

Report to the Future Melbourne Committee

Agenda item 6.2

Planning Permit Application: TP-2021-318 299 Bourke Street and 278-286 Little Collins Street, Melbourne

9 November 2021

Presenter: Larry Parsons, Head of Statutory Planning

Purpose and background

1. The purpose of this report is to advise the Future Melbourne Committee of Planning Permit Application TP-2021-318 for land located at 299 Bourke Street and 278-286 Little Collins Street, Melbourne (refer Attachment 2 – Locality Plan).
2. The applicant and owner is Newmarket Capital Ltd c/- Contour Consultants and the architect is Bates Smart.
3. This application seeks planning approval for partial demolition and buildings and works to an existing building; and reduction in the statutory bicycle parking requirements.
4. The land is located within the Capital City Zone Schedule 2 (CCZ2); and is affected by Heritage Overlay Schedule 509 (HO509) and Schedule 768 (HO768); Design and Development Overlay Schedule 1 (DDO1) and Schedule 2 (DDO2); and Parking Overlay Schedule 2 (PO2).
5. The host building is included on the Victorian Heritage Register (H2154). The applicant has applied for a separate Heritage Victoria (HV) Permit and Council has been advised that a decision will be made at the end of November. A planning permit is therefore not required from Council under the Heritage Overlay.
6. The application is exempt from notice and review requirements of the Melbourne Planning Scheme and no objections have been received.

Key issues

7. The key issues for consideration are the loss of the ground level internal through-link between Bourke Street and Little Collins Street, the ground level shopfront design and integration with the retained heritage façades, the built form response (including height and setbacks), pedestrian activation and reduction in on-site bicycle parking.
8. In consultation with Heritage Victoria, and subject to permit conditions, the ground level shopfronts to Bourke Street and Little Collins Street will be better integrated with the upper level heritage façades; and a new opening is conditioned along Union Lane to improve pedestrian activation, in line with the east-west arcade through “The Walk” development adjoining.
9. The overall height and substantial setbacks will ensure the upper level additions do not dominate the host building and sit comfortably in the surrounding context.
10. Permit conditions will ensure that the adjacent road network, including Union Lane, will be upgraded upon completion of the development.
11. Permit conditions are recommended to ensure that the proposal delivers a high quality architectural design response.
12. The statutory rate requires 63 on-site bicycle spaces, including 44 employee and 19 customer / visitor spaces. The proposal will provide 45 employee bicycle spaces in the basement, with customer / visitor parking adequately catered for on-street in existing bicycle parking facilities.

Recommendation from management

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

Attachments:

1. Supporting Attachment (Page 2 of 71)
2. Locality Plan (Page 3 of 71)
3. Selected Plans (Page 4 of 71)
4. Delegate Report (Page 41 of 71)

Supporting Attachment

Legal

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

Finance

2. There are no direct financial issues arising from the recommendations contained within 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 material or general conflict of interest in relation to the matter of the report.

Health and Safety

4. Relevant planning considerations and potential amenity impacts that could impact on health and safety have been considered within the planning permit application and assessment process.

Stakeholder consultation

5. The application is exempt from public notice under Clause 37.04, Clause 43.02 and Clause 52.34 of the Melbourne Planning Scheme.

Relation to Council policy

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

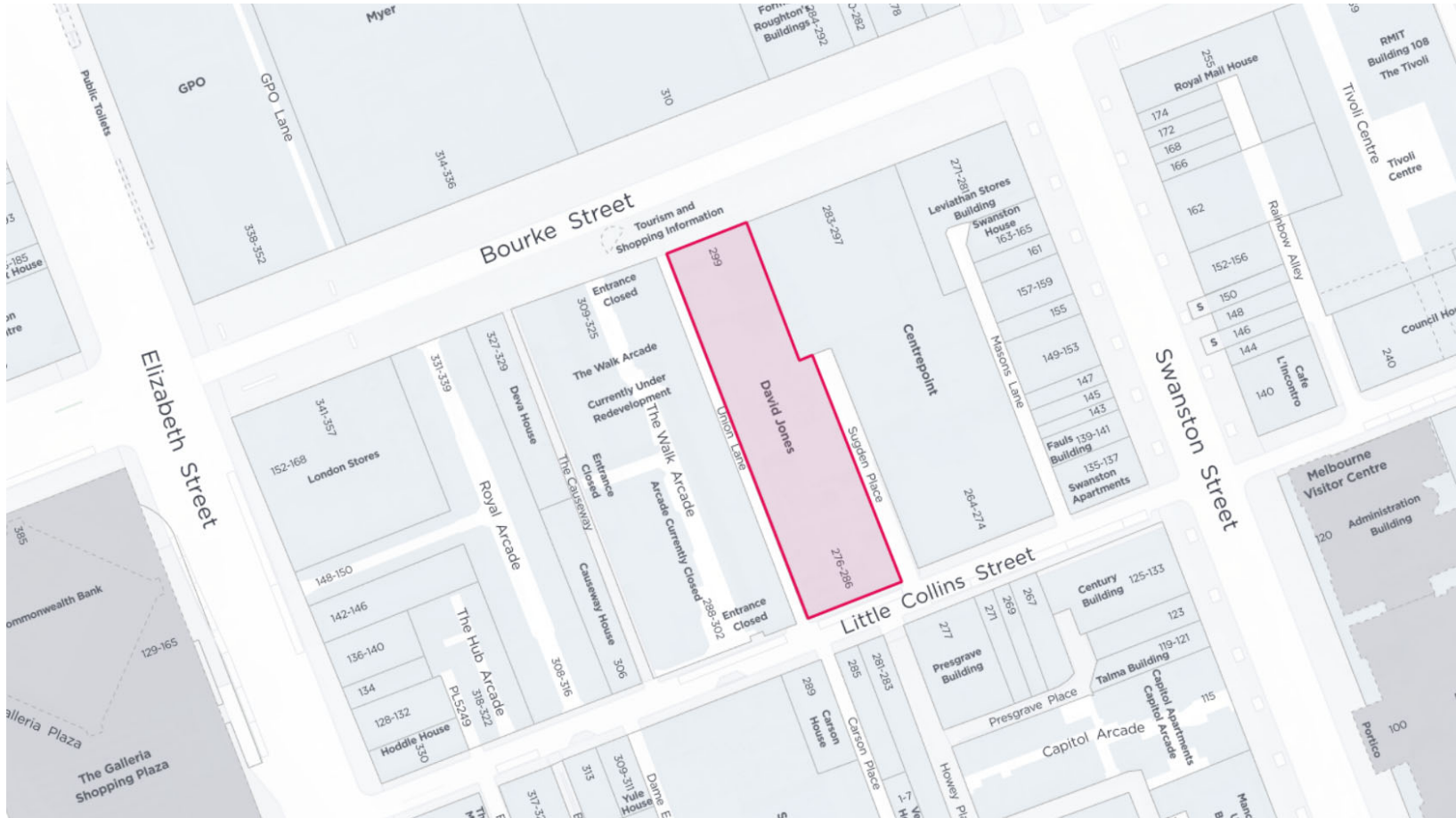
Environmental sustainability

7. The Environmentally Sustainable Design (ESD) report submitted with the application demonstrates that the development will achieve the ESD performance requirements of Clause 22.19 (Energy, Water and Waste Efficiency) and Clause 22.23 (Stormwater Management).
8. Recommended conditions require the development to be carried out in accordance with a submitted ESD Report.





Locality Plan

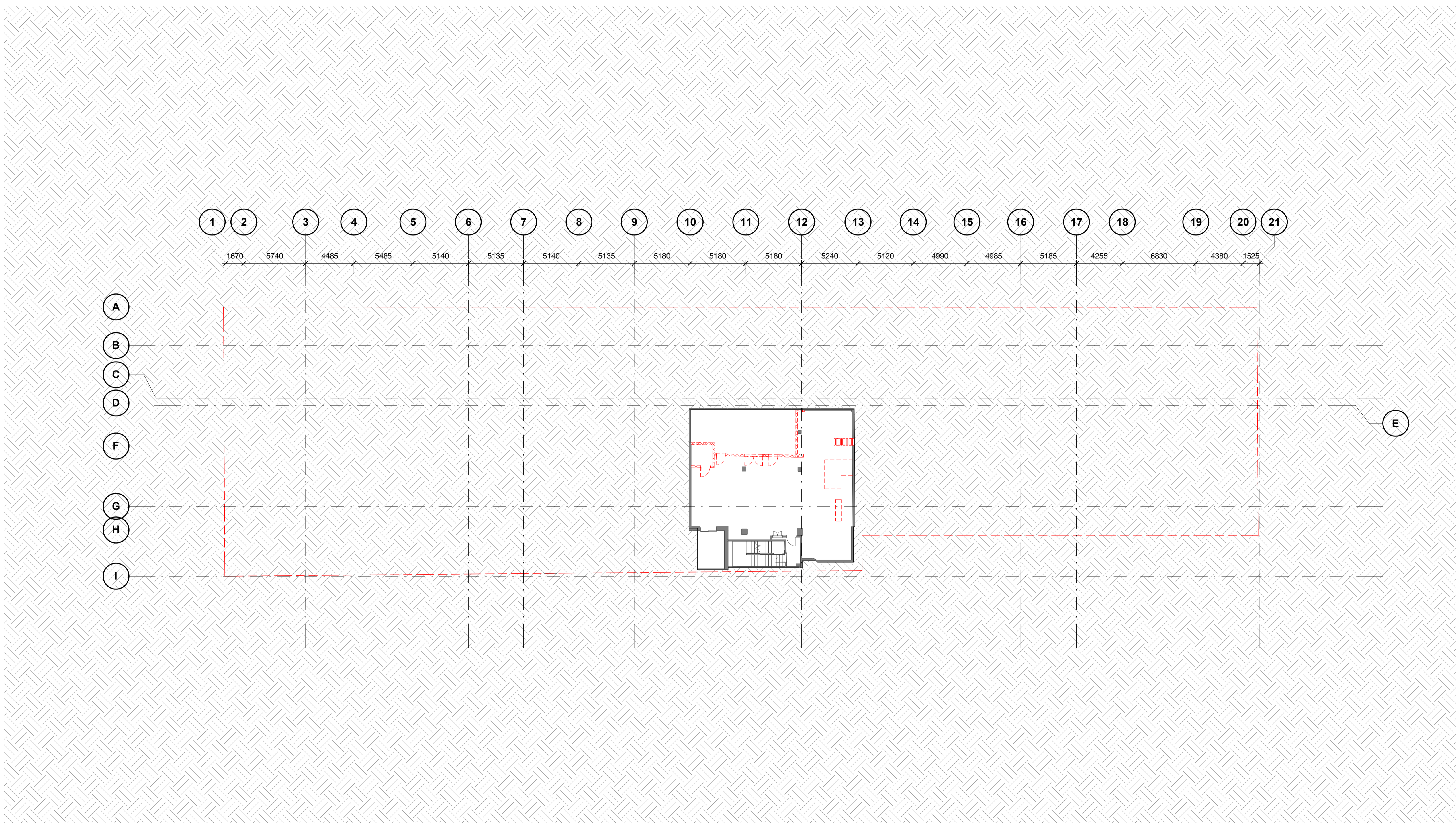
Attachment 2
Agenda item 6.2
Future Melbourne Committee
9 November 2021

299 Bourke Street and 278-286 Little Collins Street, Melbourne



LEGEND - DEMOLITION PLAN

-  DEMOLITION WORKS
-  SLAB DEMOLITION
-  EXISTING WALLS TO REMAIN
-  NO PROPOSED WORKS



Rev	Date	Description	Initial	Checked
2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF

299 Bourke Street

**EXISTING / DEMOLITION PLAN
BASEMENT 2**



Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	1 : 200	@ A1	
Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:30:39 PM		
BIM			

1 BASEMENT 2
Plan 1 : 200

Drawing no.	Revision
SD01.01	2

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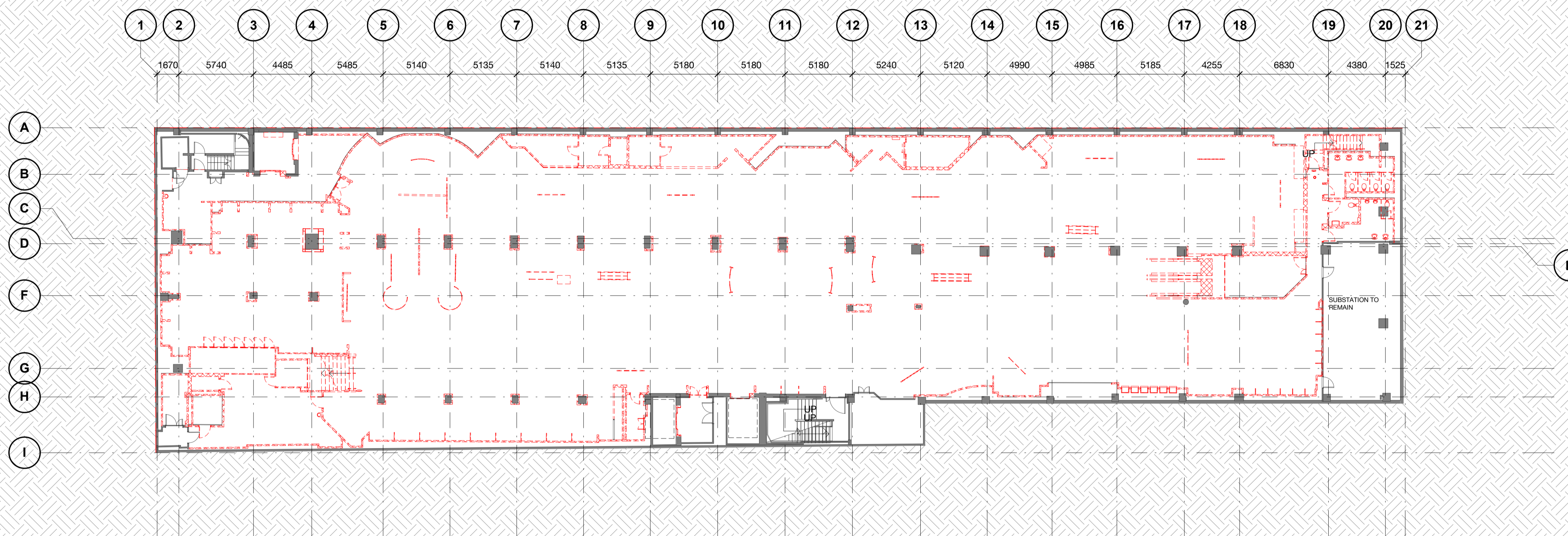
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 Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.
 All drawings may not be reproduced or distributed without prior permission from the architect.

NOTES:
 1. FURTHER INFORMATION REQUIRED TO CONFIRM FULL EXTENT AND LOCATION OF EXISTING RISERS AND LIFT SHAFTS
 2. REFER TO HERITAGE CONSULTANT FOR INFORMATION REGARDING PROTECTION OF HERITAGE ELEMENTS.

LEGEND - DEMOLITION PLAN

- DEMOLITION WORKS
- SLAB DEMOLITION
- EXISTING WALLS TO REMAIN
- NO PROPOSED WORKS



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2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF

299 Bourke Street

EXISTING / DEMOLITION PLAN
 BASEMENT 1



Status	SCHEMATIC DESIGN / TOWN PLANNING		
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1 BASEMENT 1 - DEMOLITION
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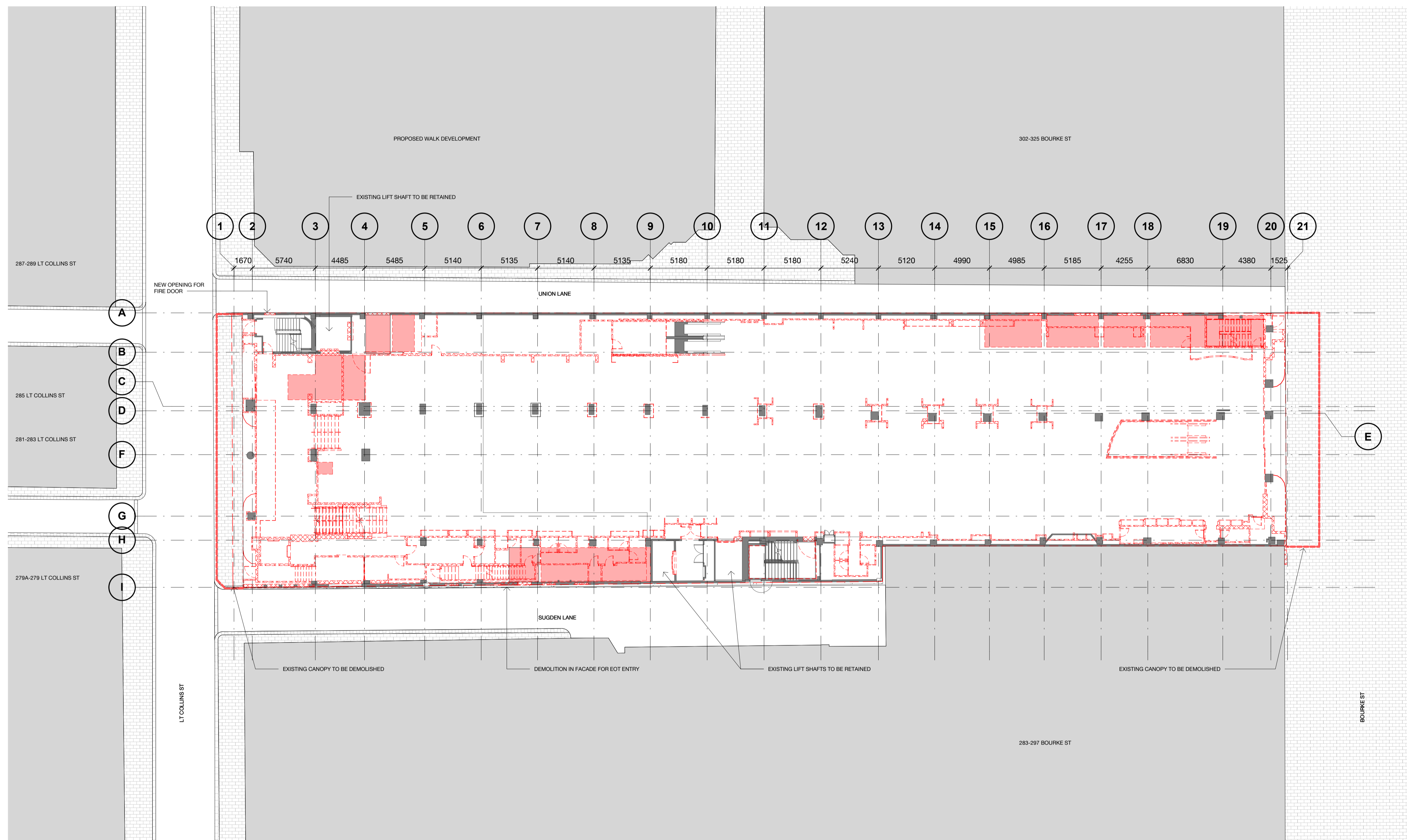
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LEGEND - DEMOLITION PLAN

- DEMOLITION WORKS
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299 Bourke Street

**EXISTING / DEMOLITION PLAN
GROUND FLOOR**



Status	SCHEMATIC DESIGN / TOWN PLANNING		
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Drawn	Author	Checked	Checker
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Drawing no.	Revision
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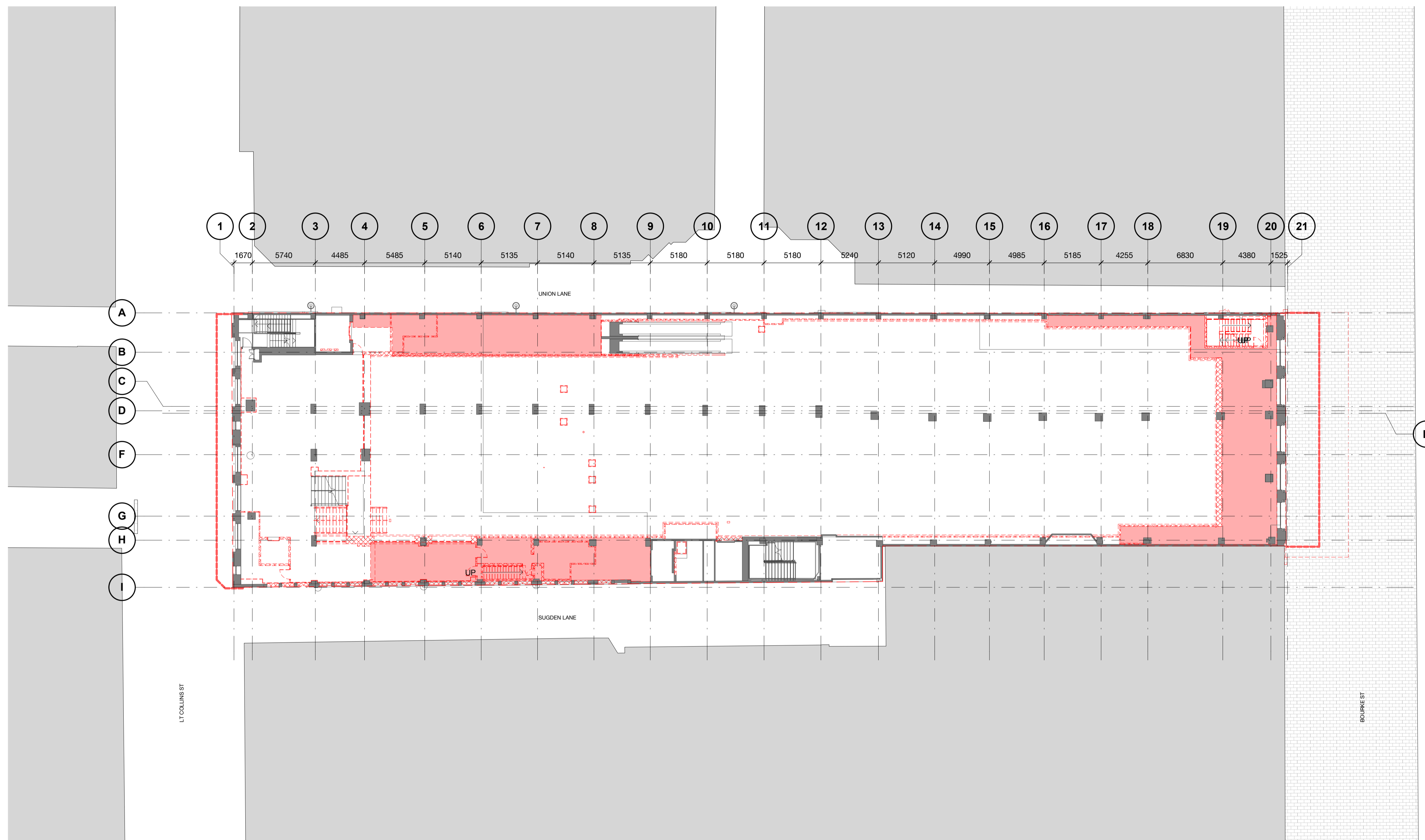
1 **GROUND FLOOR - DEMOLITION**
 Plan 1 : 200

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299 Bourke Street

EXISTING / DEMOLITION PLAN
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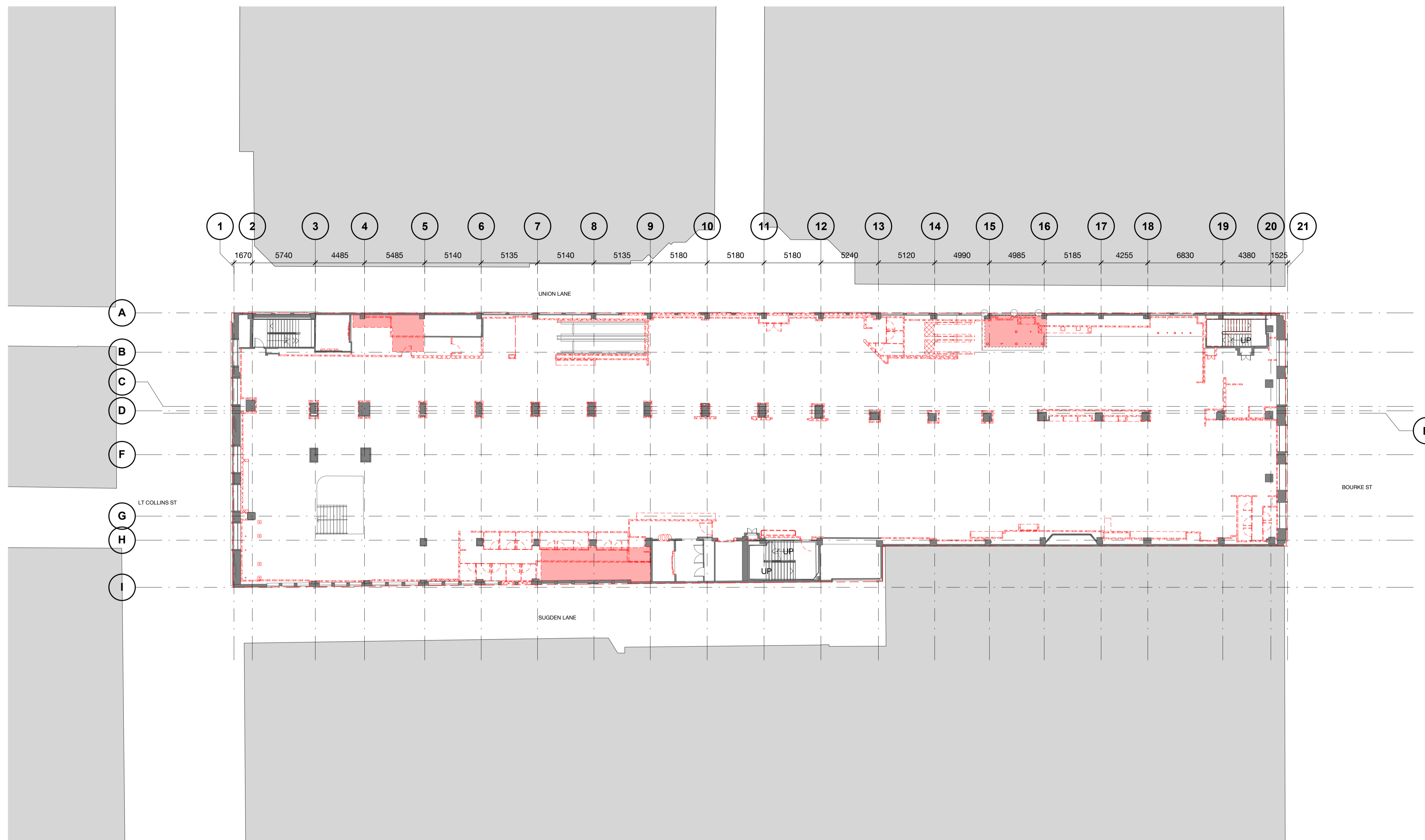
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1 MEZZANINE - DEMOLITION
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LEGEND - DEMOLITION PLAN

- DEMOLITION WORKS
- SLAB DEMOLITION
- EXISTING WALLS TO REMAIN
- NO PROPOSED WORKS



1 LEVEL 1 - DEMOLITION
 Plan 1 : 200

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299 Bourke Street

EXISTING / DEMOLITION PLAN
 LEVEL 1

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Drawn	MF	Checked	CF
Project No.	M12424		
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Drawing no.	Revision
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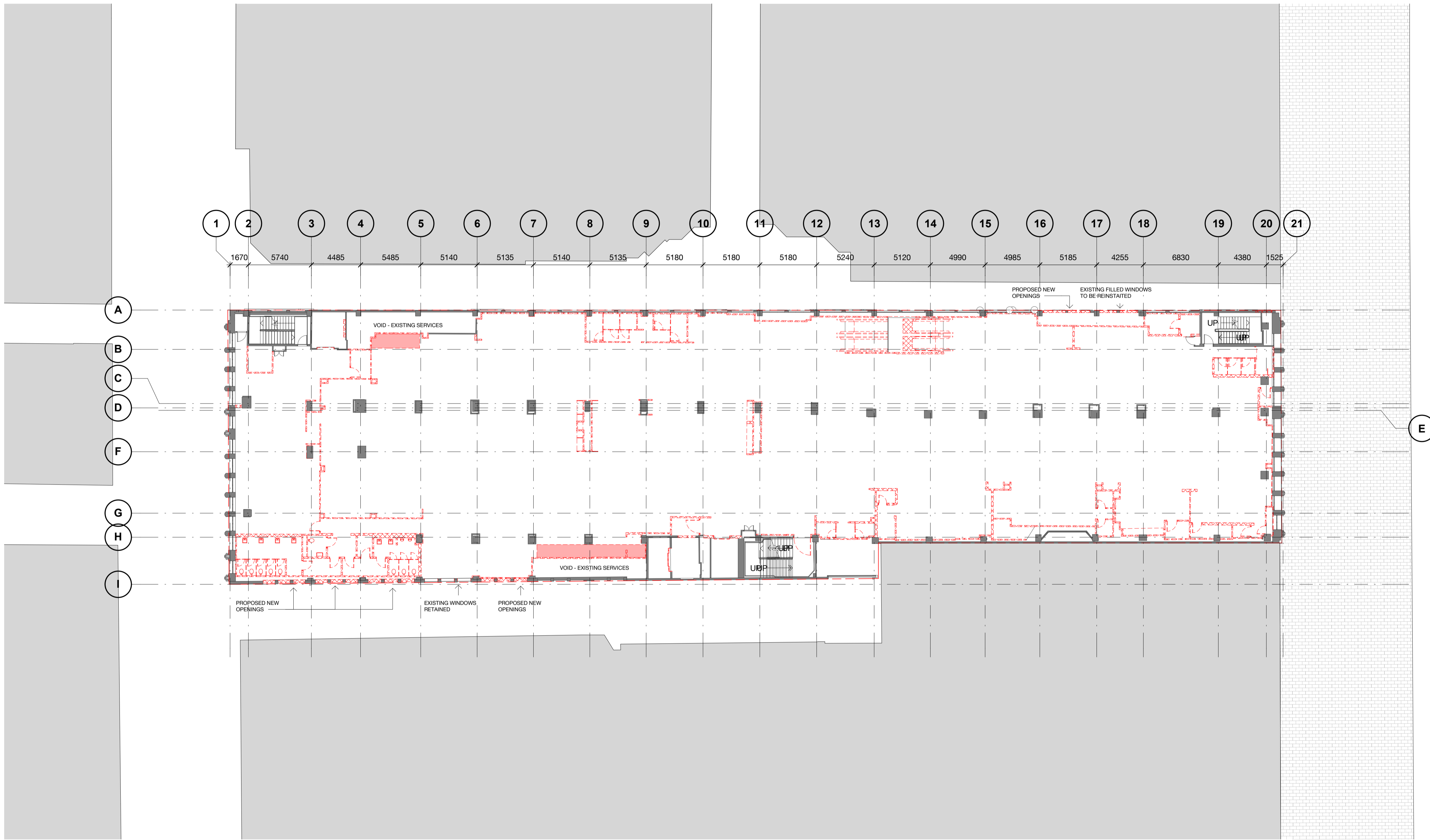
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LEGEND - DEMOLITION PLAN

- DEMOLITION WORKS
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1 LEVEL 2 - DEMOLITION
 Plan 1:200

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1	22.02.21	ISSUE FOR INFORMATION	MF	CF
Rev	Date	Description	Initial	Checked

299 Bourke Street

EXISTING / DEMOLITION PLAN
 LEVEL 2



Status	SCHEMATIC DESIGN / TOWN PLANNING		
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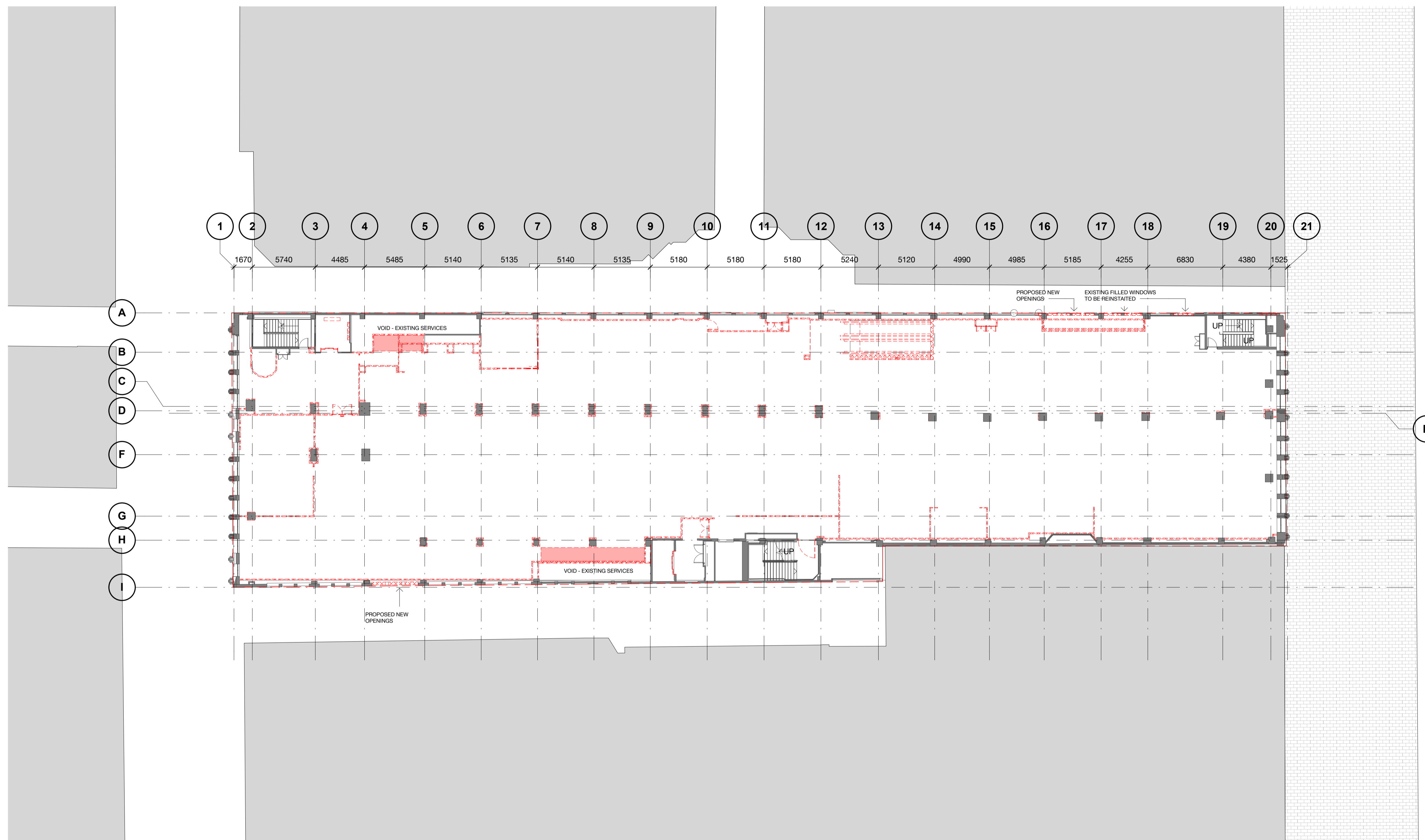
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1	22.02.21	ISSUE FOR INFORMATION	MF	CF

299 Bourke Street

**EXISTING / DEMOLITION PLAN
LEVEL 3**



Status	SCHEMATIC DESIGN / TOWN PLANNING		
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Drawn	MF	Checked	CF
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Drawing no.	Revision
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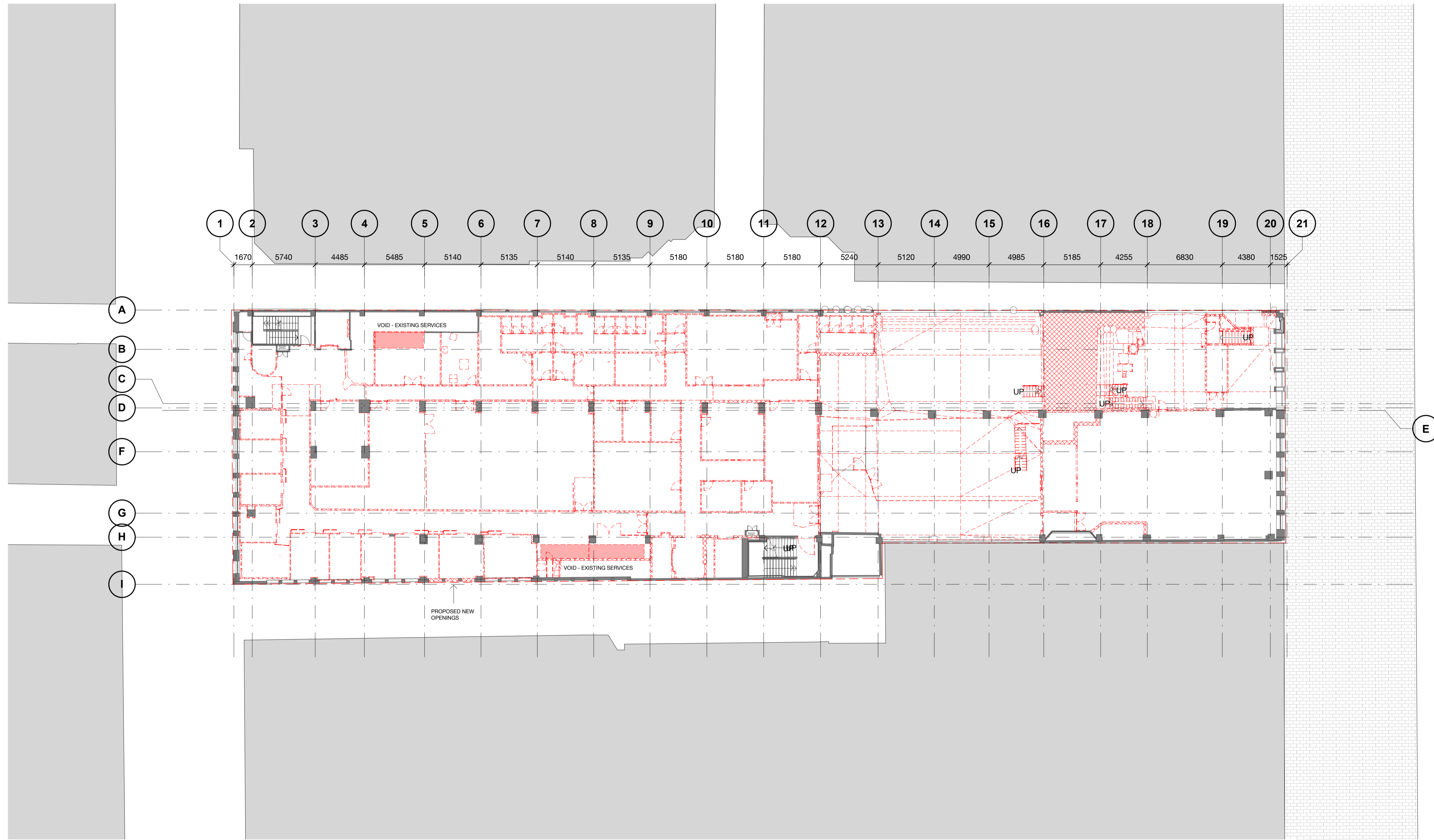
1 LEVEL 3 - DEMOLITION
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LEGEND - DEMOLITION PLAN

- DEMOLITION WORKS
- SLAB DEMOLITION
- EXISTING WALLS TO REMAIN
- NO PROPOSED WORKS



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1	22.02.21	ISSUE FOR INFORMATION	MF	CF
Rev	Date	Description	Initial	Checked

299 Bourke Street

**EXISTING / DEMOLITION PLAN
LEVEL 4**



Status	SCHEMATIC DESIGN / TOWN PLANNING		
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Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:31:51 PM		
BIM			

Drawing no.	Revision
SD01.08	2

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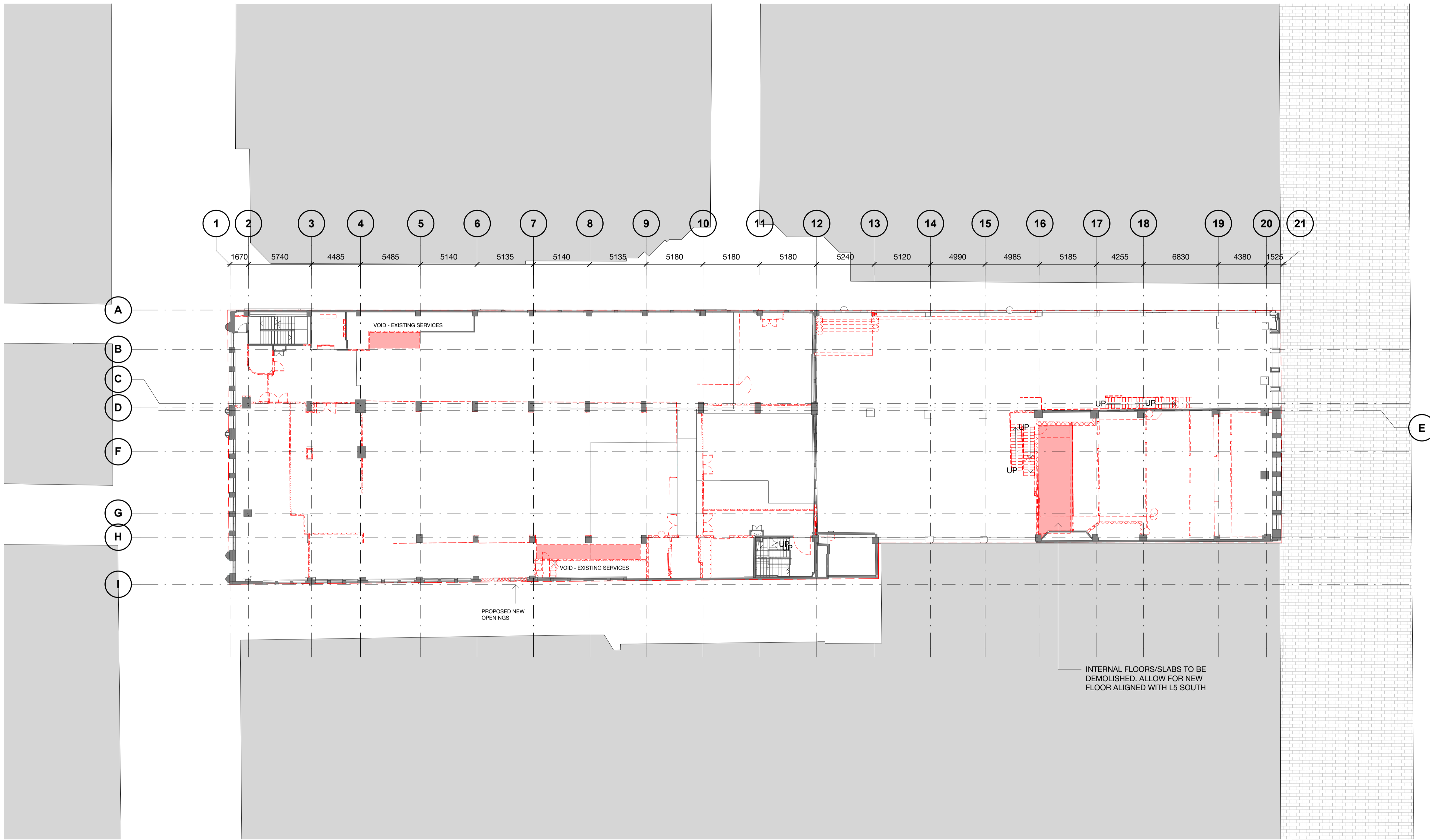
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1 LEVEL 4 - DEMOLITION
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LEGEND - DEMOLITION PLAN

- DEMOLITION WORKS
- SLAB DEMOLITION
- EXISTING WALLS TO REMAIN
- NO PROPOSED WORKS



2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF
Rev	Date	Description	Initial	Checked

299 Bourke Street

**EXISTING / DEMOLITION PLAN
LEVEL 5**



Status	SCHEMATIC DESIGN / TOWN PLANNING		
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Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:32:02 PM		
BIM			

Drawing no.	Revision
SD01.09	2

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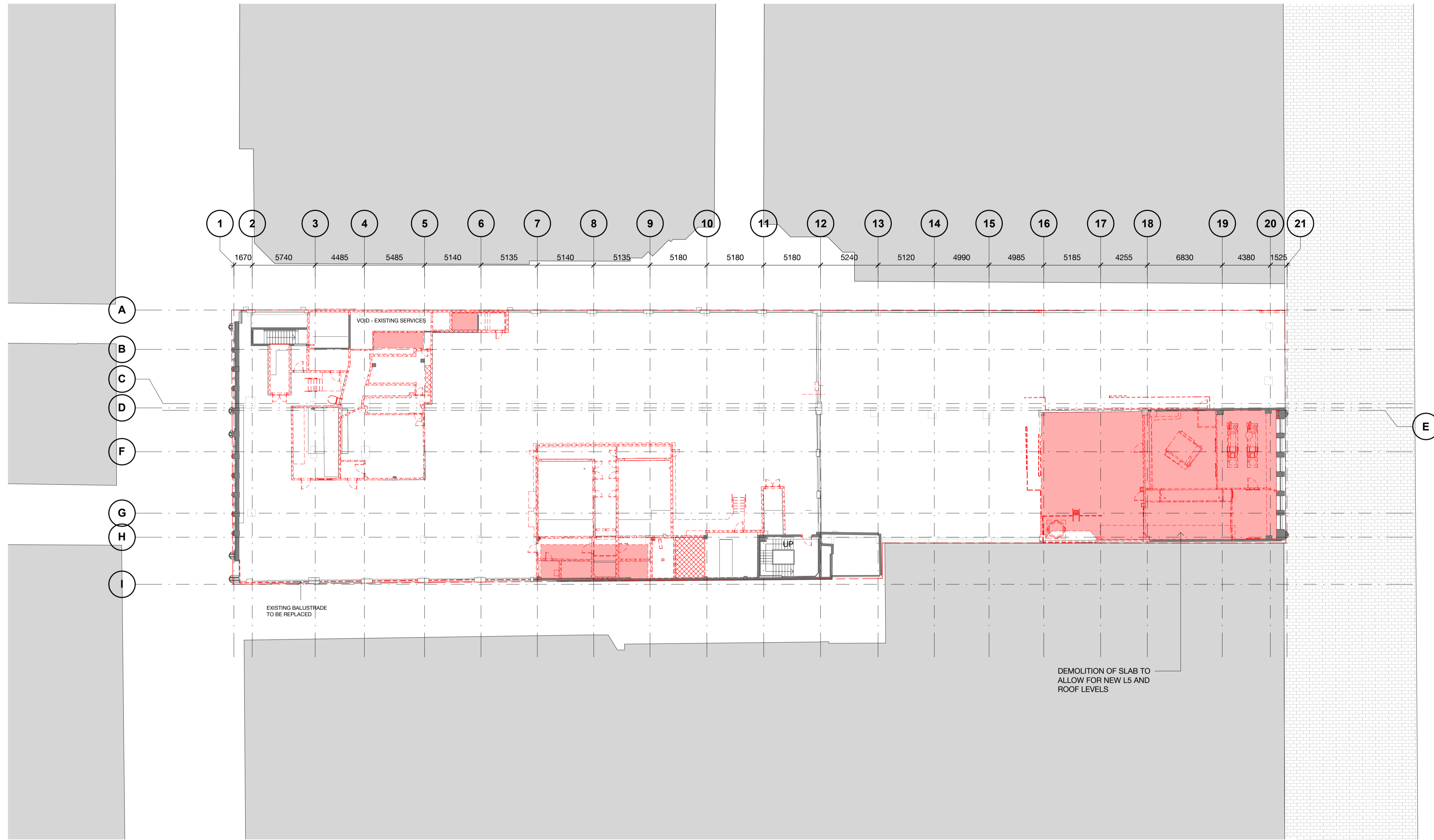
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1 LEVEL 5 - DEMOLITION
 Plan 1 : 200

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LEGEND - DEMOLITION PLAN

- DEMOLITION WORKS
- SLAB DEMOLITION
- EXISTING WALLS TO REMAIN
- NO PROPOSED WORKS



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1	22.02.21	ISSUE FOR INFORMATION	MF	CF
Rev	Date	Description	Initial	Checked

299 Bourke Street

**EXISTING / DEMOLITION PLAN
LEVEL 6 (ROOF)**



Status	SCHEMATIC DESIGN / TOWN PLANNING		
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Plot Date	22/03/2021 2:47:33 PM		
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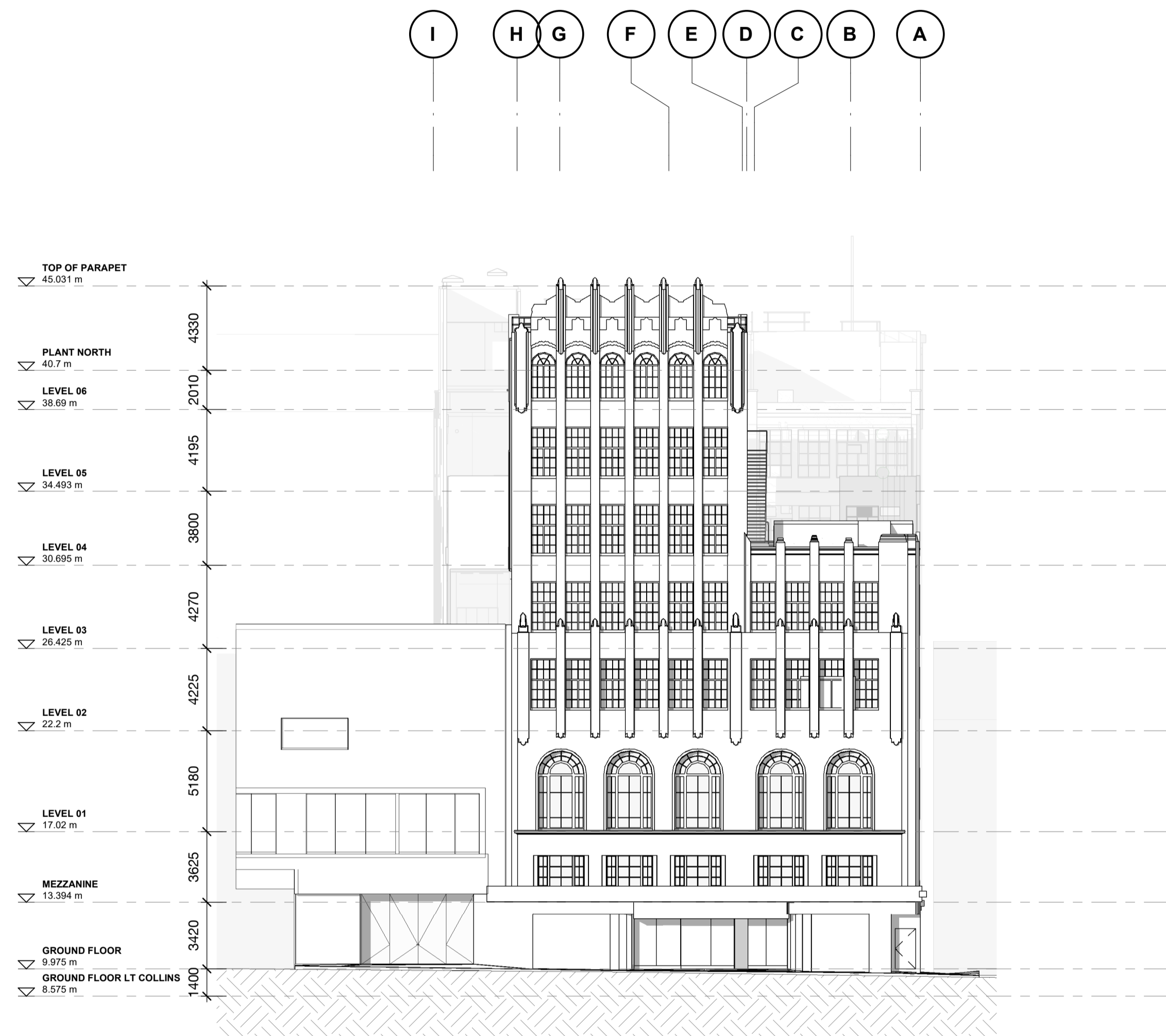
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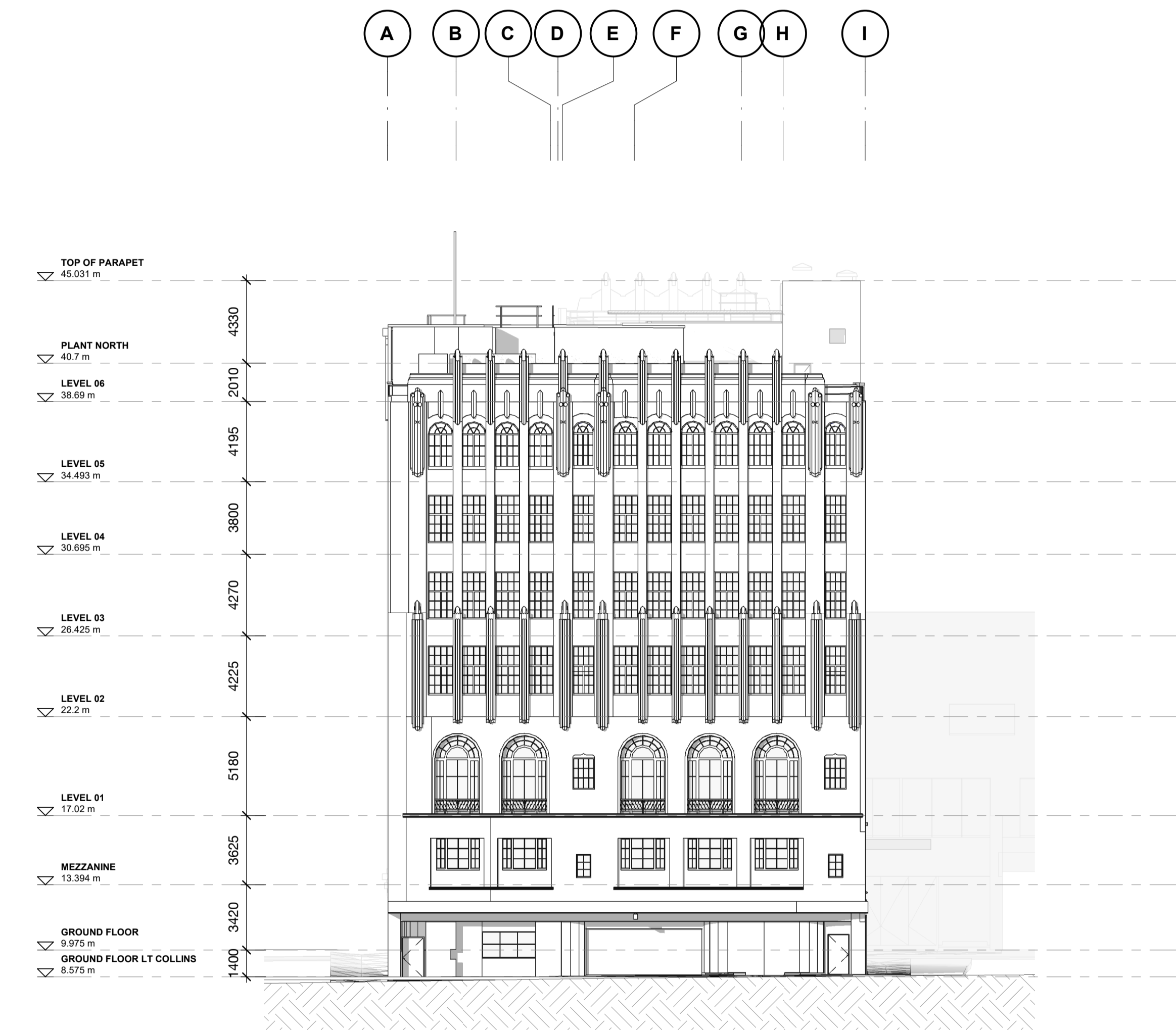
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1 LEVEL 6 - DEMOLITION
 Plan 1 : 200

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1 North Elevation (Bourke St)
1 : 200



3 South Elevation (Little Collins St)
1 : 200

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299 Bourke Street

EXISTING NORTH (BOURKE ST)
& SOUTH ELEVATION (LITTLE
COLLINS ST)

Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	1 : 200	@	A1
Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:46:12 PM		
BIM			

Drawing no.	Revision
SD01.20	2

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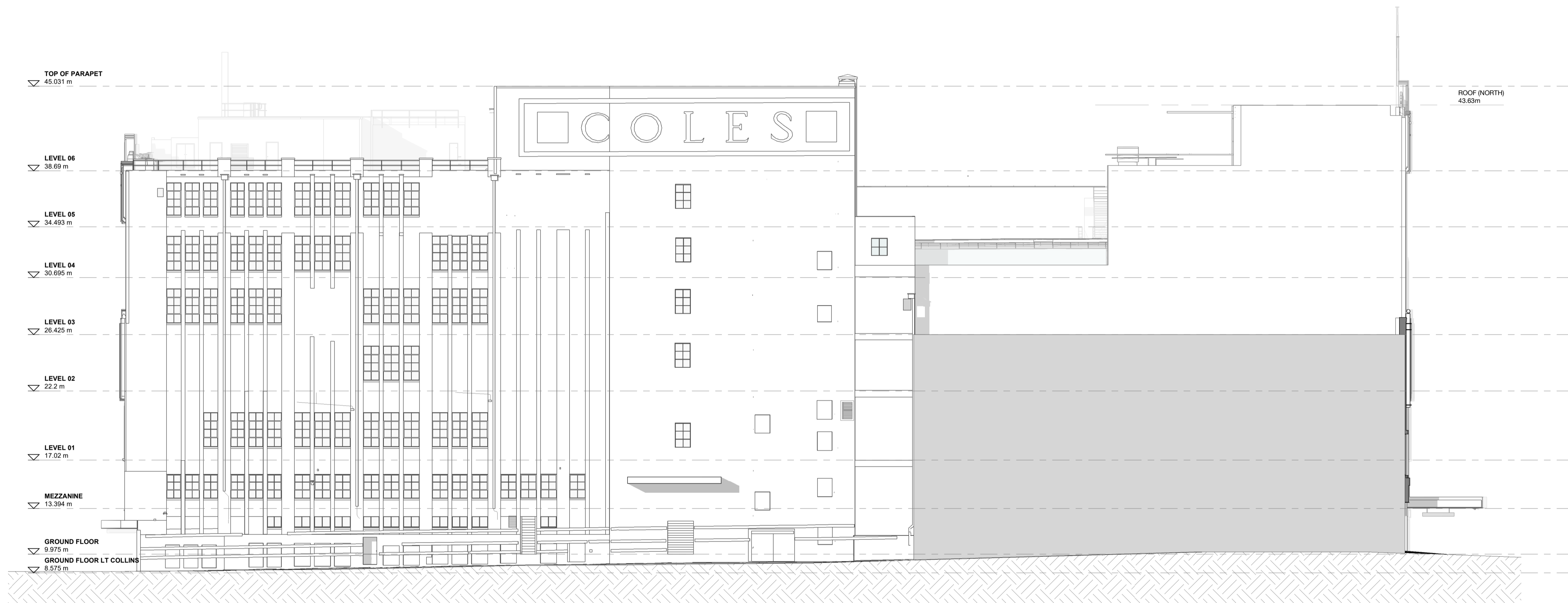
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299 Bourke Street

EXISTING EAST (SUGDEN PLACE)

Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	1 : 200	@	A1
Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:46:33 PM		
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Drawing no.	Revision
SD01.21	2

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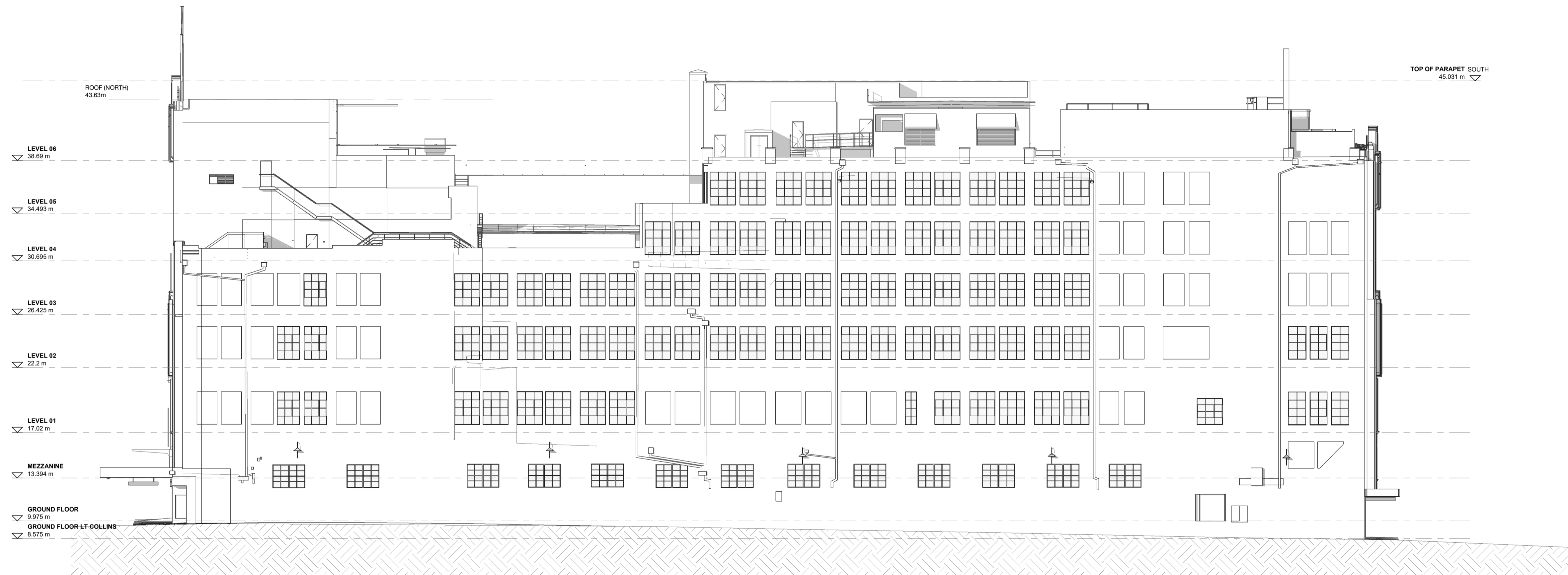
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3 East Elevation (Sugden place)
1 : 200

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1 West Elevation (Union Lane)
1 : 200

1	22.03.21	ISSUE FOR PLANNING	MF	CF
Rev	Date	Description	Initial	Checked

299 Bourke Street

EXISTING WEST (UNION LANE) 

Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	1 : 200	@	A1
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Project No.	M12424		
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Drawing no.	Revision
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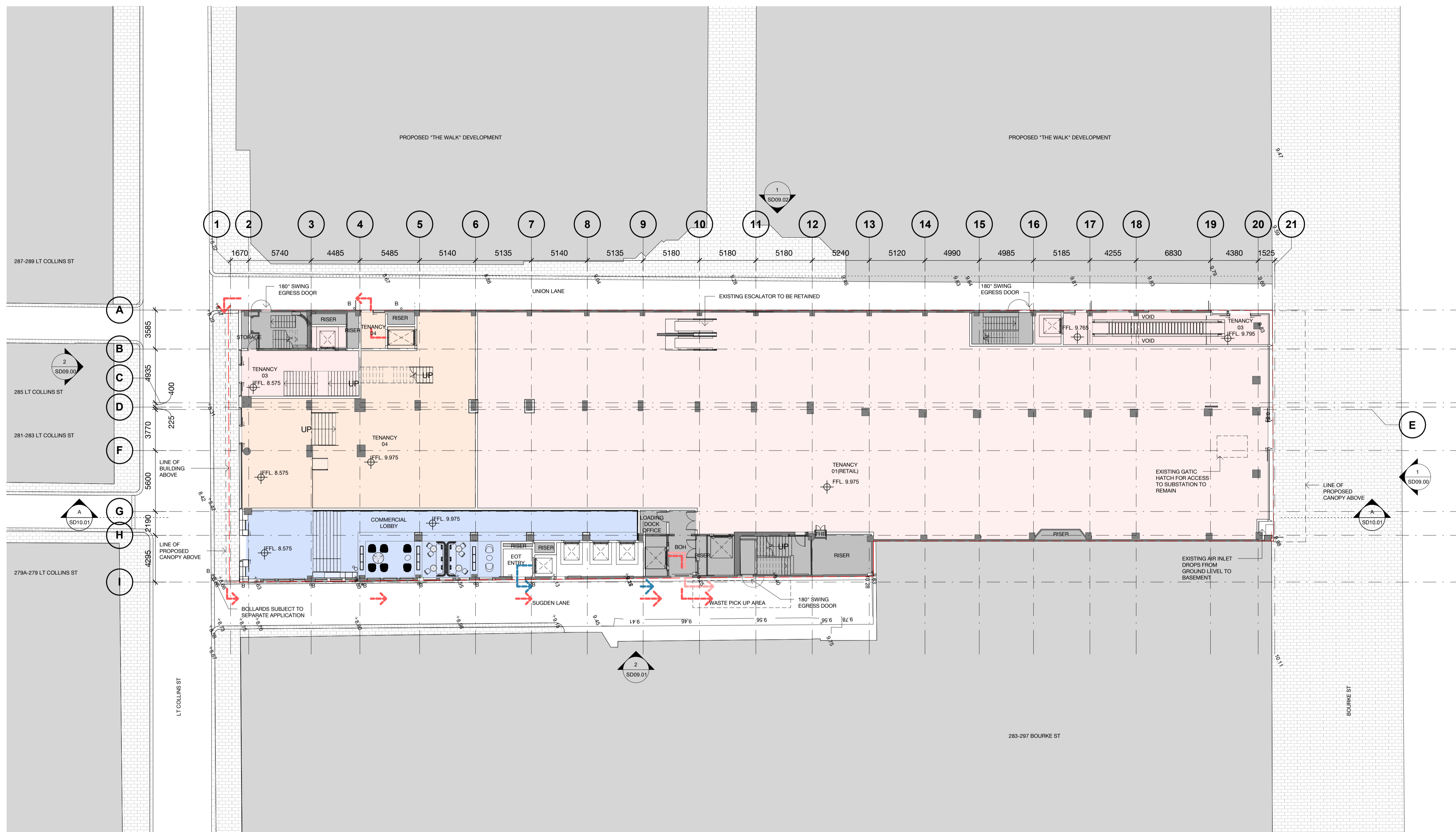
Legend - General Arrangement Plans

- - - - Title Boundary
- Existing Wall / Column
- Proposed Wall
- B Bollards - all locations subject to Council approval (separate application)

WASTE MANAGEMENT SUMMARY

TENANCY	SQM	LOCATION	PATH
TENANCY 1	19	LEVEL 01	→
OFFICE	225	LEVEL B1	→
TENANCY 3	10	LEVEL B1	→
TENANCY 4	11	LEVEL 01	→

NOTE:
 1. ALL RETAIL TENANCY WASTE AREAS ARE INDICATIVE ONLY AND SUBJECT TO TENANCY FITOUT / DESIGN
 2. REFER TO WASTE MANAGEMENT REPORT



Rev	Date	Description	MF Initial	CF Checked
2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF

1 GROUND FLOOR - PROPOSED
Plan 1 : 200

299 Bourke Street

GROUND FLOOR PLAN



Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	As indicated	@ A1	
Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:39:47 PM		
BIM			
Drawing no.	SD02.00	Revision	2

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 http://www.batesmart.com.au

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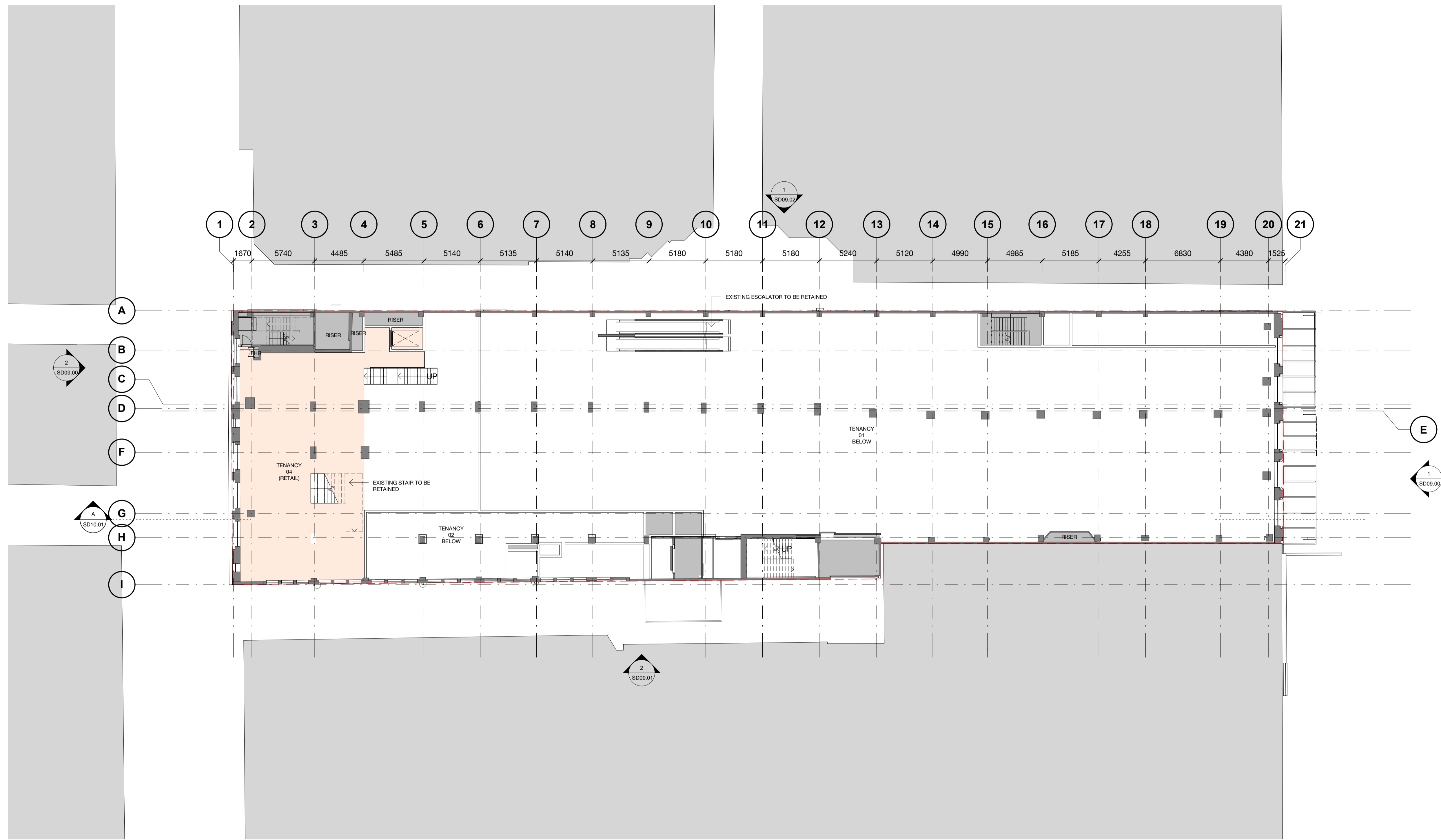
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c:\temp\299 BOURKE_BS_ARCH_P0202_inferna\SD02.00.dwg

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Legend - General Arrangement Plans

- - - - Title Boundary
- Existing Wall / Column
- Proposed Wall
- Bollards - all locations subject to Council approval (separate application)



1 MEZZANINE - PROPOSED
 Plan 1 : 200

Rev	Date	Description	MF Initial	CF Checked
2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF

299 Bourke Street

MEZZANINE PLAN



Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	As indicated	@ A1	
Drawn	CH	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:42:50 PM		
BIM			

Drawing no.	Revision
SD02.0M	2

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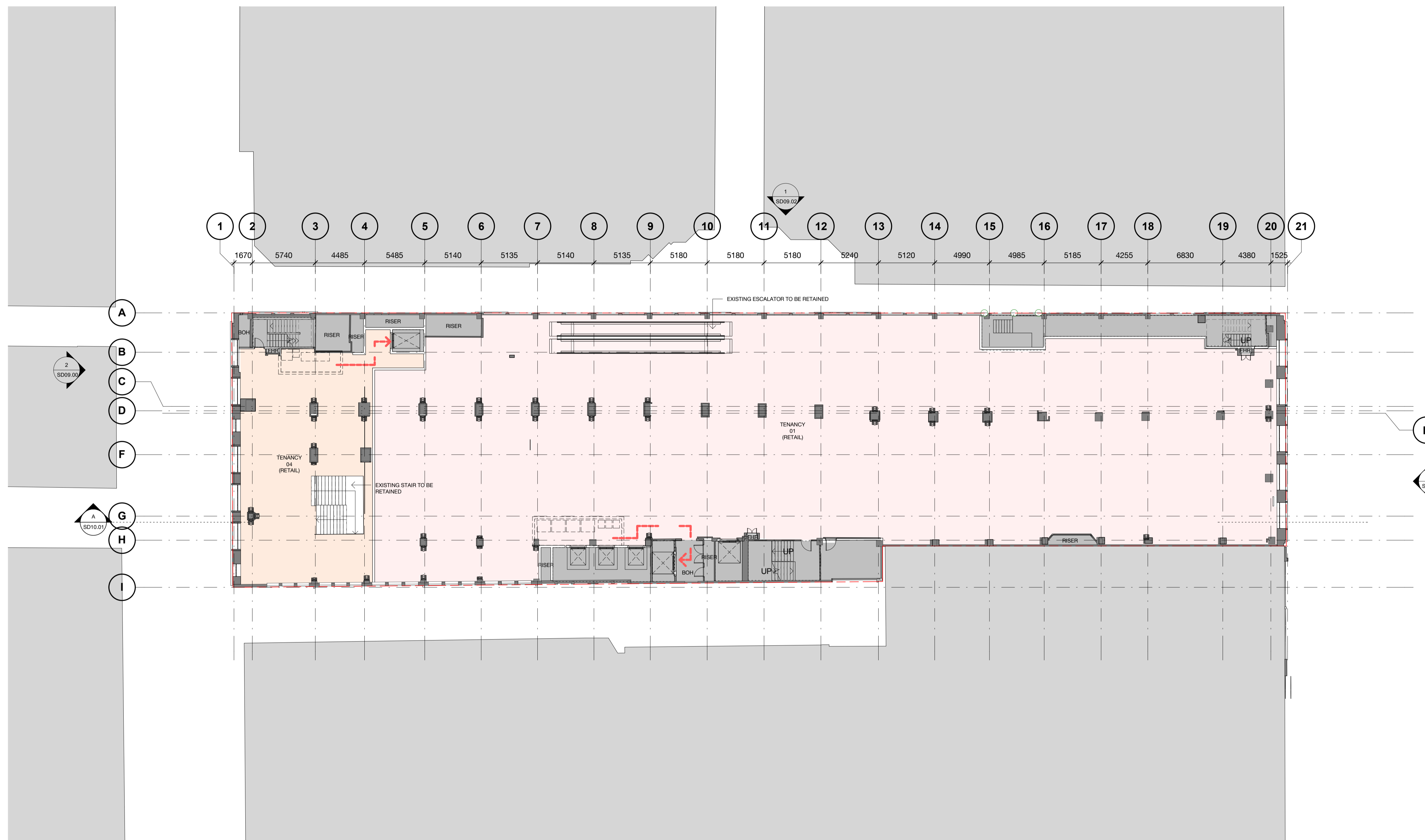
Legend - General Arrangement Plans

- Title Boundary
- Existing Wall / Column
- Proposed Wall
- Bollards - all locations subject to Council approval (separate application)

WASTE MANAGEMENT SUMMARY

	SQM	LOCATION	PATH
TENANCY 1	19	LEVEL 01	
TENANCY 2	225	LEVEL 01	
TENANCY 3	10	LEVEL B1	
TENANCY 4	11	LEVEL 01	

NOTE: ALL RETAIL TENANCY WASTE AREAS ARE INDICATIVE ONLY AND SUBJECT TO TENANCY FITOUT ALSO REFER TO WASTE MANAGEMENT PLAN



Rev	Date	Description	MF Initial	CF Checked
2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF

1 LEVEL 1 - PROPOSED
 Plan 1 : 200

299 Bourke Street

LEVEL 1 PLAN



Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	As indicated	@ A1	
Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:39:57 PM		
BIM			

Drawing no.	Revision
SD02.01	2

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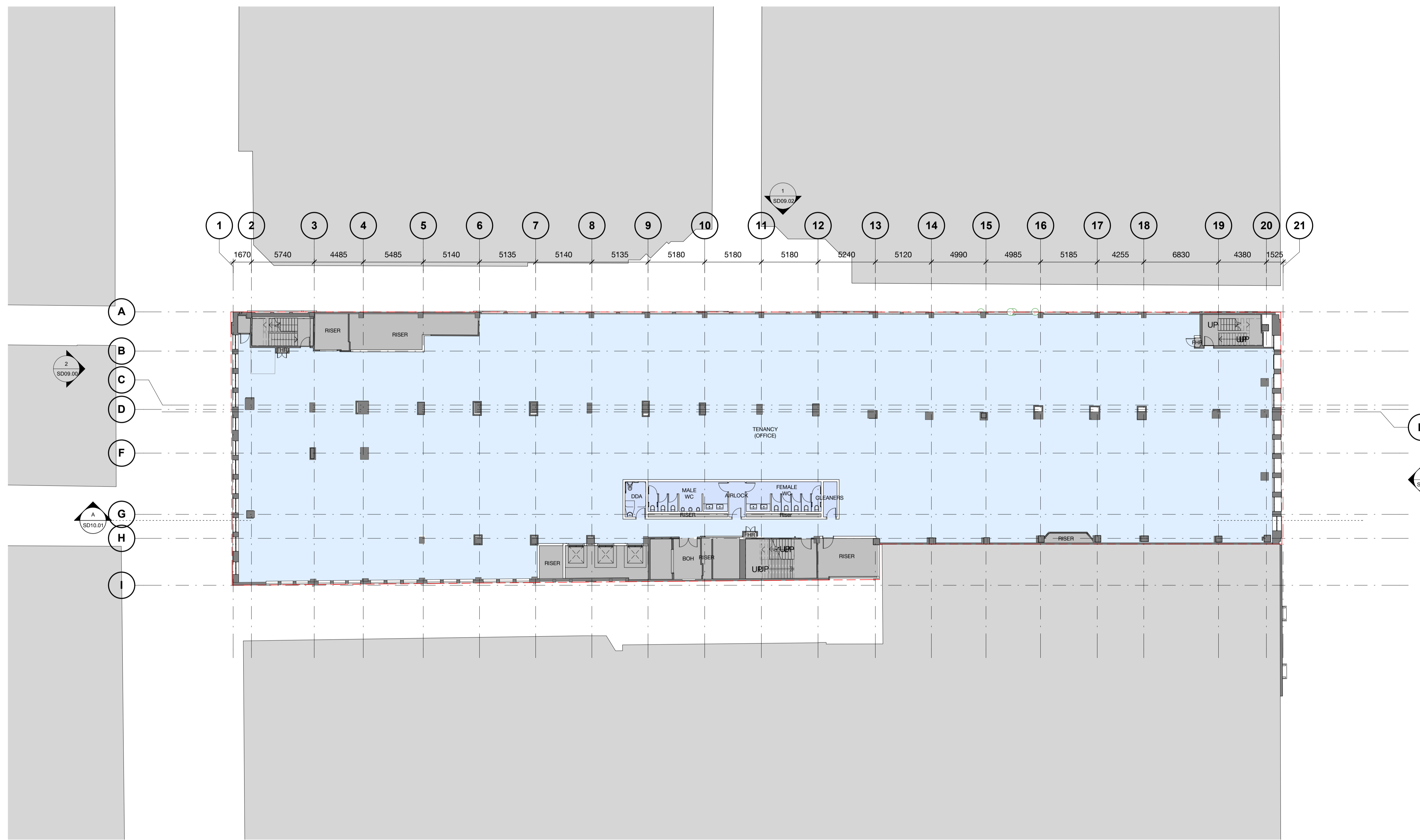
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Legend - General Arrangement Plans

-  Title Boundary
-  Existing Wall / Column
-  Proposed Wall
-  Bollards - all locations subject to Council approval (separate application)



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2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF

299 Bourke Street

LEVEL 2 PLAN



Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	As indicated	@ A1	
Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:40:05 PM		
BIM			

Drawing no.	Revision
SD02.02	2

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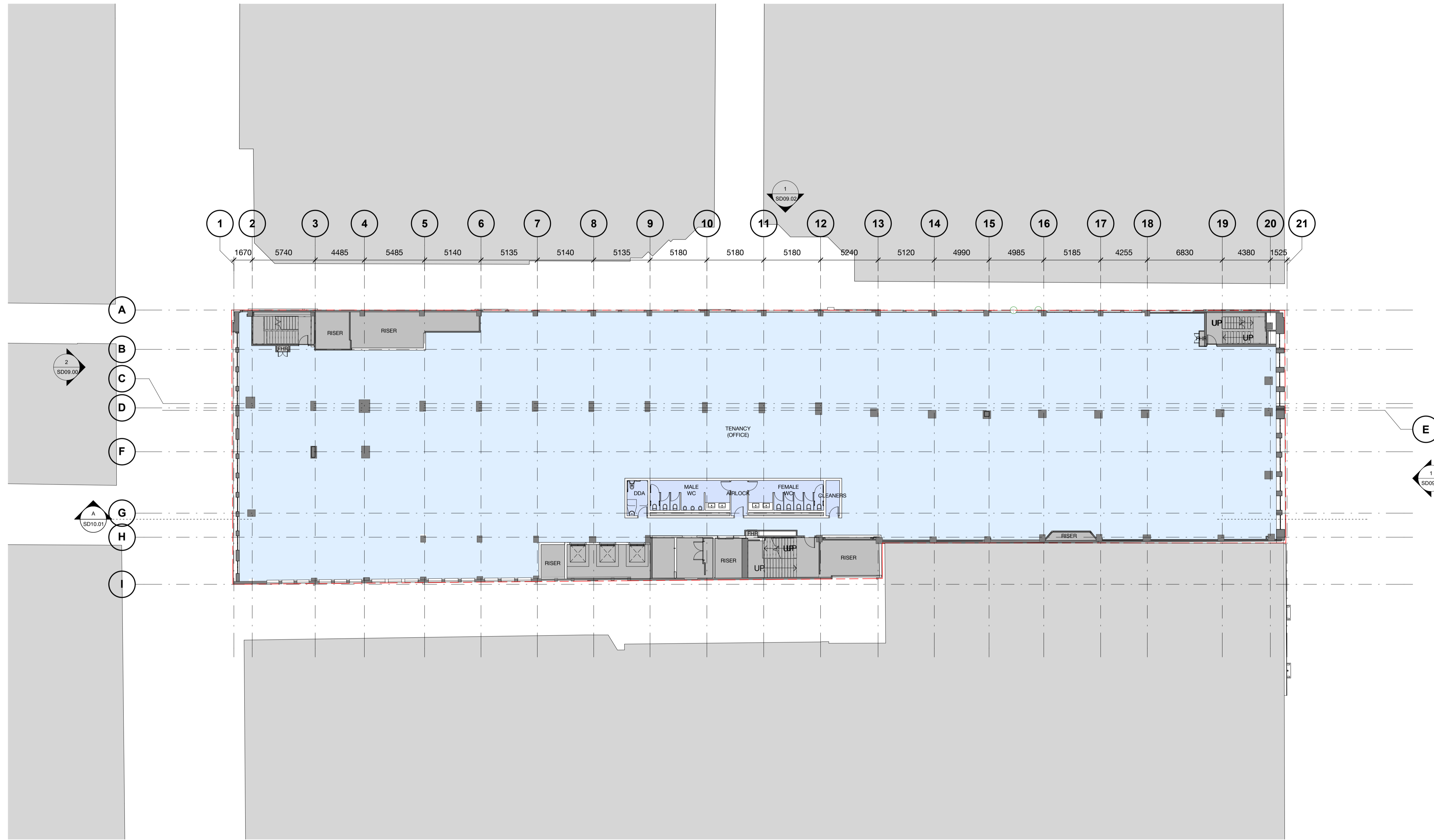
1 LEVEL 2 - PROPOSED
 Plan 1:200

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Legend - General Arrangement Plans

- - - - Title Boundary
- Existing Wall / Column
- Proposed Wall
- Bollards - all locations subject to Council approval (separate application)



Rev	Date	Description	MF Initial	CF Checked
2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF

299 Bourke Street

LEVEL 3 PLAN



Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	As indicated	@ A1	
Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:40:14 PM		
BIM			

Drawing no.	Revision
SD02.03	2

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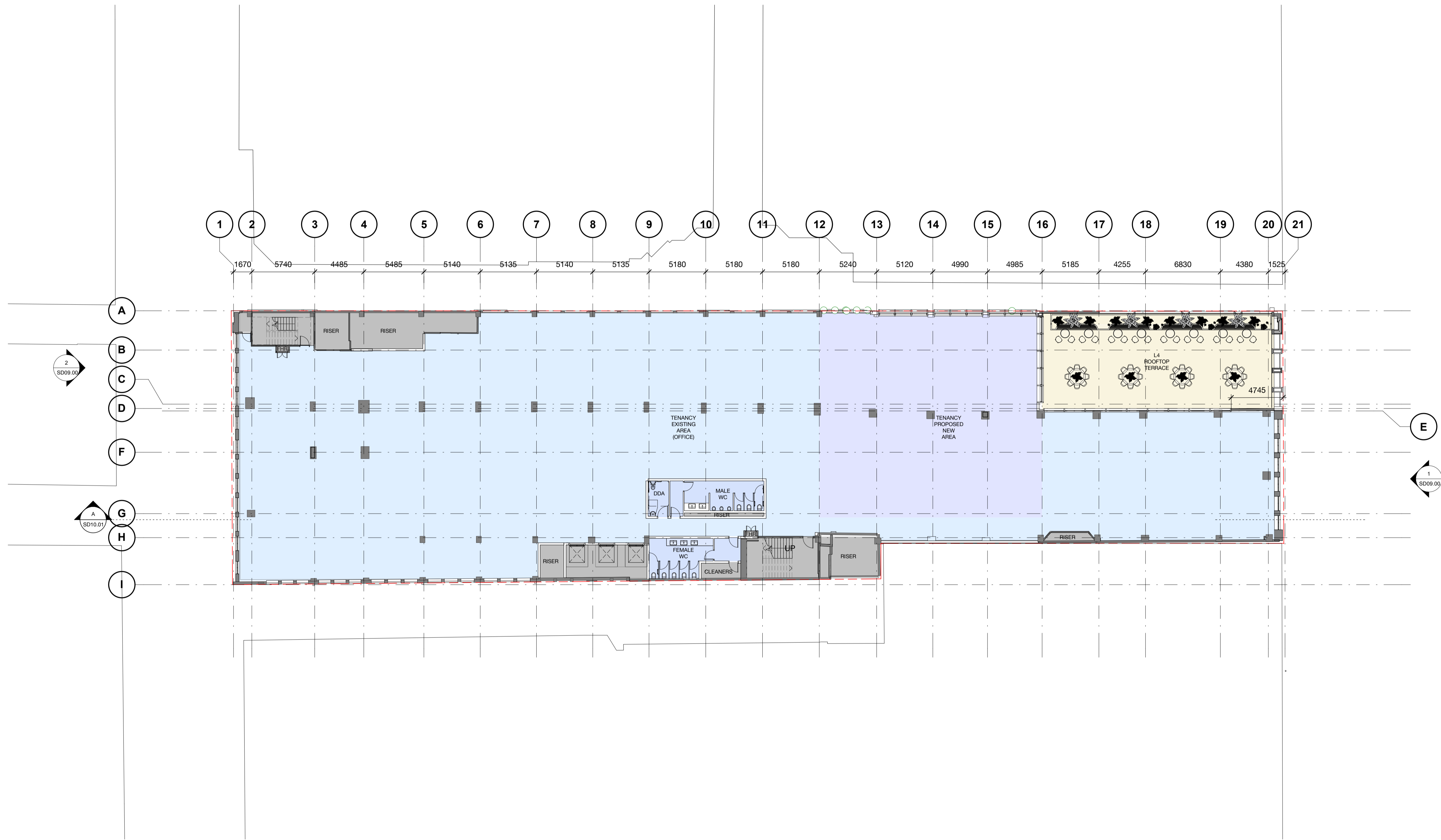
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1 LEVEL 3 - PROPOSED
 Plan 1:200

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Legend - General Arrangement Plans

- - - Title Boundary
- Existing Wall / Column
- Proposed Wall
- B Bollards - all locations subject to Council approval (separate application)
- Existing Enclosed Area
- Proposed Additional Enclosed Area



Rev	Date	Description	Initial	Checked
2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF

299 Bourke Street

LEVEL 4 PLAN



Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	As indicated	@ A1	
Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:40:50 PM		
BIM			

Drawing no.	Revision
SD02.04	2

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 T 03 8664 6200 F 03 8664 6300
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 http://www.batesmart.com.au

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 T 02 8354 5100 F 02 8354 5199
 email syd@batesmart.com.au
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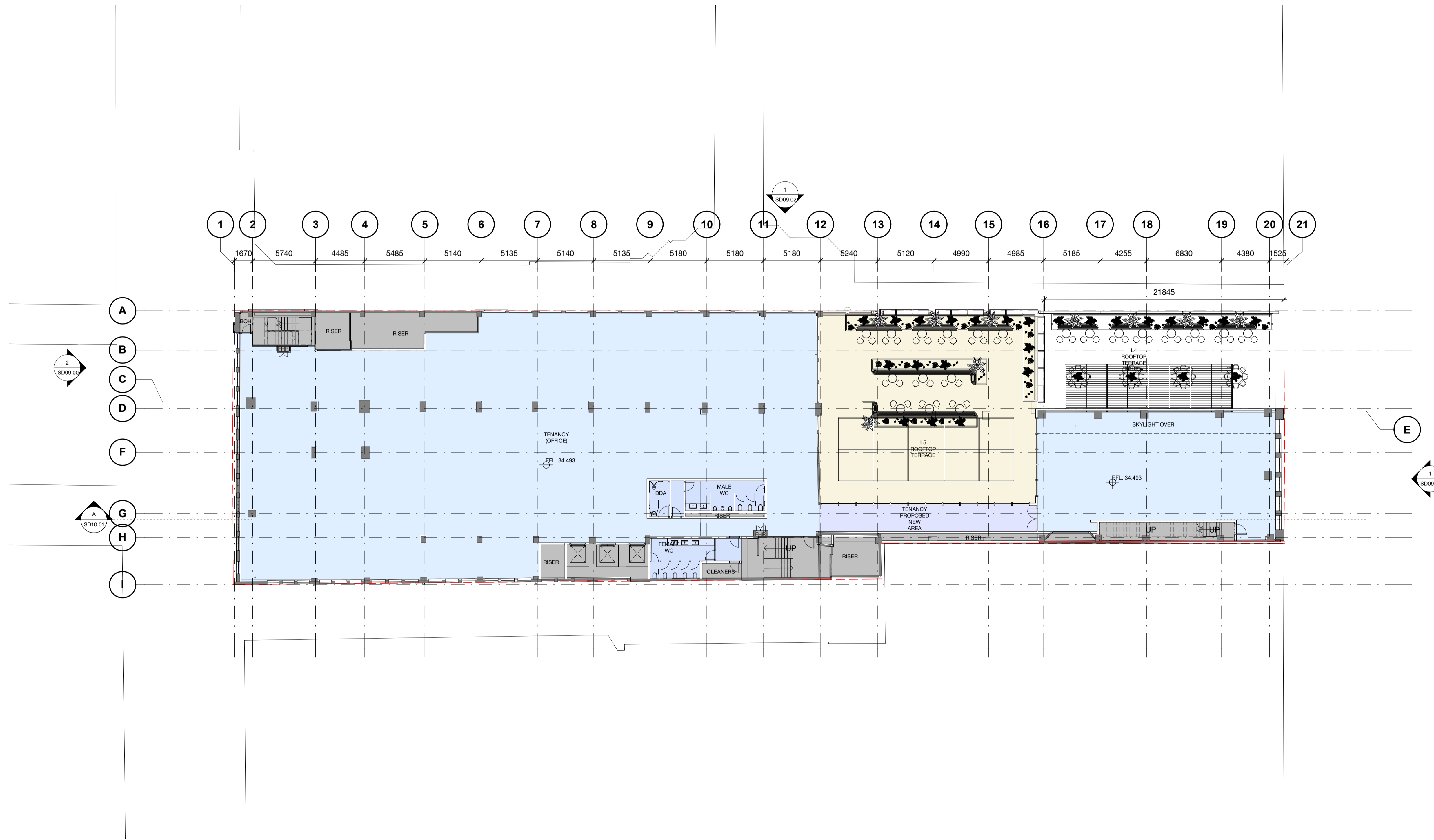
Bates Smart Pty Ltd ABN 70 004 999 400

1 LEVEL 4 - PROPOSED
 Plan 1 : 200

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Legend - General Arrangement Plans

- - - Title Boundary
- Existing Wall / Column
- Proposed Wall
- Bollards - all locations subject to Council approval (separate application)
- Existing Enclosed Area
- Proposed Additional Enclosed Area



1 LEVEL 5 - PROPOSED
 Plan 1:200

Rev	Date	Description	MF Initial	CF Checked
2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF

299 Bourke Street

LEVEL 5 PLAN



Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	As indicated	@ A1	
Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:41:35 PM		
BIM			

Drawing no.	Revision
SD02.05	2

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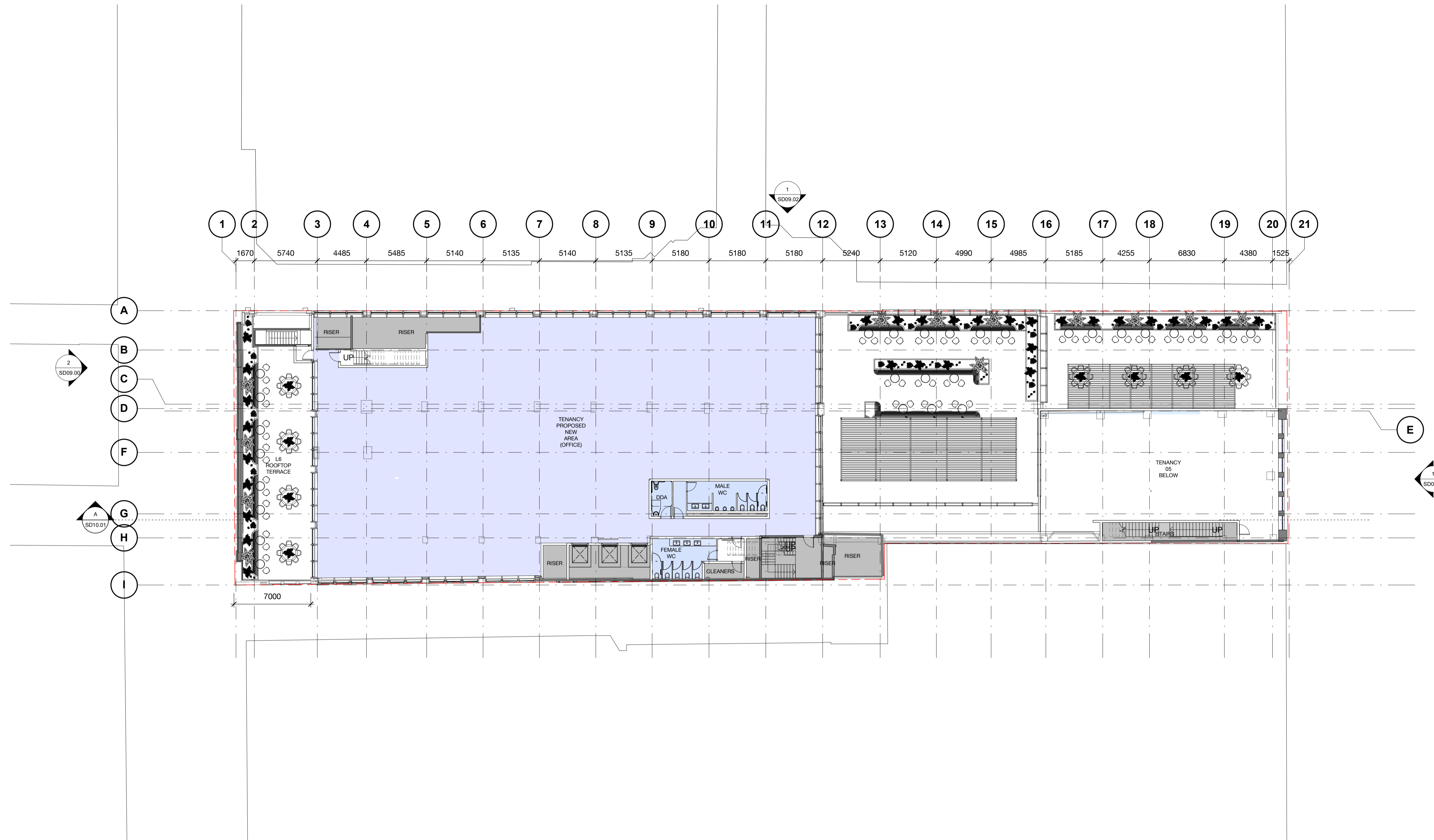
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Legend - General Arrangement Plans

- - - Title Boundary
- Existing Wall / Column
- Proposed Wall
- B Bollards - all locations subject to Council approval (separate application)
- Existing Enclosed Area
- Proposed Additional Enclosed Area



Rev	Date	Description	Initial	Checked
2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF

299 Bourke Street

LEVEL 6 PLAN



Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	As indicated	@ A1	
Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:42:17 PM		
BIM			

Drawing no.	Revision
SD02.06	2

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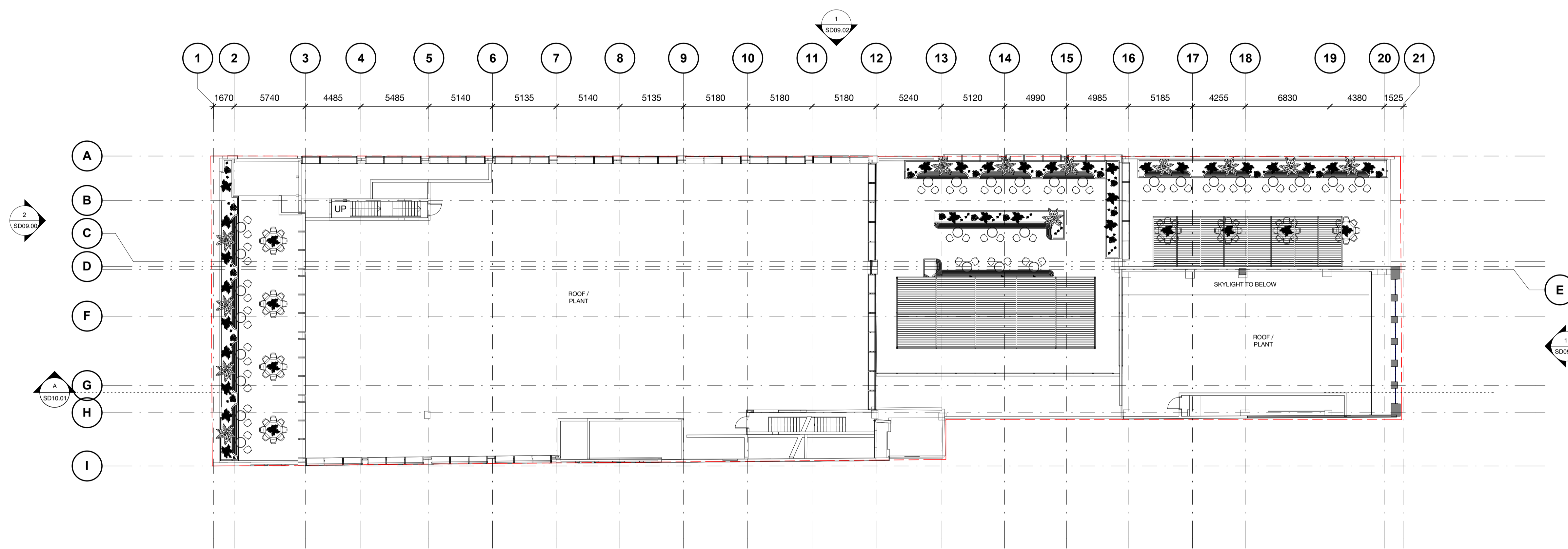
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1 LEVEL 6 - PROPOSED
 Plan 1:200

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Legend - General Arrangement Plans

- Title Boundary
- Existing Wall / Column
- Proposed Wall
- B Bollards - all locations subject to Council approval (separate application)



1 LEVEL 7 - PROPOSED
 Plan 1:200

Rev	Date	Description	Initial	Checked
2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF

299 Bourke Street

ROOF PLAN (PLANT)



Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	As indicated	@ A1	
Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:42:43 PM		
BIM			

Drawing no.	Revision
SD02.07	2

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Legend - General Arrangement Plans

- - - Title Boundary
- Existing Wall / Column
- Proposed Wall
- Bollards - all locations subject to Council approval (separate application)

WASTE MANAGEMENT SUMMARY

TENANCY	SQM	LOCATION	PATH
TENANCY 1	19	LEVEL 01	→
OFFICE	225	LEVEL B1	→
TENANCY 3	10	LEVEL B1	→
TENANCY 4	11	LEVEL 01	→

NOTE:
 1. ALL RETAIL TENANCY WASTE AREAS ARE INDICATIVE ONLY AND SUBJECT TO TENANCY FITOUT / DESIGN
 2. REFER TO WASTE MANAGEMENT REPORT

Rev	Date	Description	MF Initial	CF Checked
2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF

299 Bourke Street

BASEMENT 1 PLAN



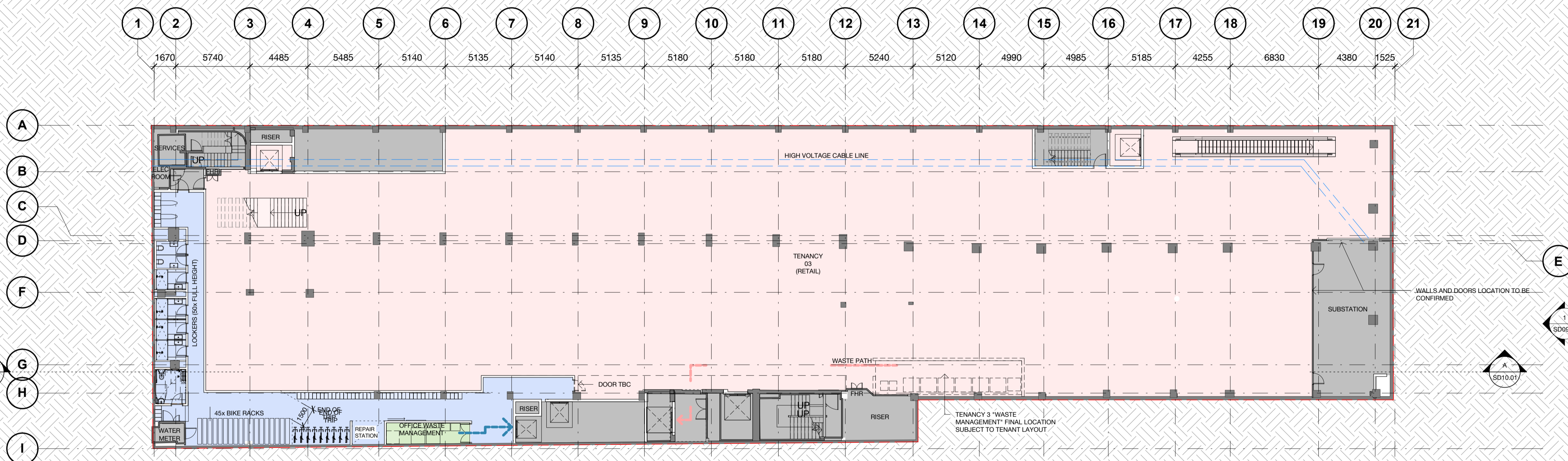
Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	As indicated	@ A1	
Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:43:00 PM		
BIM			

Drawing no.	Revision
SD02.B1	2

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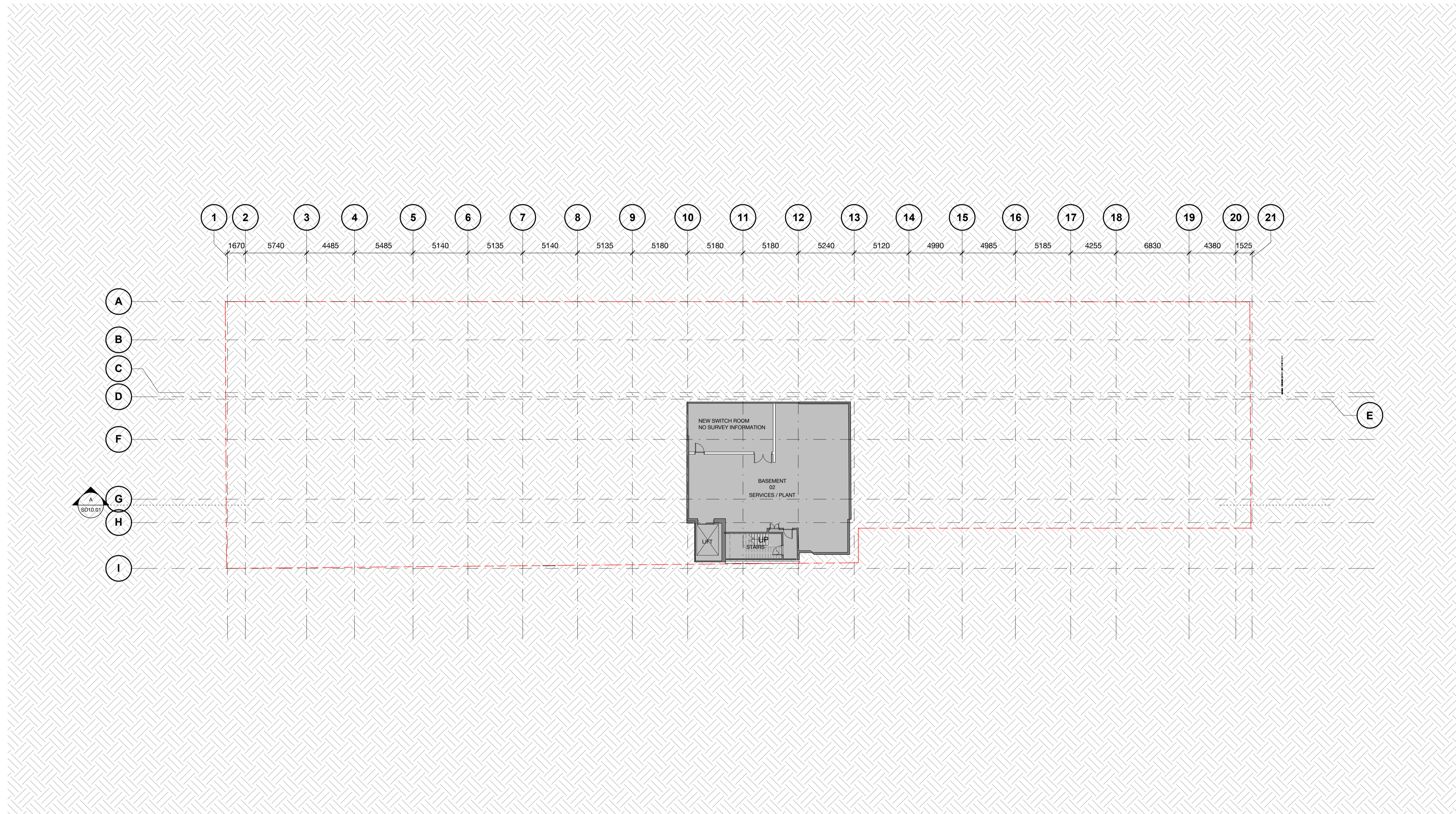


1 BASEMENT 1 - PROPOSED
 Plan 1:200

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Legend - General Arrangement Plans

- - - - - Title Boundary
- Existing Wall / Column
- Proposed Wall
- Bollards - all locations subject to Council approval (separate application)



Rev	Date	Description	Initial	Checked
2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF

299 Bourke Street

BASEMENT 2 PLAN



Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	As indicated	@ A1	
Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:43:07 PM		
BIM			

1 BASEMENT 2 - PROPOSED
 Plan 1:200

Drawing no.	Revision
SD02.B2	2

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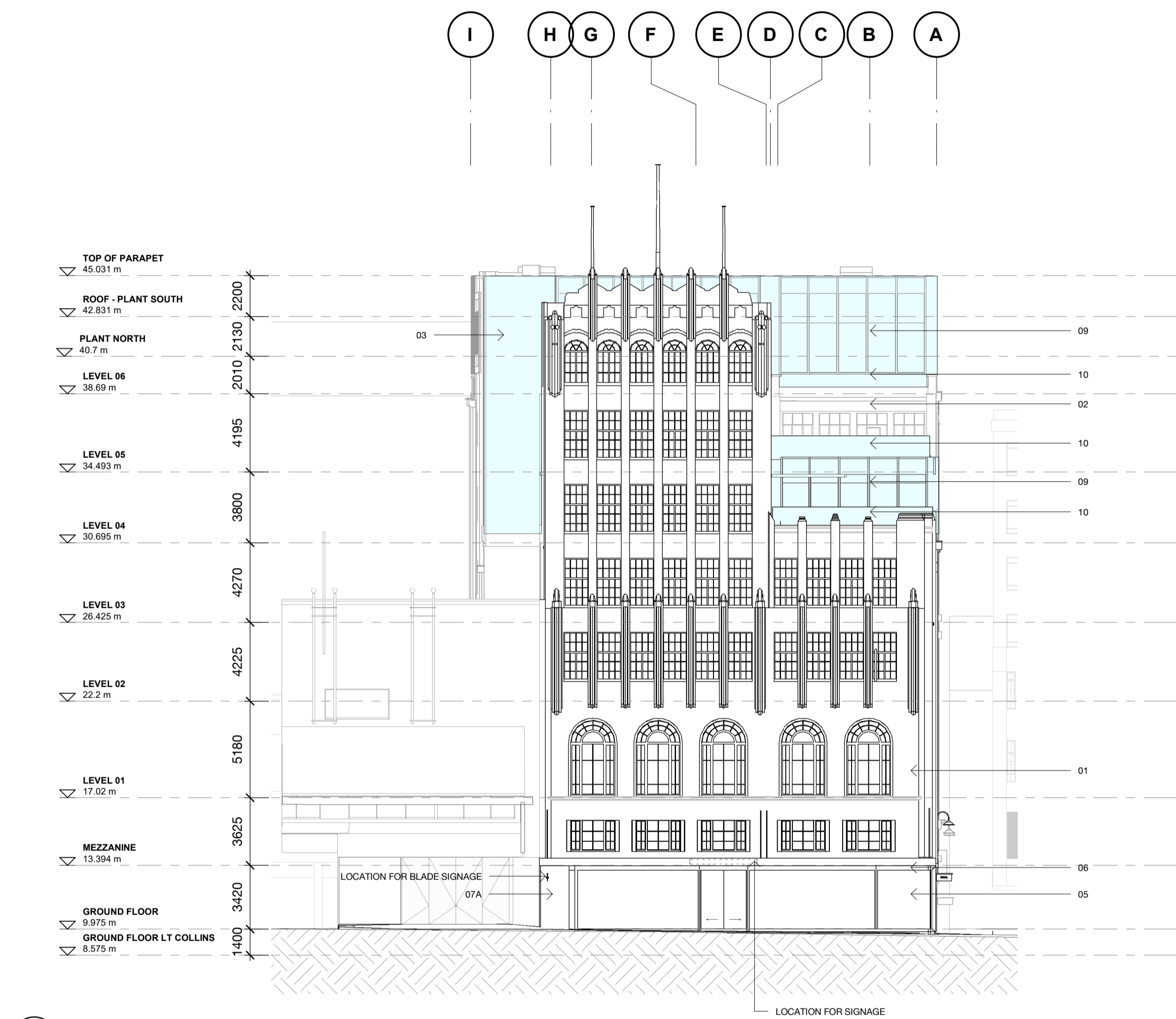
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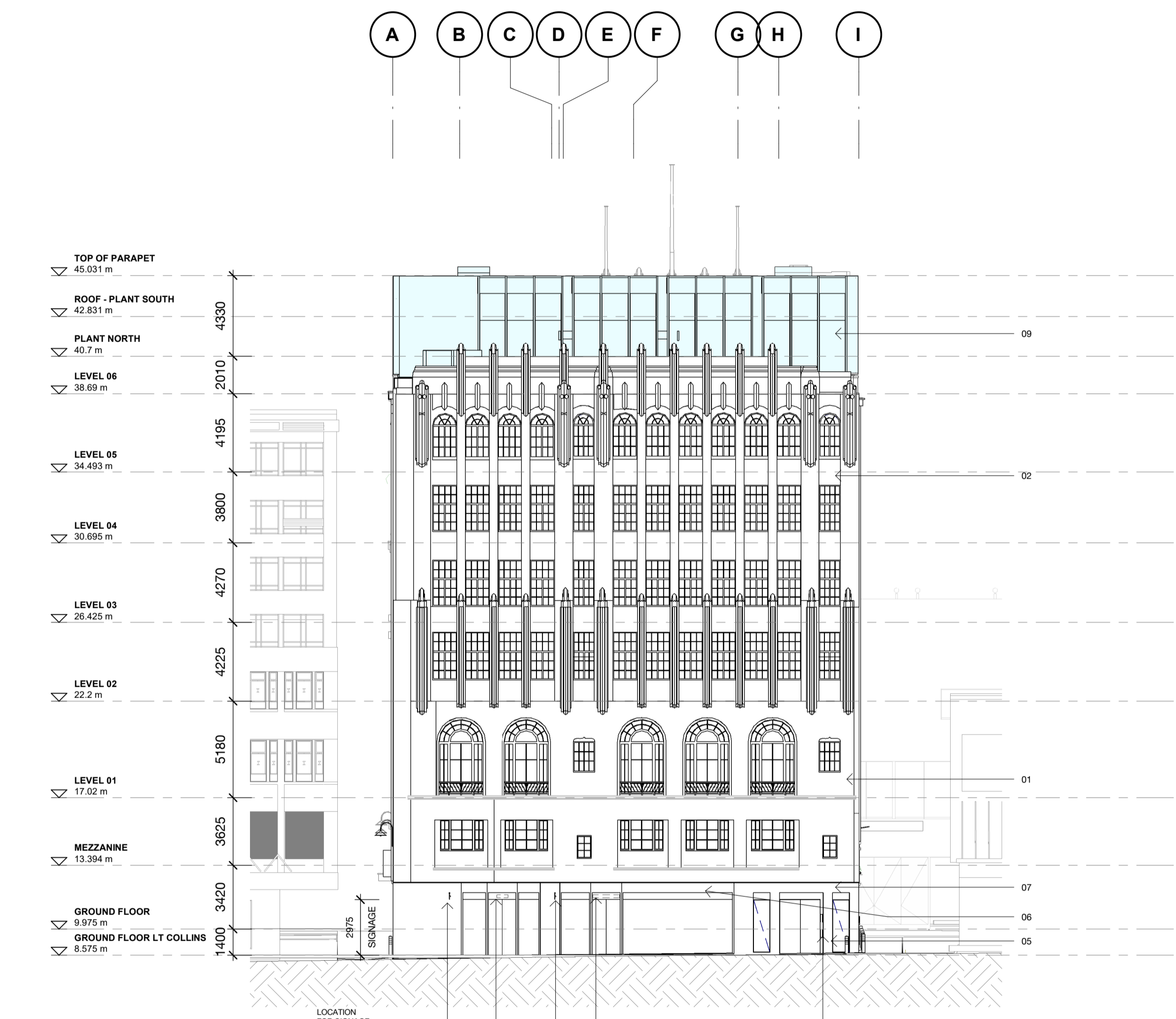
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LEGEND:

- 01 EXISTING HERITAGE FACADE
 - 02 EXISTING FACADE TO BE REPAINTED
 - 03 PROPOSED WALL TO MATCH ADJACENT FINISH
 - 04 PROPOSED WINDOW
 - 05 CLEAR GLAZED SHOPFRONT
 - 06 METAL CLADDING 01
 - 07 STONE CLADDING 01
 - 07A STONE CLADDING 02
 - 08 CLEAR VISION GLASS WITH METAL FRAMING
 - 09 CLEAR VISION GLASS WITH SPANDREL GLASS AND/OR METAL INFIL PANEL AND METAL FRAMING
 - 10 CLEAR GLASS BALUSTRADE
- PROPOSED NEW OPENINGS
 - INFILLED OPENINGS TO BE MODIFIED
 - EXISTING FILLED WINDOWS TO BE REINSTATED
 - PROPOSED NEW ADDITIONS



1 North Elevation (Bourke St)
1 : 200



2 South Elevation (Little Collins St)
1 : 200

Rev	Date	Description	MF Initial	CF Checked
2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF

299 Bourke Street

PROPOSED NORTH (BOURKE ST) & SOUTH ELEVATION (LITTLE COLLINS ST)

Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	As indicated	@ A1	
Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:43:34 PM		
BIM			

Drawing no.	Revision
SD09.00	2

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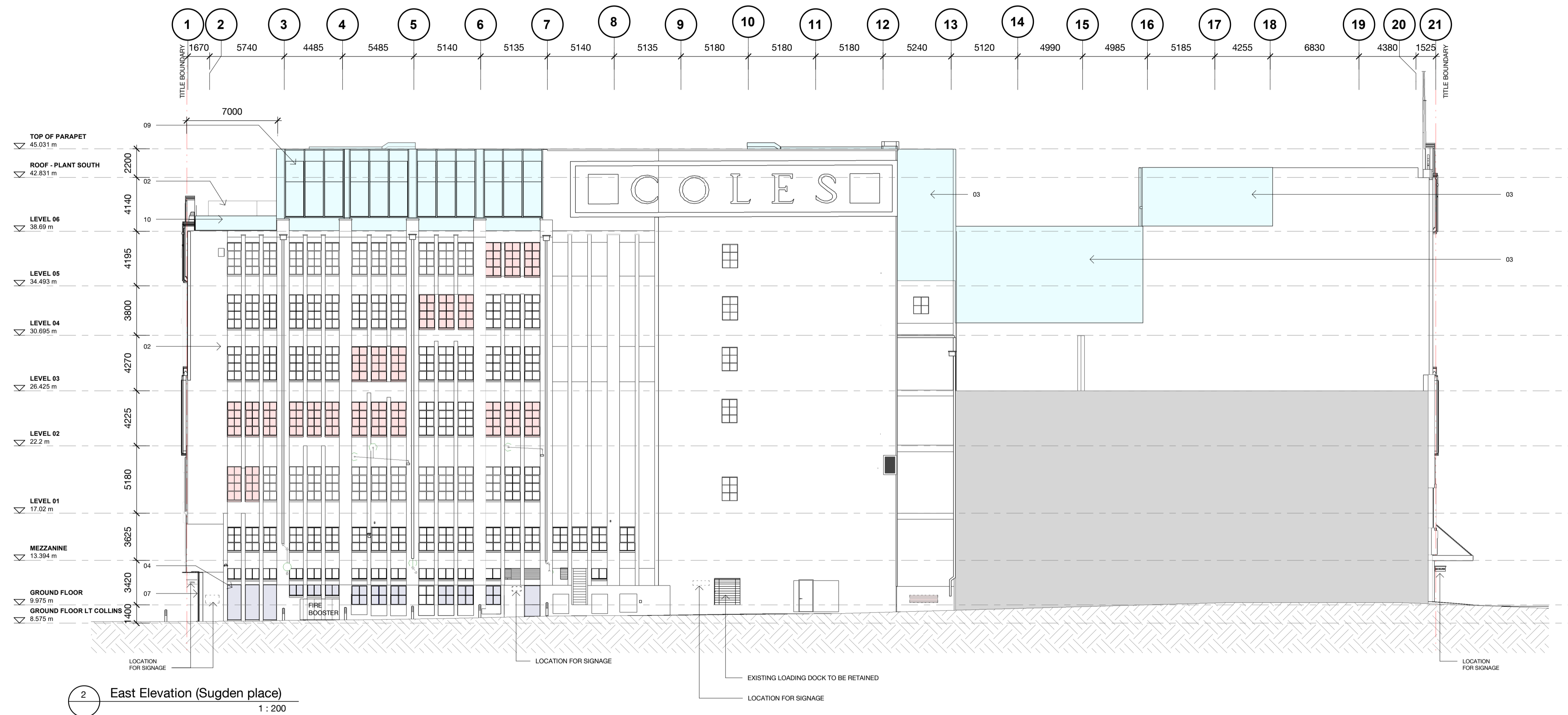
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LEGEND:

- 01 EXISTING HERITAGE FACADE
 - 02 EXISTING FACADE TO BE REPAINTED
 - 03 PROPOSED WALL TO MATCH ADJACENT FINISH
 - 04 PROPOSED WINDOW
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 - 06 METAL CLADDING 01
 - 07 STONE CLADDING 01
 - 07A STONE CLADDING 02
 - 08 CLEAR VISION GLASS WITH METAL FRAMING
 - 09 CLEAR VISION GLASS WITH SPANDREL GLASS AND/OR METAL INFIL PANEL AND METAL FRAMING
 - 10 CLEAR GLASS BALUSTRADE
- PROPOSED NEW OPENINGS
 - INFILLED OPENINGS TO BE MODIFIED
 - EXISTING FILLED WINDOWS TO BE REINSTATED
 - PROPOSED NEW ADDITIONS



Rev	Date	Description	MF Initial	CF Checked
2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF

299 Bourke Street

PROPOSED EAST (SUGDEN PLACE)

Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	As indicated	@ A1	
Drawn	MF	Checked	CF
Project No.	M12424		
Plot Date	22/03/2021 1:43:52 PM		
BIM			

Drawing no.	Revision
SD09.01	2

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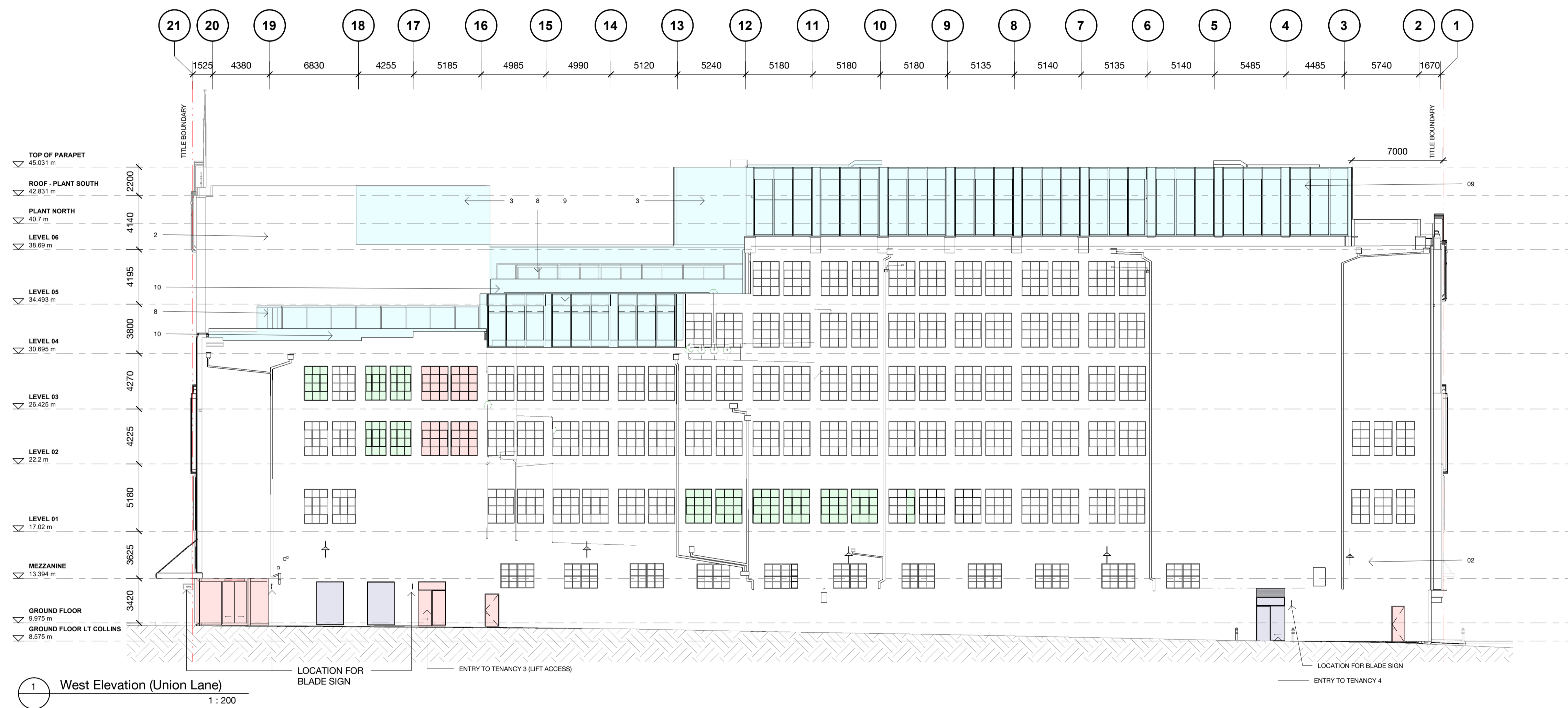
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LEGEND:

- 01 EXISTING HERITAGE FACADE
 - 02 EXISTING FACADE TO BE REPAINTED
 - 03 PROPOSED WALL TO MATCH ADJACENT FINISH
 - 04 PROPOSED WINDOW
 - 05 CLEAR GLAZED SHOPFRONT
 - 06 METAL CLADDING 01
 - 07 STONE CLADDING 01
 - 07A STONE CLADDING 02
 - 08 CLEAR VISION GLASS WITH METAL FRAMING
 - 09 CLEAR VISION GLASS WITH SPANDREL GLASS AND/OR METAL INFIL PANEL AND METAL FRAMING
 - 10 CLEAR GLASS BALUSTRADE
- PROPOSED NEW OPENINGS
 - INFILLED OPENINGS TO BE MODIFIED
 - EXISTING FILLED WINDOWS TO BE REINSTATED
 - PROPOSED NEW ADDITIONS



Rev	Date	Description	MF Initial	CF Checked
1	22.03.21	ISSUE FOR PLANNING	MF	CF

299 Bourke Street

PROPOSED WEST (UNION LANE)

Status	SCHEMATIC DESIGN / TOWN PLANNING		
Scale	As indicated	@ A1	
Drawn	Author	Checked	Checker
Project No.	M12424		
Plot Date	22/03/2021 1:44:12 PM		

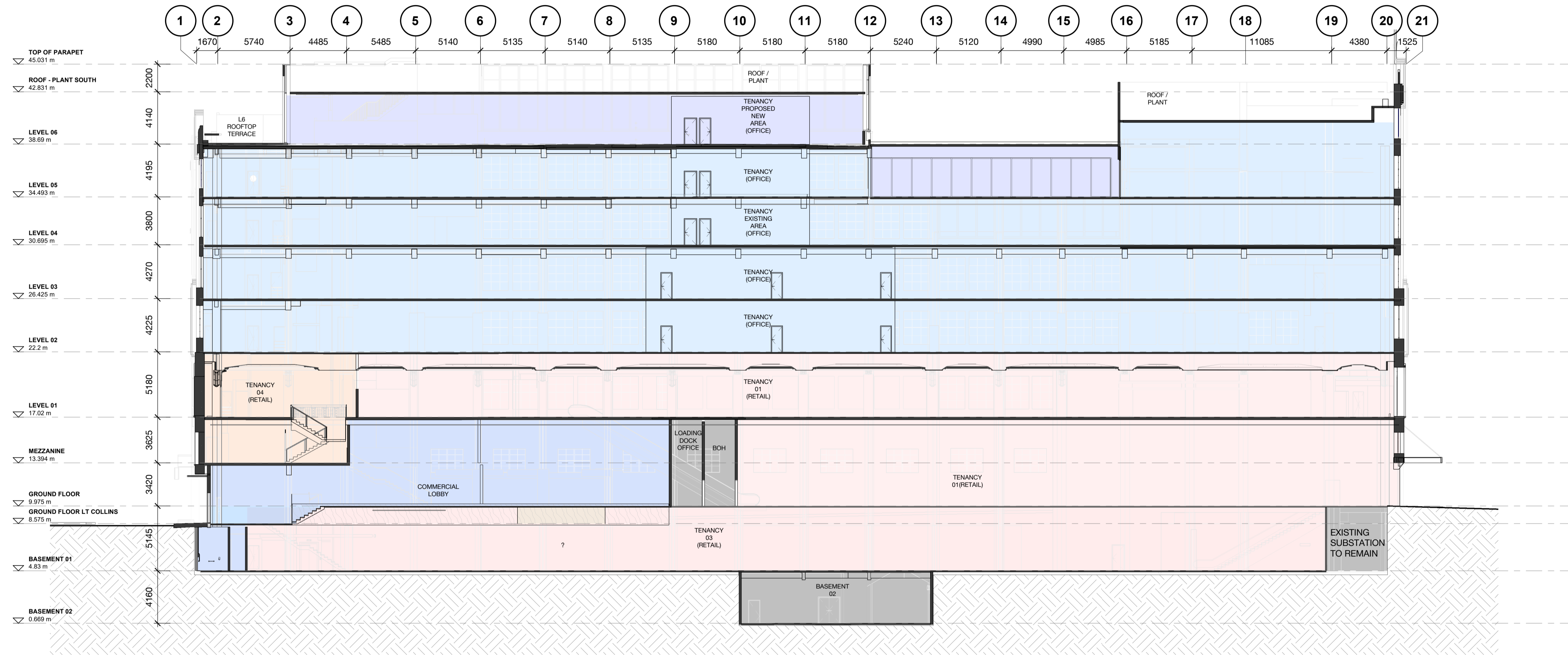
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Melbourne 1 Nicholson Street
Melbourne VIC 3000 Australia
T 03 8664 6200 F 03 8664 6300
email mel@batesmart.com.au
http://www.batesmart.com.au

Sydney 43 Brisbane Street
Surry Hills NSW 2010 Australia
T 02 8354 5100 F 02 8354 5199
email syd@batesmart.com.au
http://www.batesmart.com.au

Bates Smart Pty Ltd ABN 70 004 999 400

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and or the fabrication of any components.
 Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.
 All drawings may not be reproduced or distributed without prior permission from the architect.



A North - South
 1 : 200

2	22.03.21	ISSUE FOR PLANNING	MF	CF
1	22.02.21	ISSUE FOR INFORMATION	MF	CF
Rev	Date	Description	Initial	Checked

299 Bourke Street

BUILDING SECTION 'A' NORTH - SOUTH

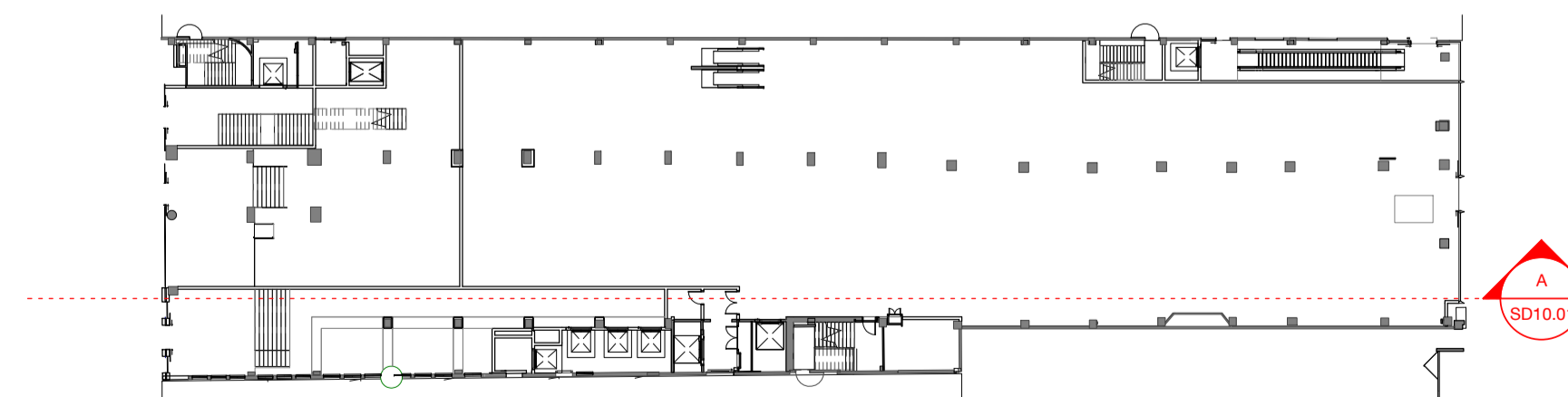
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Scale	As indicated	@ A1	
Drawn	Author	Checked	Checker
Project No.	M12424		
Plot Date	22/03/2021 1:44:30 PM		
BIM			

Drawing no.	Revision
SD10.01	2

Melbourne 1 Nicholson Street
 Melbourne VIC 3000 Australia
 T 03 8664 6200 F 03 8664 6300
 email mel@batesmart.com.au
 http://www.batesmart.com.au

Sydney 43 Brisbane Street
 Surry Hills NSW 2010 Australia
 T 02 8354 5100 F 02 8354 5199
 email syd@batesmart.com.au
 http://www.batesmart.com.au

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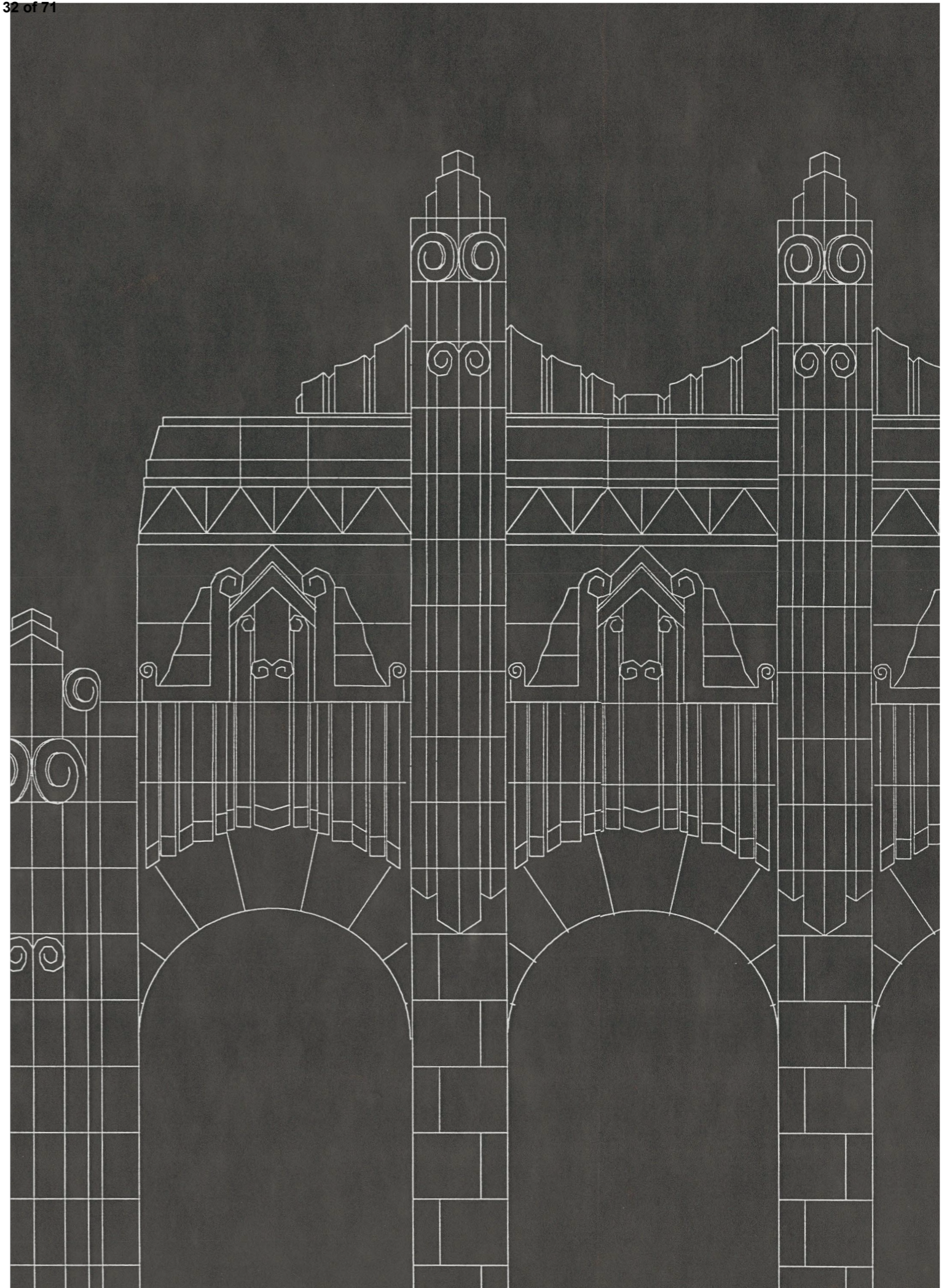
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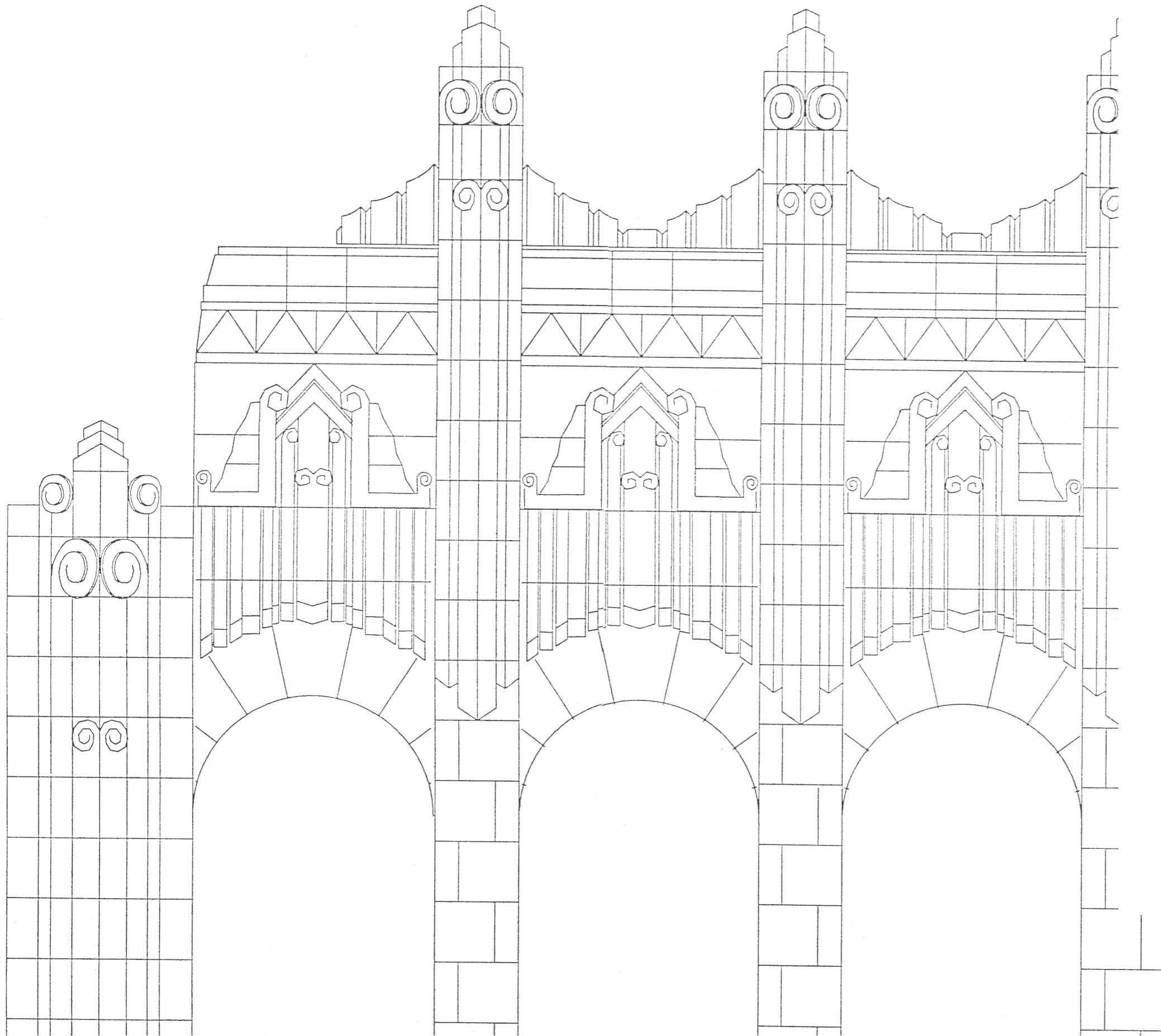
299 BOURKE STREET

HERITAGE VICTORIA
AND CITY OF MELBOURNE
RESPONSE
M12424

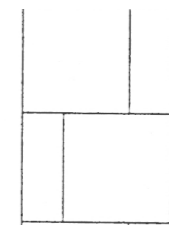
15 OCTOBER 2021

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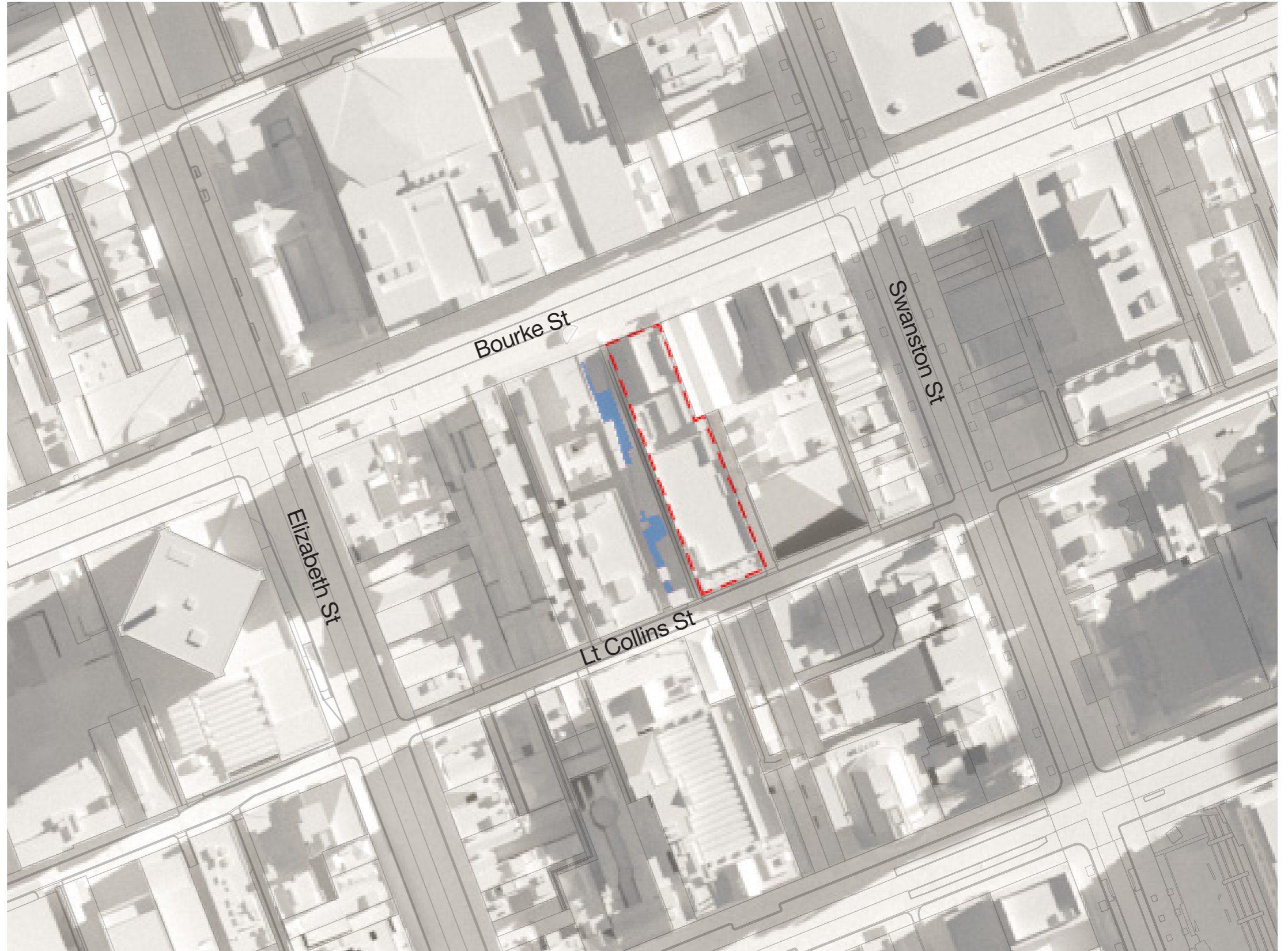




1.0 SHADOW DIAGRAMS



299 BOURKE ST SHADOW DIAGRAMS 21 SEPTEMBER 9AM



9 AM

299 BOURKE ST SHADOW DIAGRAMS 21 SEPTEMBER 10AM



10 AM

299 BOURKE ST SHADOW DIAGRAMS 21 SEPTEMBER 11AM



11 AM

299 BOURKE ST SHADOW DIAGRAMS 21 SEPTEMBER 12PM



12 PM

299 BOURKE ST SHADOW DIAGRAMS 21 SEPTEMBER 1PM



1 PM

299 BOURKE ST SHADOW DIAGRAMS 21 SEPTEMBER 2PM



2 PM

299 BOURKE ST SHADOW DIAGRAMS 21 SEPTEMBER 3PM



3 PM

DELEGATE REPORT

PLANNING PERMIT APPLICATION

Application Number:	TP-2021-318
Applicant / Owner / Architect:	Newmarket Capital Ltd c/- Contour Consultants / Newmarket Capital Ltd / Bates Smart
Address:	299 Bourke Street and 278-286 Little Collins Street, Melbourne
Proposal:	Partial demolition and building and works to an existing building; and reduction in the statutory bicycle parking requirements
Cost of Development:	\$22.55 million
Date of Application:	25 May 2021
Responsible Officer:	Richard Cherry, Principal Urban Planner

1 SUBJECT SITE AND SURROUNDS

The site is located on the south side of the Bourke Street Mall and extends to Little Collins Street to the south. The site has a frontage to Bourke Street of approximately 21 m, a frontage to Little Collins Street of approximately 24 m and an area of approximately 2,200 m².

Union Lane abuts the west side of the site and Sugden Place abuts the southern half of the east side of the site.

The existing building is currently occupied by David Jones department store and is included on the Victoria Heritage Register (H2154). The Statement of Significance states:

The David Jones store on the south side of Bourke Street was built in two stages in 1929-30 and 1938 as the flagship store of G J Coles Pty Ltd to a design by the prominent Melbourne architect Harry Norris. George Coles opened his first variety store in Smith Street in 1914 with the slogan 'Nothing over 2/6', opened a store in Bourke Street in 1924, and by World War II, despite the Depression, the company operated eighty-six stores throughout Australia, many of them designed by Norris. Norris was the architect for G J Coles & Co, and was a frequent visitor to the United States, where he studied the latest trends in American architecture and in retail design, and his work in Melbourne showed a strong American influence. His buildings demonstrate the move towards greater use of colour in facades in the 1920s and 1930s, especially in the use of glazed terracotta. The seven-storey eastern section of the store was built by E A Watts, costing £500,000 for the site, building and fitout, and opened in March 1930. The 1938 four-storey extension by Cockram & Sons matched the original in style but destroyed the symmetry of the first building. The store was famous for its first floor cafeteria, decorated in a Mexican-inspired Art Deco style, the first and largest in Australia and a highlight of shopping trips to the city for many Victorians. The store was sold to David Jones in 1986 and was altered by the

architectural firm Bates Smart & McCutcheon; the exterior was left intact but the cafeteria and many of the Art Deco interior features were removed. David Jones is Australia's oldest department store company, having opened their first store in Sydney in 1838.

The David Jones store is a seven-storey reinforced concrete and steel building with a four storey extension to the west, both in a Commercial Gothic style. The facades are clad with striking pinkish-red Wunderlich terracotta faience, with decorative Hispanic/Indian/Jazz details in pink and blue. The first floor windows are arched with wrought iron railings and above these narrow terracotta clad ribs rise up between the upper windows through the decorative parapet above. The metal window frames are painted blue. The Little Collins Street facade is in a similar mode but is less ornate, and its upper levels are clad in cream rather than pink tiles. The original shopfronts have been replaced. Vestiges of the original interior decorative scheme survive in the tiling on some of the first floor columns and in some plaster ceilings on the ground floor.

The building has a significant grading, pursuant to the Heritage Places Inventory February 2020 Part A (Amended May 2021).

Bourke Street Mall is a landmark thoroughfare within the Central City and is developed with a mix of medium-scale buildings on each side, predominately used as retail tenancies, including Myer and the former GPO.

Little Collins Street is developed with a similar scale of built form and is car-free between 12pm and 2pm.



Figure 1: Map of subject site and surrounds



Figure 2: Aerial of subject site and surrounds (4 April 2021)

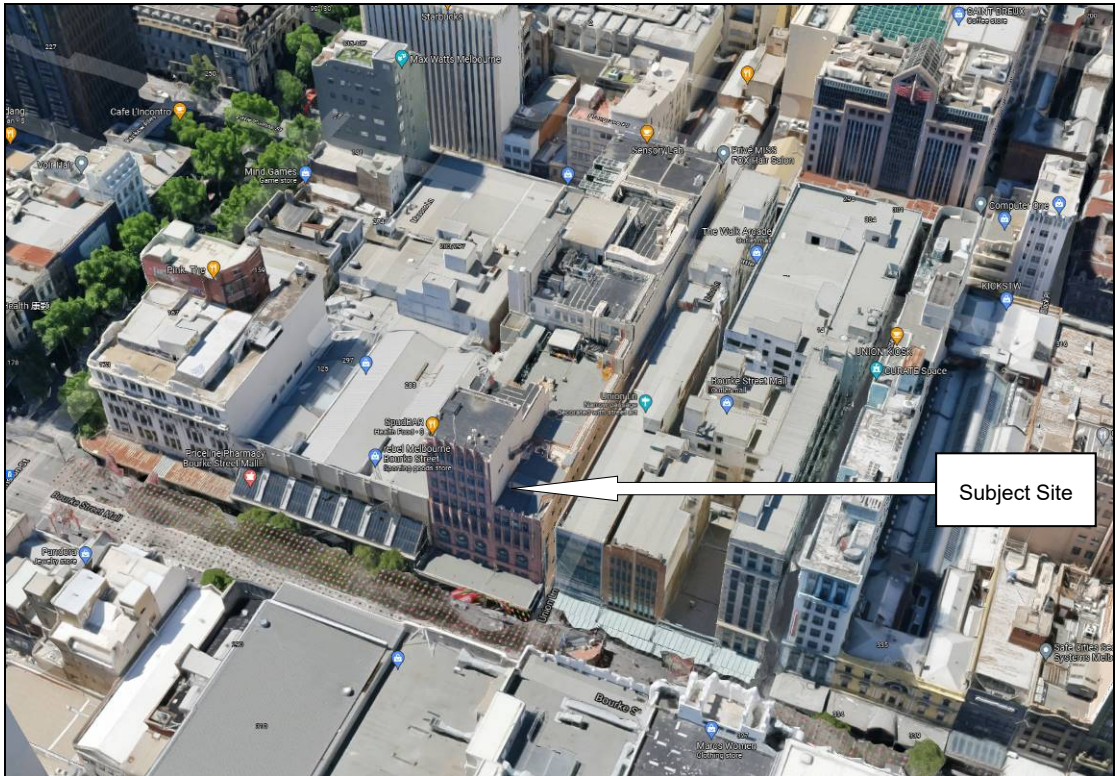


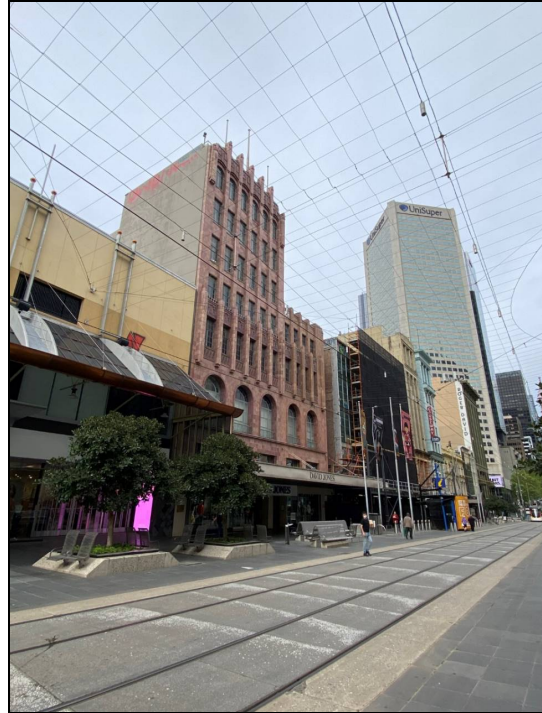
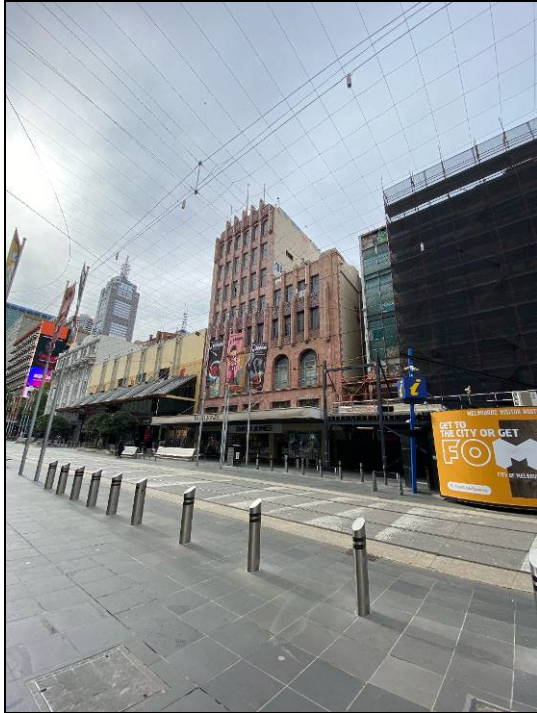
Figure 3: Subject site facing Bourke Street (Google Maps)



Figure 4: Subject site facing Little Collins Street (Google Maps)



Figure 5: Bourke Street façade



Figures 6 & 7: Bourke Street looking east (left) and west (right)



Figure 8: Little Collins Street façade



Figures 9 & 10: Little Collins Street looking west (left) and east (right)



Figures 11 & 12: Sugden Plan (left) and "The Walk" development site / Union Lane (right)

2 PROPOSAL

Demolition:

- Demolition of the Bourke Street and Little Collins Street ground level shopfronts, including canopies.
- Internal demolition.

- Partial demolition of the east elevation to facilitate new window openings at Levels 1-5 (Sugden Place).
- Partial demolition of the west elevation to facilitate new openings at Ground Floor and window openings at Levels 2-3 (Union Lane).

Buildings and works:

- Alterations to infilled openings along Sugden Place and Union Lane at Ground Level.
- Reinstatement of existing infilled windows at Levels 1-3 along Union Lane.
- Repainting of parts of the existing façade.
- New ground level shopfronts and canopies to Bourke Street and Little Collins Street.
- New entry at the north-west corner of the building facing Union Lane for access to the basement.
- New commercial entry at the south-east corner of the building facing Little Collins Street.
- Construction of additional built form at Levels 4-6.

Use

- Use of the land as commercial (office) and retail, including supermarket.

The additional built form at Level 6 proposes a setback of 7 m from Little Collins Street.

The additions have an overall building height of approximately 36.5 m from the Little Collins Street frontage.

A total of 45 bicycle spaces are proposed within a dedicated area in Basement 1, along with end-of-trip facilities.

Level	Program	Total	Retail	Office		Other		Outdoor Terrace
		GFA*	GLAR	NLA existing	NLA additional	GF Lobby	EOT	
Basement 2	Other**	224						
Basement 1	Retail	2245	1726				185	
Ground	Retail	2221	1798			188	7	
Mezzanine	Retail	344	256					
L1	Retail	2245	1899					
L2	Commercial	2245		1847				
L3	Commercial	2245		1847				
L4	Commercial	2051		1329	371			194
L5	Commercial	1692		1162	169			348
L6	Commercial	1158			854			152
Sub Total				6184	1394			
Total		16670	5678	7579		188	192	695

Figure 13: Area Schedule

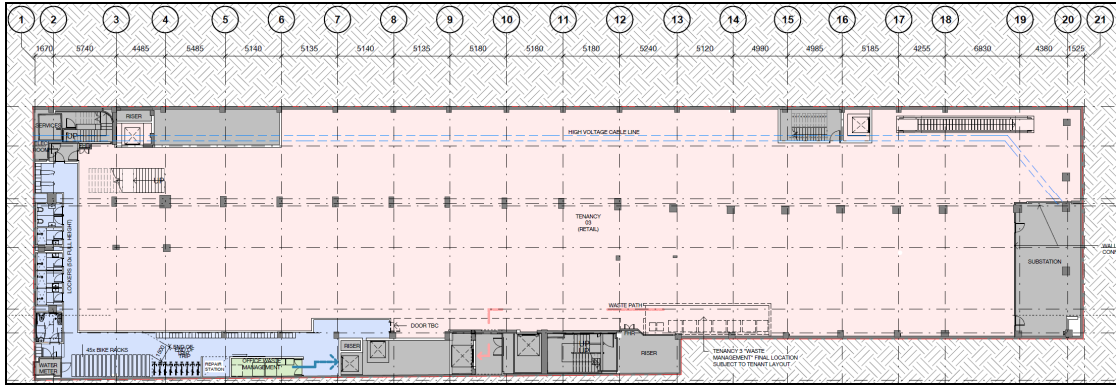


Figure 14: Basement Level

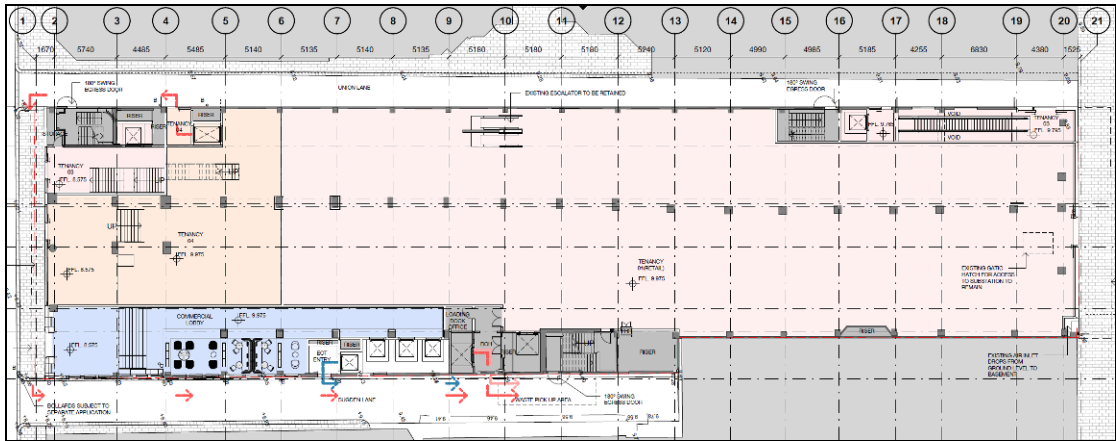


Figure 15: Ground Level

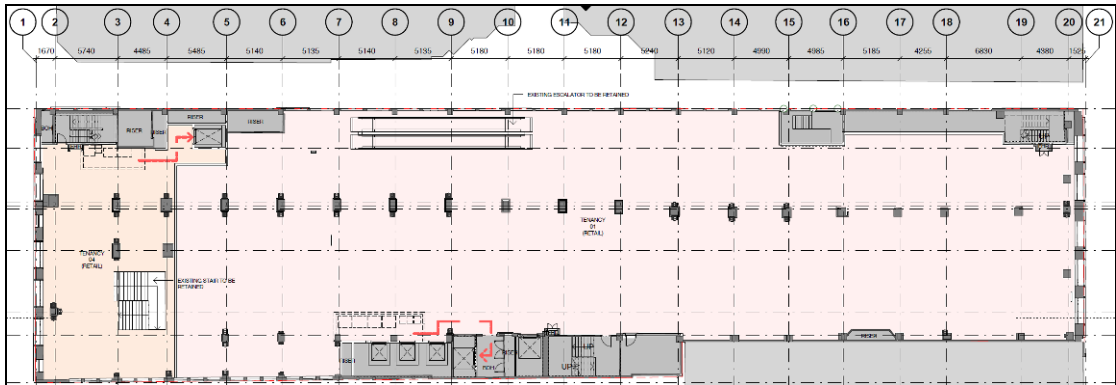


Figure 16: Level 1

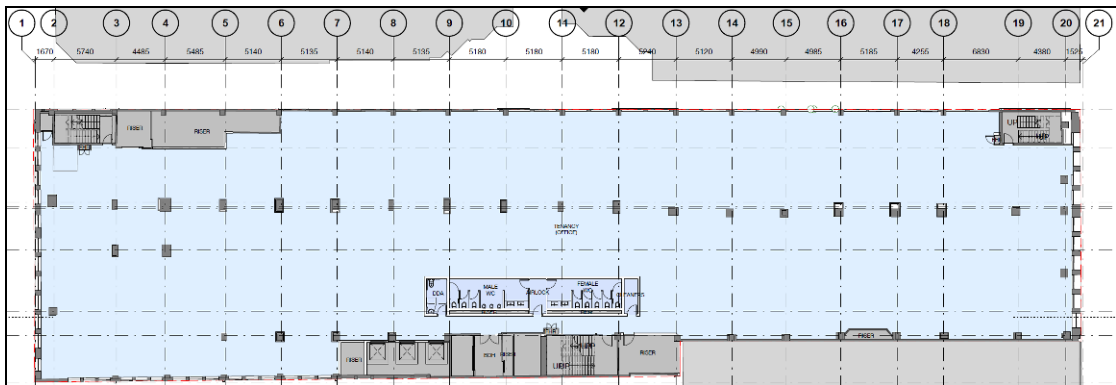


Figure 17: Level 2

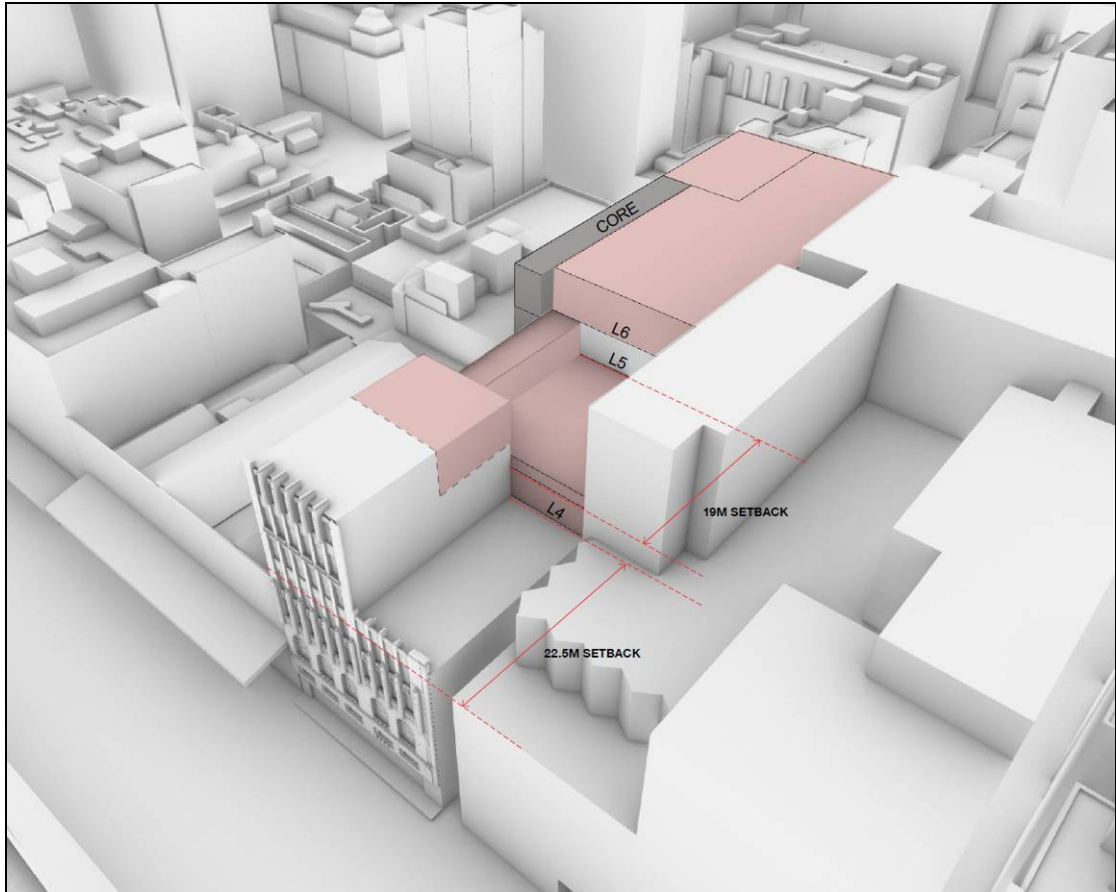


Figure 18: Proposed massing from Bourke Street



Figures 19 & 20: Proposed renders – Bourke St & Union Ln (left) and Little Collins St & Sugden Pl (right)

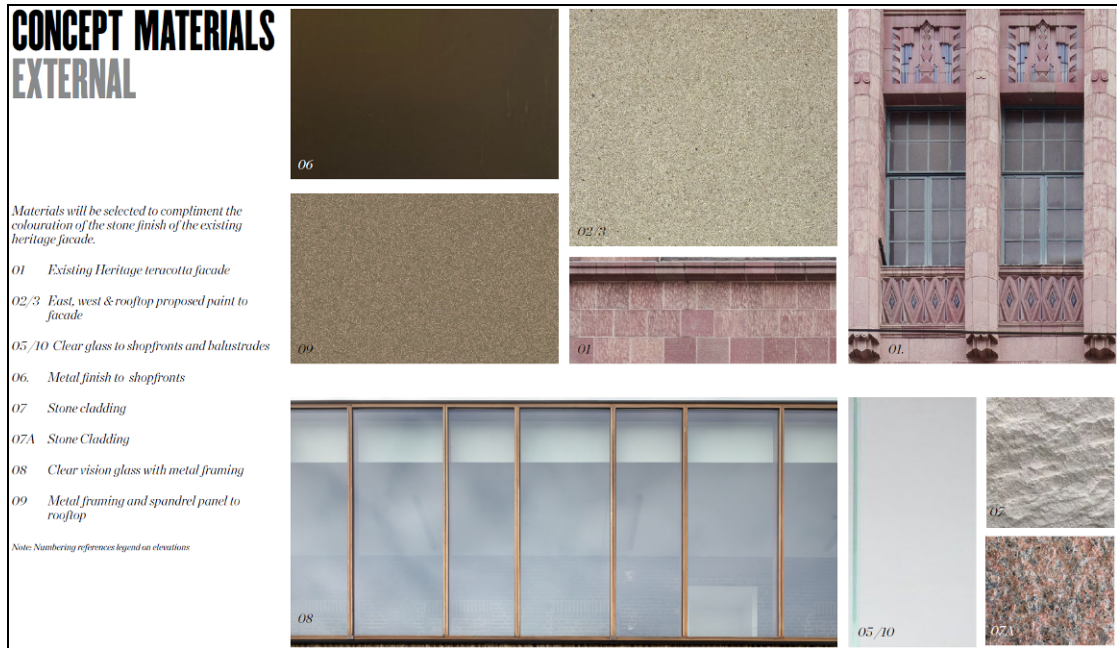


Figure 21: Materials Schedule

3 PLANNING SCHEME PROVISIONS

Section	Policy
Planning Policy Framework	Clause 11.03-1S – Activity Centres Clause 15.01-1S – Urban Design Clause 15.01-2S – Building Design Clause 15.02-1S – Energy and Resource Efficiency Clause 15.03-1S – Heritage Conservation Clause 17.01-1S – Diversified Economy Clause 17.02-1S – Business Clause 18.02-1S – Sustainable Personal Transport Clause 18.02-4S – Car Parking
Local Planning Policy Framework	Clause 21.06 – Built Environment and Heritage Clause 21.08 – Economic Development Clause 21.12 – Hoddle Grid (Proposed Urban Renewal Areas) Clause 22.04 – Heritage Places in the Capital City Zone Clause 22.19 – Energy, Water and Waste Efficiency Clause 22.23 – Stormwater Management (WSUD)

Clause	Permit Trigger
Clause 37.04 Capital City Zone Schedule 2	<u>Use</u> Pursuant to Schedule 2 to Clause 37.04-1, 'office' and 'retail premises' are Section 1 Uses – permit not required. <u>Development</u> Pursuant to Clause 37.04-4, 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 Schedule 509 & 768	Pursuant to Clause 43.01-3, a permit is not required to develop a heritage place which is included in the Victorian Heritage Register, other than an application to subdivide a heritage place of which all or part is included in the Victorian Heritage Register.

Clause 43.02 Design and Development Overlay Schedule 1 and 2	Pursuant to Clause 43.02-2, a permit is required to construct a building or construct or carry out works.
Clause 45.09 Parking Overlay Schedule 2	Pursuant to Schedule 2 to Clause 45.09, no car parking spaces are required for any use. No on-site spaces are proposed.

Particular / General Provisions	
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. Pursuant to Clause 52.34-2, a permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6.

4 AMENDMENT C308

Planning Scheme Amendment C308 was gazetted into the Melbourne Planning Scheme on 30 September 2021. The amendment implements the recommendations of the *Synthesis Report: Promoting High Quality Urban Design Outcomes in the Central City and Southbank, January 2018* by introducing new urban design-built form controls in Central Melbourne. Specifically, Amendment C308:

- Deletes Clause 22.01 (Urban Design in the Capital City Zone) Policy.
- Replaces Design and Development Overlay Schedule 1 (Active Street Frontages) with a new Schedule 1 (Urban Design in Central Melbourne). The revised DDO1 includes development requirements to ensure a high standard of urban design, architecture and landscape architecture in all new development.
- Deletes Design and Development Overlay Schedule 3 (Traffic Conflict Frontage – Capital City Zone) and incorporating the provisions of this schedule into the revised DDO1.
- Deletes Design and Development Overlay Schedule 4 (Weather Protection – Capital City Zone) and incorporating the provisions of this schedule into the revised DDO1.
- Replaces the Schedule to Clause 72.03 with a new Schedule to Clause 72.03.
- Amends the Schedule to Clause 72.08 (Background Documents) to include the *Central Melbourne Design Guide (City of Melbourne, 2019)* as a background document.
- Amends associated Planning Scheme Maps.

Refer Section 9 of this report for further assessment.

5 PUBLIC NOTIFICATION

Capital City Zone Schedule 2 – Clause 37.04

An application to construct a building or construct or carry out works for a use in Section 1 of Clause 37.04-1 is exempt from the notice requirements of section

52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

An application to demolish or remove a building or works is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

Design and Development Overlay Schedules 1 & 2 – Clause 43.02

An application to construct a building or construct or carry out works is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Bicycle Facilities – Clause 52.34

An application is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

Therefore notice of the application was not required.

6 OBJECTIONS

The application has not received any objections.

7 CONSULTATION

7.1 Heritage Victoria

The subject site is included on the Victorian Heritage Register (H2154). The applicant has applied for a separate Heritage Victoria (HV) Permit and Council has been advised that a decision will be made at the end of November.

Melbourne City Council received a referral from HV in May 2021 and provided a response consistent with the internal heritage comments at Section 8.1 of this report.

Council has engaged with Heritage Victoria to discuss unresolved items relating to the façade shopfronts and ground level openings along Union Lane. These are discussed in details at Sections 8 and 9 of this report.

7.2 Office of the Victorian Government Architect

Council engaged the OVGA to undertake a desktop review of the proposal, such is the site's landmark location.

The OVGA was generally supportive of the proposal; however, identified potential improvements to the development in relation to shopfront integration with the heritage façades, retention of the existing ground level through-link between Bourke Street and Little Collins Street, improved pedestrian activation of Union Lane and loading.

These items are discussed throughout this report.

8 INTERNAL REFERRALS

8.1 Heritage

Council's Heritage Advisor generally supports the proposal, noting the development is without substantial heritage impact, including the largely hidden upper levels and side wall alterations / entries. However, elements of the proposal have been questioned, as follows:

- The loss of remnant features of the Gymnasium. The loss is acceptable having regard to a lack of any internal controls in local policy; however, retention has been encouraged if possible.
- The lack of integration between the new ground level shopfronts and the retained upper level heritage façades to both street frontages. Existing condition should not be taken as reason to dismiss the issue of the proposed ongoing presentation and appreciation of the building as a heritage entity.
- The local heritage policy encourages restoration, conservation and enhancement of heritage places.
- Whilst the ground floor and canopy, as introduced elements, are not expected to (and cannot) contribute to heritage value, it is reasonable that these elements which are integral to the building should complement, and be compatible with, the heritage fabric. It is reasonable to expect that the new elements should evidently support the visual appreciation of the heritage fabric and the building as an integrated whole entity rather than fragmented parts. Presently the design of the ground level frontage appears largely dissociated from the building above.

The advice above has been provided to Heritage Victoria.

The loss of internal Gymnasium fabric is noted and, given the site has no internal heritage controls in local policy, its retention is not fundamental to the regeneration of the building.

The shopfront concerns are reiterated in the Urban Design referral comments at Section 9.2 of this report and have been discussed further with the applicant and Heritage Victoria who share Council's concerns. The City of Melbourne has not received any further drawings depicting changes to the shopfronts to better integrate with the original heritage fabric above the canopies. Rather, the applicant has advised that they would be prepared to accept a condition that requires the shop front details to be consistent with the requirements of any planning permit issued by Heritage Victoria.

It is noted that Heritage Victoria has extended their decision date to the end of November and as such, City of Melbourne will decide on the proposal prior to any HV decision. In this instance, it is reasonable to introduce a condition requiring the ground level shopfront façades to Bourke Street and Little Collins Street to better integrate in to the upper level façades consistent with any permit issued by HV – **refer recommended Condition 1a.**



Figure 22: Proposed Bourke Street shopfront



Figure 23: Proposed Little Collins Street shopfront

8.2 Urban Design

Urban Design is broadly supportive of the proposal and its careful consideration of massing implications, contextual materiality and improved public legibility of tenancies and entries.

The submitted massing studies demonstrate a concealed upper form when viewed from key vantage points within Bourke Street Mall. While the study demonstrates a portion of the upper addition being perceptible upon approach from the east within Little Collins Street, this element is considered to be recessive and complementary to the retained heritage form. From an urban design perspective, the massing response is appropriate and respectful within this sensitive context.

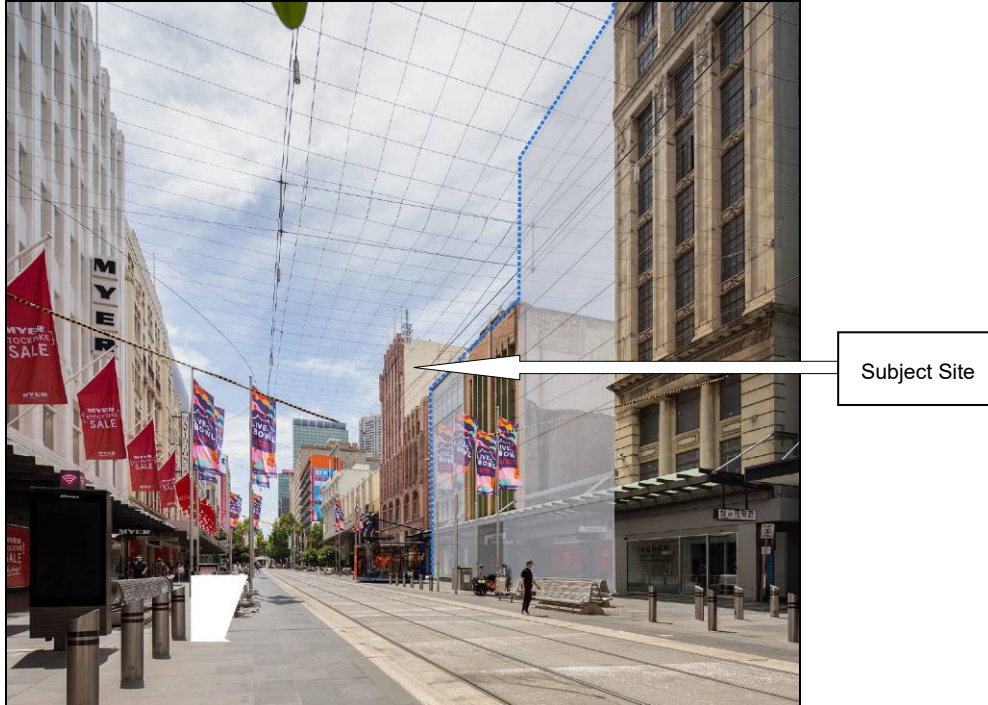


Figure 24: Subject site (Bourke Street) demonstrating concealed additions

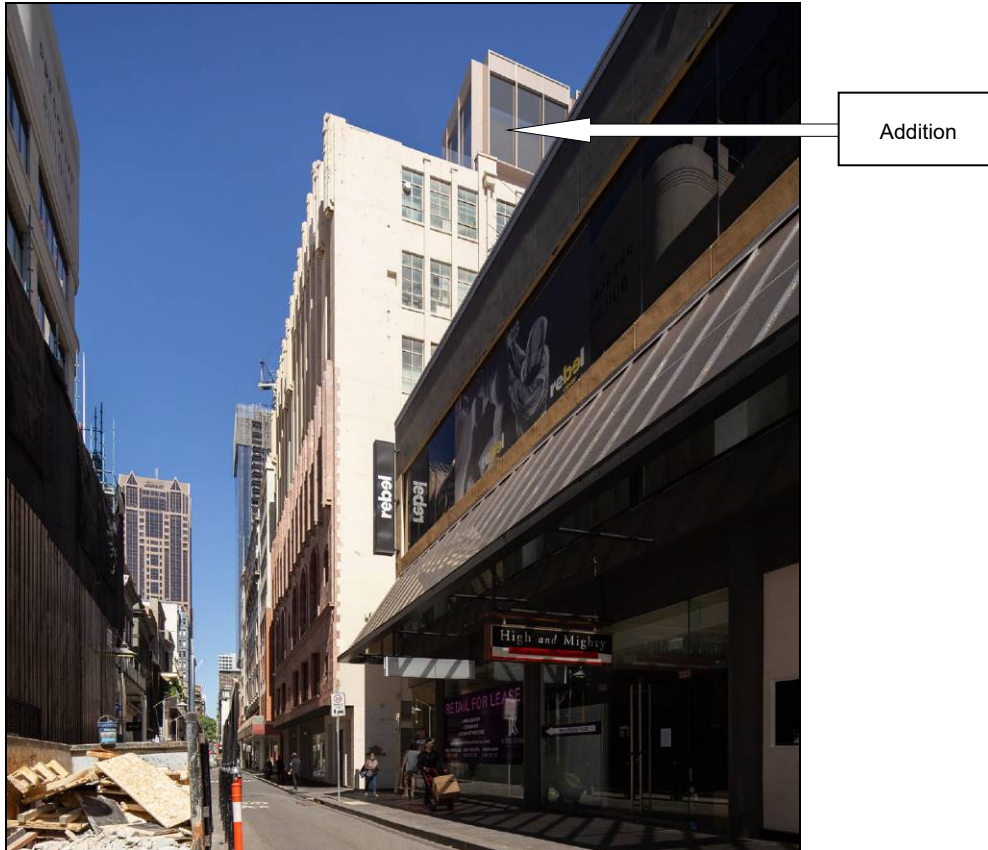


Figure 25: Subject site (Little Collins Street) demonstrating a recessive addition

Urban Design is broadly supportive of the proposed material palette and strategy for the shopfronts and roof addition. However, they have requested further clarification on the following:

- How the proposed design facilitates safe and legible pedestrian movement through site, given the importance of urban permeability within this context.
- Further demonstration of design details and material resolution, noting the broad support of the overall design concept and implied design resolution of the contemporary additions.

Consistent with heritage advice, discussed at Section 8.1 of this report, Urban Design has also identified the need to establish a stronger design integration between the proposed ground floor shopfronts and retained heritage façades above. In addition, the Bourke Street and Union Lane corner treatment at the north-west edge further reinforces the perception of a 'floating façade' and should be reconsidered along with the broader shopfront design approach.

8.3 Traffic Engineering

Traffic Engineering has made the following observations:

- Clause 3 of Schedule 2 of the Capital City Zone specifies that no car parking spaces are required for any uses. Therefore, the provision of no on-site parking complies.
- The Planning Scheme requires provision of 44 employee and 19 customer / visitor bicycle spaces. It is proposed to provide 45 employee bicycle spaces at B1 level, with customer / visitor bicycle parking occurring on-street in existing bicycle parking facilities. This is considered acceptable.

- Access to the end-of-trip (EoT) facilities is via Sugden Place. A lift inside the building provides access to the EoT facilities. This is acceptable, although a check should be made that the lift is of appropriate dimensions to carry one or more bicycles.

The applicant's traffic consultant (Traffix Group) has provided a response to this item, confirming that the length of the lift should be amended to provide for clear internal dimensions of 2 m. This change could be introduced by way of condition if a permit is granted – **refer recommended Condition 1c**.

- The two-tier bicycle parking system in the application traffic report appears to show that the lower bike has to be removed before the upper bike can enter or exit. This should be reviewed. The upper and lower bicycle parking spaces should be able to be used independently.

Traffix Group has confirmed that the two-tier bike parking system would provide for 100% independently accessed spaces across both levels.

- The provision of 5 showers may not be sufficient to cater for 45 bicycle spaces.

The arrangement currently proposed aligns with the requirements of Clause 52.34.

- Any interaction between loading vehicles (also using Sugden Place) and bicycles is expected to be minimal and therefore acceptable.
- The continued use of Sugden Place for deliveries and waste collection is appropriate given that Union Lane is more attractive for pedestrians as it connects Little Collins Street and Bourke Street, while Sugden Place is a dead-end.
- The Sugden Place facility is constrained, and when also considering the limited parking in the vicinity, may result in delays to those wishing to deliver to the site. It will be up to the occupiers of the building to manage the use of the Sugden Place loading area. However, the ability to create a new on-site loading bay is limited.
- The submitted swept path diagrams for an 8.8 m truck shows it mounting the kerb opposite Sugden Place, which is not acceptable. It is suggested that only trucks up to 6.4 m in length be permitted to use Sugden Place (associated with this site).

Traffic Engineering has requested that if a permit is granted, a condition should be included, requiring the size of vehicles accessing the loading facility to be limited to maximum 6.4 m in length – **refer recommended Condition 8**.

- It is accepted that the site will generate only a low number of trips given that no car parking is provided on the site, and that the traffic generated will not have a significant impact on the operation of the road network.
- The traffic report by Traffix Group proposes to provide "a series of bollards along the western side of Sugden Place". Care must be taken that these bollards do not impact the ability to have delivery vehicles and waste collection vehicles (associated with the subject site and also other abutting sites) enter, exit and drive along Sugden Place. The plans seem to indicate only bollards at the intersection with Little Collins Street (and these are subject to separate application), but the swept path diagrams provided in Appendix B of the traffic report do not seem to work with these bollards in place.

Traffix Group has confirmed that the bollards within Sugden Place will not impact the ability for suitable sized vehicles to access along this road; and the bollards located within the footpath would be subject to a separate application and the specific location can be confirmed with Council as required. Council's Traffic Engineers

cannot guarantee any support for the bollards if it exceeds the existing encroachment in the laneway. Therefore, removal of the bollards from the plans is appropriate, given they are located outside the subject site's title boundaries – **refer recommended Condition 1i.**

- Cyclists would have to share Sugden Place with delivery vehicles in a narrow laneway that may be obstructed by larger delivery vehicles. Parking restrictions will not be changed to accommodate the bikes due to local servicing requirements. It is strongly recommended that an alternate access route be provided so that cyclists could have unimpeded access to the facilities.

Union Lane is used as a shared space for loading vehicles of The Walk development, currently under construction. Further, loading activities in Sugden Place are clear of the EoT entry / exit.

8.4 Civil Design

Civil Design has recommended the following:

- The laneways adjoining the subject site are open for vehicular traffic and the installation of outward opening doors will have impact on safety of road users. All outward opening doors adjoining the laneways shall be redesigned such that they do not project beyond the street alignment when open, when closed or when being opened or closed. Reference can be provided to the clause 8.42 of the City of Melbourne's Road Encroachment Operational Guidelines with respect to egress doors open into the road – **refer recommended Condition 1j.**
- Removal of bollards from the plans – **refer recommended Condition 1i.**
- Conditions requiring upgrades to Union Lane, Sugden Place and Little Collins Street footpath – **refer recommended Conditions 13-15.**
- Standard conditions – **refer recommended Conditions 9-12.**

8.5 Waste Planning

Waste & Recycling has reviewed the most recent Waste Management Plan, dated 15 October 2021, and has identifying the following outstanding items:

- The tenants from Tenancy 04 have to travel approximately 80 m to deposit their waste, which is excessive and unsafe. An internal corridor to facilitate internal access to the waste room is required.
- There is a 15 minute loading zone in Sugden Place that the waste vehicle would use for collections. Collections of up to nine bins at a time would exceed this 15 minute limit, given bins need to be transferred via a lift for collection. A temporary bin holding area at ground level is required.
- Suitably sized waste storage areas showing storage for all bins as specified in the WMP is required.

While the existing building is being retained and the site is subject to Heritage Victoria requirements, the proposed new multiple tenancies are creating new waste impacts. Therefore, the need for waste access and a holding area are considered valid. Council's Waste & Recycling department has suggested a solution to these outstanding items, noting that alternative solutions can be considered further if put forward by the applicant. This would be reflected in the waste condition if a permit is granted – **refer recommended Conditions 1i and 7.**

8.6 Green Infrastructure

Green Infrastructure has determined that, overall the approach to ESD is adequate, with improvements to building fabric, amenity and stormwater all promised. The Green Star pathway indicates 63 credits are being targeted, however 8 of these are innovation credits, and a small number are not considered innovative for the City of Melbourne. Some additional improvements may be required to achieve the Green Star requirement outlined in Clause 22.19.

Outstanding items are as follows:

- Clarify provision of operable windows to allow for natural-ventilation. Show on plans or elevations.
- Confirm the provision of a Green Power PPA to support energy response (and consider a rooftop solar PV system to generate renewable energy on-site).
- Amend basement plans (SD02.B1) to remove proposed wall from front of EoT lift access, or clarify access for building occupants.
- Clarify location of rainwater tank and amend plans to show.
- Provide a materials schedule for the rooftop items indicating SRI values in line with urban heat mitigation claims.
- Amend the treatment train within the Stormwater Management Plan to articulate rainwater reuse prior to discharge.
- The absence of rooftop solar PV is concerning given the opportunity of the upper level renovations.
- Re-calibration of Green Star credits given the reliance on innovation credits to achieve 5-star rating.

The applicant's ESD consultant (ADP) has provided a response to these outstanding items by providing an amended Sustainability Management Plan (dated 10 August 2021) and relevant amended plans. The response was assessed by Green Infrastructure who advised that some items have been addressed; however, there remains several items not yet satisfied, noting that these can be resolved through permit conditions.

Satisfactory:

- The amended plans indicate access via lift with wall removed.
- Rainwater tank location indicated in Basement 02.
- The amended SMP indicates a 5,000 litre rainwater tank within treatment train prior to discharge.
- An 18.36kWp rooftop solar system has been added, with the potential to generate up to 20,196kWh/annum.

These satisfactory items could be formally introduced by way of condition in any permit granted – **refer recommended Conditions 1d, 1e, 1f, 1k and 5.**

Unsatisfactory:

- Confirm whether or not operable windows are provided, and if so indicate on plans / elevations accordingly.
- Confirm the provision of a Green Power PPA to support energy response (and consider a rooftop solar PV system to generate renewable energy on-site).

- Provide a materials schedule for the rooftop items indicating SRI values in line with urban heat mitigation claims.
- The SMP appears to have a typo on page 37, indicating a 60kWp/60kW system is to be installed. Amend to confirm 18.36kWp system.
- Reduce the innovation credits relied on, but maintain the 63 total targeted credits to retain contingency in the 5-star pathway.

These outstanding items could be resolved through conditions in any permit granted – **refer recommended Conditions 1g, 1k and 5.**

9 ASSESSMENT

9.1 Uses

The office and retail (including supermarket) uses are actively encouraged in Schedule 2 to the Capital City Zone (CCZ2), which seeks to provide for the intensification of retail and other complementary commercial, community and entertainment uses within the established retail core. In any event, these uses are as-of-right and are therefore supported.

9.2 Built Form

9.2.1 Design and Development Overlay Schedule 1

The site is affected by DDO1 (Urban Design in Central Melbourne). An assessment against the design objectives and design requirements is as follows:

Design Objectives

Design Objectives	Assessment
To ensure that all development achieves high quality urban design, architecture and landscape architecture	Referring to Section 8.2 of this report, subject to further design detail and shopfront integration with the heritage façades, the proposal will achieve a high quality outcome.
To ensure that development integrates with, and makes a positive contribution to, its context, including the hierarchy of main streets, streets and laneways.	Subject to conditions, the proposal will continue to make a positive contribution to the public realm, including main streets and laneways.
To ensure that development promotes a legible, walkable and attractive pedestrian environment.	Notwithstanding the loss of the ground level walkthrough within the site, and subject to conditions, the proposal will deliver a high quality pedestrian environment.
To ensure that the internal layout including the layout of uses within a building has a strong relationship to the public realm.	Subject to conditions, the internal layout will integrate with the public realm.
To ensure that development provides a visually interesting, human scaled and safe edge to the public realm.	Subject to further design detail, provided through a façade strategy condition, the proposal will result in a visually recessive and respectful addition to the heritage building retained on-site and the wider context.

Design Requirements

Design Outcome	Assessment against Design Requirements
Urban Structure	

<p>An urban block structure that:</p> <ul style="list-style-type: none"> • Is sufficiently fine grained to support walking as the primary mode of transport. 	<p>The existing ground level internal through-link between Bourke Street and Little Collins Street will be removed under the proposed scheme. While its retention is the preferred outcome, the site has no internal controls and the adjacent Union Lane will continue to provide a pedestrian thoroughfare between the two streets.</p> <p>As the existing internal connection will be lost, it is important to utilise and provide strong connections between the site and Union Lane. It is therefore recommended that an additional pedestrian entry is located off Union Lane to improve permeability and connection with The Walk development's pedestrian entry (refer Figure 26). This design improvement has been discussed with the applicant and Heritage Victoria; and would be addressed through a condition if a permit is granted – refer recommended Condition 1b.</p>
<p>A pedestrian network that:</p> <ul style="list-style-type: none"> • Reduces walking distances. • Completes existing connections and laneways. • Retains and improves existing connections. • Provides partial connections which can be completed when adjacent site development occurs. 	<p>Refer discussion above.</p>
<p>Pedestrian connections that are:</p> <ul style="list-style-type: none"> • High quality. • Safe and attractive. • Accessible by people of all abilities. • Easily identified and legible. • Designed to enable stationary activities. 	<p>Refer discussion above.</p>
Site Layout	
<p>Site layout that:</p> <ul style="list-style-type: none"> • Reinforces the valued characteristics of streets and laneways. • Delivers a well-defined public realm. 	<p>There is no change to the existing building envelope / footprint at ground level.</p>
<p>Plazas that:</p> <ul style="list-style-type: none"> • Are accessible to people of all abilities. • Are safe and attractive. • Deliver opportunities for stationary activity. • Alleviate pedestrian congestion. 	<p>Not applicable.</p>
<p>Vehicle entries that:</p> <ul style="list-style-type: none"> • Do not create traffic conflict. • Do not undermine the attractiveness or safety of the pedestrian experience. 	<p>Not applicable.</p>
<p>Colonnades that:</p> <ul style="list-style-type: none"> • Are safe and attractive. 	<p>Not applicable.</p>

<ul style="list-style-type: none"> • Are accessible to people of all abilities 	
Building Mass	
<p>Building mass that:</p> <ul style="list-style-type: none"> • Distinguishes between different buildings where a development comprises multiple buildings. • Respects the height, scale and proportions of adjoining heritage places or buildings within a Special Character Area. • Reinforces the fine grain and visual interest of streetscapes. • Maintains a diverse and interesting skyline through the design of roof profiles. 	<p>The existing building is largely retained, including Bourke Street and Little Collins façades, and side walls abutting Union Lane and Sugden Place.</p> <p>As discussed at Sections 8.1 and 8.2 of this report, the need to establish a stronger and more cohesive design integration between the proposed ground floor shopfronts and retained heritage façade above has been identified.</p>
<p>Street walls that:</p> <ul style="list-style-type: none"> • Adopt a variety of street wall heights to reinforce the traditional fine grain, vertical rhythm and visual interest of streetscapes. • Provide aesthetic interest to the public realm. • Frame comfortable and attractive streets. 	<p>There is no change to the existing street walls facing Bourke Street and Little Collins Street. The Union Lane and Sugden Place wall heights will vary slightly, noting that the additions along these lanes are essentially infills of the existing form.</p>
Building Program	
<p>A building program that:</p> <ul style="list-style-type: none"> • Delivers safe and high quality interfaces between the public and private realm. • Maximises activation of the public realm. • Can accommodate a range of tenancy sizes, including smaller tenancies in the lower levels of the building. • Allows for adaptation to other uses over time. • Delivers internal common areas or podium-rooftop spaces that maximise passive surveillance and interaction with the public realm. • Promotes a strong physical and visual relationship between any uses provided as part of a public benefit under the provisions of Schedule 1 to the Capital City Zone within the building, and the street. 	<p>Active uses will continue to be delivered along Bourke Street and Little Collins Street.</p> <p>There is a significant opportunity to improve pedestrian activation along Union Lane, which currently proposes limited pedestrian entries. As discussed throughout this report, a central pedestrian entry generally in line with the entry to The Walk development on the opposite side of Union Lane is strongly encouraged and can be introduced by way of condition in any permit granted – refer recommended Condition 1b.</p>
<p>Building services that:</p> <ul style="list-style-type: none"> • Minimise impacts on the public realm. • Maximise the quality and activation of the public realm. • Do not dominate the pedestrian experience and are designed as an integrated design element. 	<p>At ground level, services (including loading) are predominantly located along Sugden Place, away from the more active and pedestrianised frontages of Bourke Street, Little Collins Street and Union Lane.</p>

<ul style="list-style-type: none"> Provide waste collection facilities as an integrated part of the building design. 	
<p>Car parking that:</p> <ul style="list-style-type: none"> Minimises the impact of car parking on the public realm 	Not applicable.
Public Interfaces	
<p>Public interfaces that:</p> <ul style="list-style-type: none"> Contribute to the use, activity, safety and interest of the public realm. Provide continuity of ground floor activity along streets and laneways. Allow unobstructed views through openings into the ground floor of buildings. 	<p>The new ground level shopfronts facing Bourke Street and Little Collins Street are designed with at least 80% activation.</p> <p>As the existing building is being retained, there is minimal activation along Union Lane and the building's heritage status limits the extent of additional openings at ground and upper levels. Notwithstanding the additional ground level pedestrian entry to be introduced by a permit condition, several upper level infilled windows will be reinstated and some new window openings provided.</p>
<p>Facade projections and balconies that:</p> <ul style="list-style-type: none"> Do not adversely impact the levels of daylight or views to the sky from a street or laneway. Do not obstruct the service functions of a street or laneway through adequate clearance heights. Add activity to the public realm. Form part of a cohesive architectural response to the public realm. 	Not applicable.
<p>Weather protection that:</p> <ul style="list-style-type: none"> Delivers pedestrian comfort in the public realm and protection from rain, wind and summer sun. Uses canopies that are functional, of high quality design, and contribute to the human scale of the street. 	<p>Canopies are proposed above ground level and will provide weather protection along Bourke Street and Little Collins Street. Their design quality will be ensured through a façade strategy condition if a permit is granted – refer recommended Condition 3.</p>
Design Detail	
<p>Exterior design that:</p> <ul style="list-style-type: none"> Establishes a positive relationship between the appearance of new development and the valued characteristics of its context. Is visually interesting when viewed up close and from a distance. Responds to the distance at which the building is viewed and experienced from the public realm in the selection, scale and quality of design elements. Incorporates sufficient design detail in the lower levels of a building to deliver a visually rich and engaging pedestrian experience. Delivers high quality design on all visible sides of a building including 	Refer discussion at Section 8.2 of this report.

<p>rooftops, where visible from the public realm.</p> <ul style="list-style-type: none"> At the ground level interface, provides visual connection between the public realm and interior spaces. 	
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9.2.2 Design and Development Overlay Schedule 2

The site is affected by DDO2-A1 (Special Character Areas – Built Form (Hoddle Grid)). An assessment against the design objectives, requirements and built form outcomes is as follows:

Design Objectives

Design Objectives	Assessment
To protect sunlight access to key public places and open space areas so as to provide a comfortable, pedestrian-friendly urbane environment.	The development would not reduce sunlight access to any key public areas in the surrounding area. Moreover, as the site is on the south side of Bourke Street, the Mall is not affected.
To ensure that the height of new buildings reinforces the built form character of unique areas.	Measuring up to 36.5 m in height, the additions would reinforce the diverse form and scale of existing and future development in the immediate surrounding area; noting that the extent of new building envelope would be no taller than the existing / retained building facing Bourke Street and only one storey taller than the existing / retained building facing Little Collins Street. The additions also take into consideration the approved “The Walk” development on the abutting site (currently under construction), which is approximately 10 m taller than the subject site’s proposal.
To maintain the visual dominance of prominent landmarks.	The building would not obscure any prominent landmarks in the surrounding area.
To protect the unique built form and public realm amenity.	The additions are located above ground level and would maintain the public realm amenity, noting that further changes are sought to the shopfronts to ensure a balance is achieved between pedestrian activation / permeability and an appropriate heritage response. Furthermore, it is recommended that an additional pedestrian entry is located off Union Lane to improve pedestrian activation with The Walk development (refer Figure 26).

Wind Effects

DDO2 states:

A permit must not be granted for buildings and works with a total building height in excess of 40 metres that would cause unsafe wind conditions in publicly accessible areas within a distance equal to half the longest width of the building above 40 metres in height measured from all facades, or half the total height of the building, whichever is greater.

A permit should not be granted for buildings and works with a total building height in excess of 40 metres that do not achieve comfortable wind conditions in publicly accessible areas within a distance equal to half the longest width of the building above 40 metres in height measured from all facades, or half the total height of the building, whichever is greater.

The proposed development is less than 40 m in height and the wind requirements of DDO2 do not apply.

Notwithstanding, a Pedestrian Wind Environment Statement, prepared by Windtech (dated March 25, 2021), has been submitted with the application. The report focuses on the proposed outdoor areas on levels ground, four, five and six; and concludes that the development has incorporated several design features and wind mitigating strategies and is expected to be suitable for the intended use for the outdoor trafficable areas.

Overshadowing

DDO2 states:

With the exception of minor works or minor changes to existing buildings within that defined space, a permit must not be granted for buildings and works which would cast any additional shadow across a space within Table 1 to this schedule during the hours and dates specified.

And:

A permit must not be granted for buildings and works which would cast any additional shadow across the spaces within Table 2 to this schedule during the hours and date(s) specified for that space, unless the overshadowing will not unreasonably prejudice the amenity of the space.

The proposed development would not cast shadow over any space identified in Table 1 or 2 of DDO2, noting that the site is on the south side of Bourke Street Mall (which is identified in Table 1).

Table 3 to Schedule 2

Maximum Building Height	Built Form Outcomes	Assessment
40 metres (Area 1)	<p>A feeling of openness and intimate scale for pedestrians is maintained.</p> <p>Reasonable solar access is maintained to the streets between 11am and 2pm on 22 September.</p>	<p>The development measures up to 36.5 m in height, which is lower than the maximum building height of 40 m for Area 1.</p> <p>The overall building height, as assessed under the Design Objectives of DDO2, would respond to the scale of built form in the immediate surrounding area. This includes varied heights along both sides of Bourke Street and Little Collins Street. The additions are modest and generally imperceptible from the public realm, with the exception of a portion of Level 6 from Little Collins Street – refer Figure 25.</p> <p>The modest additions, which are essentially extensions of the existing built form on-site will maintain openness to the street frontages and side laneways that the site abuts (Union Lane and Sugden Place).</p> <p>Solar access to the streets (and lanes) is not reduced between 11am and 2pm on 22 September.</p>

Table 5 to Schedule 2

Design Element	Requirement	Built Form Outcomes	Assessment
Street wall height	The street wall height should not exceed 20 metres, or the preferred building height, whichever is lower.	Street wall height is scaled to ensure: <ul style="list-style-type: none"> a human scale. consistency with the prevalent parapet height of adjoining buildings. height and setback that respects the scale of adjoining heritage places. adequate opportunity for daylight, sunlight and skyviews in the street. 	There is no change to the existing street walls facing Bourke Street and Little Collins Street, which are being retained.
Upper level street setbacks	Above the street wall, upper levels of a building should be setback a minimum of 5 metres.	Buildings are setback to ensure: <ul style="list-style-type: none"> larger buildings do not visually dominate the street or public space. the dominant street wall scale is maintained. sun penetration and mitigation of wind impacts at street level. 	The additional building footprint above the retained street walls are set back 22 m from Bourke Street and 7 m from Little Collins Street. The setbacks are greater than the requirement of a minimum 5 m, ensuring that the additions do not dominate the host building or streetscape; or cause any detrimental sun and wind impacts.
Setback(s) from side boundary	Above 40 metres, upper levels of a building should be setback a minimum of 5 metres from a side boundary. If a laneway: Above 20 metres, upper levels of a building should be setback a minimum of 5 metres from the centreline of a laneway.	Buildings are setback to ensure: <ul style="list-style-type: none"> provision of adequate sunlight, daylight, privacy and outlook from habitable rooms, for both existing and proposed developments. provision of adequate daylight and sunlight to laneways. buildings do not appear as a continuous wall at street level or from nearby vantage points and maintain open sky views between them. taller buildings transition down in height to adjacent areas that have a lower height limit, so as not to visually dominate or compromise the character of adjacent existing low-scale development areas. 	The proposed additions exceed 20 m in height, but do not exceed 40 m. The site's side boundaries abut Union Lane to the west and Sugden Lane to the east. While there is new built form above 20 m adjacent both lanes, the additions are largely 'infills' of the existing building (refer Figures 27 and 28) and would continue to sit comfortably in the immediate context of the laneways, which is currently developed with high boundary walls. The proposal would remain consistent with the existing character; the zero setback would not impact on the existing amenity of any surrounding buildings, which are commercial in nature; and as the existing building on-site is currently built to the boundary, sunlight and daylight to the laneway is already compromised.

			The proposed walls facing the laneways are of high quality and well-articulated.
Setback(s) from rear boundaries	Above 20 metres, upper levels of a building should be setback a minimum of 5 metres from a rear boundary, or from the centreline of a laneway.	Buildings are setback to ensure: <ul style="list-style-type: none"> • provision of adequate sunlight, daylight, privacy and outlook from habitable rooms, for both existing and proposed developments. • taller buildings transition down in height to adjacent areas that have a lower height limit, so as not to visually dominate or compromise the character of adjacent existing low-scale development areas. 	Not applicable.



Figure 26: Central pedestrian entry at The Walk development



Figure 27: West elevation (proposed additions in blue)

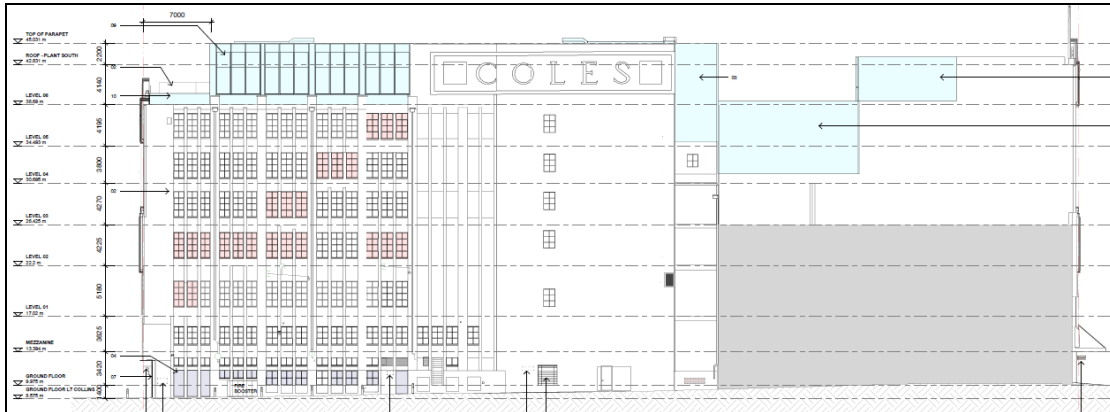


Figure 28: East elevation (proposed additions in blue)

9.3 Traffic and Parking

Referring to Section 8.3 of this report, the Traffic response is positive and supported with minor changes able to be addressed by way of conditions in any permit granted – **refer recommended Conditions 1c and 8.**

9.4 Waste Management

Referring to Section 8.5 of this report, the submitted WMP, dated 15 October 2021, is not accepted in its current form. The changes recommended by Waste & Recycling could be introduced by way of conditions in any permit granted – **refer recommended Conditions 1l and 7.**

9.5 Environmentally Sustainable Development

Referring to Section 8.6 of this report, the ESD initiatives are positive and supported with minor changes able to be addressed by way of conditions in any permit granted – **refer recommended Conditions 1d, 1e, 1f, 1g, 1k and 5.**

10 RECOMMENDATION

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

Amended plans required

1. Prior to the commencement of the development on the land, an electronic copy of plans, drawn to scale must be submitted to the Responsible Authority generally in accordance with the application plans dated 22.03.2021, but amended to show:
 - a. Changes to the ground level shopfront façades to Bourke Street and Little Collins Street so that they better integrate with the upper level heritage façades, consistent with any permit issued by Heritage Victoria.
 - b. An additional pedestrian entry located off Union Lane, generally opposite the central pedestrian entry to “The Walk” development at 309-325 Bourke Street (between grids 10 and 12 on Drawing SD02.00), to improve activation and connections, consistent with any permit issued by Heritage Victoria.
 - c. Changes to the length of the end-of-trip lift size to provide for clear internal dimensions of 2 metres.

- d. Lift doors shown on the Basement 1 plan, generally in accordance with the informal plans submitted to Council, dated 10.08.2021.
- e. Rainwater tank location shown on the Basement Level 2 plan, generally in accordance with the informal plans submitted to Council, dated 10.08.2021.
- f. Provision for an 18.36kWp rooftop solar system, generally in accordance with the informal plans submitted to Council, dated 10.08.2021.
- g. Any operable windows notated on elevation drawings.
- h. Deletion of all references to external signage and associated structures.
- i. Deletion of all bollards located outside the title boundary.
- j. All outward opening doors adjoining the laneways redesigned such that they do not project beyond the street alignment when open, when closed or when being opened or closed, in accordance with Clause 8.42 of the City of Melbourne's Road Encroachment Operational Guidelines.
- k. Any changes in accordance with the Environmentally Sustainable Design condition.
- l. Any changes in accordance with the Waste Management Plan condition.

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

2. 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

3. Prior to the commencement of the development, including demolition, a façade strategy for the proposed development must be submitted to and be approved by the Responsible Authority. The Façade Strategy for the development must detail materials and finishes, including concept sketches and / or sections that demonstrate material thickness, detailing of joints and finishes.

Once approved, the Façade Strategy will be endorsed to form part of this permit.

Construction and Demolition Management Plan

4. Prior to the commencement of the development, including demolition or bulk excavation, a detailed construction and demolition management plan (CDMP) must be submitted to and be approved by the Responsible Authority. The CDMP must be prepared in accordance with the *Melbourne City Council - Construction Management Plan Guidelines* and is to include the following matters:
 - a. Public safety, amenity and site security.
 - b. Operating hours.
 - c. Air and dust management.
 - d. Stormwater and sediment control.
 - e. Waste and materials reuse.
 - f. Traffic management.

Construction and demolition must be carried out in accordance with the

endorsed CDMP to the satisfaction of the Responsible Authority.

Environmentally Sustainable Design

5. Prior to the commencement of development of any building approved under this permit, an amended ESD Report must be prepared and submitted to the satisfaction of the Responsible Authority. The amended report must be generally in accordance with the Sustainability Management Plan prepared by ADP, dated 10 August 2021, but modified to address the following:
 - a. Confirm the provision of a Green Power PPA to support energy response (and consider a rooftop solar PV system to generate renewable energy on-site).
 - b. Provide a materials schedule for the rooftop items indicating SRI values in line with urban heat mitigation claims.
 - c. Correct page 37, currently indicating a 60kWp/60kW system, to 18.36kWp system.
 - d. Reduce the innovation credits relied on, but maintain the 63 total targeted credits to retain contingency in the 5-star pathway.

Once approved, the ESD Report will be endorsed to form part of this permit.

Implementation of Environmentally Sustainable Design (ESD)

6. Prior to the occupation of any building approved under this permit, a report from the author of the endorsed ESD report, or similarly qualified persons or companies, outlining how the performance outcomes specified in the amended ESD report 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 approved ESD report have been implemented in accordance with the relevant approved plans.

Waste Management Plan

7. Prior to the commencement of the development including demolition, an amended Waste Management Plan (WMP) must be prepared and submitted to the satisfaction of the Responsible Authority. The amended WMP must be generally in accordance with the Waste Management Plan prepared by Leigh Design, dated 15 October 2021, but modified to address the following:
 - a. The provision of internal waste access between Tenancy 4 and the waste room to minimise the transfer distance of bins, or as otherwise agreed by the City of Melbourne – Waste & Recycling.
 - b. Provision of an internal bin holding area at ground level proximate to the waste vehicle stopping location, or other means to reduce collection times due to transferring of bins as agreed by the City of Melbourne – Waste & Recycling.
 - c. Suitably sized waste storage areas showing storage for all bins as specified in the WMP and updated on the plans endorsed under Condition 1 of this permit.

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

Loading vehicles

8. The size of vehicles accessing the Sugden Place loading facility must not exceed 6.4 metres in length.

Drainage of projections

9. 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 – Infrastructure and Assets.

Drainage system provision - Rooftop

10. 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 – Infrastructure and Assets. This system must be constructed prior to the occupation of the development and provision made to connect this system to the City of Melbourne's stormwater drainage system.

Roads

11. All portions of roads and laneways affected by the building related activities of the subject land must be reconstructed together with associated works including the reconstruction or relocation of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the Responsible Authority – Infrastructure and Assets.

Street levels not to be altered

12. 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 – Infrastructure and Assets.

Union Lane

13. The road adjoining the site along Union Lane must be reconstructed together with associated works including the provision of drainage, renewal of open stormwater channel 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.

Sugden Place

14. The road adjoining the site along Sugden Place must be reconstructed together with associated works including the provision of sawn bluestone kerb and channel, drainage 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.

Footpath

15. The footpath adjoining the site along Little Collins Street must be reconstructed together with associated works including the renewal of kerb and channel 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.

Features above roof level

16. 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.

Time Limit

17. This permit will expire if one or more of the following circumstances apply:
 - a. The development is not started within three years of the date of this permit.
 - b. The development is not completed within five years of the date of this permit.
 - c. The use is not started 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 permit if a request is made in writing within 12 months after the permit expires and the development started lawfully before the permit expired.

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.

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 Melbourne City Council 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 – Infrastructure and Assets.

Transport and Parking

City of Melbourne is not obligated to amend the parking restrictions in the area to meet future parking demands from this development.

City of Melbourne is not obligated to provide any additional bicycle hoops to cater for future bike parking demands from this development.

Heritage Victoria

The proposal hereby permitted must comply with the provisions of the Heritage Act 2017 and with any lawful requirements made by Heritage Victoria.