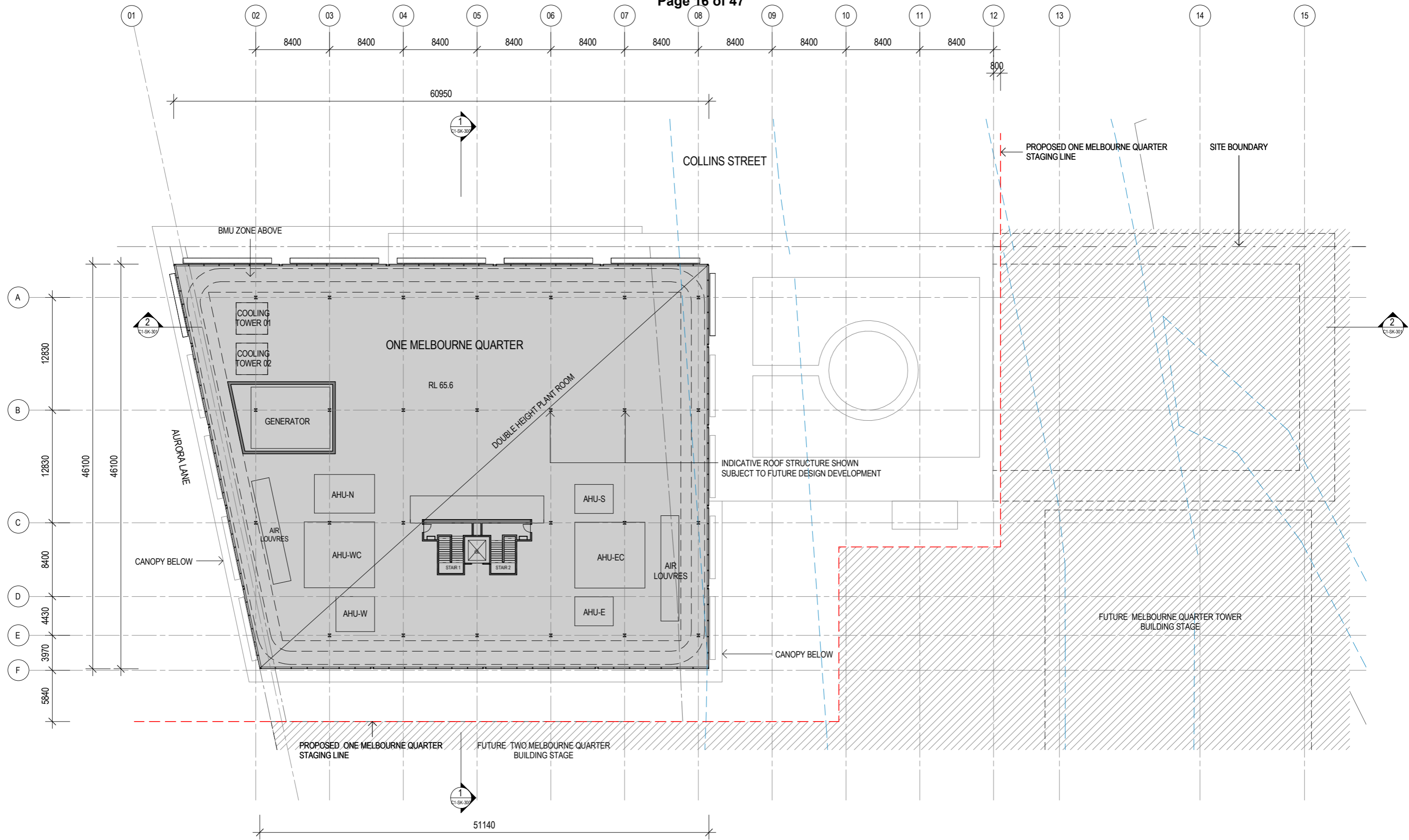
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LEVEL 06	42.600
LEVEL 07	46.400
LEVEL 08	50.200
LEVEL 09	54.000
LEVEL 10	57.800
LEVEL 11	61.600

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**DENTON
CORKER
MARSHALL**

**MELBOURNE QUARTER
LEND LEASE**

**ONE MELBOURNE QUARTER
OFFICE BUILDING
LEVELS 05-11
TYPICAL OFFICE PLAN**

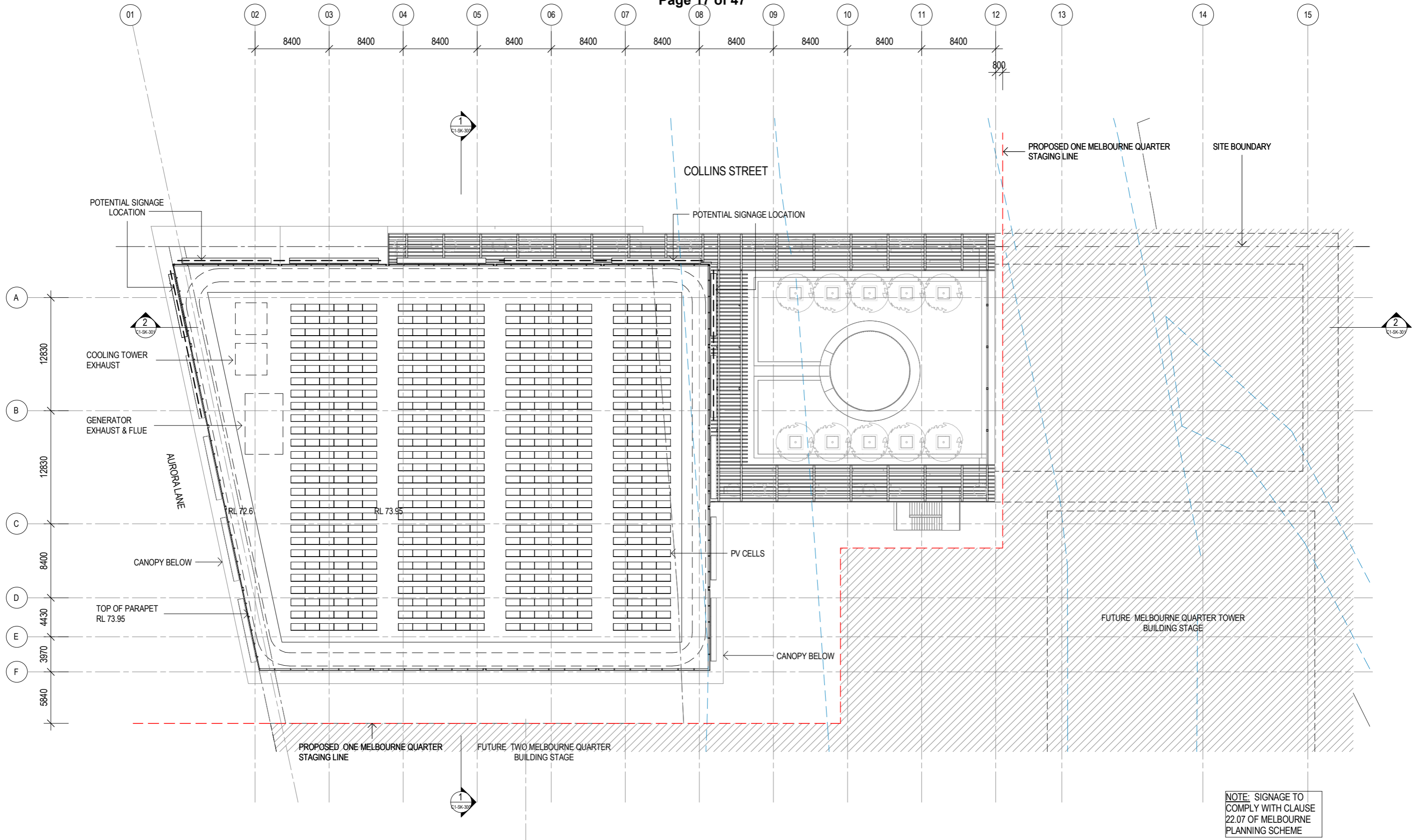


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DENTON
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MELBOURNE QUARTER
 LEND LEASE

ONE MELBOURNE QUARTER
 OFFICE BUILDING
 LEVEL 12
 ROOF PLANT ROOM

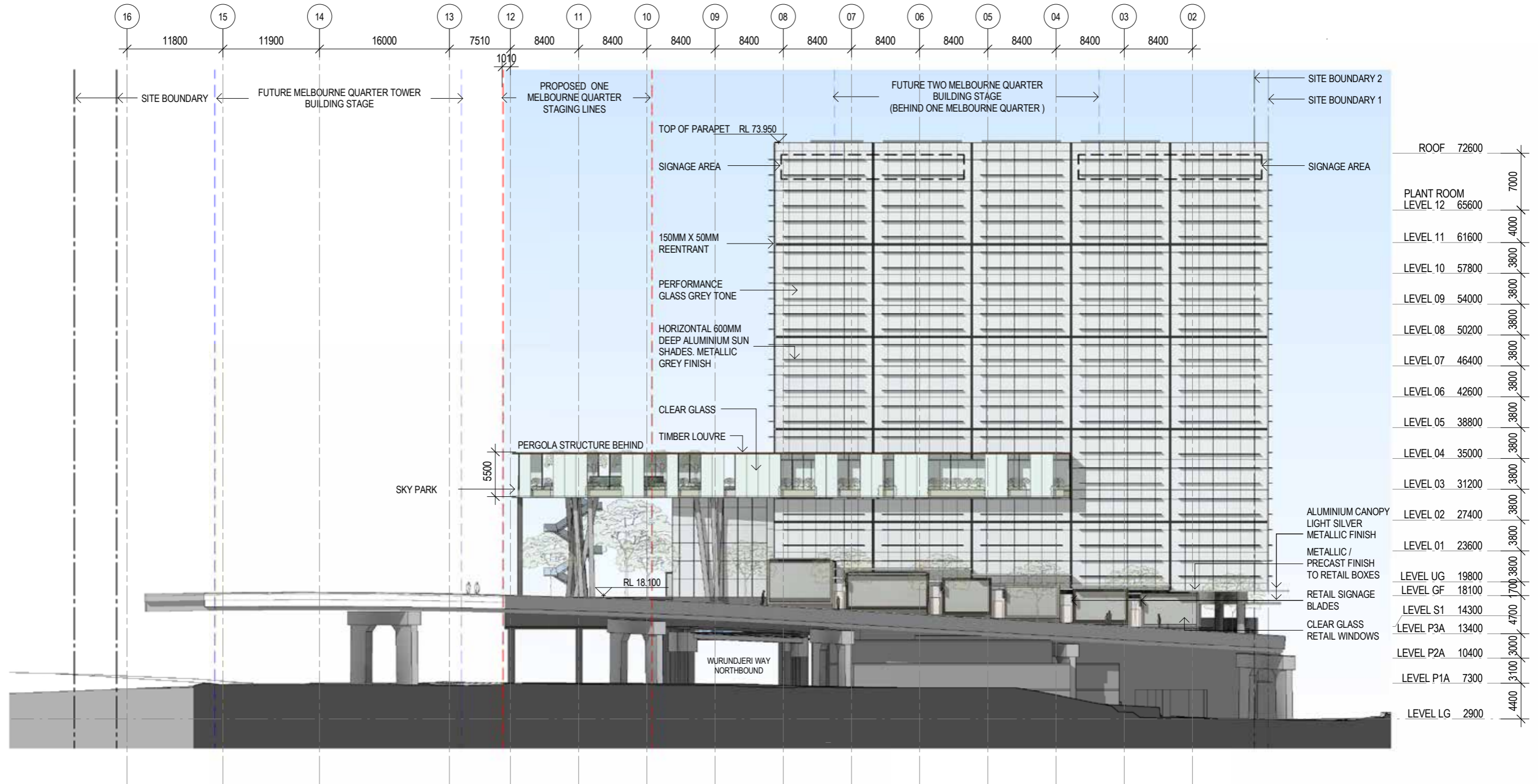
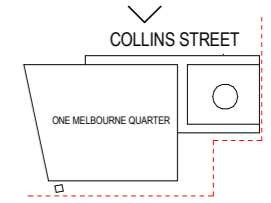


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**DENTON
 CORKER
 MARSHALL**

**MELBOURNE QUARTER
 LEND LEASE**

**ONE MELBOURNE QUARTER
 OFFICE BUILDING
 ROOF PLAN**

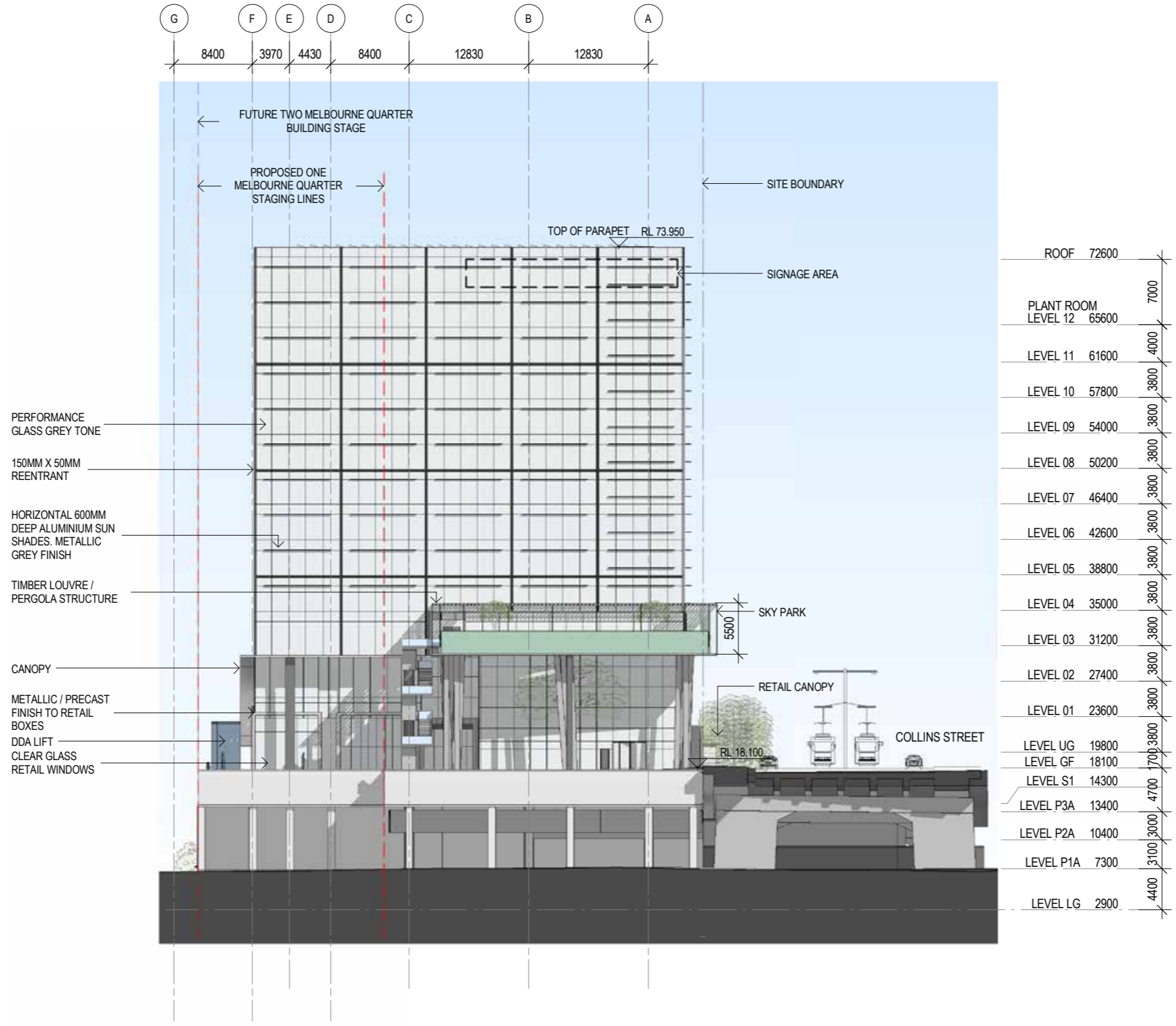
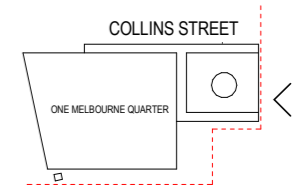


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**DENTON
 CORKER
 MARSHALL**

**MELBOURNE QUARTER
 LEND LEASE**

**ONE MELBOURNE QUARTER
 OFFICE BUILDING
 NORTH ELEVATION**

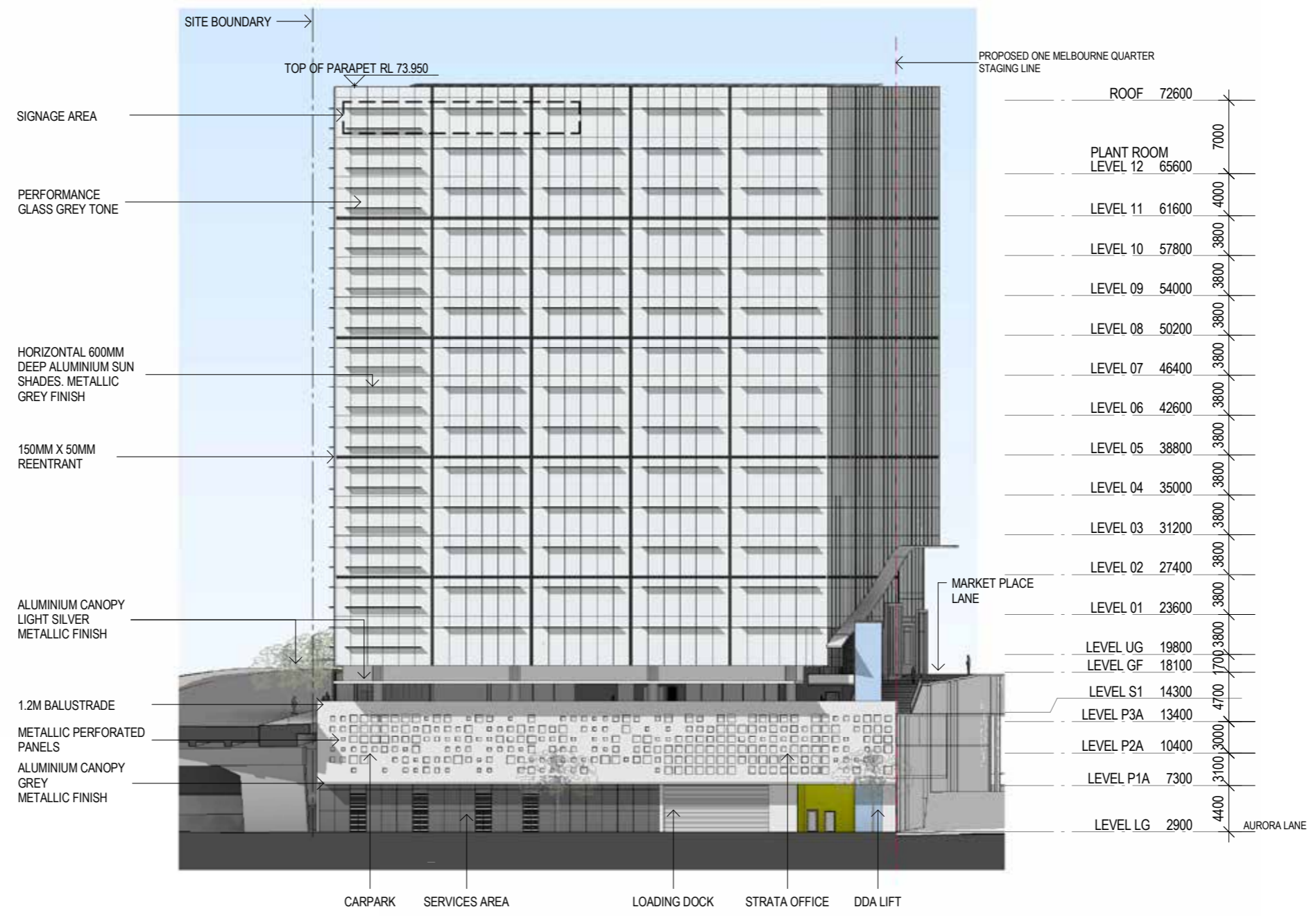
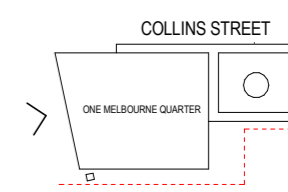


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**DENTON
 CORKER
 MARSHALL**

**MELBOURNE QUARTER
 LEND LEASE**

**ONE MELBOURNE QUARTER
 OFFICE BUILDING
 EAST ELEVATION**



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**DENTON
CORKER
MARSHALL**

**MELBOURNE QUARTER
LEND LEASE**

**ONE MELBOURNE QUARTER
OFFICE BUILDING
WEST ELEVATION**

PLANNING REPORT - MINISTERIAL REFERRAL

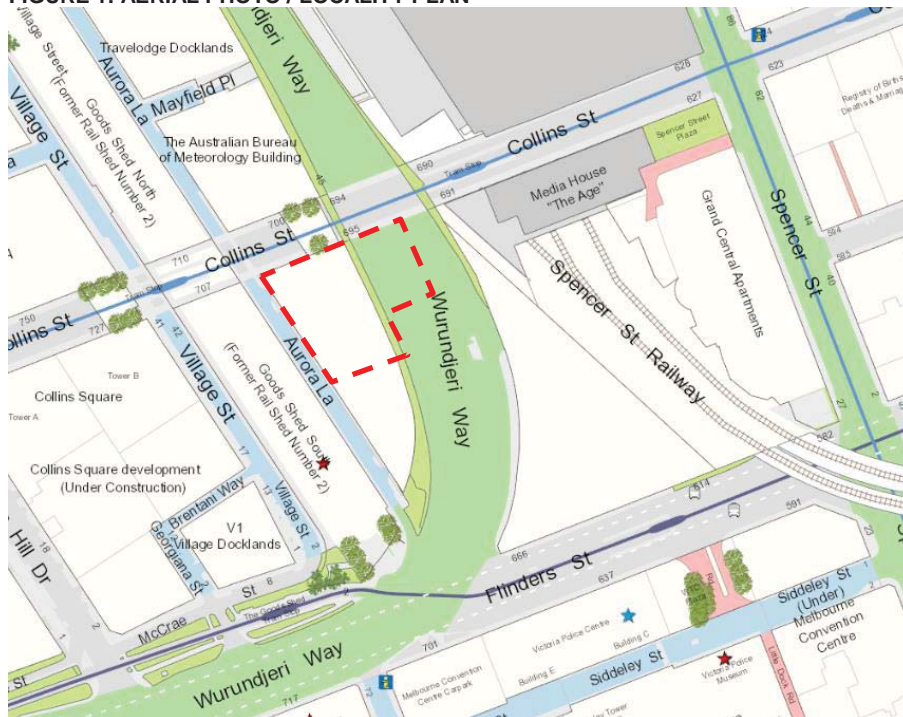
Application number:	TPM-2015-16
DTPLI Application number:	2015/31541
Applicant / Owner / Architect:	Lend Lease / Places Vic / Denton Corker Marshall
Address:	2-42 Aurora Lane, DOCKLANDS VIC 3008
Proposal:	Construction of a 12 storey commercial building with ground floor retail
Date received by City of Melbourne:	25-May-2015
Responsible officer:	Blair Mather
Report Date:	24 July 2015

1. SUBJECT SITE AND SURROUNDS

1.1. The Site

The application site is located on the southern side of Collins Street between Media House and the Southern Cross Station railway corridor to the east, and Aurora Lane to the west. Figure 1 below shows the general extent of the application site.

FIGURE 1: AERIAL PHOTO / LOCALITY PLAN

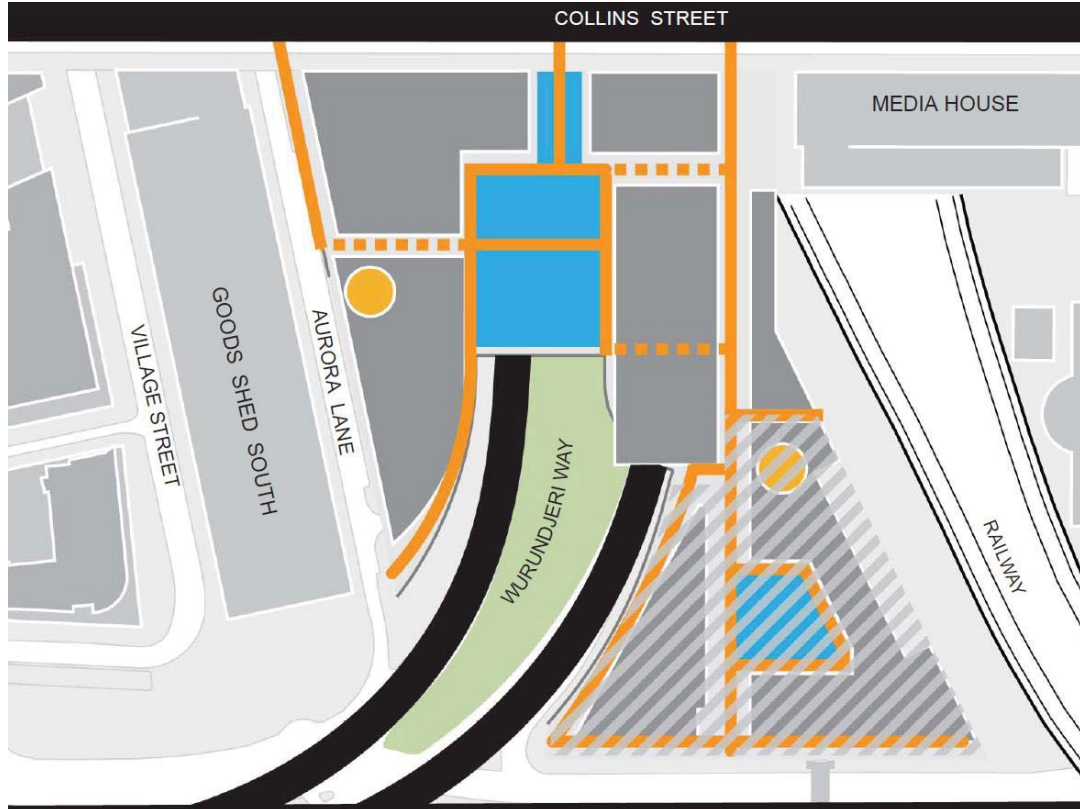


The site is generally rectangular in shape with a frontage of approximately 142 metres to Collins Street and a depth of approximately 38 metres. The site is generally flat and is located between 6.8m – 11.2m below the formed level of Collins Street (variation due to the sloping nature of Collins Street, adjacent to the site frontage).

Wurundjeri Way extends through the site on a north-south axis. Wurundjeri Way is a primary state arterial road designated as Road Zone Category 1 (RDZ1) and comprises a divided carriageway with two traffic lanes in each direction.

The site forms part of the Batman's Hill Development Plan precinct. The proposed development plan layout and the subject site is detailed on figure 2 below.

FIGURE 2: PROPOSED AMENDED DEVELOPMENT PLAN LAYOUT



1.2. Surrounds

The site and immediate surrounds were historically used for rail yards and goods sheds associated with the former Spencer Street Station, Victoria Dock and the Docklands precinct.

North

Directly to the north of the site is Collins Street, which is a single lane dual carriageway with trams lines in the centre. Collins Street features kerbside parking and paved footpaths on both sides. The section of Collins Street adjacent to the application site is on a raised platform over Wurundjeri Way.

On the opposite side of Collins Street is Southern Cross Station and 700 Collins Street.

South

To the south is the balance of the development plan site, which extends south to Flinders Street. Flinders Street in the vicinity of the subject site comprises a dual carriageway with two traffic lanes eastbound and three traffic lanes west bound, with bicycle lanes each way. The central median accommodates a dedicated tram line.

On the opposite side of Flinders Street is the World Trade Centre complex, which comprises a number of multi-level buildings including the Victoria Police Centre headquarters which occupies two distinct but interconnected office buildings sharing three levels of parking. Building E is an eight level building and Building C has six,

seven, and 13 levels. The Flinders Wharf apartments is a 19-storey building with 265 apartments, shops, offices, restaurants and car parking and the four level Melbourne Convention Centre (formerly known as the World Congress Centre) and a 13 level, 383 room Crowne Plaza Melbourne hotel.

East

Directly to the east is Media House, which is the purpose built headquarters of The Age newspaper. The building is a contemporary design and is laid out along the slope of Collins Street. It is a low rise, blocky style of building featuring two separate rectilinear forms stacked atop of one another.

South of Media house and abutting the subject site to the east is the Flinders Street railway corridor which is between 50-60 metres wide and extends between Southern Cross Station and Flinders Street Station.

West

Directly to the west of the site is Aurora Lane. Aurora Lane is a local road, orientated north-south between Bourke Street and Wurundjeri Way. Aurora Lane comprises a single carriageway with two-way traffic movement in the section north of Collins Street, becoming one-way northbound in the section south of Collins Street, adjacent to the subject land.

On the west side of Aurora Lane is the former Railway Goods Shed built in 1889 (Goods Shed No.2). The Goods shed features a number of doors facing Aurora Way and a shallow verandah.

2. BACKGROUND AND HISTORY

2.1. Pre-application discussions

Several pre-application discussions were held at Places Victoria which were attended by a range of agencies in the lead up to the submission of the proposed Development Plan. Various issues, concerns and recommendations were passed onto the applicant Lend Lease.

The key issues raised at the pre-application meeting were:

- Compliance with endorsed Development Plan.
- Wind assessment and resolution of wind issues.
- The architectural relationship between the ground floor which promotes an engaging, fine grain response and the dark, continuous glazed commercial façade above ground.
- The strong horizontality of the building which results in a lack of pedestrian oriented rhythm.
- Issues relating to the interface to the east-west pedestrian lane and Aurora Lane and the buildings response to the public realm safety - with particular attention to the narrow space on the western edge of the site linking Collins Street to the east-west pedestrian lane and the DDA lift.

2.2. Planning Application History

The Batman's Hill Development Plan was approved by the Minister for Planning on the 27 October 2014¹ and allows for a comprehensive mixed use development of the Batman's Hill Precinct.

¹ The application was considered by the Future Melbourne Committee (FMC) on 3 June 2014 (ref: TPM-2014-9)

Since approval of the Development Plan, the permit applicant has prepared and lodged the following planning permit applications:

- TPM-2014-18 - Construction of two 10-storey commercial buildings with ground floor retail - considered at the Future Melbourne Committee meeting on the 5 August 2014.
- TPM-2015-20 – Demolish existing buildings and construct three multi-storey residential buildings - currently under assessment.

The subject planning application (TPM-2015-16), was referred to the City of Melbourne on 19 June 2015, and seeks to develop the Collins Street precinct with a mid-rise commercial office building (C1) comprising a retail offering at the ground floor level and the first stages of a new raised 'Sky Garden' fronting Collins Street.

A preliminary assessment of the application identified that the proposed development was not '*generally in accordance*' with the Batman's Hill Development Plan. Accordingly, the applicant was advised to seek an amendment to the endorsed Development Plan.

An application to amend the Development Plan was lodged with DELWP on the 21 October 2015 and subsequently referred to the City of Melbourne on the 14 November 2015. The proposed amendments seek to reconfigure the commercial office precinct from four buildings to three buildings and introduce a raised 'sky garden' across the Collins Street frontage.

The proposed changes will allow this current application (TPM-2015-16), to be considered 'in parallel' with the amendments to the Development Plan.

It is relevant to note that DELWP, has confirmed its 'in principle' support for the proposed changes to the endorsed Batman's Hill Development Plan for the north part of the site, including the revised design response on Collins Street; extension of the envelope for the One Melbourne Quarter building to the south and the consequential 'dog-leg' in the alignment of Marketplace Lane. A copy of this letter of support, dated 11 September 2015, is attached to the end of this report.

In addition to the above applications, the following development approvals are also in place surrounding the subject site:

- TPD-2013-18 - 717-731 Collins Street, Docklands - Construction of a multi storey building and the use of the land as a shop not at ground level (Building 4D)
- TP-2012-787 - The Goods Shed South, 707 Collins Street, Docklands - Carry out development and use of the land as a car park, office, shop/restaurant/take away food premises
- TPD-2012-35 - 733-747 Collins Street - Application for the Buildings and works associated with construction of a building (Site 4C) Collins Square; Use of land as a shop.
- TPD-2011-2 - 705-715 Collins Street, Docklands - Goods Shed South Redevelopment.
- TPD-2011-10 - 733-747 Collins Street Docklands - Application for the buildings and works associated with construction of a building (site 4B) and amended outline development plan

- TPD-2008-22 - 664 Collins Street, Docklands - Buildings and works for the construction of an 11 level building for office and retail use, including publicly accessible pedestrian link between the Southern Cross Station Walkway.
- TPD-2007-30 - 641-679 Collins Street, Docklands - Construction of an office building with associated carparking, retail area and 2 major promotion signs

FIGURE 3: EXISTING DEVELOPMENT APPROVALS



3. THE PROPOSAL

The plans referred to the City of Melbourne for comment were received on 15 June 2015.

The application proposes to develop a mid-rise commercial office building (C1) with a retail offering at the ground floor level fronting Collins Street. The development comprises the following uses:

Commercial (office)	Leasable Floor Area: 24,303 sqm
Retail (ground level etc.)	Leasable Floor Area: 1,099 sqm (approx)
Soho office	Leasable Floor Area: 384 sqm (approx)

Key design features include:

- The construction of an elevated deck on the northern part of the site over Wurundjeri Way.
- The construction of a mid-rise commercial office building comprising 12 levels.
- The construction of three sub-ground floor levels below the level of Collins Street which will extend above and beside Wurundjeri Way.

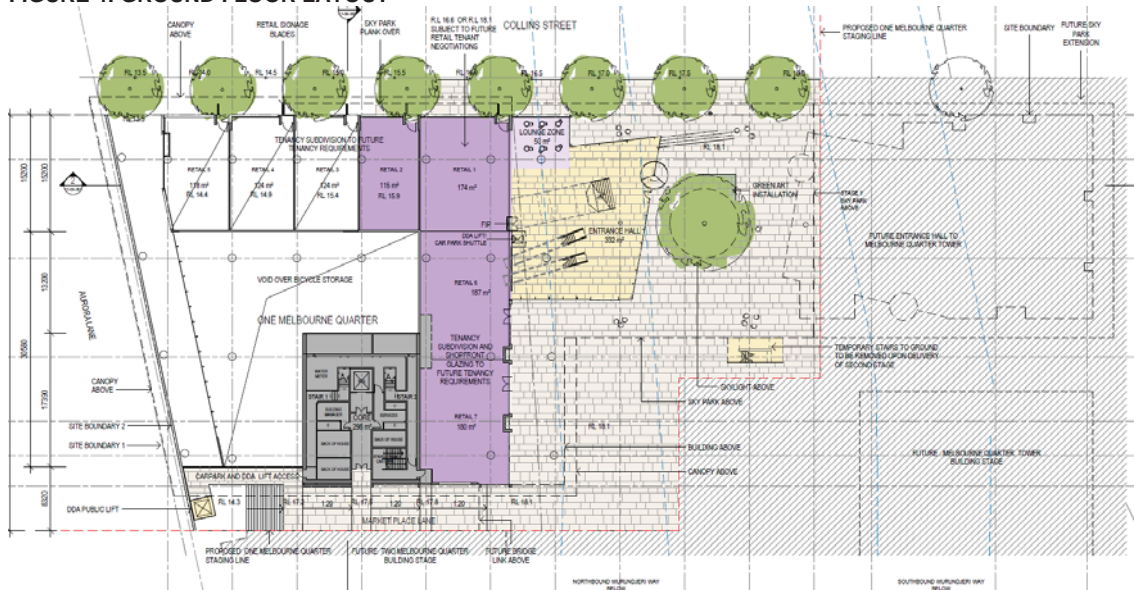
- The construction of a new east-west pedestrian lane (Market Place Lane) and the first stages of a new public road running north-south (North-South Lane).
- The construction of a raised publicly accessible park directly east of the building.
- The construction of a lift providing pedestrian access from Aurora Lane to the western end of Market Place Lane.

The specific details of the proposal are as follows:

	C1
Description	A 12 storey commercial office building located in the north west corner of the site, with ground level retail tenancies fronting Collins Street.
Building height (from Collins Street)	55 m (12 levels)
Setbacks	Building C1 will have zero setbacks to Collins Street and Aurora Lane
Gross floor area (GFA)	31,371 m ² plus 11,984 m ² of under-croft basement
Car parking spaces	177 car parking spaces and 31 motorbike spaces
Bicycle facilities and spaces	172 vertical bike racks
Loading/unloading	Loading access for C1 will be via Aurora Lane (which flows one-way northbound in the section south of the roundabout) under Collins Street Bridge (north of carpark access) via a fully mountable roundabout.
Vehicle access	Vehicle access to the car park for C1 will be via Aurora Lane (which flows 1-way northbound in the section south of the roundabout).

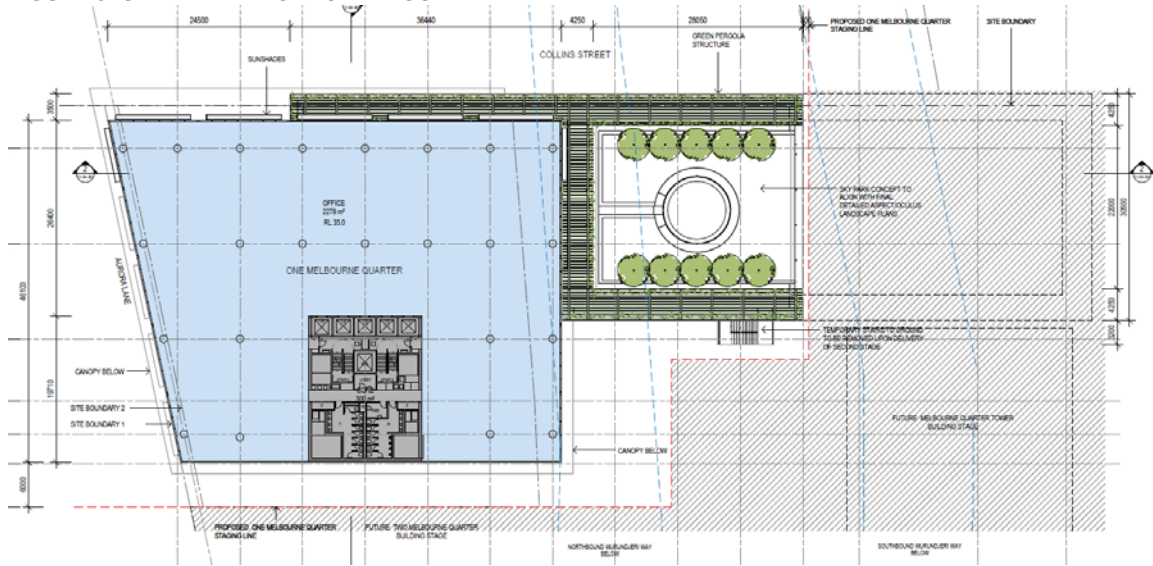
The ground floor levels of the proposed buildings will comprise a mix of retail, cafés and lobby areas, with access provided via the frontage to Collins Street and the internal Market Place Lane. The ground floor level plan is detailed in figure 4 below:

FIGURE 4: GROUND FLOOR LAYOUT



The upper levels of the buildings will comprise an open plan office layout with lift and core services located adjacent to the proposed Market Place Lane to the rear. The typical layout of the office levels are detailed in figure 5 below:

FIGURE 5: UPPER LEVEL OFFICE LAYOUT



The architecture of the building is contemporary, featuring flat glass divided into five columns of similar massing and proportions. At street level the building will comprise a series of pavilions fronting Collins Street which will frame the individual shopfront tenancies and provide increased weather protection to the points of entry.

The upper levels of the façade will feature a series of horizontal sunshades. The sunshades incorporate vertical tabs at regular intervals. The streetscape presentation of the building is shown in figure 6 below.

FIGURE 6: COLLINS STREET ELEVATION



Full details of the proposal are shown on the application plans prepared by Denton Corker Marshall which should be read as an addendum to this report.

4. PLANNING SCHEME PROVISIONS

The following provisions of the Melbourne Planning Scheme apply:

State Planning Policies	<p>Clause 11 – Settlement</p> <p>Clause 16 – Housing</p> <p>Clause 17 – Economic Development</p>
Municipal Strategic Statement	<p>Clause 21.04 – Settlement</p> <p>Clause 21.06 – Built Environment and Heritage</p> <p>Clause 21.07 – Housing</p> <p>Clause 21.08 – Economic Development</p> <p>Clause 21.12 – Built Environment and Heritage</p> <p>Clause 21.13 – 2 Docklands</p>
Local Planning Policies	<p>Clause 22.02 – Sunlight to Public Spaces</p> <p>Clause 22.07 – Advertising Signs</p> <p>Clause 22.18 – Urban Design within the Docklands Zone</p> <p>Clause 22.19 – Energy, Water and Waste Efficiency</p> <p>Clause 22.23 - Stormwater Management (Water Sensitive Urban Design)</p>

Statutory Controls	
Clause 37.05-1 - Docklands Zone 3	<p>Pursuant to Clause 37.05 a demolition permit and prior approval for the redevelopment of the site are required to construct a building or construct or carry out works.</p> <p>Pursuant to this Clause a planning permit is not required to use the land for accommodation or office (other than Corrective institution)</p> <p>Pursuant to this Clause a planning permit is not required to use the land for a Retail premises (other than Adult sex bookshop, Department store, Hotel, Supermarket, and Tavern)</p>
Clause 43.02 - Design and Development Overlay - Schedule 12 (Noise Attenuation Area)	<p>Schedule 12:</p> <ul style="list-style-type: none"> • Does not exempt buildings and works from requiring a permit. • Does exempt buildings and works from notice and appeal requirements. • Specifies that any new or refurbished development that will accommodate new residential uses must be designed and constructed to include noise attenuation measures. These measures must achieve a maximum noise level of 45 dB in habitable room windows with windows closed when must is emitted from the Major Sports and recreation Facility in the Melbourne Docklands Area.
Clause 43.04 - Development	<p>Pursuant to Clause 43.04-1 a permit granted must be generally in accordance with the development plan and include any conditions</p>

Plan Overlay 4 (Batman's Hill Precinct)	<p>or requirements specified in a schedule to this overlay.</p> <p>The Batman Hill Development Plan was approved by DELWP on the 27 October 2014 and is the relevant Development Plan for the land.</p>
Clause 45.09 - Parking Overlay 7	<p>A permit is required to provide car parking spaces in excess of a rate of:</p> <ul style="list-style-type: none"> • Office (max 1.5 x to each 100 sq m of gross floor area) • Any other use (9 max 1.5 x to each 100 sq m of gross floor area) • Dwelling (2 to each dwelling) <p>Given that 27,173 sq m of gross floor area is proposed as part of the application, the Schedule allows for up to 406 spaces. The provision of 177 car parking spaces, inclusive of 32 spaces under the Collins Street Bridge; therefore complies with the Schedule and no permit is required.</p>

Particular Provisions	
Clause 52.06 - Car Parking	Refer to Parking Overlay Schedule 7
Clause 52.07 Loading and Unloading of Vehicles	<p>No building or works may be constructed for the manufacture, servicing, storage or sale of goods or materials unless:</p> <ul style="list-style-type: none"> • Space is provided on the land for loading and unloading vehicles as specified in the table below. • The driveway to the loading bay is at least 3.6 metres wide. If a driveway changes direction or intersects another driveway, the internal radius at the change of direction or intersection must be at least 6 metres. • The road that provides access to the loading bay is at least 3.6 metres wide.
Clause 52.29, Land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road	<p>A permit is required to:</p> <ul style="list-style-type: none"> • Create or alter access to: <ul style="list-style-type: none"> - A road in a Road Zone, Category 1. - Land in a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road. • Subdivide land adjacent to: <ul style="list-style-type: none"> - A road in a Road Zone, Category 1. - Land in a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road.
Clause 52.34 (Bicycle Facilities)	<p>Pursuant to Clause 52.34-2 a permit is required to reduce or waive the standard bicycle parking requirement.</p> <p>The proposed development generates a requirement for 141 bicycle parking spaces, comprising 106 employee spaces and 35 visitor spaces.</p>

	<p>The proposal provides storage for 174 bicycle spaces.</p> <p>Clause 52.34 also requires the provision of employee showers at a rate of 1 shower for the first 5 employee spaces; plus 1 shower for each additional 10 employee spaces.</p> <p>The proposed development generates a requirement for 18 showers. The plans show male and female change rooms and showers within the main parking level with a total of 20 showers. The proposal therefore meets the requirements of Clause 52.34 of the Planning Scheme.</p>
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General Provisions	
Clause 61.01 – Administration and enforcement of this scheme	The Minister for Planning is the responsible authority for this planning permit application as the total floor area of the development exceeds 25,000 square metres.

5. PUBLIC NOTIFICATION

The Minister is the Responsible Authority for applications over 25,000 square metres. The application has been referred to the City of Melbourne for comment by the DELWP.

6. REFERRALS

The application was referred to the following areas of City of Melbourne for comment with main comments summarised below.

6.1. Urban Design

1. Building Program

The Aurora Lane program is almost entirely of a service nature, with very little street activation. In the context of the Goods Shed opposite — a low-scaled building rich in material quality (brick) and detail — we would expect a higher proportion of active uses along this lane frontage (e.g. 50% active, minimum), certainly as a minimum for good safety and security (CPTED).

2. Building Design

Level 3 greenery Collins street elevation

The application appears to rely heavily on the idea of the raised, Level 3 garden and ‘park’, especially its expression to Collins Street. There does not appear to be, however, no precedent in Melbourne, of such generous and thriving greenery as projected in the drawings. Trees grow much better in the ground, and we question the viability of such an intention and the reliance of the scheme upon it.

Ground level / upper level incongruity - Collins Street elevation

There is significant visual incongruity between the building form at ground level and upper levels, such that the two appear unrelated and disconnected. There is no structural alignment, or material or compositional transfer from the ground floor through the elevation, such as in the in the Collins Street tradition (heritage building exemplars).

Ground level elevation - Collins Street

The ground level shop fronts appear as something unto themselves, devoid of street context. Their box forms appear as tenancy “fit-out” rather than as being integral to the building. The

result is their character appears temporary, and kit-like, and more shopping centre/mall than the civic street fronts this Collins Street address demands.

Upper levels and overall building elevations

The upper levels of the building appear dull, unremarkable, and devoid of the level of variety, modulation, porosity and interest one would expect of a Collins street address, given the remarkable precedents in the Collins Street building tradition. This is due mainly to the façade being made wholly by glass, with only shallow sun louvers and window mullions for compositional elements. This treatment, particularly with shallow horizontal sun louvers, emphasises a large floor plate building which is visually dominant on the street.

We also caution the implication in the submission of future stage buildings closely resembling the C1 building. Such uniformity across a number of buildings around a publically accessible space will make for a “precinct” or “corporate headquarters” character that would not send a strong public signal of open invitation. The building designs appear incongruous to the ambition of the future stage ‘Melbourne Plaza’ that was identified in the approved Development Plan as a “City Room”.

Additional Comment – provided 12 Nov 2015

Roof garden spaces can offer a high degree of amenity to local residents and workers. To this end, the Sky Garden provides a unique opportunity to improve the urban design of the Docklands. Access to an additional open space in this area can only enhance the experience of residents and workers and improve their choice of places to socialise and relax. We are of the strong opinion that this space has much to offer the broader Docklands community and the design should ensure that local residents and workers are welcomed and encouraged to use this space. To this end, a direct connection between the plaza on Collins Street and the sky garden (that is visibly prominent and easily accessible from Collins Street) is necessary to ensure that this space is inviting to a broader group of people and users, and not just focused on the occupants of the Melbourne Quarter. The spiral stair that is illustrated in the development plan on page 7 provides such a connection. In the development application for Building C1, however, this has been omitted. The design of the development should be amended to include a direct connection as indicated in the Development Plan.

The pedestrian connection from Collins Street to Aurora Place is of poor quality; it is effectively a tunnel with limited access to natural light, a poor outlook and almost no opportunity for overlooking into this space from neighbouring buildings / uses to help provide natural surveillance of this area for safety. This connection is critical to the permeability of the site. It should be open to the sky (which would require the upper building to be setback), and have clear lines of site into and out from Aurora Place. Further opportunities to activate this space should be pursued.

Recommendations

That the building’s overall form and elevational treatment be better designed to present a more richer, appropriately scaled building on Collins Street, and that this form should be expressive enough not to rely on upper level landscape which may have limited capacity for the contribution of amenity value.

That the Aurora Lane ground level frontage includes program that activates the lane to the minimum level advised herein.

6.2. Engineering

Civil Design

Pursuant to the Road Management Act 2004 (the Act) any works within the road reserve of Wurundjeri Way, an Arterial Road, requires the written consent of VicRoads, the Coordinating Road Authority.

The location of the Public Toilet (minuted to be off Market Lane as part of Stage C1) should be clearly indicated on the drawings.

Manager Engineering Services Branch is required to comment only on drainage issues relating to projections over the street alignment. However Manager Engineering Services

Branch recommends that all projections over the street alignment must conform to Building Regulations 2006, Part 5, Sections 505 to 514 as appropriate. Reference may 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.

The works shall be undertaken in accordance with the current Docklands Design and Construction Standards for Infrastructure Works.

Car Parking Provision, Layout and Access

The proposal involves the development of the One Melbourne Quarter (Building C1), including:

- 25,995m² office floor area (+10,379m² compared to the previous proposal);
- 384m² soho office floor area (none previously proposed); and
- 794m² retail floor area (+210m² compared to the previous proposal).

Car Parking, Loading & Access

A total of 177 car parking spaces are currently proposed (previously a total of 106 spaces were proposed for the C1 & C2 sites) on 4 parking levels. The Cardno report indicates that:

- Dimensions of the perpendicular spaces (2.4x5.4m with 6.2m aisles) are generally in accordance with AS/NZS 2890.1:2004 (AS);
- Dimensions of the parallel spaces (2.4x6.2m for central spaces & 2.4x5.4m for end spaces, with 3.3m aisles) generally exceed AS;
- Swept path diagrams demonstrate that access to some of the spaces, that are not designed in accordance with AS;
- Columns are located outside the clearance envelope shown in Fig 5.2 of AS;
- Ramps have maximum grade of 1:6 & grade transitions are as per Clause 52.06 of MPS;
- Ramps & site access generally have wall-wall width of 7.5m, with swept paths demonstrating 2 vehicles passing within/between levels; and
- Minimum height clearances within the parking levels are to be 2.2m, as per MPS & AS.

Schedule 7 to the Parking Overlay of the MPS requires maximum of 396 & 7 spaces be provided for the office & retail components respectively. The provision of a total of 177 spaces satisfies these requirements.

A note must be placed on any future planning permit, stating: "Council may not change the on-street parking restrictions to accommodate the access, servicing, delivery and parking needs of this development. As per Council's policy, the developments in this area are not entitled to resident parking permits. Therefore, the occupants/staff/visitors of this development will not be eligible to receive parking permits and will not be exempt from any on-street parking restrictions".

Access to the parking levels (left/right in & right out) is proposed via Aurora Ln, via a new fully mountable roundabout to be located just south of Collins St, connecting with the (east-west) under-croft lane. The boom gate control (inbound) is to be located approximately 4 car lengths from the roundabout.

Access to the loading area (restricted to right in/out) is proposed via Aurora Ln, approximately 40m south of the roundabout. Swept path diagrams have been provided, demonstrating access to/egress from the loading dock by both 12.5m & 8.8m vehicles, in the forward direction.

An indented on-street area (approximately 17m long) is also proposed on the east side of the lane, between the roundabout & the loading dock access. This bay is to be used by the general public, with the appropriate parking restrictions in this area to be determined by Engineering Services (ES), in consultation with the abutting property owners/occupiers.

An existing at grade car park abuts the east side of Aurora Ln. The southern portion of the car park is to be retained following the development, subject to the staging/construction management considerations. Similarly to the existing arrangements, entry into & exit from this car park will at its southern & northern ends respectively. The lane will have 2-way traffic between the entry & exit points. Traffic will be restricted to northbound direction only, both south of the car park & between its northern end & the roundabout. The majority of the existing indented on-street parking spaces on the east side of the lane are to be retained (subject to staging/construction management considerations).

Pedestrian sight triangles must be provided at the exits from the commercial (177-space) car park, the at-grade car park located south of the on-site loading bay, and the on-site loading bay, as required by the MPS.

The access/loading/servicing requirements of all of the property owners/occupiers abutting both Aurora Ln & the subject site must be fully clarified. A planning permit condition must ensure that, prior to ES considering/approving the traffic arrangements in Aurora Ln, the developer must undertake thorough consultation with these property owners/occupiers, to ensure that the proposed traffic arrangements do not have an adverse impact on the access/servicing requirements of these properties (including on any proposed developments, either approved or being considered as part of the planning process).

Bicycle Parking

A total of 172 vertical racks are proposed (with 0.45m separation, 1.2m long, ≥ 1.5 m in front of racks) within a secure area accessed from Collins St. Access to the bicycle parking areas from Collins St is proposed via ramps ($\leq 1:20$ grade). Further, 18 double sided bicycle rails (36 spaces) are proposed adjacent to the building in Aurora Ln (on the same level as the Collins St footpath) for use by visitors. As the MPS requires the provision of 91 employee & 28 visitor spaces, the proposed provision of 172 employee & 36 visitor spaces exceeds these requirements & is considered satisfactory. The proposed provision of 20 showers (& change room facilities) exceeds the MPS requirement of 18 showers.

Motorcycle Parking

A total of 31 motorcycle parking spaces (1.2x2.5m, as per AS) are proposed throughout the parking levels, well in excess of the MPS requirements. This provision is strongly supported.

Traffic Generation

A traffic generation rate of 0.4 vehicles/space has been assumed for the commercial component & approximately 0.5 veh/100m² for the retail component, resulting in the total generation of 69 inbound / 5 outbound vehicles in the AM peak, & 12 inbound / 75 outbound vehicles in the PM peak. This level of traffic generation is consistent with the traffic engineering assessment undertaken for the overall Development Plan, which was approved by the Minister on 27 October 2014. ES agrees with the Cardno's advice, that the proposed development is expected to have no significant effect on traffic conditions on the surrounding road network.

Road Safety Audits

Formal Road Safety Audits must be undertaken, during the concept design, detailed design & post implementation stages, of the following:

1. The proposed roundabout, including its connections to the car park, Aurora Ln & the undercroft east-west lane (including pedestrians having to walk through the vehicular circulation portion of the roundabout across its eastern leg, which is unsatisfactory);
2. The indented loading bay south of the roundabout;
3. The proposed access arrangements into/from the commercial (177-space) car park, via the roundabout;
4. The proposed layout/vehicular circulation between levels & access to parking, bicycle & motorcycle spaces within the commercial (177-space) car park, particularly in terms of the safety of pedestrians, cyclists & motorcyclists;

5. *The proposed access arrangements into/from the at-grade car park, located between on-site loading bay & the southern end of Aurora Ln, including the proposed traffic island at the car park ingress;*
6. *The proposed access/egress arrangements into/from the on-site loading bay; and*
7. *All of the proposed alterations/works, both within & in the vicinity of the public realm of Aurora Ln, including the traffic/parking control signage & line marking.*

The findings of the Road Safety Audits must be incorporated into the design at the developer's experience, to the satisfaction of Engineering Services. The detailed designs of the above items (No. 1-7) are to be to the satisfaction of Engineering Services.

Waste

A Waste Management Plan (WMP) has been prepared by Leigh Design dated 29 April 2015. The WMP includes an appropriate calculation of waste. Waste is to be collected 5 days per week, which is ideal for an office of this size.

A bin room of adequate size is located in the lower ground back of house area. A goods lift that services all levels have been provided. The retail tenancies on Collins Street could be improved by having back of house access even through the bike storage area. This will need to be done using ramps as stairs are not recommended when transferring waste. The single width door on levels 1 and 2 between the strata office and the building core is recommended to be increased to double doors. This area will be tight for handling waste and accessing the temporary storage area.

Good truck access has been provided off Aurora Lane. The swept path diagram has been prepared for several vehicle sizes. Waste services are usually collected using a MRV (8.8m). Adequate access is available for this size vehicle.

The WMP complies with the City of Melbourne's 2014 Waste Guidelines and is satisfactory.

6.3. Land Survey

There is a projection at level 3 over Collins Street as part of the sky garden which appears to be similar to a balcony, please note that Collins Street is owned by Council on title in this area and the standard condition for a section 173 and one off licence fee is required.

The use of the name 'Marketplace Lane' for the east-west pedestrian link is not supported as it creates duplication with other lane names and must be removed from all plans for the proposed development.

Land Survey has no objection to the application subject to a condition for projections.

7. ASSESSMENT

The key issues in the consideration of this application are:

- Built Form
- Parking, Traffic and Waste
- Pedestrian Access
- Wind Conditions/Weather Protection

7.1. Built Form

Height and Setbacks

The application seeks approval to construct a mid-rise commercial office building (C1) with a retail offering at the ground floor level fronting Collins Street. The proposed building extends approximately 55.94 metres (12 levels) above the level of Collins Street and includes the construction of an elevated 'sky garden' to the east of the building and also fronting Collins Street. The sky garden is a raised park land which sits approximately 12-15 metres above the level of Collins Street (refer to

figure 6 above) and is proposed to be enclosed by a 5.5 metres high impermeable screen.

The MSS identifies this area of Docklands as providing a physical and visual link with the west end of the Hoddle Grid and encourages a built form profile that forms an extension of the Hoddle Grid building profile.

In terms of maintaining the dominant streetscape scale from within Collins Street, the important issue is the height of the buildings, which would be the visually dominant element. At 22 metres and 55 metres in height (above Collins Street), the proposed sky garden and Commercial Building C1 provide a lower presence to Collins Street which relate well to the adjacent proposed Lantern building fronting the Goods Shed South and Media House (approx. 41 metres and 52 metres high respectively). This aspect of the design is commensurate with the height of existing and proposed multi-storey development in the vicinity of the site and is supported.

The height of the buildings will also act a moderator of scale between Collins Street and the commercial towers which are proposed to be built to the south of these proposed building, as part of the later stages of the development plan.

One of the key benefits of the design response and the provision of the Sky Garden is the clear graduation of heights with a lower presence to the street which would provide for pedestrian amenity (wind, pedestrian scale, smaller tenancies).

The proposed sky garden will provide an effective transition between the higher towers and the lower form of the Age Building. The revised design response also opens up the entrance to the site and provides substantially improved access to sunlight and daylight for the public plaza (Batman's Square/Melbourne Square). Wind conditions are also partly improved.

Council's urban design department have raised no concerns regarding the bulk and scale of the proposed buildings as they present to Collins Street, however, they have raised a number of concerns regarding the provision of the Sky Garden and are generally unresponsive of design and appearance of this element of the design response, particularly the proposed landscaping. It is recognised that the success of such planting is often a result of plant selection, soil depth and plant maintenance.

A condition is therefore included in the decision section of this report requiring the submission of a detailed landscape plan and maintenance regime. In the event that the planting fails to establish, a condition is recommended requiring details of an alternative treatment which must be submitted to, and approved by, the Responsible Authority. Subject to these conditions, the proposed Sky garden is generally acceptable and will provide a varied and interesting addition to the streetscape.

FIGURE 7: LOWER LEVEL PRESENTATION TO COLLINS STREET

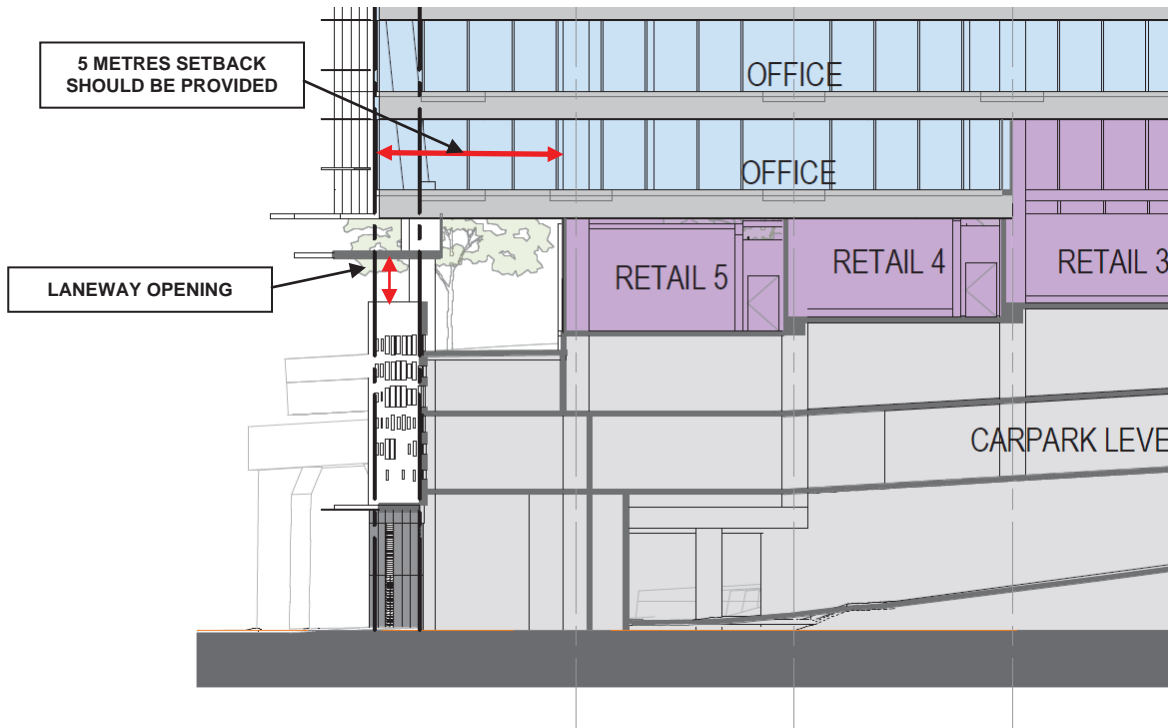


The presentation to Aurora Lane is a critical interface, as currently Aurora Lane is one sided with the heritage goods shed on its western side and the open expanse of Wurundjeri Way to the east. There is therefore no containment creating a typical lane.

The Development Plan proposes completing the lane with a three to four storey built form along its eastern side, conceived as an active edge screening car parking and services and occupied by strata offices. The construction of Building C1 is the first stage of this vision. The length of the façade to Aurora Lane is approximately 46 metres long and 71 metres high (16 storeys). The height of building C1 directly abutting Aurora Lane is significantly out of scale with the existing site context and provides no transition to the more intimate scale of buildings on the opposite side of Aurora Lane, included the Heritage Listed Goods Shed. It is recommended that the building retain a 5.0 metres setback above the ground floor plane (level 3) from Aurora Lane to ensure that the proposed development maintains the intimate pedestrian laneway scale as envisioned in the development plan.

Importantly, the setback from Aurora Lane will also allow the north-south laneway (connecting Collins Street to Aurora Lane) to be open to the sky, rather than a long internal corridor enclosed on three and a half sides. The corridor as detailed in Figure 8 below is approximately 46 metres long and features a limited 1.0 metre opening to the west. The current arrangement provides for limited legibility and fails to ensure that safety, and perceptions of safety, are maximised in public spaces

FIGURE 8: CROSS SECTIONS DETAILING THE PROPOSED NORTH-SOUTH CONNECTOR LANE



Greater definition of building and modulation of scale and massing is also required to break down the visual bulk of the building, particularly at the upper levels and to avoid creating a large homogenous volume.

A condition is, therefore, recommended requiring additional setbacks and changes to the detailed design of the façades to provide greater definition and articulation to the building.

Active Frontages

Continuous activation is provided at the interface between built form and the key public areas while intermittent and visual activation is used elsewhere (noting that intermittent activation generally forms back of house service areas which are

required to support building operation such as fire hydrants, substations, storage areas, access, loading and the like).

The provision of retail tenancies fronting Collins Street (C1 and C2) is supported as active uses. The tenancies will create a fine grain retail officering with a clear pattern of access and movement, as sought under Clause 21.13-2.

Concerns are raised regarding the future proofing of these spaces in the event that tenant demands require consolidation of the individual tenancies into one large tenancy as has occurred elsewhere in Docklands. The result is generally a loss of activation and transparency. Any proposal to change the layout of the ground floor tenancies would need to be considered under the secondary consent provisions of the permit, at which time, such impacts of any proposal could be fully considered.

7.2. Parking, Traffic and Waste

As outlined above, Engineering Services provided comments on traffic, bicycle facilities, loading and waste. There remain a number of issues with the layout of the proposed car park and the circulation of traffic. These matters need to be confirmed via conditions to allow further assessment. In particular the following is noted:

Vehicle Network and Traffic Generation

The proposed development is expected to have no significant effect on traffic conditions on the surrounding road network; however, Council's Engineering department has requested that the applicant undertake a formal road safety audit prepared by a suitably qualified independent consultant (at three key stages in the development). This will ensure that any unexpected issues can be identified and dealt with retrospectively.

Vehicle Parking

The proposed development provides less than the maximum number of car parking spaces that can be provided for the expected uses. The appropriate numbers of car parking spaces are therefore being provided having regard to the demand likely to be generated, the activities on the land and the nature of the locality.

The limited number of parking spaces for the commercial component would encourage the use of alternative transport modes for future tenants, which is encouraged by the Planning Scheme.

It is acknowledged that some of the parking spaces do not satisfy the design standards for car parking required pursuant to Clause 52.06. A condition is recommended in the decision section of this report requiring amended plans which demonstrate full compliance with Clause 52.06-8. It is also noted that the proposed undercroft parking (under Collins Street) does not fall within the application site and should therefore be deleted from the plans.

Bicycle Parking

The application documents states that the proposal will provide storage for approximately 172 internal to the building plus an addition 36 spaces (via 18 double sided bicycle rails adjacent to the building in Aurora Ln (on the same level as the Collins St footpath) for use by visitors. End of trip facilities comprising showers, toilets and lockers are also proposed.

Clause 52.34 of the Melbourne Planning Scheme requires 91 bicycle parking spaces for employee and 28 spaces for visitors to the site. The proposed provision of 172 employee & 36 visitor spaces exceeds these requirements and is considered satisfactory. The proposed provision of 20 showers (and associated change room facilities) exceeds the MPS requirement of 18 showers.

Overall, the bicycle parking/facilities provided are adequate and the design of the bicycle facilities is appropriate.

Waste Storage and Collection

The Waste Management Plan (WMP) submitted with the application has been reviewed by Council's Waste Management Department as being generally acceptable. A condition is recommended ensuring that the proposed waste storage and collection arrangements are undertaken generally in accordance with the submitted waste management plan.

7.3. Pedestrian Access/circulation

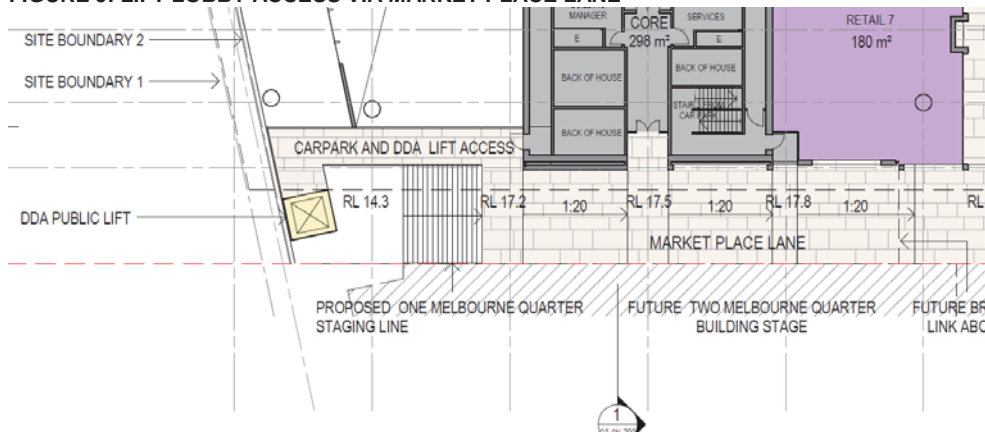
The change of level between Aurora Lane and Collins Streets represents a constraint, particularly with regard to the provision of adequate cycle links through the subject site. The substantial level change requires the provision of a public lift to enable an adequate pedestrian connection from Aurora Lane to Collins Street.

There is no doubt that the proposal will significantly improve accessibility for the broader community by providing a pedestrian link from Aurora Lane to Collins Street, where no access currently exists. However, the lift location creates an awkward lift entry space that appears to be unsafe and disconnected from Marketplace Lane (refer Figure 8) and fails to ensure that safety, and perceptions of safety, are maximised in public spaces.

This matter was raised in pre-application meetings, where it was noted that the public lift should be a dominant feature along Aurora Lane to ensure a high level of pedestrian attraction and public safety is achieved.

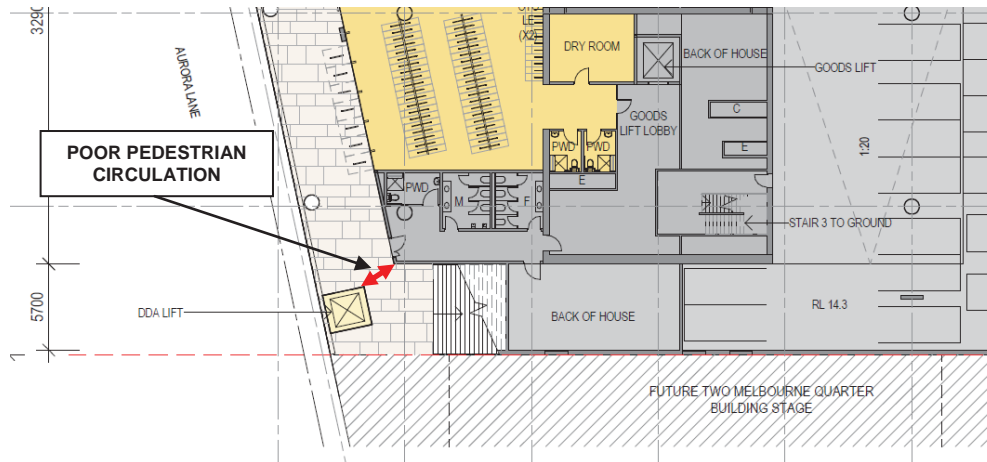
The proposed lift location therefore fails to provide an appropriate design response to CPTED (Crime Prevention Through Environmental Design) principals and lacks a pedestrian focus.

FIGURE 9: LIFT LOBBY ACCESS VIA MARKET PLACE LANE



Similarly, proposed lift location at mid-level appears ill-conceived and also results in a pinch point for pedestrians of the North-south connection between Collins Street and Wurundjeri Steps and lacks the public surveillance required of a main pedestrian thoroughfare, as detailed in figure 10 below. It is recommended that the lifts location be incorporated in the the design of the building rather than appearing as a later addition.

FIGURE 9: LIFT LOCATION ON NORTH-SOUTH CONNECTION

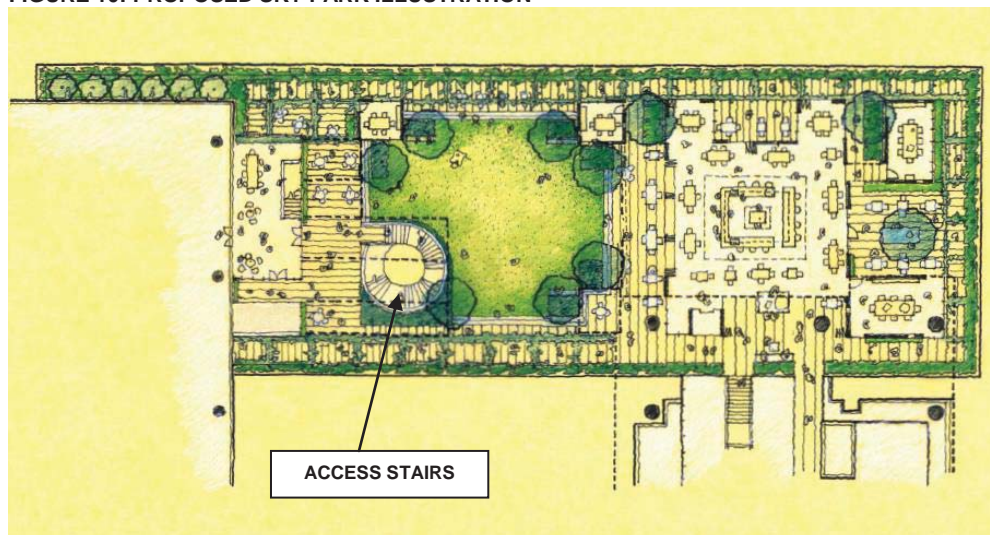


It is considered that the design and location of the lift should be amended to better respond to Marketplace Lane and to remove the entrance alcoves at the top and bottom of the lift, which should accord with Safer Design and CPTED principles.

A further issue identified by Council Urban Design Department is the accessibility to the proposed sky garden. Whilst the proposed sky garden provides a major open space offering for the worker population within the development, its true recreational potential may be compromised by the lack of a direct access from Collins Street and the adjoining commercial uses which would likely seek to trade into this space i.e. restaurants and cafes.

Overall, it is considered that this space should be recognised as public space offering for the broader Docklands community as a whole, and the design should ensure that local residents and workers are welcomed and encouraged to use this space. To this end, it is recommended that a direct connection between the plaza on Collins Street and the sky garden be provided (that is visibly prominent and easily accessible from Collins Street) to ensure that this space is inviting to a broader group of people and users (as depicted in figure 10 below), and not just focused on the occupants of the Melbourne Quarter.

FIGURE 10: PROPOSED SKY PARK ILLUSTRATION



A condition is, therefore, recommended in the decision section of this report seeking amendments to the plans to address the above concerns.

7.4. Wind Conditions/Weather Protection

It is acknowledged that, due to the lack of any significant upwind obstructions to provide any form of shielding, the existing site is significantly exposed to strong prevailing northerly winds and achieving adequate wind conditions through built form requirements as opposed to wind amelioration measures such as wind shelters or trees is going to be particularly challenging.

The existing and proposed weather conditions have been assessed in the Wind Report prepared by Windtech Consultants Pty Ltd. The results of the wind tunnel study indicate that wind conditions for the pedestrian footpaths around the site will generally be either unaffected or marginally better than the existing conditions.

For the trafficable outdoor areas within the development site, the results of the study indicate that adequate wind conditions can be achieved with the inclusion of the following measures:

- Treatments for the Ground Floor lobby entrance and Melbourne Plaza:
 - Single, large, mature, densely foliating evergreen tree to fill sky park void (or temporary canopy as required).
 - Combination of staggered evergreen hedge or low level green planting or green art installation below sky park void at base of tree.
 - Canopy over Melbourne Plaza at 4m high and have canopy louvres sloping upwards from north to south
 - Densely foliating evergreen tree planting either side of Melbourne Plaza canopy.
 - A 6-8m high impermeable green wall installation or screen to the south edge of the Melbourne Plaza.
- A temporary 2m high (minimum) impermeable hoarding around One Melbourne
- Quarter staging line until Melbourne Quarter Tower and Two Melbourne Quarter completed.
- A retractable awning spanning the southern side of One Melbourne Quarter over Market Place Lane, linking to the soffit of the pedestrian bridge link, to be operator controlled in adverse wind conditions.
- Treatment for the Aurora Lane Walkway on the west side of One Melbourne Quarter building involves an impermeable screen or balustrade at least 1.2m high and 4.0m wide horizontal canopy projecting 1.5m from the façade. The canopy should be located 1.5m down from the Aurora Lane soffit and connect to the soffit via an impermeable screen along the eastern edge.
- Treatment for the sky park on Level 2 involves a 5.5m high impermeable perimeter screen around the sky park, with temporary 5.5m high hedge planting or impermeable glazed screens and/or aesthetic treatment along the eastern end (staging line).

The use of screening devices to provide acceptable wind conditions is not supported by Council and demonstrates that the treatment of wind conditions has been a secondary consideration in the design of the proposed building. Early pre-application discussions sought to address the wind issues through changes to the built form and upper level setbacks. Recommendations made in the pre-application meetings have clearly not been adopted in the design of the building.

It is recommended that an amended comprehensive wind tunnel testing and environmental Wind Climate Assessment report of the development be undertaken by a suitably qualified engineering consultant, to ensure that the criterion for walking comfort in Collins Street, along the west side of C1 is met. Any modifications required to the development in order to ensure acceptable wind conditions to the surrounding streets and public areas must be carefully developed as an integrated high quality architectural and landscape design solution without reliance on ill-conceived screening devices.

ESD considerations

A preliminary assessment of C1 design and planning has been undertaken to identify the design, procurement and operations opportunities which can be pursued through the design development and delivery process to ensure the best possible environmental outcome.

The application asserts that individual buildings will be designed to a 6 star Greenstar rating under the Green Building Council of Australia (GBCA) Green Star Office V3 tool and a 5* NABERS Rating. A condition is requiring the applicant to demonstrate how this is to be achieved.

8. CONCLUSION

The proposed development is generally supported, and is considered to be an important physically and visually link between docklands and the west end of the Hoddle Grid.

9. OFFICER RECOMMENDATION

That a letter be sent to DTPLI advising that the City of Melbourne offers in principle support for the proposal subject to the following conditions:

1. Prior to the commencement of any demolition, bulk excavation, construction or carrying out of works on the land, the applicant must submit to the Responsible Authority three copies of plans drawn to scale generally in accordance with the plans received on by the Responsible Authority on 21 May 2015 but amended to show:
 - a) Elevation design details at a scale of 1:50 of the Collins Street ground level frontage.
 - b) The provision of a direct pedestrian connection between the plaza on Collins Street and the sky garden that is visibly prominent and easily accessible from Collins Street (generally in accordance with the illustration provided on page 7 of the Development Plan addendum).
 - c) Greater definition and articulation of the upper levels and modulation of scale and massing of the building to break down the visual bulk and reduce the repetitive, homogenous, volume of the building.
 - d) The lift lobby at the western end of Marketplace Lane must be deleted or redesigned to allow for a clear line of sight from Market Place Lane.
 - e) A set back of 5.0 metre from Aurora Lane for levels 4 and above.
 - f) Any changes required a result of any recommendation contained in the environmental wind assessment required under condition 6 of this permit.
 - g) Pedestrian sight triangles must be provided at the exit from the carpark in accordance with Clause 52.06-8 (Design standard 1 – Accessways).

- h) The deletion of the car parking area located within the undercroft of Collins Street.
- i) The proportion of parking spaces to be allocated as disabled spaces must be in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia.
- j) The provision of only one high wall sign for each building.
- k) The Aurora Lane footpath must be to the standard City of Melbourne asphalt footpath

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

- 2. The use of any land or building or part thereof and the development as shown on the endorsed plans must not be altered or modified unless with the prior written consent of the Responsible Authority.
- 3. Prior to the commencement of the development, the owner of the land must enter into an agreement with the City of Melbourne pursuant to Section 173 of the Planning and Environment Act, 1987 regarding the projections.

The Agreement is to indemnify Council against any claims arising from the existence of the projections. The Agreement should require the Owner to maintain and repair the projections at its cost and to the satisfaction of Council whether or not the need for maintenance or repair of the structures arose from the act, neglect or default of the Owner. The Agreement should be to the satisfaction of Manager - Engineering Services; Manager - Planning and Building; and Council's Manager - Legal Services.

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

- 4. Prior to the commencement of the development, an Environmentally Sustainable Design (ESD) Statement must be prepared by a suitably qualified professional and submitted to the satisfaction of the Responsible Authority. The ESD Statement must demonstrate that the building has the preliminary design potential to achieve the following:
 - a) A 5 star rating under a current version of Green Star – Multi Unit Residential rating tool or equivalent (for the accommodation component).
 - b) 5 points for Wat-1 credit under a current version of the Green Building Council of Australia's Green Star – Retail rating tool or equivalent (for the retail component).
- 5. The waste storage and collection arrangements must be generally in accordance with the Waste Management Plan (WMP) prepared by Leigh Design, received by the Responsible Authority on 29 April 2015.

The waste storage and collection arrangements must not be altered without prior consent of the City of Melbourne - Engineering Services.

- 6. Prior to the commencement of the development, a detailed landscape plan prepared by a suitably qualified landscape architect must be submitted and approved by the Responsible Authority. This plan must include:
 - a) A schedule of all soft and hard landscaping and treatments.
 - b) Urban design elements including, but not limited to, paving, lighting, seating and public art, and clear demarkation of public realm and private

spaces, including arrangements for pedestrian, bicycle and vehicular circulation.

- c) How the project responds to water sensitive urban design principles and type of irrigation systems to be used.
- d) Position, type and spread of all trees on the site and a schedule detailing the size and physical condition of each tree and, where appropriate, the steps to be taken to retain the trees in a satisfactory condition together with details of any proposals for the felling, topping or lopping of any tree.
- e) Location of buildings and trees on neighbouring properties within three metres of the boundary, including street trees.
- f) Planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant.
- g) Details of surface finishes of retaining walls, pathways and driveways.

This 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.

- 7. Prior to the commencement of all landscaping works associated with the "Green Roof" a landscape management plan detailing the ownership, maintenance regime and management responsibilities of the "Green Roof" associated with the development must be prepared and submitted to the satisfaction of the Responsible Authority prior to the commencement of all landscaping works associated with the "Green Roof".

If the "Green Roof" fails within 24 months of installation, details of an alternative treatment must be submitted to, and approved by, the Responsible Authority. The alternative treatment must be implemented within three months of approval at no cost to Council and to the satisfaction of the Responsible Authority.

- 8. Prior to the commencement of the development, a comprehensive wind tunnel testing and environmental wind assessment report of the development must be undertaken by a suitably qualified engineering consultant, to ensure that the criterion for walking comfort for Collins Street and all trafficable outdoor locations within the development site is met, and be submitted to and be to the satisfaction of the Responsible Authority.

Any modifications required to the development in order to ensure acceptable wind conditions to the surrounding streets and public areas must be carefully developed as an integrated high quality solution with the architectural and landscape design to the satisfaction of the Responsible Authority and must not include reliance on street trees or screening devices.

- 9. Prior to the commencement of the development, including demolition or bulk excavation, a detailed construction and demolition management plan must be submitted to and be approved by the Responsible Authority. This construction management plan is to be prepared in accordance with the City of Melbourne - Construction Management Plan Guidelines and is to consider the following and any other relevant matters:

- 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; and
 - f) traffic management.
10. Prior to the completed of works and occupation of the building the lanes must be named in accordance with the Guidelines for Geographic Names 2010 to the satisfaction of the City of Melbourne (Team Leader Land Survey).
11. Prior to the commencement of the development, the permit holder must consult with the property owners/occupiers within Aurora Lane to ensure that the proposed traffic arrangements do not have an adverse impact on the access/servicing requirements of these properties (including on any proposed developments, either approved or being considered as part of the planning process). The results of this consultation, must be submitted to the satisfaction of the Responsible Authority prior to the commencement of the development.
12. During the detailed design and post implementation stages of the development, a formal Road Safety Audit must be undertaken by an independent suitably qualified professional. The road safety audit must address the following items:
- a) The proposed roundabout, including its connections to the car park, Aurora Lane & the under croft east-west lane (including pedestrians having to walk through the vehicular circulation portion of the roundabout across its eastern leg, which is unsatisfactory);
 - b) The indented loading bay south of the roundabout;
 - c) The proposed access arrangements into/from the commercial (177-space) car park, via the roundabout;
 - d) The proposed layout/vehicular circulation between levels & access to parking, bicycle & motorcycle spaces within the commercial (177-space) car park, particularly in terms of the safety of pedestrians, cyclists & motorcyclists;
 - e) The proposed access arrangements into/from the at-grade car park, located between on-site loading bay & the southern end of Aurora Ln, including the proposed traffic island at the car park ingress;
 - f) The proposed access/egress arrangements into/from the on-site loading bay; and
 - g) All of the proposed alterations/works, both within & in the vicinity of the public realm of Aurora Lane, including the traffic/parking control signage and line marking.
- The findings of the Road Safety Audits must be incorporated into the design at the developer's experience, to the satisfaction of Engineering Services. The detailed designs of the above items are to be to the satisfaction of Engineering Services.
13. Vehicular ingress and egress to and from the site must be in a forward direction.
14. Vehicular ingress and egress between Aurora Lane and the subject site must be right-in/right-out movements only.
15. All building plant and equipment on the roof must be concealed to the satisfaction of the Responsible Authority. The installation of any additional

plant including but not limited to air-conditioning equipment and ducts must be to the satisfaction of the City of Melbourne.

16. 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 City of Melbourne – Engineering Services.
17. Glazing materials used on all external walls must be of a type that does not reflect more than 15% of visible light, when measured at an angle of 90 degrees to the glass surface, to the satisfaction of the City of Melbourne.
18. Prior to the occupation of the development, a stormwater drainage system, incorporating water sensitive urban design, must be constructed for the development and provisions made to connect this system to the City of Melbourne's underground stormwater drainage system and, where necessary, upgrade the system to accept the discharge from the site in accordance with plans and specifications first approved by City of Melbourne – Engineering Services.
19. 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 City of Melbourne – Engineering Services.
20. All new portions of road (including the provision of footpaths, public lighting, street trees, pavement marking and signage) in in Aurora Lane and in the access road off Aurora Lane located under Collins Street Bridge must be constructed prior to the occupation of the development, in accordance with plans and specifications first approved by the Responsible Authority - Engineering Services.
21. The footpath adjoining the site along Collins Street and Aurora Lane must be reconstructed in sawn bluestone together with associated works including the reconstruction or relocation of kerb and channel and/or services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the City of Melbourne – Engineering Services.
22. Existing street levels in Aurora Lane and Collins Street must not be altered for the purpose of constructing new vehicle crossings or pedestrian entrances without first obtaining approval from the City of Melbourne – Engineering Services
23. This permit will expire if one of the following circumstances applies:
 - a) The development is not started within two years of the date of this permit.
 - b) The development is not completed within four years of the date of this permit.

The City of Melbourne 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.

NOTES

1. Existing public street lighting must not be altered without first obtaining the written approval of the City of Melbourne – Engineering Services

2. The internal pathways and laneways should remain the responsibility of the land owner(s) in perpetuity. The City of Melbourne is unlikely to agree to the internal pathways and laneways being made public.
3. All works on the Collins Street Bridge structure (including removal of parapets, modification or removal of feature lighting, modification or installation of services) must first be approved by City of Melbourne – Manager Engineering Services Branch and the works performed to the satisfaction of the City of Melbourne – Manager Engineering Services Branch.
4. All necessary approvals and permits are to be first obtained from the City of Melbourne – Manager Engineering Services Branch and VicRoads and the works performed to the satisfaction of the City of Melbourne – Manager Engineering Services Branch and VicRoads
5. Pursuant to the Road Management Act 2004 any works within the road reserve of Wurundjeri Way, an Arterial Road, requires the written consent of VicRoads, the Coordinating Road Authority.
6. The City of Melbourne will not change the on-street parking restrictions to accommodate the access, servicing, delivery and parking needs of this development. As per Council's policy, the developments in this area are not entitled to resident parking permits. Therefore, the residents/staff/occupants of this development will not be eligible to receive parking permits and will not be exempt from any on-street parking restrictions

Signature:
Blair Mather
Planning Officer

Date: 12 November 2015