

**Ministerial Planning Referral: TPM-2014-5
49-61 Coventry Street (and 26-66 Dorcas Street), Southbank**

6 May 2014

Presenter: Karen Snyders, Planning Coordinator

Purpose and background

1. The purpose of this report is to advise the Future Melbourne Committee of a Ministerial Planning Application (reference 2013/010107) at 49-61 Coventry Street and 26-66 Dorcas Street, Southbank. The planning application was referred by the Department of Transport, Planning and Local Infrastructure (DTPLI) on 30 January 2014 (refer Attachment 2 – Locality plan and Attachment 3 – Proposed plans).
2. The applicant is SJB Planning on behalf of Beck Property Group, the owner is Dorcas Business Park Pty Ltd and the architect is Hayball Pty Ltd.
3. The application seeks approval for the development of two towers over a shared podium in two stages on the subject site. Each tower will include residential apartments at both tower and podium levels (492 apartments in total), five levels of podium car parking, a small ground floor food and drink premises tenancy and a ground floor entrance lobby. Access to the car parking levels is provided from a single point along the Dorcas Street frontage, to be delivered as part of the Stage 1 works. The Stage 1 (west) tower reaches 76.9 metres in height to top of roof level while Stage 2 (east tower) will reach 76.3 metres.
4. The total gross floor area is 50,054 square metres.

Key issues

5. Key issues with respect to this proposal are height and built form.
 - 5.1. The application site is located within a 60 metre discretionary height control area which seeks to maintain the mid-rise scale of development in the area and provide an appropriate transition to lower development in the north and south. At a height of 73 metres (excluding rooftop services), the towers exceed the recommended height.
 - 5.2. The development has a podium and tower configuration. This is at odds with the existing and approved built forms in this particular area of Southbank, which are mid-rise buildings generally without podiums.
 - 5.3. If the height of the tower components of the development were to be decreased to 60 metres (excluding plant) and the setbacks of the towers from Dorcas Street reduced, with possible corresponding increase in height of the podium from Dorcas Street, the lowered height and altered built form would provide a suitable transition between the lower buildings to the north and south.

Recommendation from management

6. That the Future Melbourne Committee resolve that a letter be sent to Department of Transport, Planning, and Local Infrastructure advising that:
 - 6.1. The Melbourne City Council objects to the application for the following reasons:
 - 6.1.1. The height of the towers exceeds the maximum building height under the Design and Development Overlay and the height is inappropriate in the context of existing surrounding buildings in both the City of Melbourne and the City of Port Phillip.
 - 6.1.2. The setback from the eastern boundary is insufficient having regard to the development potential of adjoining sites and the requirements of the Design and Development Overlay.
 - 6.2. This objection could be considered to be withdrawn if the overall height of the development is reduced to 60 metres excluding plant and the setbacks to the eastern boundary are increased to a minimum of eight metres. This may result in a higher podium and a lesser tower setback to Dorcas Street.
 - 6.3. The conditions set out in the Delegate Report (refer Attachment 4) are recommended for inclusion on any permit issued.

Attachments:

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

Supporting Attachment

Legal

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

Finance

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

Conflict of interest

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

Stakeholder consultation

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

Relation to Council policy

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

Environmental sustainability

6. The proposal includes an Environmental Sustainability Design Assessment which indicates that the building has the potential to achieve a 4 star Green Star rating, this is below the standard required by clause 22.19 of the Melbourne Planning Scheme which specifies a 5 star Green star rating.

Locality Plan

49-61 Coventry Street and 26-66 Dorcas Street, Southbank





GENERAL NOTES

- PROPERTY BOUNDARY LINE
- LEVEL FROM SURVEY
- LEVEL EXTRAPOLATED FROM ADJACENT SURVEY LEVELS
- STORAGE CAGE
- DOUBLE STACK BICYCLE RACK
- 125mm DELIMITED OPENING CASEMENT WINDOW, SHOWN IN PLAN ONLY

NOTE:
PLAN DRAWINGS ARE PROVIDED IN SCALES OF 1:250 AND 1:100. REFER TO BOTH AND READ IN CONJUNCTION

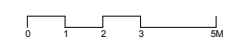
PROJECT
MEDIA CITY
DORCAS STREET, SOUTHBANK

TITLE
GROUND LEVEL

No.	Date	Revision
1	19.12.13	Town Planning Submission

DWG NO TP-03.1
TOWN PLANNING

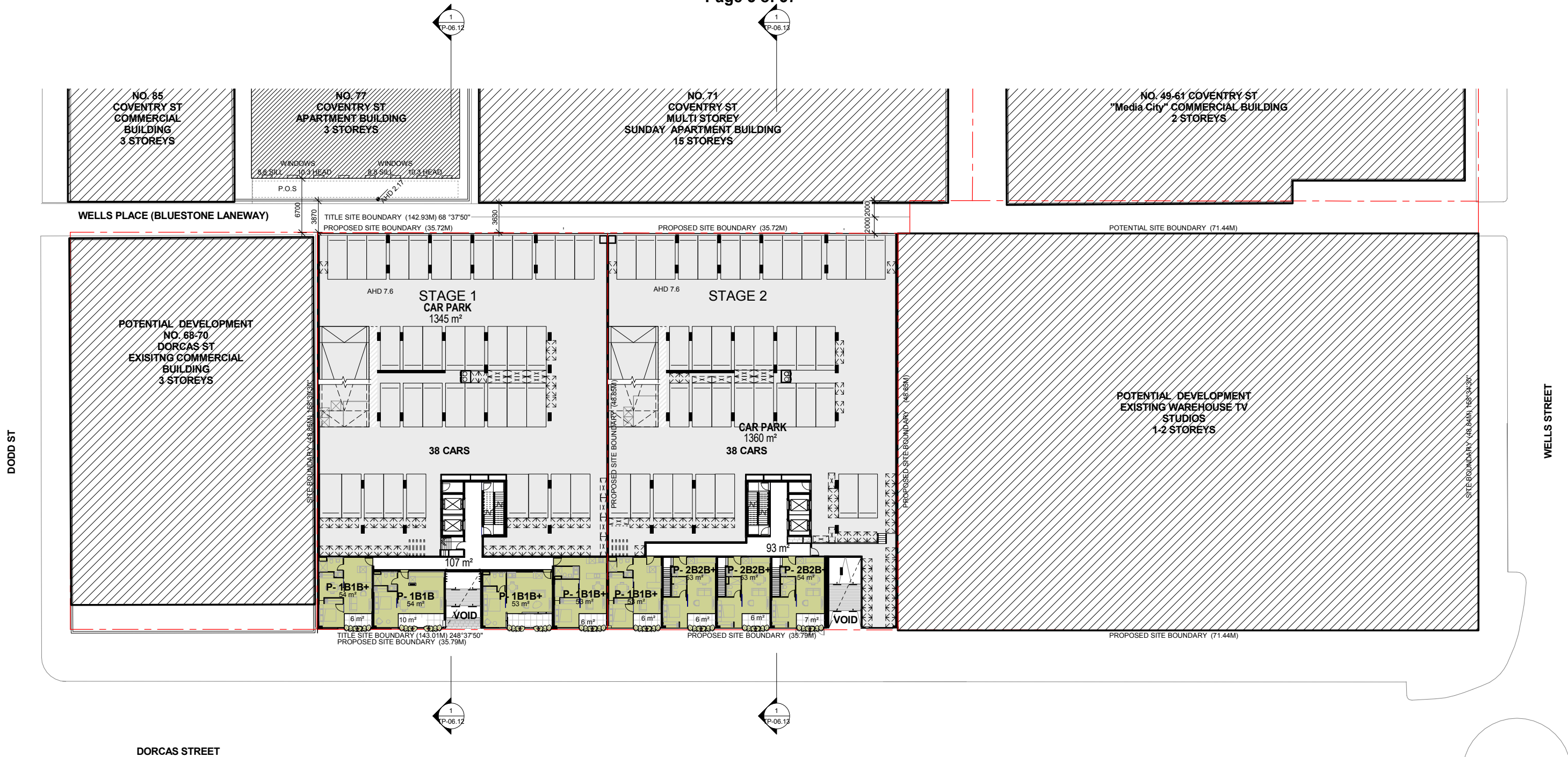
PROJECT NO 1825
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4/ 135 Sturt Street Southbank
Victoria Australia 3006
T 03 9699 3644 F 03 9699 3708
www.hayball.com.au

ARBV Registered Directors:
Len Hayball, Richard Leonard Robert Stent, Tom Jordan, Sarah Buckenridge, David Tweedie. Director: Luc Baldi
ABN 84 006 394 261

Builders/Contractors shall verify job dimensions before any job commences. Figured dimensions shall take precedence over scaled work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Consultant and manufacture shall not commence prior to the return of inspected shop drawings signed by the Architect/Consultant. © Copyright 2008 All rights reserved



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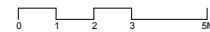
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LEVEL 1 PLAN

No.	Date	Revision
1	19.12.13	Town Planning Submission

DWG NO TP-03.3

TOWN PLANNING

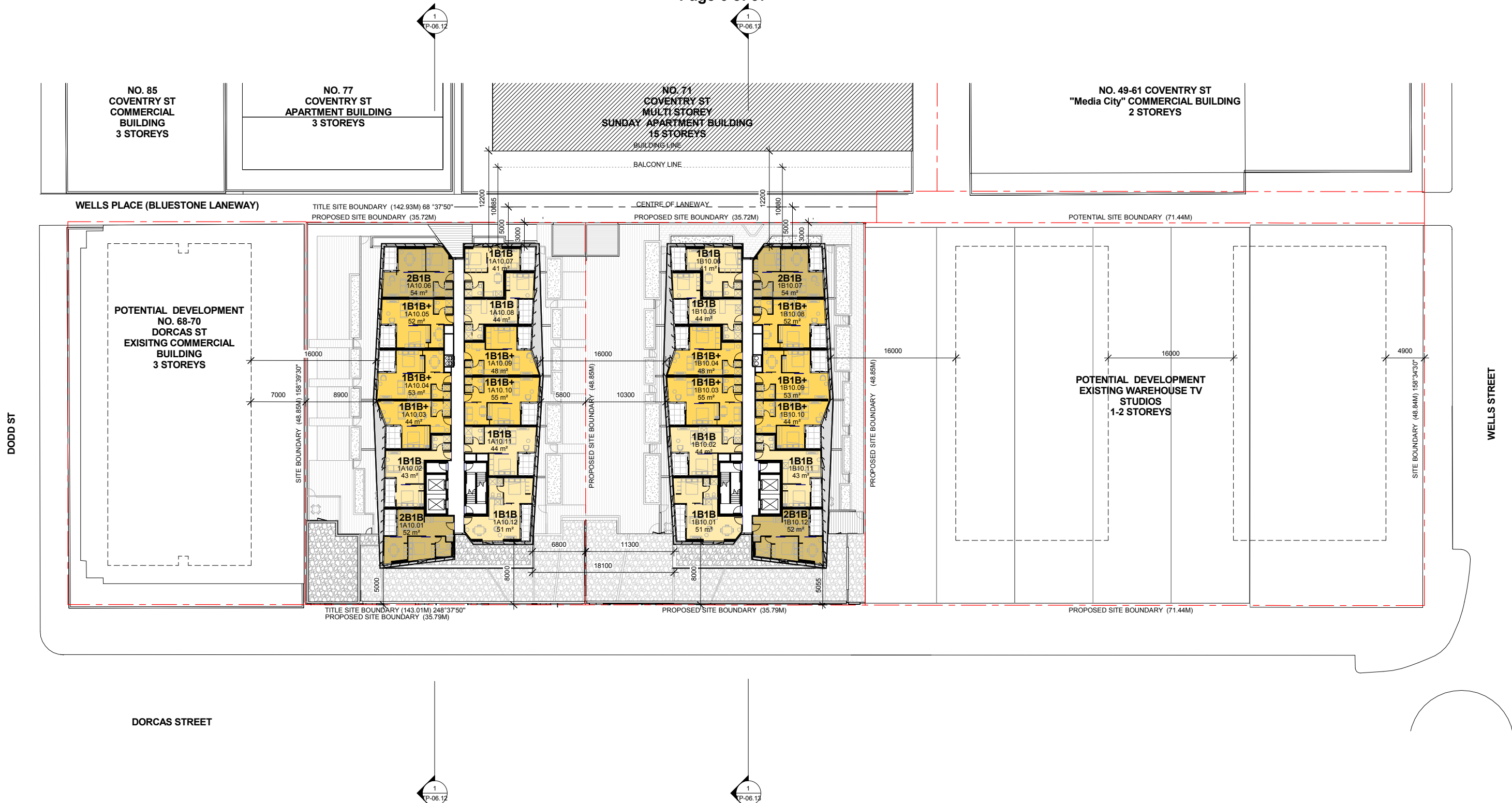
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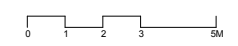
PROJECT
MEDIA CITY
DORCAS STREET, SOUTHBANK

TITLE
LEVEL 10-22

No.	Date	Revision
1	19.12.13	Town Planning Submission

DWG NO TP-03.11
TOWN PLANNING

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KEY

CON01	OFF WHITE CONCRETE, BRIGHTON LIGHT-SMOOTH FINISH
CON03	OFF WHITE CONCRETE, BRIGHTON LIGHT-OFF FORM TEXTURED FINISH
CON04	PRECAST CONCRETE PANEL - OFF FORM VERTICAL RIBBED TEXTURE FINISH
CON05	PRECAST CONCRETE PANEL - HORIZONTAL RIBBED FINISH
GL01	FRONT GLAZED, PERFORMANCE GLASS, POWDER COATED ALUMINIUM FRAMED WITH INTEGRATED OPENING SASHES, AND SLIDING DOORS. REFER TO PLANS FOR OPENING PANELS.
GL02	REAR FRAMED BALUSTRADE GLASS WITH CERAPHIC FRIT PATTERN
GL03	FRONT GLAZED, FIXED GLAZING WITH PAINTED STEEL FRAME
MT01	POWDER COATED ALUMINIUM PLANT SCREEN LOUVRE
MT02	POWDER COATED ALUMINIUM FACADE LOUVRE
MT03	POWDER COATED ALUMINIUM CLADDING
MT04	STEEL CHANNEL TO FLOOR SLAB EDGE
MT05	TEMPORARY METAL BALUSTRADE
MT06	POWDER COATED ALUMINIUM CARPARK LOUVRES
ST02	STONE TILE CLADDING



LEVEL 23- R TERRACE	AHD 73850
LEVEL 22	AHD 70600
LEVEL 21	AHD 67600
LEVEL 20	AHD 64600
LEVEL 19	AHD 61600
LEVEL 18	AHD 58600
LEVEL 17	AHD 55600
LEVEL 16	AHD 52600
LEVEL 15	AHD 49600
LEVEL 14	AHD 46600
LEVEL 13	AHD 43600
LEVEL 12	AHD 40600
LEVEL 11	AHD 37600
LEVEL 10	AHD 34600
LEVEL 9	AHD 31600
LEVEL 8	AHD 28600
LEVEL 7	AHD 25600
LEVEL 6	AHD 22600
LEVEL 5	AHD 19600
LEVEL 4	AHD 16600
LEVEL 3	AHD 12800
LEVEL 2	AHD 9700
LEVEL 1	AHD 6600
GROUND FLOOR	AHD 3000

AHD 10200	LEV 2 MEZZ
AHD 7600	LEV 1 MEZZ
AHD 5000	GND MEZZ
AHD 2400	CARPARK 00

PROJECT
MEDIA CITY
DORCAS STREET, SOUTHBANK

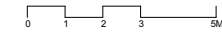
TITLE
SOUTH ELEVATION STAGE 1 & 2

No.	Date	Revision
1	19.12.13	Town Planning Submission

DWG NO TP-06.1

TOWN PLANNING

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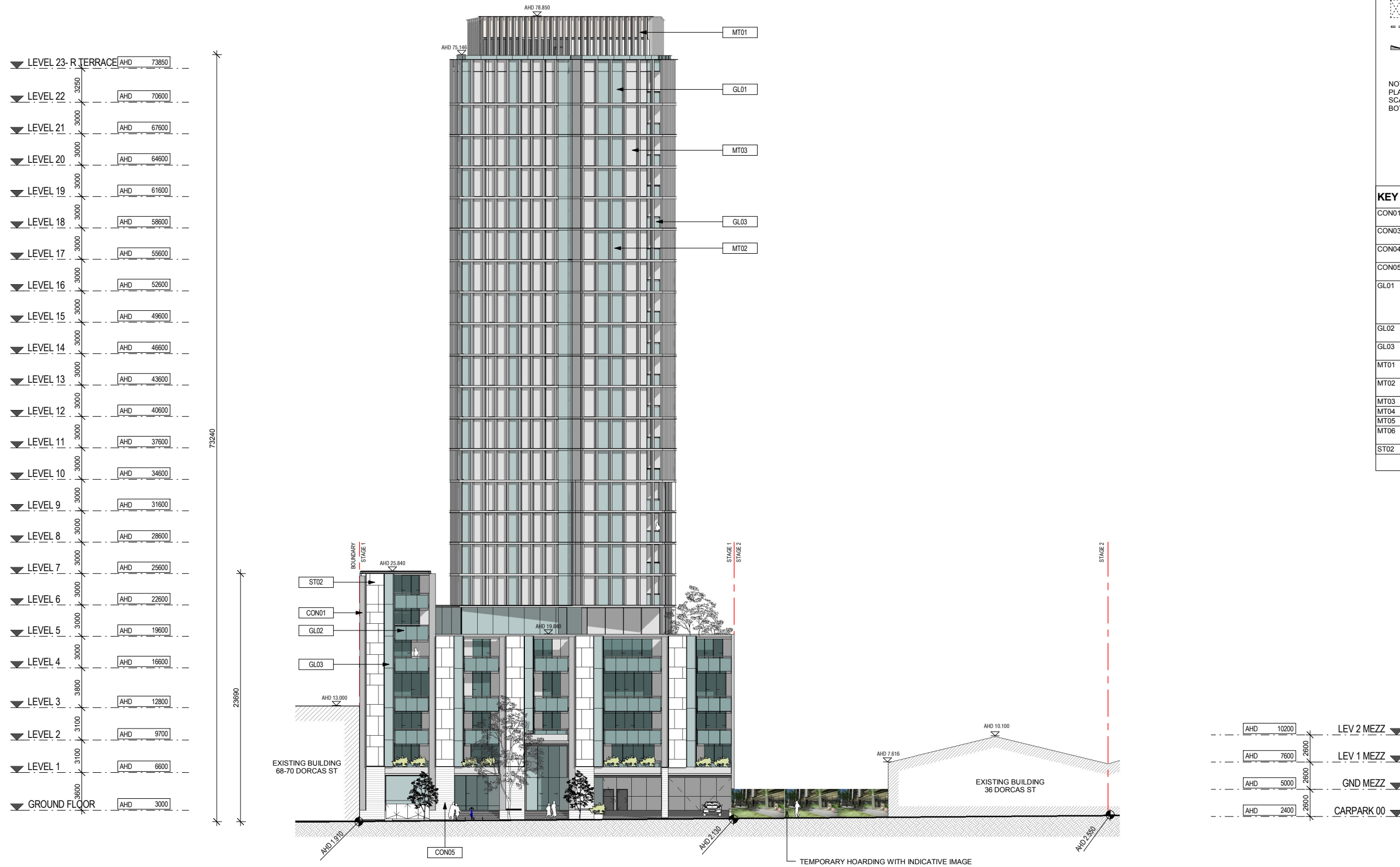
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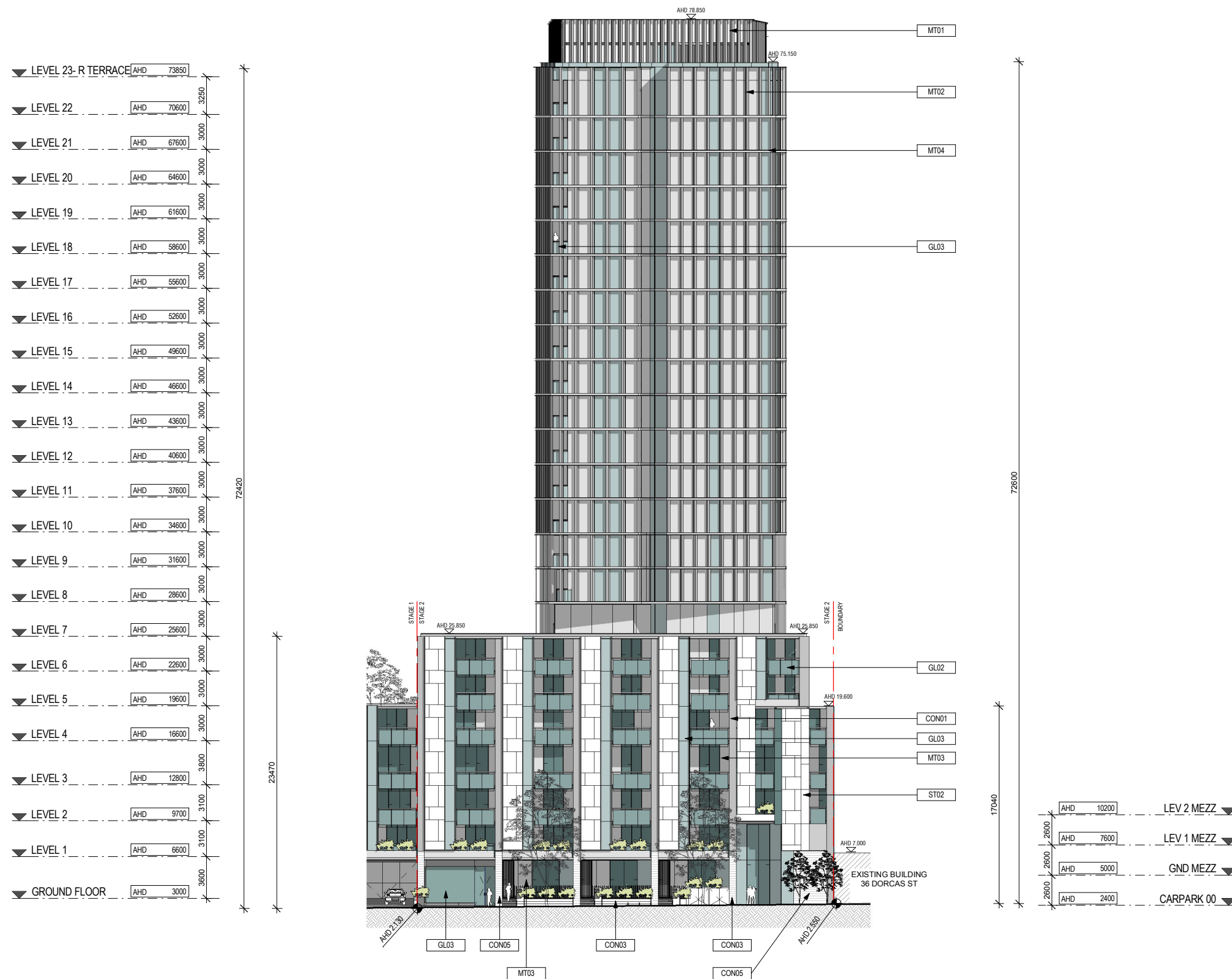
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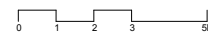
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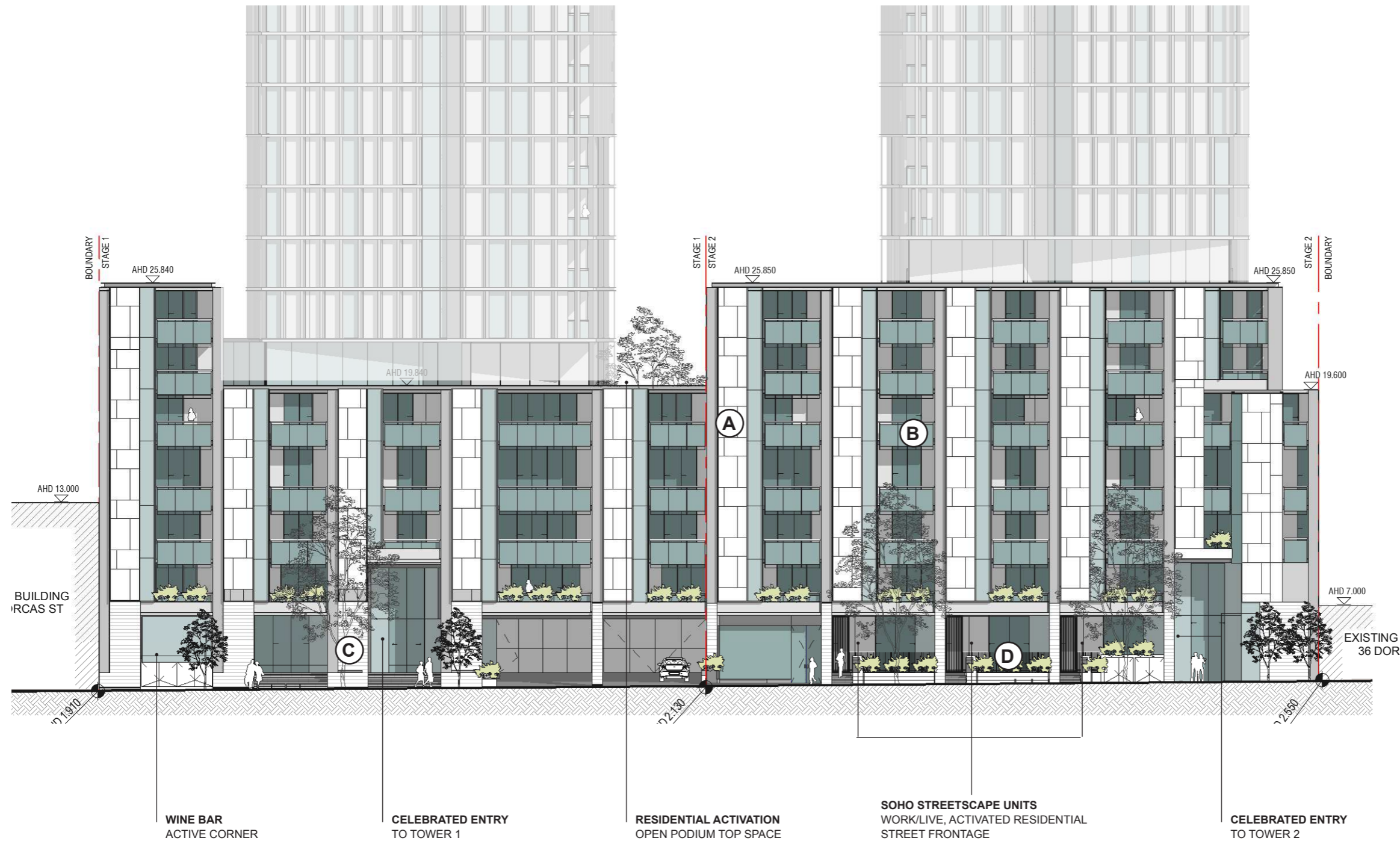
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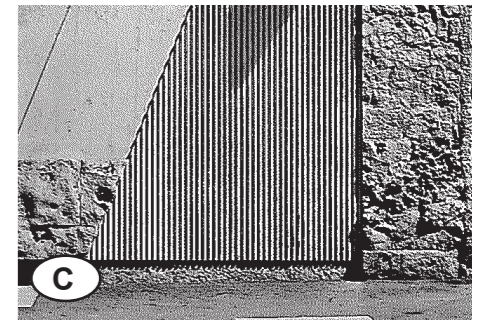
3.3 Streetscape Design Response Dorcas Street



A
STONE CLADDING



B
ALUMINIUM AND GLAZED BALUSTRADES



C
TEXTURED CONCRETE



D
INDIVIDUAL ENTRIES

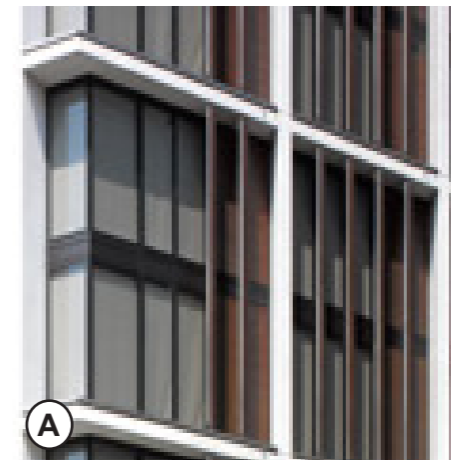
PROPOSED DORCAS STREET ELEVATION
SCALE: 1:250 @ A3



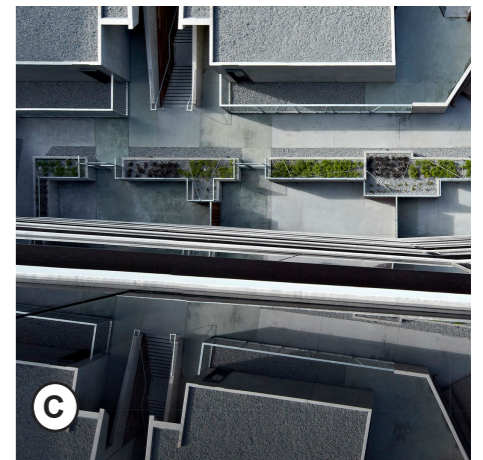
3.5 Tower Design Response

A number of key aspects contribute to the overall external design of the tower such as:

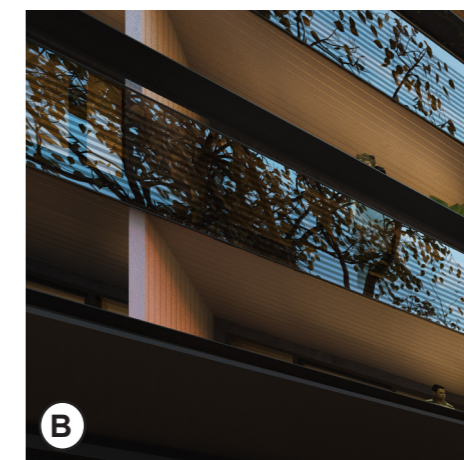
- The shaped composition and non-reflective metal fins that create a sense of dynamism in the form.
- The louvred facade system coupled with the high performance glazing which assists in passive solar protection and reduces morning and evening glare.



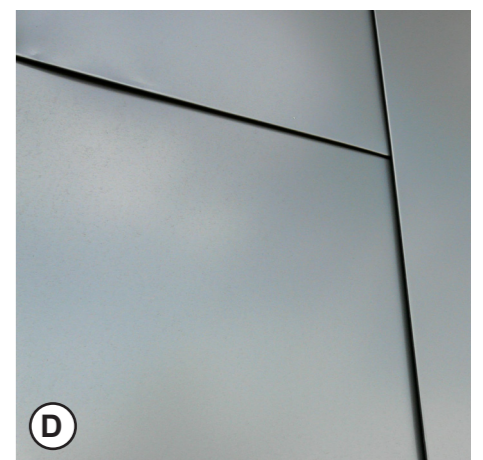
A
VERTICAL METAL FINES



C
LANDSCAPED PODIUM TOP



B
GLAZED BALUSTRADES WITH INTEGRATED FRIT TO CONCEAL BALCONY SERVICES



D
METAL CLADDING AT SOLID AREAS

3.3 Streetscape Design Response



3.4 Podium Design Response



PLANNING REPORT

MINISTERIAL REFERRAL

Application number:	TPM-2014-5
DTPLI Application number:	2013/010107
Applicant / Owner / Architect:	Applicant: SJP Planning on behalf of Beck Property Group Developer and Owner: Dorcas Business Park Pty Ltd Architects: Hayball
Address:	49-61 Coventry Street & 26-66 Dorcas Street, Southbank
Proposal:	Staged redevelopment including the construction of two residential towers above a shared podium, a waiver of car parking associated with the food and drink premises and a waiver of the requirements of Clause 52.07 (loading and unloading of vehicles) (DTPLI ref 2013010107)
Date received by City of Melbourne:	30 January 2014
Responsible officer:	Maree Klein

1. SUBJECT SITE AND SURROUNDS

1.1. The site

The subject site is a large L-shaped site located in the block bounded by Coventry Street to the north, Wells Street to the east, Dorcas Street to the south and Dodds Street to the west (see figure 1 below). Wells Place, a narrow laneway, separates the northern and southern portions of the site. The entire site is developed by a number of single storey warehouse style buildings used by a television production company for studios and associated office, storage, loading, and car parking functions. The site is known as the 'Global Television Studios'.

This application for planning approval affects only part of the overall site, being the western most portion of the land with a frontage to Dorcas Street (identified in blue in figure 1). The 'development site' has a frontage to Dorcas Street of 72 metres, a depth of 48.8m and a total area of 3497sqm.

The applicant advises that the remainder of the land to the east of the site is likely to be development in a similar manner in the future.

A planning permit was recently issued for minor alterations to the existing buildings on the eastern portion of the land (on the corner of Dorcas and Coventry Streets) so as to enable to existing television studios to rationalise its operations and make more efficient use of the existing space by consolidating the overall footprint of its operation. This will make the buildings contained on the development site surplus to the operations of the television studio. The applicant advises that this current

application has been made 'on the assumption that land is expected to be made available when area surplus to the television studio operations is released.'

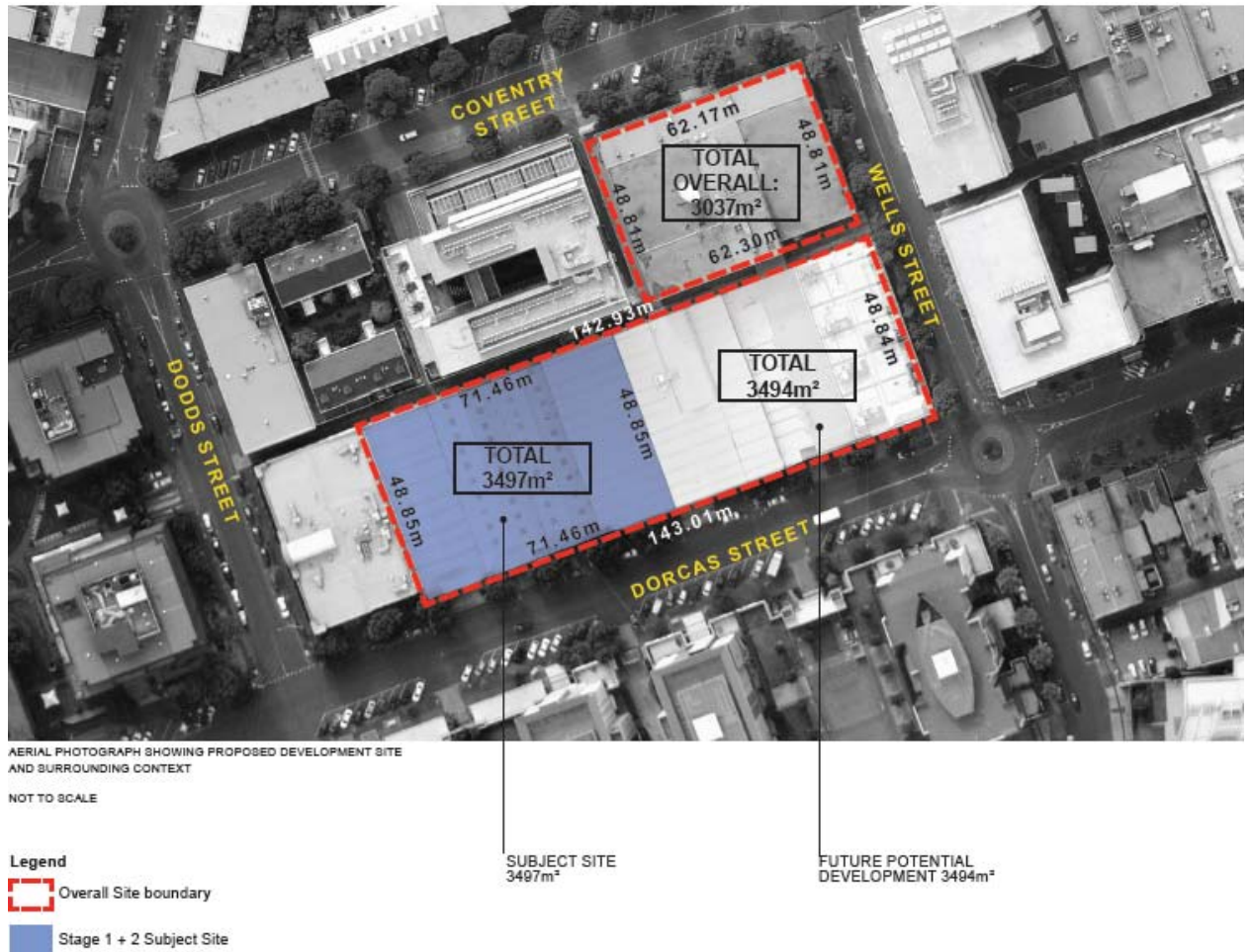


Figure 1. Locality Plan

1.2. Surrounds

The area immediately surrounding the development site is increasingly being developed for mid-rise residential accommodation (see figure 2 below).

North	<p>The 'Sunday Apartments' at 65 Coventry Street. Built on land formerly used as car parking for the television studios. Approved in 2010 by the Minister for Planning; a 14 level predominantly residential building with a height of 49 metres.</p> <p>'Coventry Square Apartments' at 77 Coventry Street. Three storey residential apartment buildings constructed in the early 1990s.</p>
West	A 3 storey office building with an at-grade secure car park at 68 Dodds Street.
South	Over Dorcas Street and within the City of Port Phillip, four residential towers of 14 storeys each.
East	Over Wells Street is the 'Guilfoyle Apartments' a predominantly residential 21 level building with a height of approximately 67m (excluding rooftop services, equipment etc) built to the boundary, with now upper level

	setbacks; and the 'Elm Apartments', 23 levels with an approximate height of 70m (excluding plant etc), also built to the boundaries.
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Further afield are recently approved developments within the same DDO at:

- 25 Coventry Street, a 60m high residential development with minimal staggered setbacks from Coventry Street;
- 33 Coventry Street, a 55m high residential development with no setbacks from the street.

The existing and emerging built form of this area is mid-rise buildings with a general lack of podiums.



Figure 2. Neighbouring residential development

2. THE PROPOSAL

The plans referred to the City of Melbourne for comment were received on 30 January 2014.

The applicant describes the proposal as follows:

'It is proposed to construct a development comprising two towers over a shared podium in two stages on the subject site. Each tower will include residential apartments at both tower and podium levels, five levels of podium car parking, a small ground floor food and drink premises tenancy and a ground floor entrance lobby. Access to the car parking levels is provided from a single point along the Dorcas Street frontage, to be delivered as part of the Stage 1 works. The Stage 1 (west) tower reaches 76.9 metres in height to top of roof level while Stage 2 (east tower) will reach 76.3 metres.'

Details of the application are as follows:

<p>Dwelling</p>	<p>Stage 1 (west) Total number of dwellings: 244 One bedroom apartments: 202 Two bedroom apartments: 42 Stage 2 (east) Total number of dwellings: 248 One bedroom apartments: 198 Two bedroom apartments: 50</p>
<p>Food and Drink Premises</p>	<p>Stage 1 (west) Total area of 79sqm located on the ground floor (west end) Stage 2 (east) Total area of 48sqm located on the ground floor (west end) Total 127sqm.</p>
<p>Building height</p>	<p>Stage 1 (west) 73 metres (excluding rooftop services) Stage 2 (east) 73 metres (excluding rooftop services)</p>
<p>Podium height</p>	<p>Varies from 17.04m to 23.69m</p>
<p>Front, side and rear setbacks</p>	<p>Stage 1 and 2 towers have a minimum separation of 16m in the centre of the site, increasing to 18.6m at the Dorcas Street frontage. Front setback between 5m and 8m to Dorcas Street for both towers. Rear setback 3m to boundary (Wells Place) and 10m to Sunday Apartments balcony line. Side setbacks minimum of 8.9m to the western boundary (Stage 1) and 4.4m to the proposed eastern boundary (Stage 2).</p>
<p>Ground Floor height</p>	<p>Floor to floor height of 3.6m</p>
<p>Gross floor area (GFA)</p>	<p>50,054 sqm</p>
<p>Car parking spaces</p>	<p>Stage 1 (west) 163 spaces Stage 2 (east)</p>

	162 spaces
Bicycle facilities and spaces	<p>Stage 1 (west)</p> <p>78 bicycle spaces</p> <p>Stage 2 (east)</p> <p>86 bicycle spaces</p>
Vehicle access	<p>One new crossover proposed to replace two existing crossovers along the Dorcas Street frontage (provided at Stage 1).</p> <p>The consolidation would allow for the provision of two additional on-street spaces to be created.</p>
Loading/unloading	<p>No on-site loading and unloading proposed. Applicant suggests that one of the additional two on-street car parking spaces created as a result of the consolidation of the vehicle crossovers could be allocated as a loading zone.</p>

As noted above, the applicants identify that the remainder of the land to the east of the site would be likely to be development in the future, and that that development 'would be appropriate for equidistant towers to be constructed'.

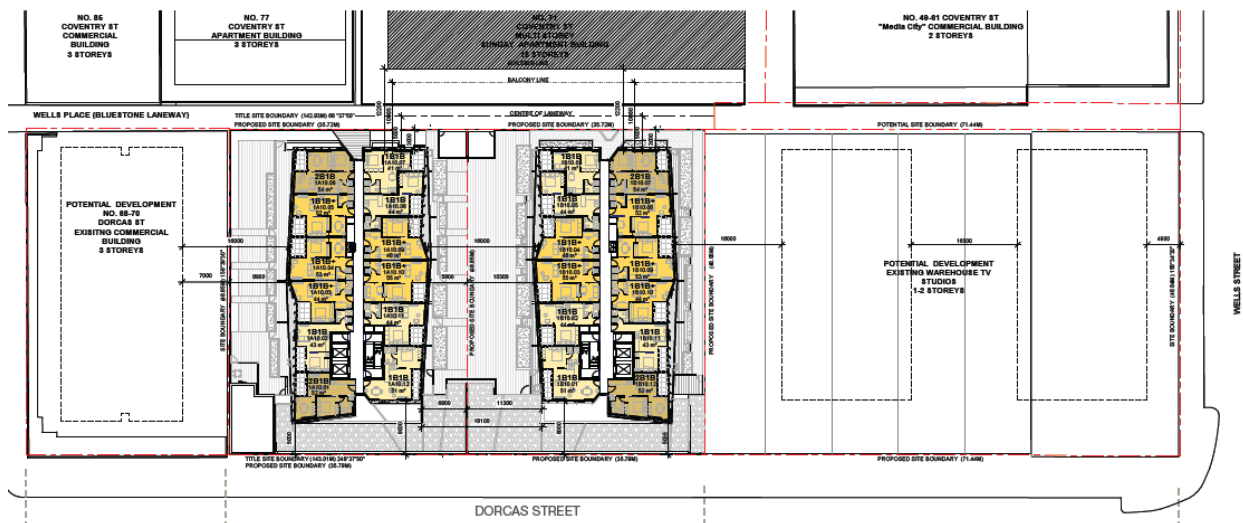


Figure 3. Potential development opportunities identified by the applicant

3. BACKGROUND

3.1. Pre-application discussions

This application was the subject of two separate pre-application meetings attended by officers of the City of Melbourne. The plans presented at the pre-application meeting showed a very similar scheme to that proposed, including height, setbacks and potential development opportunities.

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

- The podium height is lower than that recommended by DDO60, but the tower height is higher. Applicant is trading one off for the other.

- Officers queried whether the podium height could be increased, and the tower height reduced.

3.2. Site history

There is no directly relevant history or background for this application.

4. PLANNING SCHEME PROVISIONS

4.1 Planning Policy Framework and Controls

State Planning Policies	<p>Clause 11.04-2 'Activity Centre Hierarchy' & Clause 11.04-4 'Central Melbourne'</p> <p>Clause 15.01-1 'Urban Design' & Clause 15.01-2 'Urban design principles'</p> <p>Clause 16.01-1 'Integrated housing' & Clause 16.01-2 'Location or residential development' & Clause 16.01-3 'Strategic redevelopment sites'</p> <p>Clause 18.02-5 'Car Parking'</p>	
Municipal Strategic Statement	<p>Clause 21.04 'Settlement'</p> <p>Clause 21.06 'Built Environment and Heritage'</p> <p>Clause 21.07 'Housing'</p> <p>Clause 21.09 'Transport'</p> <p>Clause 21.13-1 'Southbank'</p>	
Local Planning Policies	<p>Clause 22.02 'Sunlight to Public Spaces'</p> <p>Clause 22.17 'Urban Design Outside the Capital City Zone'</p> <p>Clause 22.19 'Energy, Water and Waste Efficiency'</p> <p>Clause 22.23 'Stormwater Management (Water Sensitive Urban Design)'</p>	
Statutory controls	Clause / Title	Permit trigger(s)
	Mixed Use Zone (Clause 32.04)	<p>No permit required for the use of the land as a dwelling.</p> <p>No permit required for the use of the land for a food and drink premises provided the leasable floor area does not exceed 150sqm. (The total area proposed is 127sqm therefore no permit is required).</p> <p>A permit is required to construct two or more dwellings on a lot pursuant to Clause 32.04-6.</p>
	Design and Development Overlay, Schedule 27 (City Link Exhaust Schedule)	Does not trigger a permit, however there is a requirement that notice be given under Section 52 (1)(c) of the <i>Planning and Environment Act 1987</i> to those specified in Clause 66.06.
	Parking Overlay, Schedule 12 (Residential Development in Specific	<p>A permit is required to provide parking in excess of a rate of 1 space per dwelling.</p> <p>In total, the development would provide 492</p>

	Inner City Areas)	dwellings, with 325 car spaces. No permit is therefore required.
	43.02 / Design and Development Overlay, Schedule 60 (Southbank) (DDO60)	<p>Pursuant to Clause 43.02-2 a permit is required to construct a building or construct or carry out works unless a schedule to this overlay specifically states that a permit is not required.</p> <p>Schedule 60 does not exempt the proposed building from requiring a permit.</p> <p>The subject site is located within Area 5 – Dorcas Street Precinct which seeks to consolidate the existing scale of development.</p> <p>Built Form Outcomes are:</p> <ul style="list-style-type: none"> • The maintenance of a mid-rise scale of development. • The provision of an appropriate transition to development to the north and south of Area 5 is provided <p>To achieve the Built Form Outcomes it recommends:</p> <ul style="list-style-type: none"> • a maximum building height of 60 metres; • podium heights not exceeding 30 metres; • development above a podium should be setback a minimum of 10 metres from the front, side and rear boundaries; • towers should be a minimum of 20 metres from an adjoining tower, unless the majority of the built form outcomes are met; and there is an inadequate tower setback on a neighbouring site. The minimum set back of towers in this case should be 10 metres; and • ground floors of buildings should have a floor to ceiling height of 4 metres
Particular Provisions	<p>Clause 52.06, Car Parking</p> <p>Clause 52.07, Loading and Unloading of Vehicles</p> <p>Clause 52.34, Bicycle Facilities</p> <p>Clause 52.35, Urban Context Report and Design Response for Residential Development of Four or More Storeys</p> <p>Clause 52.36, Integrated Public Transport Planning</p>	
General Provisions	<p>Clause 61.01 - The Minister for Planning is the responsible authority for this planning permit application as the total floor area of the development exceeds 25,000 square metres.</p> <p>Clause 65 – Decision guidelines</p>	

4.1 Proposed Planning Scheme Amendments

Amendment C208 - Development Contributions Plan Overlay (DCPO)

Melbourne Planning Scheme Amendment C208 – Development Contributions Plan Overlay (DCPO) proposes to introduce a DCPO over the two urban renewal areas of Southbank and City North. The Amendment implements actions from the Council-adopted Southbank and City North Structure Plans. The plans identify capital works projects including public realm, drainage, and community infrastructure to support the anticipated population growth and change in land use in these areas.

The amendment was placed on exhibition between 31 October 2013 and 16 December 2013, 15 submissions were received. The submissions will be presented to the May 2014 Future Melbourne Committee with a recommendation to request the Minister for Planning appoint an independent panel to consider the submissions. It is likely that a panel hearing will be held in August/September 2014.

The subject site is affected by the proposed Development Contributions Plan Overlay Schedule 2 (DCPO2) and is located in the south precinct. Under the DCP any permit granted must:

- Be consistent with the provisions of the relevant development contributions plan.
- Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay.

Table 2 to the proposed Schedule 2 requires that any residential development located in the south precinct incurs a development contribution of \$1,471.67 per dwelling. The yield of 492 dwellings would require a contribution of \$724,061.64.

Table 3 requires \$3,188.88 per 100sqm of non-residential development in the south precinct. The food and drink component of the development would attract a contribution of \$3,188.88.

Amendment C209 – Public Open Space Contributions

The amendment proposes to introduce a public open space requirement in the Melbourne Planning Scheme under the schedule to clause 52.01 Public Open Space Contributions and Subdivision and a new local policy, Public Open Space Contributions at Clause 22.

A public open space contribution of 5 per cent or 8 per cent will be required, being either as a percentage of the site value, a land contribution or combination of both. The rates reflect the anticipated growth and development in different parts of the municipality.

The subject site, being located in Southbank, would require a contribution rate of 8 per cent. The new local policy, Public Open Space Contributions at clause 22.26 identifies areas where a land contribution is preferred over a cash contribution. Southbank is one such area.

A panel hearing for Melbourne Planning Scheme Amendment C209 will commence on 23 June 2014 and run for six days. On conclusion to the hearing, the panel will prepare a report which will include recommendations for the Council to consider. Depending on the outcomes of this process, it is anticipated that a report to Council recommending the adoption of the amendment will occur in late 2014.

5. PUBLIC NOTIFICATION

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

In accordance with Section 52(1)(b) of the *Planning and Environment Act 1987*, DTPLI has given notice of the application to the City of Melbourne.

6. REFERRALS

The application was referred to the following internal departments who provided the following advice (summarised):

Urban Design

- Encourages the applicant to explore alternative development typologies, eg. perimeter block development.
- Support the varying podium heights.
- Proposed height at 73m exceeds the 60m discretionary limit.
- Questionable whether the height satisfies the built form outcomes of the DDO given that it is 28m taller than the Sunday Apartments to the north and about double the height of the buildings on the south side of Dorcas Street.
- The boundary setbacks are all less than the 10m recommended in the DDO.
- Correspondingly, the proposed tower separations are less than 20m, varying between about 10m to the balconies of the Sunday Apartments) and 18m between the two proposed towers.
- If the 4m setback from the east boundary were approved, there should be a covenant or similar placed on the site to the east to ensure that any future tower on that site is well set back to achieve the 20m separation advocated by the DDO.
- Recommend that at least one of the towers be reduced to 60m so as to avoid a repetitive series of identical towers.
- The reduced impact of 60m towers would make the proposed setbacks relatively acceptable. If either tower remains at the proposed 73m height, its average setback should be at least 10m from each existing boundary.
- Long-term stationary wind conditions are needed at outdoor dining area but it appears these would not be achieved.
- The podium presents poorly to Wells Place. Recommend that 80% of the Wells Place frontage be inhabited podium space.

Tree Planning

- The proposal indicates the planned removal of one tree for a new crossover and the removal of three existing crossovers. Given the opportunity created by the removal of existing crossovers, Urban Landscapes could support this proposal if the reinstatement of the nature strips enables replacement of the existing tree with three new trees to achieve a net gain in tree canopy and a more consistent streetscape outcome. The following revisions to the plan would be supported:
 - The proposed westernmost bike racks be shifted to the left or right to accommodate a new tree planted in that location

- The proposed footpath surface for café seating accommodate a tree planted in the nature strip at that location by using a permeable paving surface and a sensitive footprint that allows for a standard tree pit.
- A third new tree be located in the reinstated nature strip following removal of the easternmost crossover.
- The applicant could consider the substantially improved streetscape outcomes that could be achieved if the above ground powerlines were relocated underground for the development.

Engineering Services Group (Traffic)

- The proposed provision of on-site car parking is less than the maximum provision identified under Schedule 12 to the Parking Overlay, and is therefore in accordance with the planning scheme.
- The proposed shortfall of 2 spaces for the food and drink premises is satisfactory. The 2 spaces provided is expected to meet the requirements for staff and it is agreed that customers will likely be part of a combined trip to the area.
- Bicycle parking numbers meets the requirements of the Planning Scheme.
- Recommend that motorcycle parking be provided at a rate of 1 motorcycle space per 100 car spaces, despite not being in the Capital City Zone.
- Loading and unloading for the food and drink premises and residents will be able to be accommodated by on-street parking areas on Dorcas Street.
- Plans show the proposed crossover to Dorcas Street has a width of 11.5m. Crossings in excess of 7.6m are required to provide a pedestrian refuge with a minimum width of 2m. Recommend that a pedestrian refuge of at least 2m be provide at the front of the planter box, at the proposed crossover to Dorcas Street.
- The food and drink premises adjacent to the exit lane may impact on pedestrian sight lines. Additional information required to demonstrate the sight line triangle.
- Various parking and access design issues require resolution.

Engineering Services Group (Waste Management)

- Waste collection is proposed from within the site by a private contractor.
- On-site waste collection requires access for an 8.8m long waste vehicle, which triggers a height a clearance of 4.0m (minimum), which is not provided.
- Recommend a condition be included on any permit issued requiring the submission of a Waste Management Plan (WMP)

Engineering Services Group (Civil/Infrastructure)

- Objection to the proposed stairs to the property boundary. Stairs should be setback sufficiently to enable all necessary tactile ground surface indicators to be installed within the property curtilage.
- Footpath, kerb and channel along Dorcas Street must be upgraded and reconstructed in sawn bluestone to Council standards.
- The maximum permissible width of a vehicle crossover without a pedestrian refuge is 7.6m. Crossings wider than 7.6m should include pedestrian refuges a minimum of 2.0m in length at 7.6m maximum clear spacings.
- Standard conditions recommended.

7. ASSESSMENT

The MSS identifies Southbank as being an existing urban renewal area, capable of supporting higher density development to support housing and population growth. In doing so, the MSS seeks to ensure that the height and scale of development is appropriate to the identified preferred built form character of the area; is environmentally sustainable; and that new tower buildings are well spaced and offset to provide good access to an outlook, daylight, sunlight and to minimise direct overlooking between habitable room windows.

Taking into account the above strategic directions, the key issues in the consideration of this application are land use, built form (including height, and setbacks), on-site amenity, environmentally sustainable design, site contamination, and car parking and traffic.

7.1. Land Use

The proposed accommodation, commercial and retail uses are fully supported by policy. The uses will support the continued development and growth of accommodation and business in Southbank.

7.2. Built Form

Local policies, together with the design objectives and built form outcomes in the DDOs, guide the scale and form of development in the creation of a new built form character. Clause 22.17 'Urban design outside the capital city zone' provides a range of design principles which support those contained in Clause 15.11 of the SPPF. The following discussion is based around key sections of these clauses.

Building scale, height and bulk

With the introduction of DDO60 in support of the Southbank Structure Plan, this area is designated as Area 5 – Dorcas Street Precinct, with the aim of 'consolidating the existing scale of development'. Area 5 has a discretionary height limit of 60 metres, which seeks to maintain the mid-rise scale of development in the area, and provide an appropriate transition to development north and south of Area 5.

The area immediately north is identified as Southbank Village (DDO60-A6) with a discretionary height control of 14 metres. The Sturt Street area (DDO60-A4A) to the west has a height control of 40 metres. The area south of the site is within the City of Port Phillip. The Port Phillip Planning Scheme shows this area to have a maximum height of 45 metres. The intent of the 60m height control is therefore to transition *down* to these lower building heights.

The application seeks to exceed the discretionary height control through the development of two towers with heights of 73 metres (excluding rooftop services).

In this area of Southbank, these two towers if approved would be the highest buildings in the area including those already constructed and those with planning approval, albeit marginally. Both the Elm Apartments and the Guilfoyle Apartments, approved by the Minister for Planning, also exceed the 60m height control. The Elm Apartments is the higher of the two with a height of 70m (excluding plant).

The form of these developments is not one of a podium/tower configuration. Rather, the buildings are generally mid-rise buildings without podiums.

The form proposed by this development, being a low central podium and two towers above, is not consistent with the existing and continued emerging built form of this particular area of Southbank. However, the subject site is also somewhat of an anomaly in terms of its size and different subdivision pattern.

In considering the suitability of the proposed building form, consideration should be given as to whether the overall design objectives of DDO60 are achieved:

- To ensure that the suitability of each development to its context takes precedence over the individual merit of the building.
- To ensure that new buildings respect the future development potential of adjacent sites and allow for an equitable spread of development potential on these sites.
- To ensure that new buildings respect the potential of future development on adjacent sites to access privacy, sunlight, daylight and an outlook from habitable interiors
- To ensure the height of new buildings does not overwhelm the public domain.
- To allow daylight and sunlight to penetrate to the street and lower building levels.
- To ensure development supports high levels of pedestrian amenity in relation to daylight, sky views, wind and sunlight.
- To maintain the visual dominance and views to the Arts Centre Spire as a civic skyline landmark.
- To ensure that development provides a high level of amenity for building occupants.

In response, the following is noted:

- The split tower design across a central podium breaks up the building into two distinct components ensuring that the potential mass and bulk of the development has been reduced.
- The side setbacks proposed and the setbacks between the two towers would result in a scale of and siting of development that would reflect the apparent subdivision of its street frontage and reflect the existing subdivision patterns in Southbank, particularly if replicated for the remainder of the Global Television Studio land to the east.
- The side setbacks of the towers considers the potential future development of the remainder of the television studios site to the east, and the potential development of the land to the west on the corner of Dodds Street and Dorcas Street.

- The separation between the two towers of 16m in the centre of the site is satisfactory. The separation distance would equitably distribute access to an outlook for residents in the towers, and ensure that sunlight and daylight penetrates between the towers and down to the street.
- The setback of the towers from the Sunday Apartments to the rear (north) measures at 10m to the balcony line of the Sunday Apartments, and 12m to the face of the building. The balcony line of the Sunday Apartments is setback 3m from the Wells Place property boundary. The 12m setback between the faces of the buildings meets the minimum allowed between towers under DDO60 and is considered an acceptable outcome. While the tower apartments of the proposed development have an outlook to the Sunday Apartments, they are principally orientated with an outlook and private open space toward the centre of the site. Being located to the south of the Sunday Apartments, the proposed development will have no impact on the sunlight accessed by the Sunday Apartments. The outlook from the rear facing Sunday Apartments would obviously be altered as a result of development of the subject site. Location of the south facing apartments in the Sunday Apartments only 3m from the property boundary is not an ideal design outcome when that development was approved, in the knowledge that at some future time, development may occur on the adjoining property (the subject site). In terms of equitable development, the subject site has also adopted a 3m setback from the property boundary, and combined with the width of Wells Place, results in the 12m setback. The distance is considered satisfactory to address overlooking issues, daylight and sun penetration between the buildings.
- The height of the new buildings cannot be justified in the immediate context, with the Sunday Apartments to the north at a height of 49 metres and the 14 storey apartments to the south in Port Phillip. The proposed buildings would be taller than other approvals in an area where a transition down to the lower built forms north and south of the site is anticipated, and would dominate the urban form in this area of Southbank. As noted by Urban Design, the height would be approximately 28m taller than the Sunday Apartments to the north and about double the height of the buildings on the south side of Dorcas Street. Allowing the increased height would also set a precedent for the future development of the remainder of the site.
- The front setback of the towers from Dorcas Street of between 5m and 8m is less than the 10m sought by DDO60. The reduced setback is considered acceptable, subject to a reduction in height of the towers as discussed, given that the dominant mid-rise forms in the area do not generally adopt a tower setback.
- The staggered low height of the podium (varying between 17.04m to 23.69m) provides a pedestrian scale at Dorcas Street. However, a higher podium at the height closer to that encouraged by DDO60 would not be detrimental to the built form outcome of the street.

Taking the above into account, it is recommended that the height of the tower components of the development be decreased to 60m (excluding plant), and the setbacks of the towers from Dorcas Street be reduced, with possible corresponding increase in height of the podium from Dorcas Street so as the apartment yield is not compromised. This altered built form would provide the suitable transition between the Sunday Apartments and the buildings to the south side of Dorcas Street (in Port Phillip).

As has already been acknowledged, both the Guilfoyle Apartments and Elm Apartments to the east are higher than the 60m height control sought under DDO60. The final stages of the subject site provide an opportunity for a slightly higher built form than that recommended for this development, as any development on this corner of Dorcas and Wells Street could step up to the higher built form of both these existing apartment buildings.

Street level frontages / Pedestrian connection / Vehicle Access

The proposed ground floor of the development has a floor to floor height of 3.6m, less than the floor to ceiling height of 4m sought by DDO60. The intent of the high floor to ceiling height is to allow active commercial and retail uses.

The frontage to Dorcas Street consists of pedestrian entrances to the residential developments above, three double storey townhouses, two food and drink premises, and a double crossover to the parking within the site. The ground floor occupancies would thus directly engage with the street and be visually evident from the street. The lower ground floor height is of little consequence given that the frontage of the site has been suitably activated by the development.

Two existing crossovers will be removed from the frontage of the site, thereby improving the pedestrian amenity and accessibility along Dorcas Street. The replacement double crossover however has a width of 11.5m, and does not provide a pedestrian refuge. Engineering Services Group recommend a pedestrian refuge of at least 2m be provided at the front of the planter box at the proposed crossover to Dorcas Street.

The new double crossover will necessitate the removal of an existing street tree. Urban Landscapes have advised that they could support this if the reinstatement of the nature strips enables replacement of the existing street tree with three new trees to achieve a net gain in tree canopy and a more consistent streetscape outcome. This can be secured by way of condition.

Visible facades and blank walls

Designers are encouraged to carefully compose and articulate all visible elevations of a building. This is particularly significant here given the high degree of visibility of the proposed building. The development has successfully articulated the buildings' form and surfaces through a variety of means, including recessive and projecting elements, fenestration and materials and finishes.

The podium at the rear of the site on Wells Place is not activated and large comprised of power coated aluminium car park louvres. Urban Design suggest that this elevation should be activated. However, Wells Place is a dead-end lane that serves the rear of commercial and residential buildings and it is questionable how successful an activated space would be in this enclosed environment.

Protection from wind and rain

The design of new development is encouraged to consider the possible wind effects of building proposals on their surroundings.

An Environmental Wind Assessment report has been submitted with the application which concludes that:

- Wind conditions along Dorcas Street and the laneway to the north of the Stage 1 and 2 developments were shown to be well within the criteria for walking comfort for all wind directions with most wind directions within the criterion for short term stationary activities.

Importantly, the report concluded that in the areas that may be used for external seating for the food and drink premises, the conditions were either within or on the criterion for short term stationary activities.

Urban Design has recognised that long-term stationary conditions are required for outdoor dining areas and these have not been achieved.

No canopies along Dorcas Street are proposed for weather protection. However it is not a requirement of the scheme that they be provided. This is not an area where continuous weather protection is provided along the street.

7.3. On-site Amenity

The MSS identifies that in areas where new built form change is substantial, that a high level of on-site amenity for future occupants of the new residential developments is achieved. The proposal achieves high levels of private amenity for future residents in that:

- Each apartment has access to its own private open space in the form of a balcony or terrace.
- All apartments have direct access to natural light, ventilation and outlook from habitable rooms.
- The building includes a communal roof area on top of the podium and top of towers, offering residents additional open space and recreational opportunities.

7.4. Environmentally Sustainable Design

Clause 22.19 (Energy, Water and Waste Efficiency) requires that applications be accompanied by:

- A Waste Management Plan.
- An ESD Statement demonstrating how the development meets relevant policy objectives and requirements.

For buildings over 2,000 square metres in gross floor area, the Sustainable Design Statement must include a statement from a suitably qualified professional verifying that the building has the preliminary design potential to achieve the relevant Performance Measures set out in Clause 22.19-5.

An Environmentally Sustainable Design Statement forms part of the application. It notes that the proposed development incorporates a wide range of ESD features and sets out primary goals to enhance the building's environmental performance and meet the objectives of the Melbourne Planning Scheme. It also lists a number of these features.

The report concludes that the performance outcomes are consistent with the objectives of Clause 22.19. The report notes however that the building will only achieve a 4 Star Green Star Rating.

Given the intent of Clause 22.19 is to encourage 'Australian Excellence' for new multi-unit residential developments and given the scale of the development proposed, it is recommended that further work should be undertaken in order to

demonstrate the design potential to achieve a 5 star green star rating or to demonstrate how the proposal is achieving the 'or equivalent' provisions of the policy. If a permit were to issue, this could be addressed by condition.

7.5. Site Contamination

No Site Contamination Assessment has been referred to the City of Melbourne. However, given that such assessments have been required for other residential developments of former Global Television Studio land in this area, it is recommended that a condition be included on any permit issued by the Minister that an assessment be completed.

7.6. Car Parking and traffic

Council's Engineering Services Group is generally supportive of the proposal.

The provision and number of bicycle parking, car parking, traffic generation, layout and access arrangements are acceptable subject to minor changes which can be addressed by condition.

8. OFFICER RECOMMENDATION

That a letter be sent to DTPLI advising that the City of Melbourne objects to the proposal for the following reasons:

- The height of the towers exceeds the maximum building height under the Design and Development Overlay and the height is inappropriate in the context of existing surrounding buildings in both the City of Melbourne and the City of Port Phillip.
- The setback from the eastern boundary is insufficient having regard to the development potential of adjoining sites and the requirements of the Design and Development Overlay.

This objection could be considered to be withdrawn if the overall height of the development is reduced to 60m excluding plant and if the setbacks to the eastern boundary are increased to a minimum of eight metres. This may result in a higher podium and a lesser tower setback to Dorcas Street

The following conditions are recommended:

Amended Plans

1. Prior to the commencement of the development on the land, two copies of plans, drawn to scale, must be submitted to the Responsible Authority generally in accordance with the plans received on 23/12/2013 but amended to show:
 - a. The height of the building reduced to 60 metres (excluding plant), measured at ground level at the centre of the Dorcas Street frontage;
 - b. The tower setback a minimum of eight metres from the eastern boundary of the development site.
 - c. Sufficient setback of ground floor stairs from the Dorcas Street property boundary so as to enable all necessary tactile ground surface indicators to be installed within the property boundary;
 - d. The provision of a 2m wide pedestrian refuge at the front of the planter box at the proposed crossover to Dorcas Street;

- e. The replacement of the existing street tree to be removed with three new trees to achieve a net gain in tree canopy to be provided in the following locations:
 - i. The proposed westernmost bike racks on Dorcas Street to be shifted to the left or right to accommodate a new tree;
 - ii. A second new tree in the extended footpath & naturestrip in front of the easternmost food and drink premises;
 - iii. A third new tree in the reinstated nature strip following removal of the easternmost crossover.
- f. Details of any signs or strategy for signage proposed to be erected on site;
- g. Installation of mirrors and signage so as to improve the sight lines for vehicles travelling around the port cochere, particularly with vehicles entering and exiting the site;
- h. Demonstration that a sight triangle will be provided in accordance with Clause 52.06 for the exit lane adjacent to the food and drink premises;
- i. Modification or shifting of storage cages located adjacent to parking spaces so as to not compromise the door opening area of the clearance envelope;
- j. Any further amendments required by the Waste Management Plan, including a minimum height clearance of 4.0m for an 8.8m long waste vehicle;
- k. Additional information regarding the proposed bicycle parking facilities within the site, detailing whether the proposed parking rack can be accommodated within the parking levels with a proposed reduced headroom;
- l. Any amendments required to achieve the ESD standards required by condition 6.

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

Layout Not Altered and Satisfactory Completion

- 2. The development as shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.
- 3. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

Developer Contribution

- 4. Prior to the commencement of development a Development Contribution shall be made to the City of Melbourne in accordance with the rate prescribed in Amendment C208 to the Melbourne Planning Scheme.

Materials and Finishes

- 5. A schedule and samples of all external materials, colours and finishes must be submitted to the satisfaction of the Responsible Authority prior to the commencement of the development. The schedule must show the materials, colours and finishes of all external walls, roof, fascias, window frames, glazing types, doors, balustrades, fences and paving, (including car park surfacing), outbuildings and structures.

Environmentally Sustainable Design (ESD)

6. Prior to the commencement of the development, an amended Environmentally Sustainable Design (ESD) Statement, generally in accordance with the statement prepared by Arc Resources dated December 2013, shall be submitted to the satisfaction of the Responsible Authority. The ESD Statement must demonstrate that the building has the preliminary design potential to achieve the following:
 - a. A 5 star rating under a current version of Green Star - Multi Unit Residential rating tool or equivalent.
7. The performance outcomes specified in the Environmentally Sustainable Design (ESD) Statement for the development must be implemented prior to occupancy at no cost to the City of Melbourne and be to the satisfaction of the Responsible Authority. Any change during detailed design, which affects the implementation of the endorsed ESD Statement, must be assessed by an accredited professional and be to the satisfaction of the Responsible Authority. Any revised statement must be endorsed by the Responsible Authority.

Demolition

8. Demolition must not commence unless the Responsible Authority is satisfied that the permit holder has made substantial progress towards obtaining the necessary building permits for the development of the land generally in accordance with the development proposed under this permit and the permit holder has entered into a bona fide contract for the construction of the development, or otherwise as agreed with the Responsible Authority.

Construction Management Plan

9. Prior to the commencement of the development, including demolition or bulk excavation, a detailed construction and demolition management plan must be submitted to and be approved by the City of Melbourne - Construction Management Group . This construction management plan must be prepared in accordance with the City of Melbourne - Construction Management Plan Guidelines and is to consider the following:
 - a. public safety, amenity and site security.
 - b. operating hours, noise and vibration controls.
 - c. air and dust management.
 - d. stormwater and sediment control.
 - e. waste and materials reuse.
 - f. traffic management.

Wind test modelling

10. Prior to the commencement of the development, revised wind tests which include changes to the design of the building required by Condition 1 (and any other modifications) must be carried out by a suitably qualified consultant and must be carried out on a model of the approved building. A revised report detailing the outcome of the testing must be submitted to and be to the satisfaction of the Responsible Authority. The report must also recommend any modifications which must be made to the design of the building to reduce any adverse wind conditions in areas used by pedestrians, and to ensure the walking criterion for wind conditions is met

along each street frontage, to the satisfaction of the Responsible Authority. The recommendations of the report must be implemented at no cost to the Responsible Authority and must not include reliance on street trees.

Street Trees

11. Prior to the commencement of the development (including any demolition, bulk excavation, construction or carrying out of works), a Tree Protection Plan must be prepared by a suitably qualified and experienced Arborist and submitted to the City of Melbourne – Urban Landscapes. The Tree Protection Plan must include recommendations to ensure the viability of the street tree adjacent to the proposed lobby before, during and after construction to the satisfaction the City of Melbourne – Urban Landscapes.
12. Any trees in adjoining streets which are shown on the endorsed plans to be removed, relocated or replaced must not be removed, relocated or replaced without the prior written consent of the City of Melbourne – Urban Landscapes. All costs in connection with the removal, relocation or replacement of trees, including any payment for the amenity and environmental value of a tree to be removed and greening reinstatement, must be met by the developer/owner of the site.
13. Prior to the commencement of development (including any demolition, bulk excavation, construction or carrying out of works), the owner of the land must pay \$35,907.43 to the City of Melbourne for the costs in connection with the removal, relocation or replacement of the street tree, including the amenity value of the tree to be removed and reinstatement greening costs.

Potentially Contaminated Land

14. Prior to the commencement of the development (excluding demolition), the applicant must carry out a Preliminary Environmental Assessment (PEA) of the site to determine if it is suitable for the intended use(s). This PEA must be submitted to, and be approved by the Responsible Authority prior to the commencement of the development (excluding demolition). The PEA should include:
 - a. Details of the nature of the land uses previously occupying the site and the activities associated with these land uses. This should include details of how long the uses occupied the site.
 - b. A review of any previous assessments of the site and surrounding sites including details of the anticipated sources of any contaminated materials.
15. Should the PEA reveal that further investigative or remedial work is required to accommodate the intended use(s), then prior to the commencement of the development (excluding demolition), the applicant must carry out a Comprehensive Environmental Assessment (CEA) of the site to determine if it is suitable for the intended use(s).

This CEA must be carried out by a suitably qualified environmental professional who is a member of the Australian Contaminated Land Consultants Association or a person who is acceptable to the Responsible Authority. This CEA must be submitted to, and be approved by the Responsible Authority prior to the commencement of the development (excluding demolition). The CEA should include:

- a. Details of the nature of the land uses previously occupying the site and the activities associated with these land uses. This includes details of how long the uses occupied the site.

- b. A review of any previous assessments of the site and surrounding sites, including details of any on-site or off-site sources of contaminated materials. This includes a review of any previous Environmental Audits of the site and surrounding sites.
- c. Intrusive soil sampling in accordance with the requirements of Australian Standard (AS) 44582.1. This includes minimum sampling densities to ensure the condition of the site is accurately characterised.
- d. An appraisal of the data obtained following soil sampling in accordance with ecological, health-based and waste disposal guidelines.
- e. Recommendations regarding what further investigate and remediation work, if any, may be necessary to ensure the site is suitable for the intended use(s).

Prior to the occupation of the building, the applicant must submit to the Responsible Authority a letter confirming compliance with any findings, requirements, recommendations and conditions of the CEA.

16. Should the CEA recommend that an Environmental Audit of the site is necessary, then prior to the occupation of the building the applicant must provide either:
- a. A Certificate of Environmental Audit in accordance with Section 53Y of the Environment Protection Act 1970; or
 - b. A Statement of Environmental Audit in accordance with Section 53Z of the Environment Protection Act 1970. This Statement must confirm that the site is suitable for the intended use(s).

Where a Statement of Environmental Audit is provided, all the conditions of this Statement must be complied with to the satisfaction of the Responsible Authority and prior to the occupation of the building. Written confirmation of compliance must be provided by a suitably qualified environmental professional who is a member of the Australian Contaminated Land Consultants Association or other person acceptable to the Responsible Authority. In addition, the signing off of the Statement must be in accordance with any requirements in it regarding the verification of works.

If there are conditions on the Statement that the Responsible Authority consider requires significant ongoing maintenance and/or monitoring, the applicant must enter into a legal agreement in accordance with Section 173 of the Planning and Environment Act 1987 with the Responsible Authority. This Agreement must be executed on title prior to the occupation of the building. The owner of the site must meet all costs associated with the drafting and execution of this agreement including those incurred by the Responsible Authority.

Waste Management

17. Prior to the commencement of development, a Waste Management Plan (WMP) shall be prepared and submitted to the City of Melbourne - Engineering Services. The WMP should detail waste storage and collection arrangements and comply with the City of Melbourne Guidelines for Preparing a Waste Management Plan 2012. Waste storage and collection arrangements must not be altered without prior consent of the City of Melbourne - Engineering Services.

18. All waste must be stored and handled within the site. Bins must not be placed outside the property boundary for collection.

Reflectivity Assessment

19. Prior to the commencement of the development a reflectivity assessment of external glazing area that reflects more than 20% of visible light when measured at an angle of incidence normal to the glass surface must be provided to the satisfaction of the Responsible Authority.

Noise Attenuation

20. Prior to the commencement of the development, an acoustic report prepared by a qualified acoustic consultant must be submitted to and be to the satisfaction of the Responsible Authority. The report must provide for noise attenuation measures to achieve a maximum noise level of 45dB(A)Leq in unfurnished and uncarpeted habitable rooms with all windows and doors closed, unless there is no suitable air conditioning and/or mechanical ventilation, in which case the maximum noise level of 45dB(A)Leq in unfurnished and uncarpeted habitable rooms must be achieved with all the windows half open and the doors closed. The report must be based on average external noise levels measured as part of a noise level assessment. The recommendations in the approved acoustic report must be implemented, at no cost to the Responsible Authority, prior to the occupation of the dwelling(s).

Building appurtenances / appearance / engineering

21. Advertising signs must not be erected, painted or displayed on the land without the permission of the Responsible Authority unless in accordance with the exemption provisions of the Melbourne Planning Scheme.
22. No architectural features and services other than those shown on the endorsed plans shall be permitted above the roof level unless otherwise approved in writing by the Responsible Authority.
23. Any projections over the street alignment must be drained to a legal point of discharge in accordance with plans and specifications first approved by the City of Melbourne – Engineering Services
24. The areas set aside for the parking of vehicles within the site must not be operated as a public car parking facility.
25. The title boundaries for the property may not exactly agree with the road alignments of the abutting Council lane(s). The approved works must not result in structures that encroach onto any Council lane.
26. Prior to the occupation of the development, a stormwater drainage system, incorporating water sensitive urban design, must be constructed for the development and provisions made to connect this system to the City of Melbourne's underground stormwater drainage system and, where necessary, upgrade the system to accept the discharge from the site in accordance with plans and specifications first approved by the City of Melbourne — Engineering Services.
27. Prior to the commencement of the use/occupation of the development, all necessary vehicle crossings must be constructed and all unnecessary vehicle crossings must be demolished and the footpath, kerb and channel reconstructed, in accordance with plans and specifications first approved by the City of Melbourne — Engineering Services.
28. The footpath adjoining the site along Dorcas Street must be reconstructed in sawn bluestone together with associated works including the

reconstruction or relocation of kerb and channel and/or services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the City of Melbourne - Engineering Services.

29. Provision must be made for disabled access into the building in accordance with the Disability (Access to Premises-Buildings) Standards 2010, to the satisfaction of the Responsible Authority.
30. Existing street levels in Dorcas Street and Wells Place must not be altered for the purpose of constructing new vehicle crossings or pedestrian entrances without first obtaining approval from the City of Melbourne - Engineering Services.
31. Existing public street lighting must not be altered without first obtaining the written approval of the City of Melbourne - Engineering Services.
32. All street furniture such as street litter bins, recycling bins, seats and bicycle rails must be supplied and installed on Dorcas Street footpaths outside the proposed building to plans and specifications first approved by the City of Melbourne - Engineering Services.

Development time limit

33. This permit will expire if one of the following circumstances applies:
 - a) The development is not started within two years of the date of this permit.
 - b) The development is not completed within four years of the date of this permit.

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

NOTES

Any requirement to temporarily relocate street lighting must be first approved by the City of Melbourne –Engineering Services.

Any requirement to temporarily relocate and/or remove street furniture must be first approved by the City of Melbourne –Engineering Services.

All necessary approvals and permits are to be first obtained from the City of Melbourne –Engineering Services and the works performed to the satisfaction of the City of Melbourne – Engineering Services.

Signature:

Maree Klein

Senior Planning Officer (Mondays, Tuesdays & Wednesdays)

APPENDIX 1 REFERRAL COMMENTS

Urban Design Comments

DM# 8406358

Traffic Engineers Comments

DM# 8400747

Civil Engineering Comments

DM# 8424145

Tree Planning Comments

DM# 8442015