

Report to the Future Melbourne (Planning) Committee

Agenda item 6.3

**Ministerial Planning Referral: TPM-2015-28
293-297 City Road, Southbank**

18 September 2018

Presenter: Evan Counsel, Practice Leader Land Use and Development

Purpose and background

1. The purpose of this report is to advise the Future Melbourne Committee of a Ministerial Planning Referral seeking approval for the development of a 38 level mixed use development with a retail use at ground level and residential apartments above at 293-297 City Road, Southbank (refer Locality Plan – Attachment 2).
2. The applicant is Maretree Pty Ltd (c/o Urbis), the owner is Maretree Pty Ltd and the architect is Crone Partners.
3. The Department of Environment, Land, Water and Planning (DELWP) has informally referred the application to Council for comment.
4. The land is located within the Capital City Zone Schedule 3 and is affected by Design and Development Overlay, Schedule 1 Area 3 (DDO1 A3 - Active Street Frontage), Design and Development Overlay Schedule 3 (DDO3 - Traffic Conflict Frontage), Design and Development Overlay Schedule 60 (DDO60 - Southbank Area 3 height and setback controls) and the Parking Overlay Schedule 1.
5. The original application was lodged prior to the introduction of Amendments C262 and C270 (Central City Built Form Review) and Amendment VC136 (Better Apartment Design Standards) and benefits from transitional provisions.
6. The application was referred by DELWP to Council for comment on 3 September 2015. Council's urban planners advised the applicant that the proposal would not be supported as originally submitted. The applicant provided informally revised plans on 28 June 2018 proposing a maximum building height of approximately 118m and a plot ratio of 22.6:1 (refer Plans – Attachment 3).

Key issues

7. The key planning issues for consideration are the appropriateness of the built form, architectural quality, internal amenity, interface with the public realm and design detail. The amended development is an improved design response with regard to the building mass and design detail.
8. The proposed height and setbacks of the development are acceptable and generally comply with the built form outcomes of DDO60. The proposed building's overall height of 118m and setbacks appropriately respond to the existing built form context, ensuring the development will not unreasonably overwhelm or dominate the public realm or adjoining buildings.
9. The development provides good ground level activation. A revised wind report will be required to ensure that the proposed wind conditions are consistent with the requirements of the Melbourne Planning Scheme.
10. The internal layout of apartments is generally compliant with the 'Guidelines for Higher Density Residential Development'. Apartments are orientated to the north and south to minimise overlooking between towers and all habitable rooms have direct access to daylight.

Recommendation from management

11. That the Future Melbourne Committee resolves to advise the Department of Environment, Land, Water and Planning that the Melbourne City Council supports the proposal subject to the conditions outlined in the Delegate Report (refer attachment 4).

Attachments:

1. Supporting Attachment (page 2 of 77)
2. Locality Plan (page 3 of 77)
3. Plans (page 4 of 77)
4. Delegates Report (page 38 of 77)

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 given public notice of the application or referred this application to any other referral authorities. This is the responsibility of the Department of Environment, Land, Water and Planning acting on behalf of the Minister for Planning.

Relation to Council policy

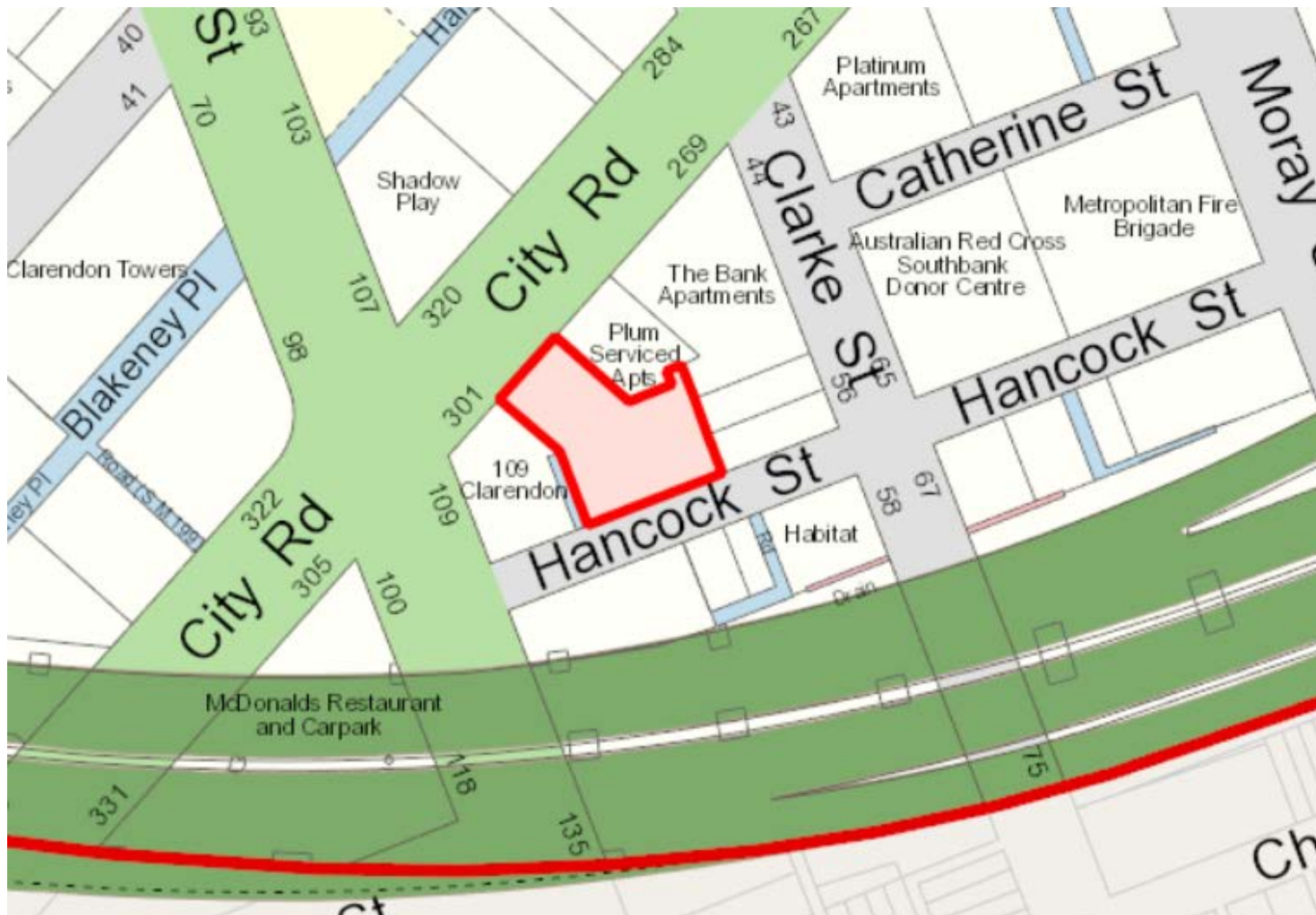
5. Relevant Council policies are discussed in the Delegate Report (refer Attachment 4).

Environmental sustainability

6. The Environmentally Sustainable Design report provided with the application satisfies the requirements of Clause 22.19 (Energy, Water and Waste Efficiency). A condition of permit is recommended requiring that the sustainability measures contained within the approved Environmentally Sustainable Design report be implemented. A condition requiring a water sensitive urban design response in accordance with Clause 22.23 (Stormwater Management) is also recommended.

Locality Plan

293-297 City Road, Southbank



295 CITY ROAD SOUTHBANK

PLANNING APPLICATION - 18/09/2017

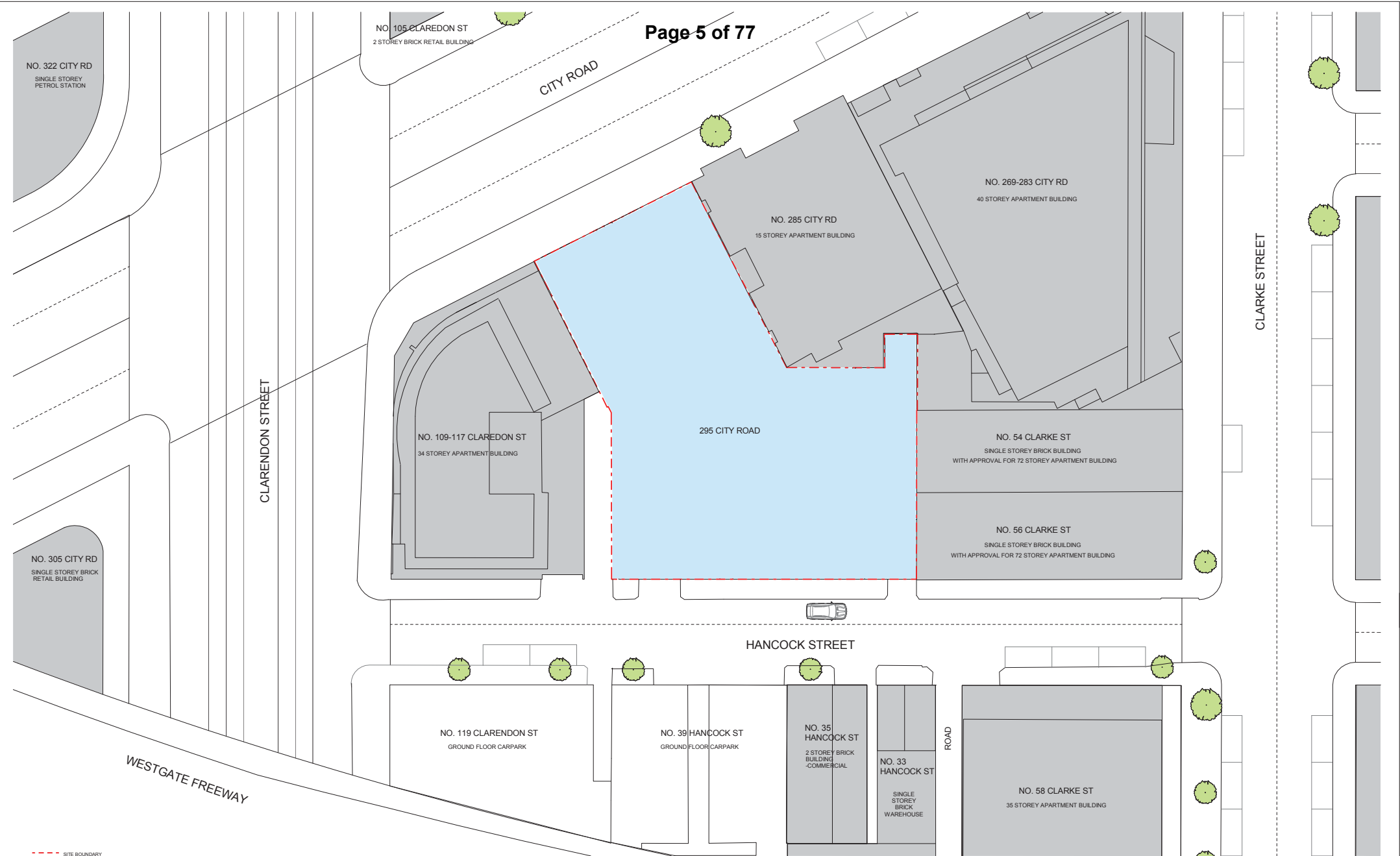
295 City Road South Bank		
Sheet Name	Sheet Number	Current Revision
COVER PAGE	0000	2
LOCATION PLAN	0101	2
EXISTING CONDITIONS	0102	2
DEMOLITION PLAN	0103	2
PROPOSED SITE PLAN	0104	2
LEVEL 0 GROUND	1000	2
LEVEL 1 APT + CARPARKS	1001	2
LEVEL 2-4 APT + CARPARKS	1002	2
LEVEL 5-6 APT + CARPARKS	1003	2
LEVEL 7	1004	2
LEVEL 8-10	1005	2
LEVEL 11 APT + PLANT	1006	2
LEVEL 12 - AMENITIES	1007	2
LEVEL 13-14 - LOW RISE TOWER	1008	2
LEVEL 15 - LOW RISE TOWER	1009	2
LEVEL 16 - 31 - MID RISE TOWER	1010	2
LEVEL 32 - 33 - HIGH RISE TOWER	1011	2
LEVEL 34 - 37 - HIGH RISE TOWER	1012	2
ROOF LEVEL	1013	2
BUILDING ELEVATION NORTH	2000	2
BUILDING ELEVATION EAST	2001	2
BUILDING ELEVATION SOUTH	2002	2
BUILDING ELEVATION WEST	2003	2
BUILDING ELEVATION NORTH (CITY ROAD)	2004	2
BUILDING ELEVATION SOUTH (HANCOCK STREET)	2005	2
PODIUM ELEVATION WEST	2006	2
PODIUM ELEVATION EAST	2007	2
BUILDING SECTION 1	3000	2
BUILDING SECTION 2	3001	2
BUILDING SECTION 3	3002	2
PERSPECTIVE 1	6000	2
PERSPECTIVE 2	6001	2
PERSPECTIVE 3	6002	2
SHADOW STUDY - 9am-12pm	7000	2
SHADOW STUDY - 1pm-4pm	7001	2
AREA SCHEDULE	9000	2
MATERIAL SCHEDULE	9001	2
PARKING SCHEDULE	9005	2



TOWN PLANNING

Notes All dimensions and setbacks to be verified prior to commencement, omissions or discrepancies to be notified to the architect.	Quality Assurance System Authorised By:	Builder Client	Rev. DESCRIPTION By Date Structural Engineer 1 TOWN PLANNING ISSUE DB 09.09.2017	KEY	Scale @A1	Project 295 CITY ROAD SOUTHBANK MELBOURNE VICTORIA Drawn/Author Checked: Date: 08/21/17	Drawing Title COVER PAGE
			2 TOWN PLANNING ISSUE DB 29.06.2017				
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CITY OF MELBOURNE PLANNING 28/06/2018
 Localis2016\City10-CRN416-AR-MASTER-BUILDING_C\1\shopot@crone.com.au.rvt
 Cad File No: D:\daniel\Documents\Revit\Localis2016\City10-CRN416-AR-MASTER-BUILDING_C\1\shopot@crone.com.au.rvt



--- SITE BOUNDARY

TOWN PLANNING

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Quality Assurance System
Authorised By:

Builder

Client

Date:

Rev	DESCRIPTION	By	Date	Structural Engineer
1	TOWN PLANNING ISSUE	DB	09.09.2017	
2	TOWN PLANNING ISSUE	DB	29.06.2017	

Mechanical Engineer
Electrical Engineer
Hydraulic Engineer

KEY

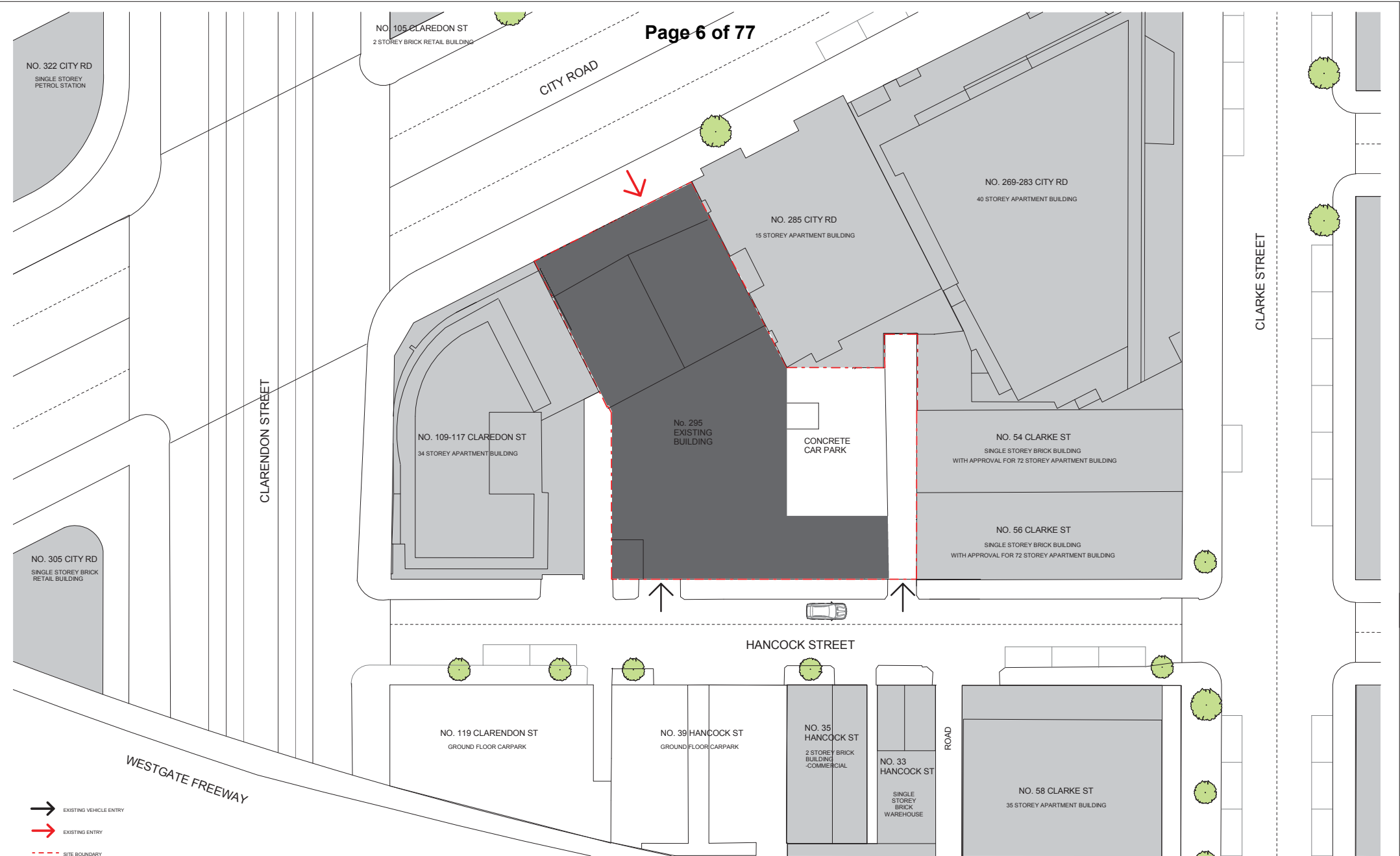
Scale 1 : 200 @A1

Project
295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA

Drawn/Author: _____ Checked: _____ Date: 08/21/17

CRONE ARCHITECTS
crone partners
level 2, 145 Queen Street
Melbourne, VIC 3000, Australia
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Drawing Title LOCATION PLAN	
TOWN PLANNING	
CM3107	SKZ 0101 2
Project no.	Drawing Phase. Drawing No. Rev



TOWN PLANNING

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Date:	Client

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1	TOWN PLANNING ISSUE	DB	29.09.2017	
2	TOWN PLANNING ISSUE	DB	29.06.2017	

Mechanical Engineer
Electrical Engineer
Hydraulic Engineer

KEY

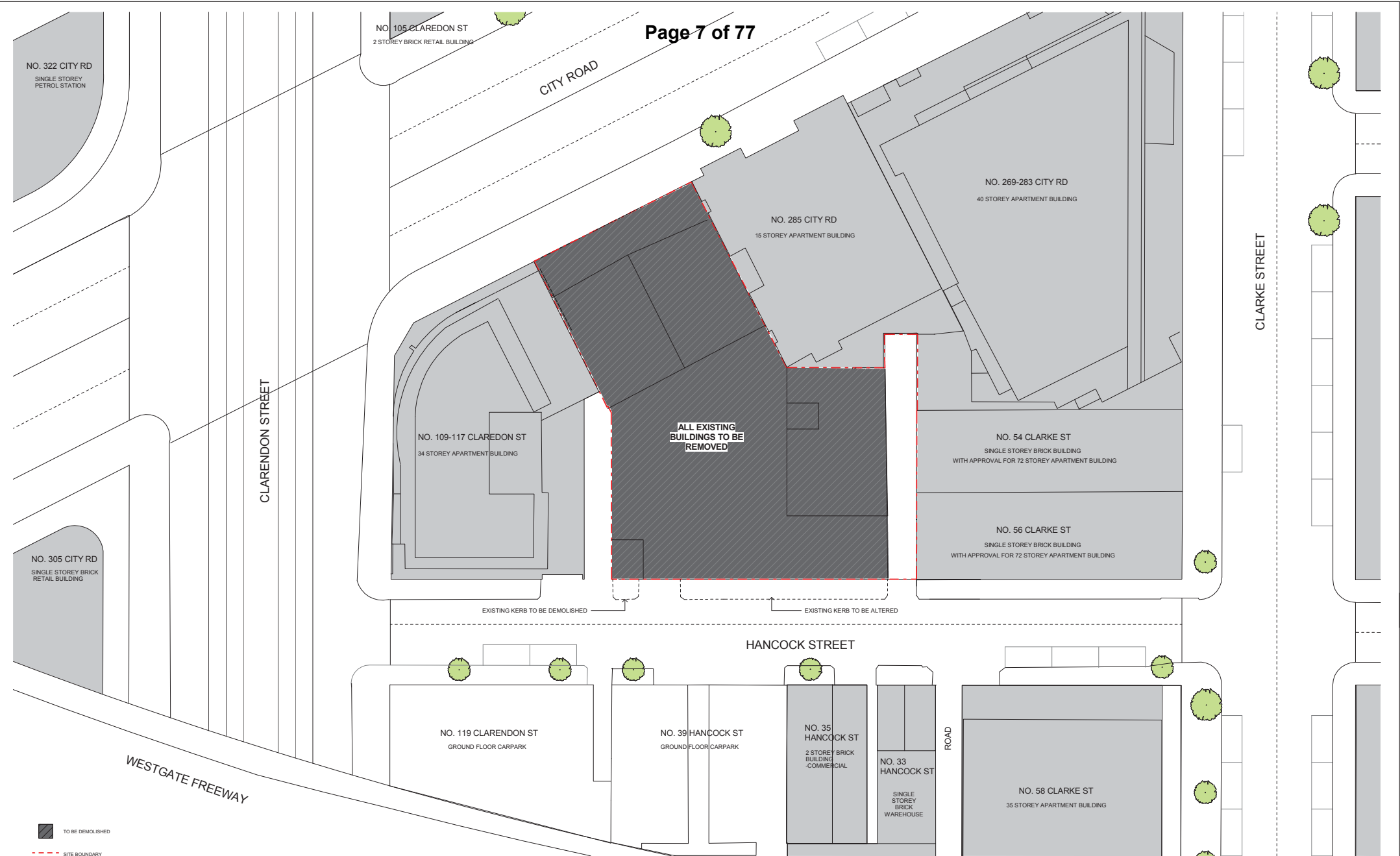
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Project
**295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA**

Drawn/Author: _____ Checked: _____ Date: 08/21/17

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EXISTING CONDITIONS			
TOWN PLANNING			
CM3107	SKZ	0102	2
Project no.	Drawing Phase.	Drawing No.	Rev



TOWN PLANNING

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Date:	Client

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Mechanical Engineer
Electrical Engineer
Hydraulic Engineer

KEY

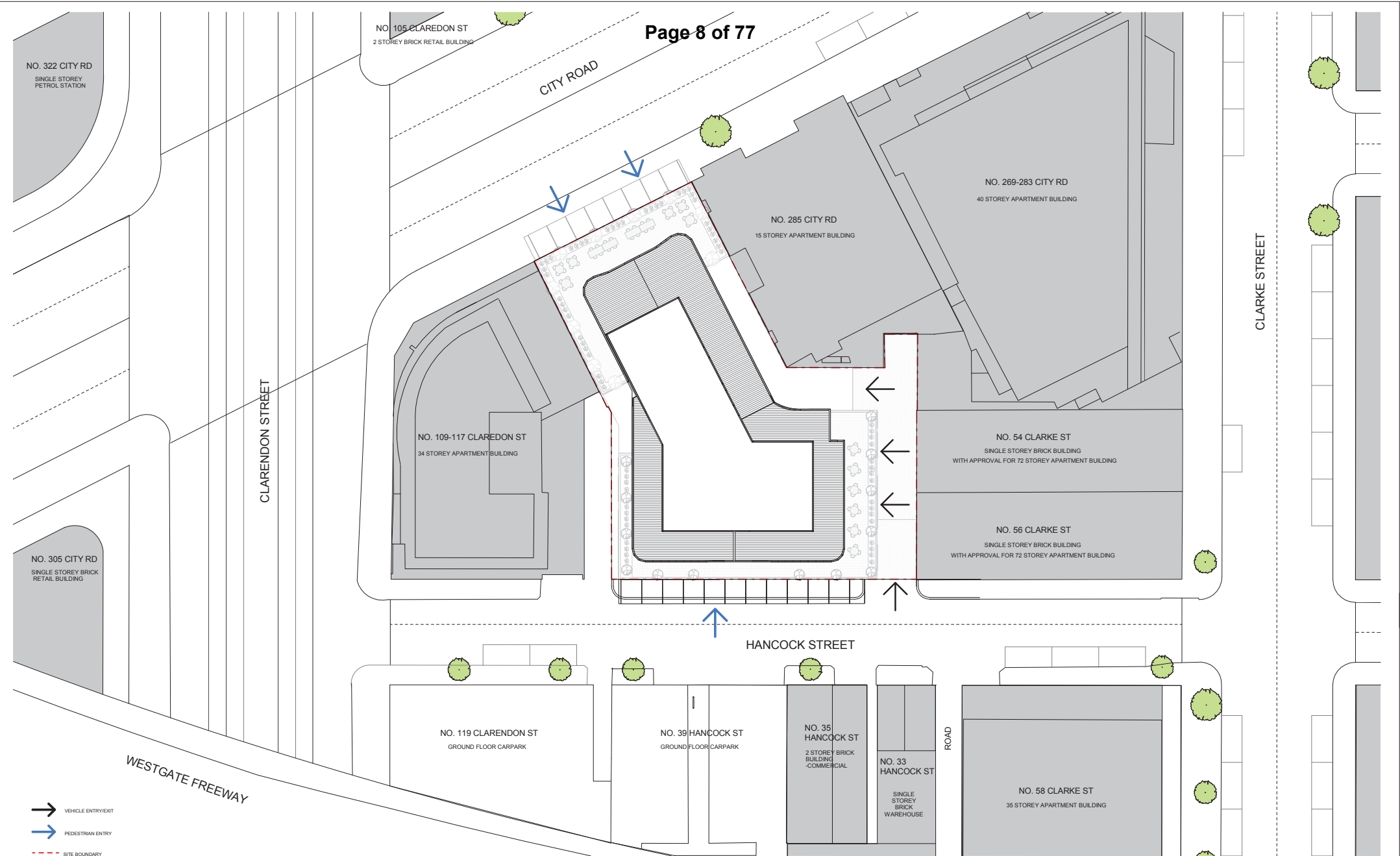
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Project
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SOUTHBANK
MELBOURNE
VICTORIA**

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DEMOLITION PLAN	
TOWN PLANNING	
CM3107	SKZ 0103 2
Project no.	Drawing Phase. Drawing No. Rev



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Quality Assurance System
Authorised By:

Builder

Client

Date:

Rev	DESCRIPTION	By	Date	Structural Engineer
1	TOWN PLANNING ISSUE	DB	09.09.2017	
2	TOWN PLANNING ISSUE	DB	29.06.2017	

Mechanical Engineer
Electrical Engineer
Hydraulic Engineer

KEY

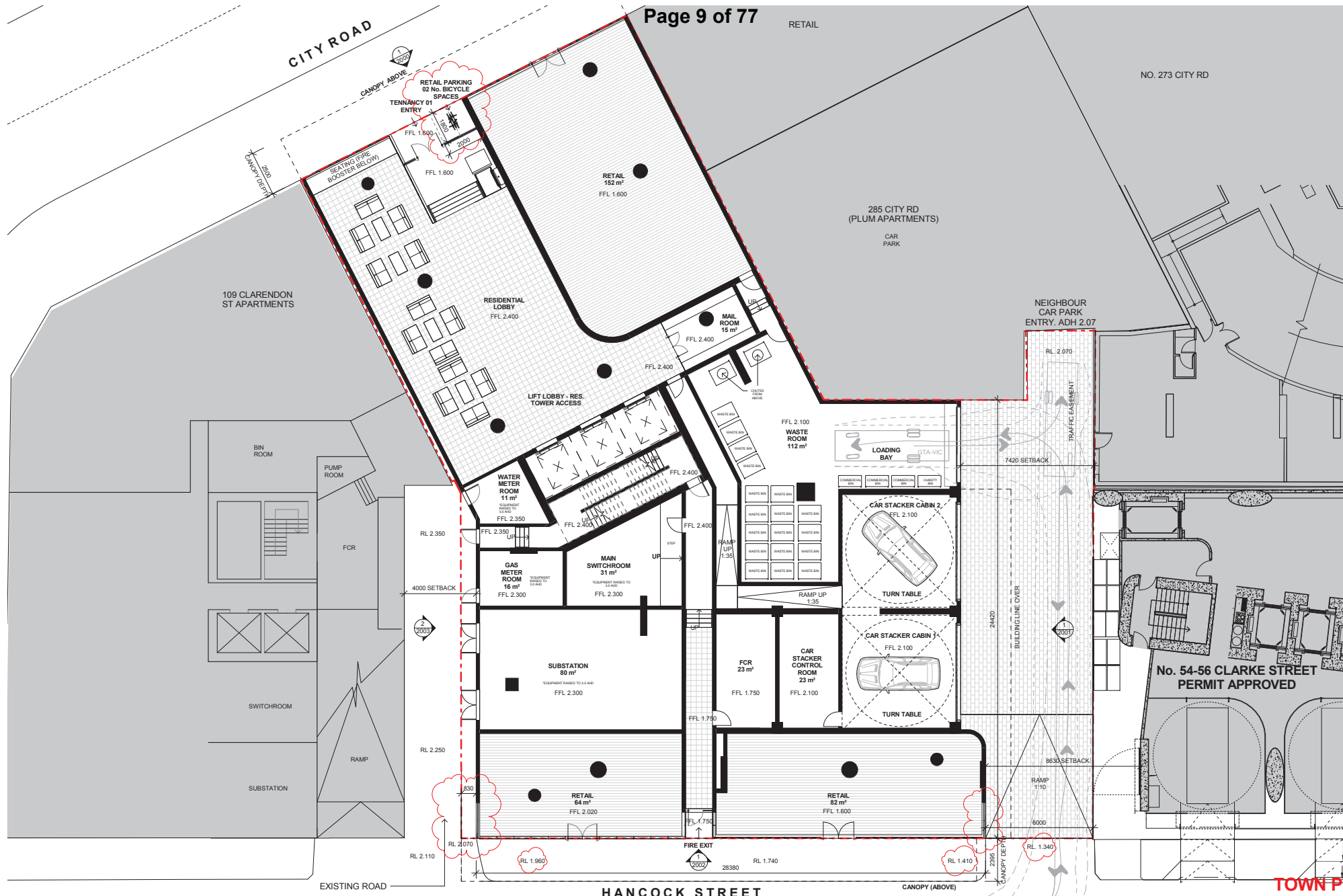
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Project
**295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA**

Drawn/Author: _____ Checked: _____ Date: 08/21/17

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Drawing Title			
PROPOSED SITE PLAN			
TOWN PLANNING			
CM3107	SKZ	0104	2
Project no.	Drawing Phase.	Drawing No.	Rev



HANCOCK STREET

TOWN PLANNING

Notes
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	1	TOWN PLANNING ISSUE	DB	29.09.2017	
Builder	2	TOWN PLANNING ISSUE	DB	29.06.2017	Mechanical Engineer
					Electrical Engineer
Client					Hydraulic Engineer

KEY	GTA-VIC

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Drawn/Author	Checked:
Date:	08/31/16
Scale	1:100 @A1

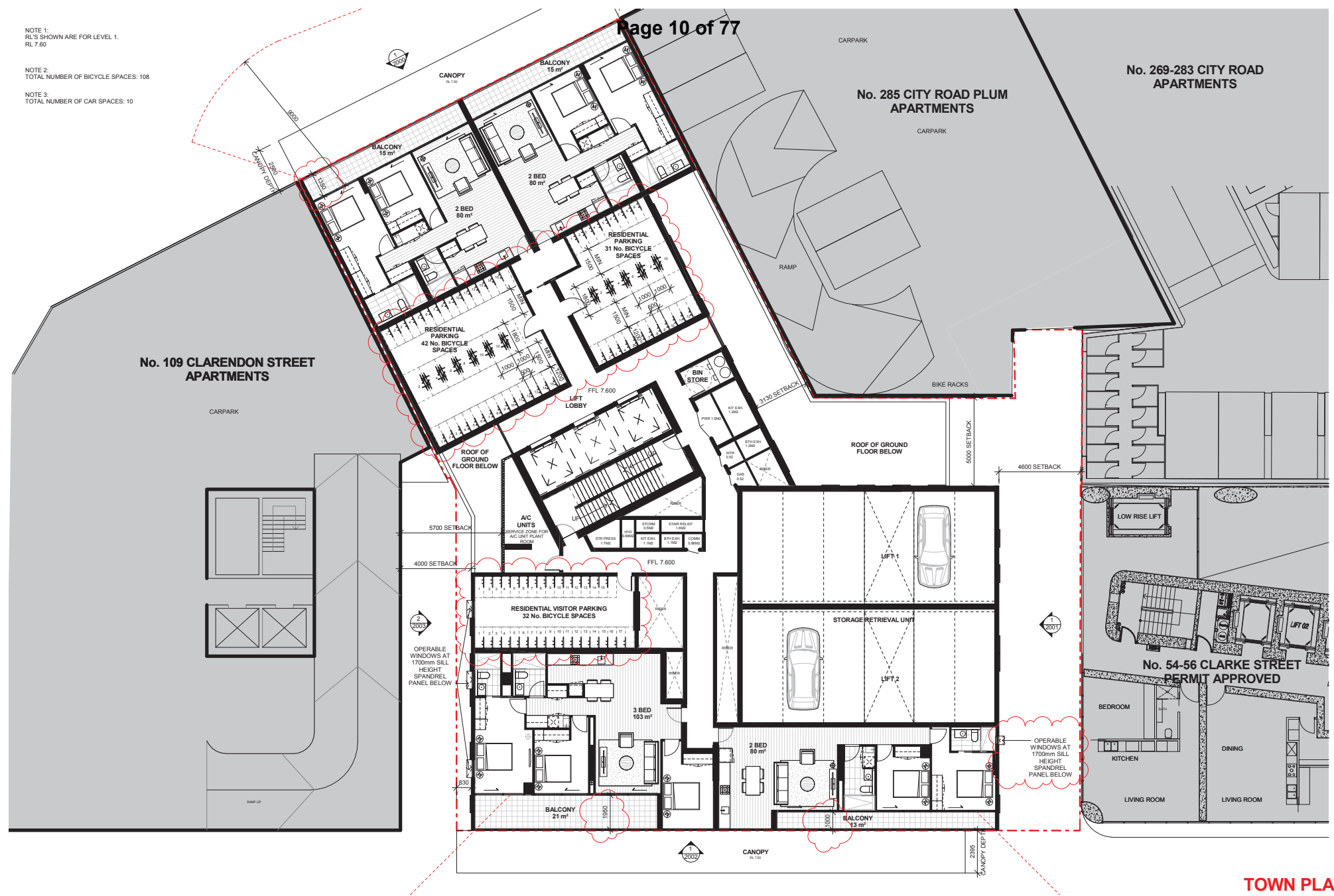
CRONE ARCHITECTS
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Fax: +61 3 6621 8088

Drawing Title	LEVEL 0 GROUND			
Project no.	CM3107	Drawing Phase.	SKZ	Drawing No. Rev
			1000	2

NOTE 1:
RL'S SHOWN ARE FOR LEVEL 1.
RL 7.60

NOTE 2:
TOTAL NUMBER OF BICYCLE SPACES: 108

NOTE 3:
TOTAL NUMBER OF CAR SPACES: 10



TOWN PLANNING

Notes
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	1	TOWN PLANNING ISSUE	DB	09.09.2017	
Builder	2	TOWN PLANNING ISSUE	DB	29.06.2017	
					Mechanical Engineer
Client					Electrical Engineer
					Hydraulic Engineer

KEY		

Scale 1 : 100 @A1

Project
**295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA**

Drawn/Author: _____ Checked: _____ Date: 08/31/16

CRONE ARCHITECTS
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Drawing Title LEVEL 1 APT + CARPARKS	
TOWN PLANNING	
CM3107	SKZ
Project no.	Drawing Phase.
1001	2
Drawing No.	Rev

NOTE 1:
RL'S SHOWN ARE FOR LEVEL 2.
LEVEL 3 - RL 13.60
LEVEL 4 - RL 16.60

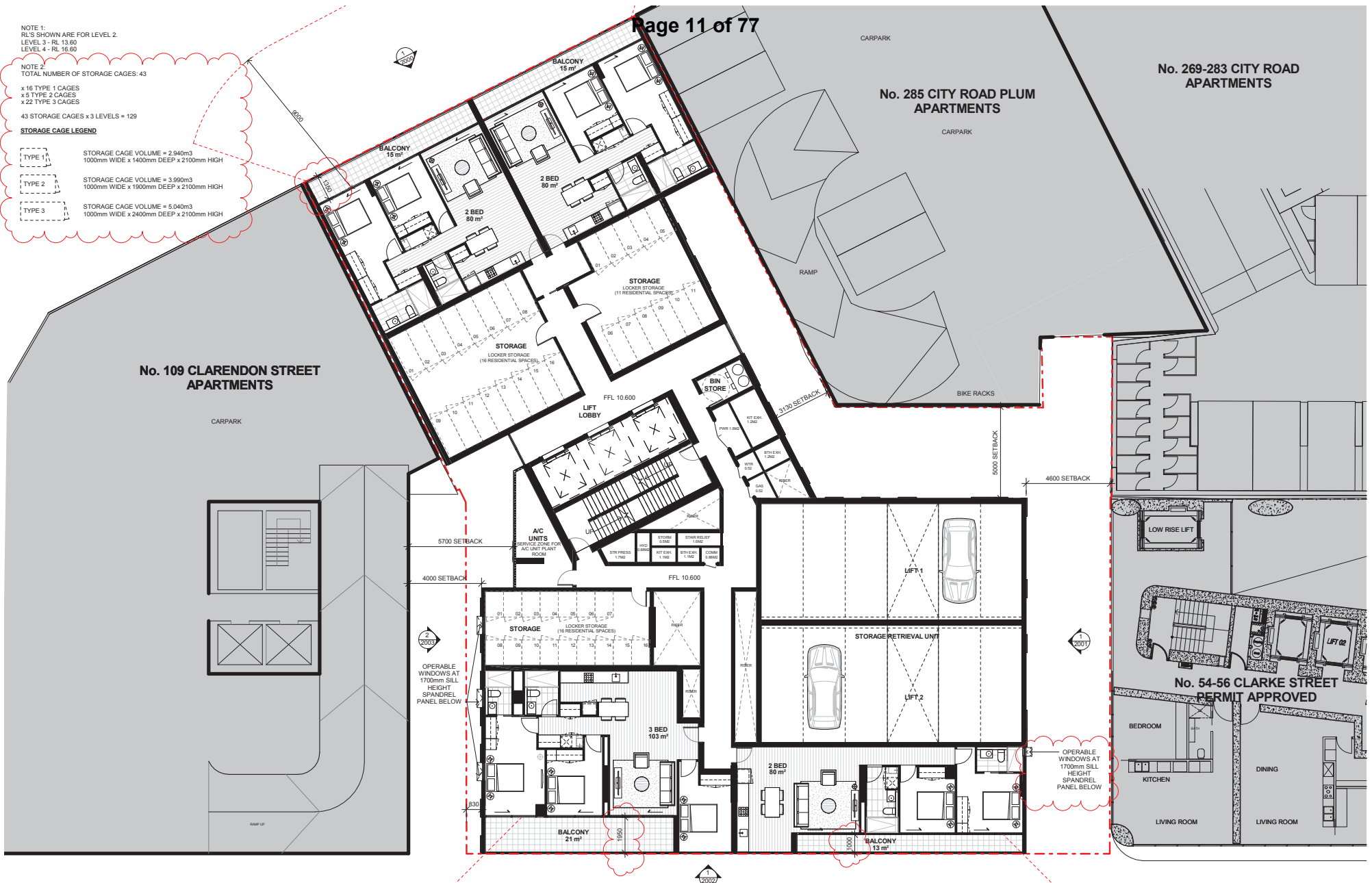
NOTE 2:
TOTAL NUMBER OF STORAGE CAGES: 43

x 16 TYPE 1 CAGES
x 5 TYPE 2 CAGES
x 22 TYPE 3 CAGES

43 STORAGE CAGES x 3 LEVELS = 129

STORAGE CAGE LEGEND

	STORAGE CAGE VOLUME = 2.940m ³ 1000mm WIDE x 1400mm DEEP x 2100mm HIGH
	STORAGE CAGE VOLUME = 3.990m ³ 1000mm WIDE x 1900mm DEEP x 2100mm HIGH
	STORAGE CAGE VOLUME = 5.040m ³ 1000mm WIDE x 2400mm DEEP x 2100mm HIGH



TOWN PLANNING

Notes
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Client Assurance System
Authorized By: _____
Date: _____

Builder
Client

Rev	DESCRIPTION	By	Date	Structural Engineer
1	TOWN PLANNING ISSUE	DB	09.09.2017	
2	TOWN PLANNING ISSUE	DB	29.06.2017	

Mechanical Engineer
Electrical Engineer
Hydraulic Engineer

KEY

	Storage Cage
	Lift
	Carpark

Scale 1: 100 @A1

Project
295 CITY ROAD SOUTHBANK MELBOURNE VICTORIA

Drawn/Author: _____ Checked: _____ Date: 09/12/17

CRONE ARCHITECTS
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level 2, 145 Queen Street
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Drawing Title LEVEL 2-4 APT + CARPARKS	
TOWN PLANNING	
CM3107	SKZ 1002 2
Project no.	Drawing Phase. Drawing No. Rev

NOTE 1:
RL'S SHOWN ARE FOR LEVEL 5.
LEVEL 6 - RL 22.50

NOTE 2:
TOTAL NUMBER OF STORAGE CAGES: 43

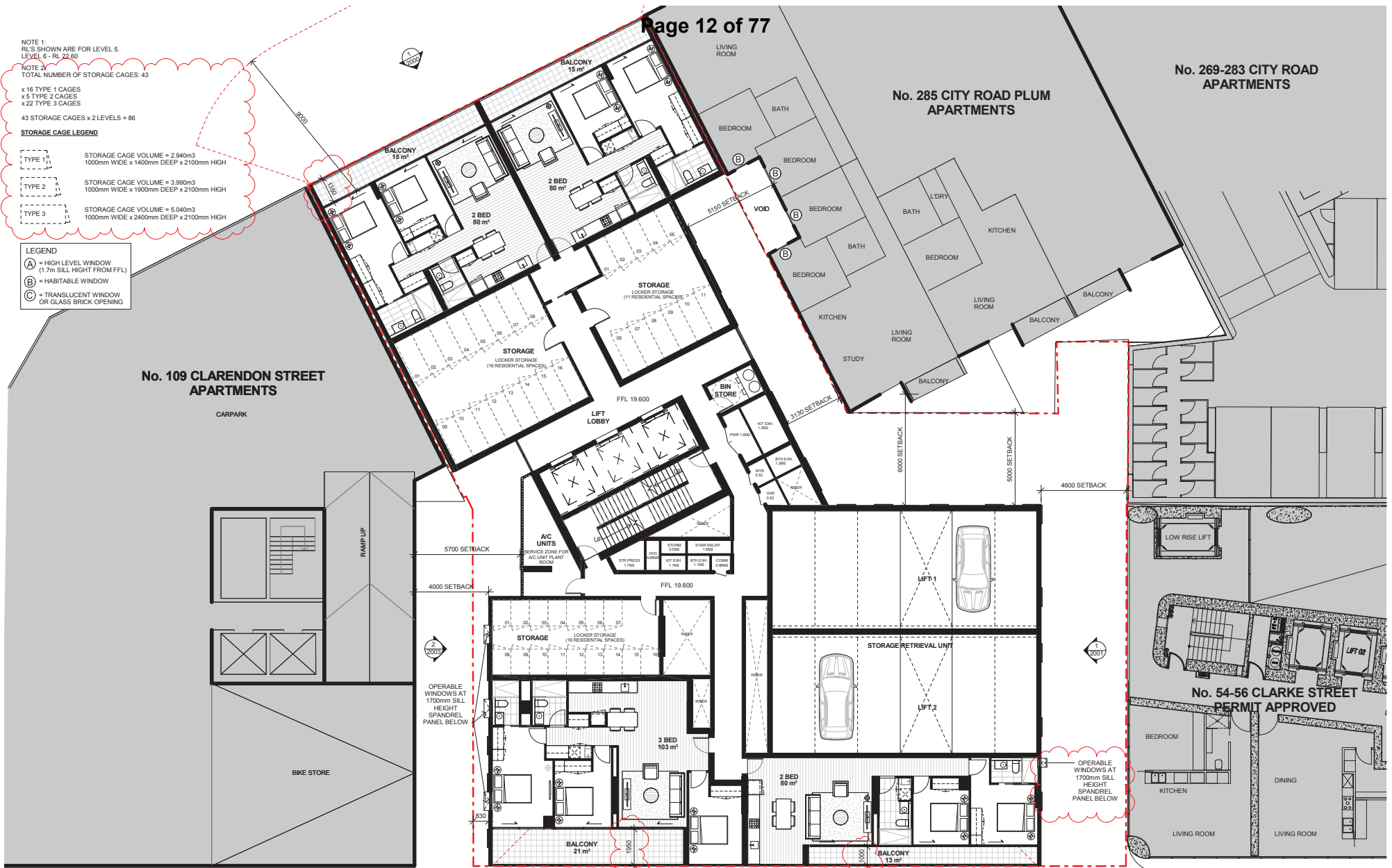
- x 16 TYPE 1 CAGES
- x 5 TYPE 2 CAGES
- x 22 TYPE 3 CAGES

43 STORAGE CAGES x 2 LEVELS = 86

STORAGE CAGE LEGEND

- TYPE 1 STORAGE CAGE VOLUME = 2.940m³
1000mm WIDE x 1400mm DEEP x 2100mm HIGH
- TYPE 2 STORAGE CAGE VOLUME = 3.990m³
1000mm WIDE x 1900mm DEEP x 2100mm HIGH
- TYPE 3 STORAGE CAGE VOLUME = 5.040m³
1000mm WIDE x 2400mm DEEP x 2100mm HIGH

- LEGEND**
- (A) = HIGH LEVEL WINDOW (1.7m SILL HEIGHT FROM FFL)
 - (B) = HABITABLE WINDOW
 - (C) = TRANSLUCENT WINDOW OR GLASS BRICK OPENING



TOWN PLANNING

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Quality Assurance System
Authorised By:

Builder

Client

Date:

Rev	DESCRIPTION	By	Date	Structural Engineer
1	TOWN PLANNING ISSUE	DB	09.09.2017	
2	TOWN PLANNING ISSUE	DB	29.06.2017	

Mechanical Engineer
Electrical Engineer
Hydraulic Engineer

KEY

Scale 1: 100 @A1

Project
**295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA**

Drawn/Author: _____
Checked: _____
Date: 10/11/16

CRONE ARCHITECTS
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Drawing Title
LEVEL 5-6 APT + CARPARKS

TOWN PLANNING

CM3107 SKZ 1003 2
Project no. Drawing Phase. Drawing No. Rev

NOTE 1:
RL'S SHOWN ARE FOR LEVEL 7.
R/C 2.10

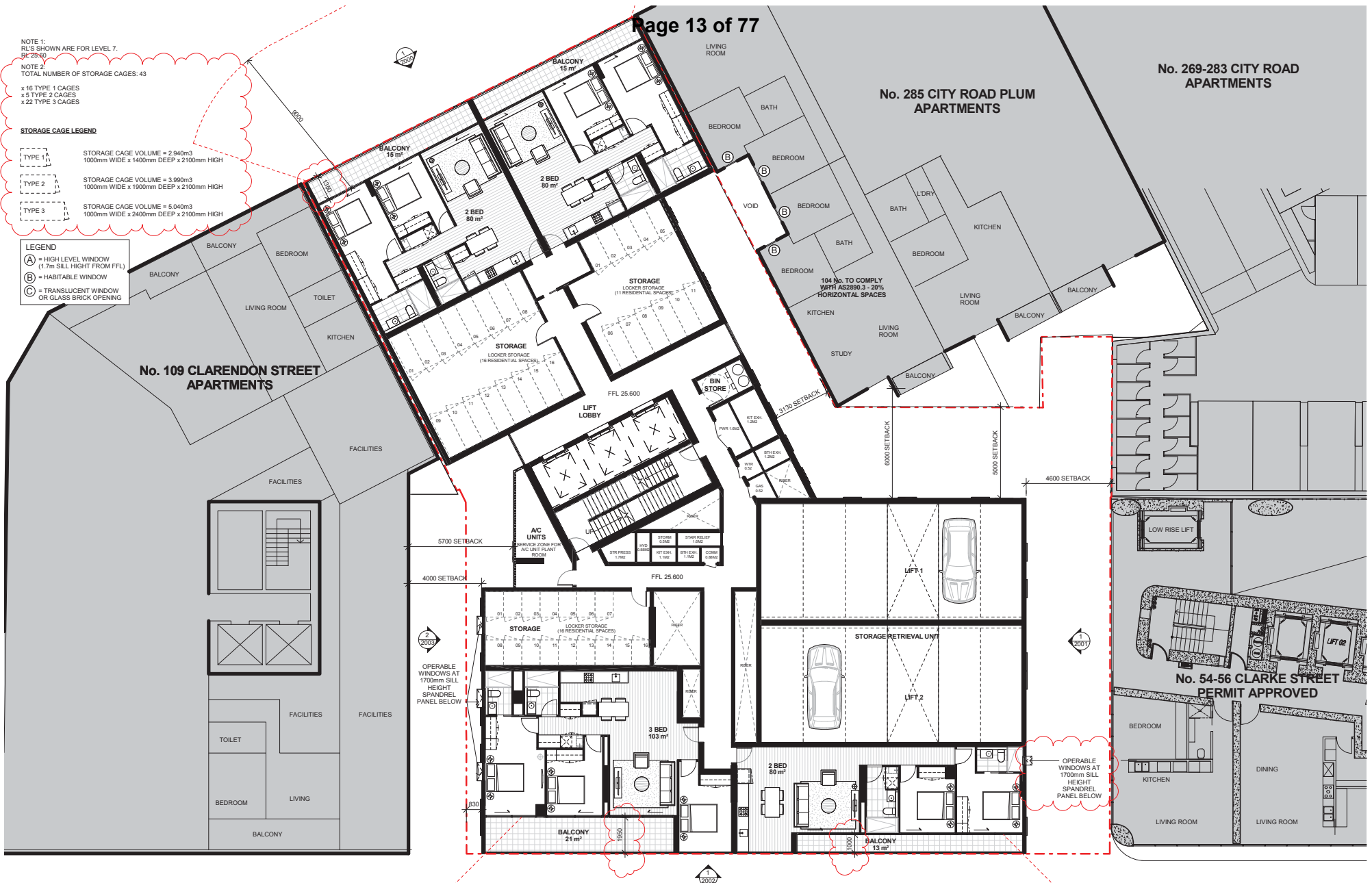
NOTE 2:
TOTAL NUMBER OF STORAGE CAGES: 43

x 16 TYPE 1 CAGES
x 5 TYPE 2 CAGES
x 22 TYPE 3 CAGES

STORAGE CAGE LEGEND

- TYPE 1 STORAGE CAGE VOLUME = 2.940m³
1000mm WIDE x 1400mm DEEP x 2100mm HIGH
- TYPE 2 STORAGE CAGE VOLUME = 3.990m³
1000mm WIDE x 1900mm DEEP x 2100mm HIGH
- TYPE 3 STORAGE CAGE VOLUME = 5.040m³
1000mm WIDE x 2400mm DEEP x 2100mm HIGH

- LEGEND**
- (A) = HIGH LEVEL WINDOW (1.7m SILL HEIGHT FROM FFL)
 - (B) = HABITABLE WINDOW
 - (C) = TRANSLUCENT WINDOW OR GLASS BRICK OPENING



TOWN PLANNING

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Quality Assurance System
Authorised By:

Builder

Client

Date:

Rev	DESCRIPTION	By	Date	Structural Engineer
1	TOWN PLANNING ISSUE	DB	09.09.2017	
2	TOWN PLANNING ISSUE	DB	29.06.2017	

Mechanical Engineer
Electrical Engineer
Hydraulic Engineer

KEY

Scale 1 : 100 @A1

Project
295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA

Drawn/Author: _____ Checked: _____ Date: 08/31/16

CRONE ARCHITECTS
crone partners
level 2, 145 Queen Street
Melbourne, VIC 3000, Australia
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Drawing Title LEVEL 7			
TOWN PLANNING			
CM3107	SKZ	1004	2
Project no.	Drawing Phase.	Drawing No.	Rev

NOTE 1:
RL'S SHOWN ARE FOR LEVEL 8.
LEVEL 9 - RL 31.60
LEVEL 10 - RL 34.60

NOTE 2:
TOTAL NUMBER OF STORAGE CAGES: 43

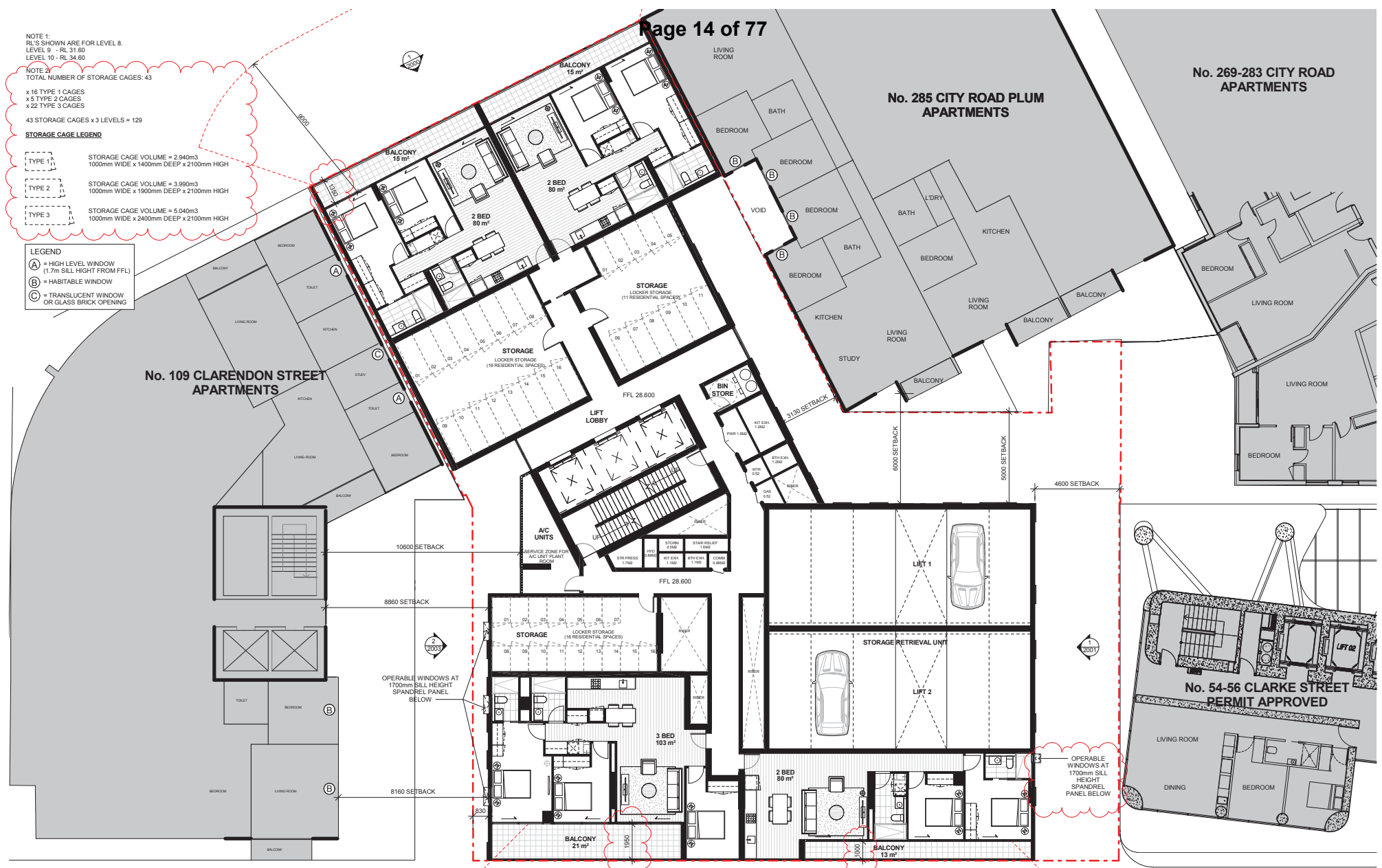
x 16 TYPE 1 CAGES
x 5 TYPE 2 CAGES
x 22 TYPE 3 CAGES

43 STORAGE CAGES x 3 LEVELS = 129

STORAGE CAGE LEGEND

- TYPE 1 STORAGE CAGE VOLUME = 2,940m³
1000mm WIDE x 1400mm DEEP x 2100mm HIGH
- TYPE 2 STORAGE CAGE VOLUME = 3,990m³
1000mm WIDE x 1900mm DEEP x 2100mm HIGH
- TYPE 3 STORAGE CAGE VOLUME = 5,040m³
1000mm WIDE x 2400mm DEEP x 2100mm HIGH

- LEGEND**
- (A) = HIGH LEVEL WINDOW (1.7m SILL HEIGHT FROM FFL)
 - (B) = HABITABLE WINDOW
 - (C) = TRANSLUCENT WINDOW OR GLASS BRICK OPENING



TOWN PLANNING

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Quality Assurance System Authorised By:	Rev	DESCRIPTION	By	Date	Structural Engineer
	1	TOWN PLANNING ISSUE	DB	09.09.2017	
Builder	2	TOWN PLANNING ISSUE	DB	29.06.2017	Mechanical Engineer
					Electrical Engineer
Client					Hydraulic Engineer

Date:	Scale	1 : 100 @A1
	Orientation	(North arrow pointing up)

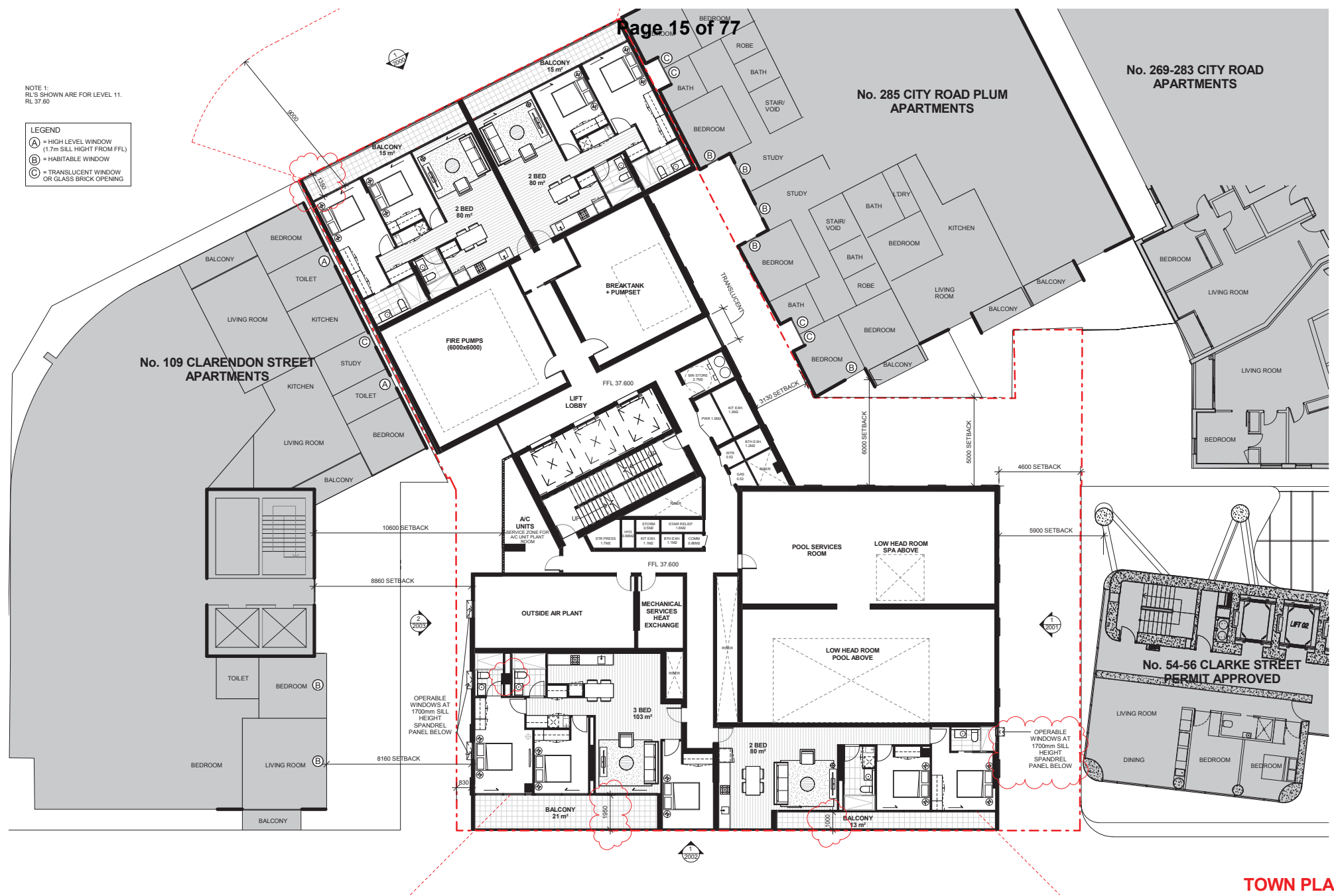
Project	295 CITY ROAD SOUTHBANK MELBOURNE VICTORIA
Drawn/Author	Checked:
Date:	10/21/16

CRONE ARCHITECTS
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level 2, 145 Queen Street
Melbourne, VIC 3000, Australia
Ph: +61 3 6621 8000
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Drawing Title	LEVEL 8-10
TOWN PLANNING	
CM3107	SKZ
Project no.	Drawing Phase.
1005	2
Drawing No.	Rev

NOTE 1:
RL'S SHOWN ARE FOR LEVEL 11.
RL 37.80

- LEGEND**
- (A) = HIGH LEVEL WINDOW (1.7m SILL HEIGHT FROM FFL)
 - (B) = HABITABLE WINDOW
 - (C) = TRANSLUCENT WINDOW OR GLASS BRICK OPENING



TOWN PLANNING

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<p>Assurance System</p> <p>Authorised By:</p> <p>Date:</p>	<p>Builder</p> <p>Client</p>
---	--

Rev	DESCRIPTION	By	Date	Structural Engineer
1	TOWN PLANNING ISSUE	DB	09.09.2017	
2	TOWN PLANNING ISSUE	DB	29.06.2017	

Mechanical Engineer
Electrical Engineer
Hydraulic Engineer

KEY

Scale 1 : 100 @A1

Project
295 CITY ROAD SOUTHBANK MELBOURNE VICTORIA

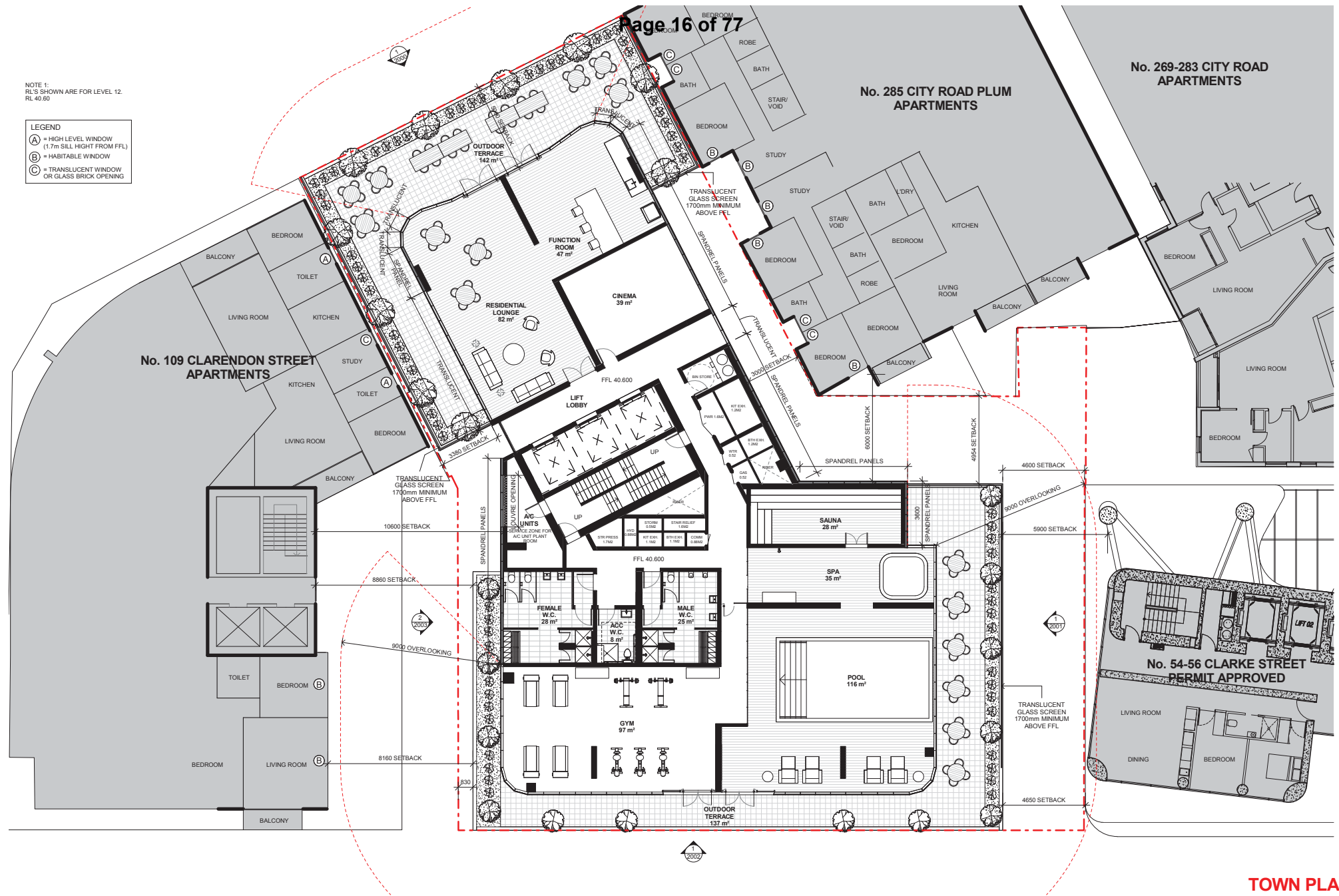
Drawn/Author: [] Checked: [] Date: 08/22/17

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Melbourne, VIC 3000, Australia
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Fax: +61 3 6621 8088

<p>Drawing Title LEVEL 11 AP + PLANT</p>	<p>TOWN PLANNING</p>
<p>Project no. CM3107</p>	<p>Drawing Phase. SKZ</p>
<p>Drawing No. 1006</p>	<p>Rev. 2</p>

NOTE 1:
RLS SHOWN ARE FOR LEVEL 12.
RL 40.80

- LEGEND**
- (A) = HIGH LEVEL WINDOW (1.7m SILL HEIGHT FROM FFL)
 - (B) = HABITABLE WINDOW
 - (C) = TRANSLUCENT WINDOW OR GLASS BRICK OPENING



TOWN PLANNING

Notes
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Quality Assurance System Authorised By:	Rev	DESCRIPTION	By	Date	Structural Engineer	
	1	TOWN PLANNING ISSUE	DB	29.09.2017		
Builder	2	TOWN PLANNING ISSUE	DB	29.06.2017	Mechanical Engineer	
						Electrical Engineer
Client						Hydraulic Engineer

Date:	10/27/16	
	Drawn/Author	Checked:

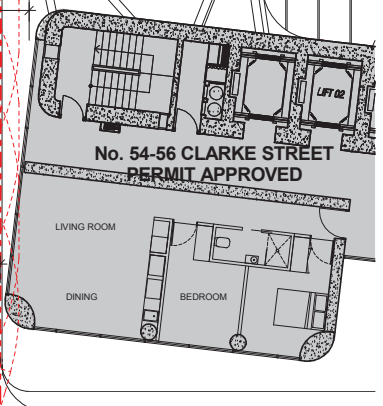
Scale 1: 100 @A1	
Project 295 CITY ROAD SOUTHBANK MELBOURNE VICTORIA	

Project 295 CITY ROAD SOUTHBANK MELBOURNE VICTORIA	Drawn/Author	Checked:	Date: 10/27/16
crone partners level 2, 145 Queen Street Melbourne, VIC 3000, Australia Ph: +61 3 6621 8000 Fax: +61 3 6621 8088			

Drawing Title LEVEL 12 - AMENITIES	TOWN PLANNING		
CM3107	SKZ	1007	2
Project no.	Drawing Phase.	Drawing No.	Rev

NOTE:
RL'S SHOWN ARE FOR LEVEL 13.
LEVEL 14 - RL 48.10

- LEGEND**
- (A) = HIGH LEVEL WINDOW (1.7m SILL HEIGHT FROM FFL)
 - (B) = HABITABLE WINDOW
 - (C) = TRANSLUCENT WINDOW OR GLASS BRICK OPENING



TOWN PLANNING

<p>Notes</p> <p><<choose an appropriate view>></p> <p>All dimensions and setbacks to be verified prior to commencement, omissions or discrepancies to be notified to the architect.</p>	<p>Assurance System</p> <p>Authorised By:</p>	<p>Builder</p>	<p>Client</p>	<p>Rev</p> <p>1 TOWN PLANNING ISSUE</p> <p>2 TOWN PLANNING ISSUE</p>	<p>By</p> <p>DB</p> <p>DB</p>	<p>Date</p> <p>09.09.2017</p> <p>29.06.2017</p>	<p>Structural Engineer</p>	<p>KEY</p>	<p>Scale 1 : 100 @A1</p>	<p>Project</p> <p>295 CITY ROAD</p> <p>SOUTHBANK</p> <p>MELBOURNE</p> <p>VICTORIA</p>	<p>Drawn/Author</p> <p>Checked:</p> <p>Date: 10/27/16</p>	<p>Drawing Title</p> <p>LEVEL 13-14 - LOW RISE TOWER</p>
				<p>Copyright</p> <p>The copyright of this drawing together with any other documents prepared by crone partners architecture studios, pty ltd (cp) remains the property of cp. crone partners grants licence for the use of this document for the purpose for which they are intended. The licence is not transferable without the permission of cp.</p>	<p>Date:</p>	<p>Mechanical Engineer</p> <p>Electrical Engineer</p> <p>Hydraulic Engineer</p>						

NOTE:
RL'S SHOWN ARE FOR LEVEL 15.
RL 51.10

- LEGEND**
- (A) = HIGH LEVEL WINDOW (1.7m SILL HEIGHT FROM FFL)
 - (B) = HABITABLE WINDOW
 - (C) = TRANSLUCENT WINDOW OR GLASS BRICK OPENING



TOWN PLANNING

Notes
All dimensions and setbacks to be verified prior to commencement, omissions or discrepancies to be notified to the architect.

Client Assurance System
Authorised By:

Builder

Rev	DESCRIPTION	By	Date	Structural Engineer
1	TOWN PLANNING ISSUE	DB	09.09.2017	
2	TOWN PLANNING ISSUE	DB	29.06.2017	

Client

Discipline	Name
Mechanical Engineer	
Electrical Engineer	
Hydraulic Engineer	

KEY

Scale 1 : 100 @A1

Project
**295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA**

Drawn/Author Checked: Date: 08/22/17

Drawing Title
LEVEL 15 - LOW RISE TOWER

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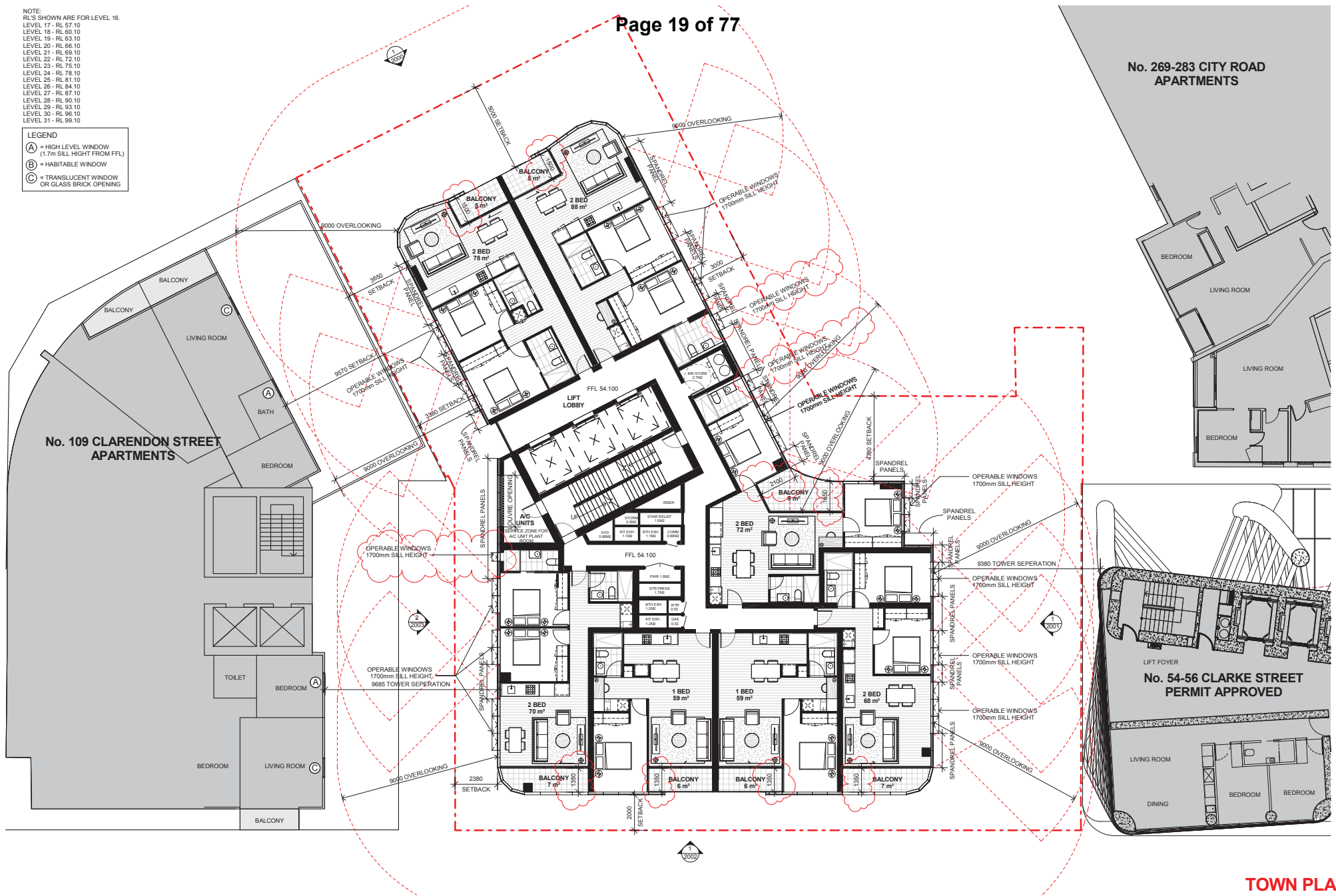
Date:

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Melbourne, VIC 3000, Australia
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Fax: +61 3 6621 8088

TOWN PLANNING			
CM3107	SKZ	1009	2
Project no.	Drawing Phase.	Drawing No.	Rev

NOTE:
 RL'S SHOWN ARE FOR LEVEL 16.
 LEVEL 17 - RL 57.10
 LEVEL 18 - RL 60.10
 LEVEL 19 - RL 63.10
 LEVEL 20 - RL 66.10
 LEVEL 21 - RL 69.10
 LEVEL 22 - RL 72.10
 LEVEL 23 - RL 75.10
 LEVEL 24 - RL 78.10
 LEVEL 25 - RL 81.10
 LEVEL 26 - RL 84.10
 LEVEL 27 - RL 87.10
 LEVEL 28 - RL 90.10
 LEVEL 29 - RL 93.10
 LEVEL 30 - RL 96.10
 LEVEL 31 - RL 99.10

LEGEND
 (A) = HIGH LEVEL WINDOW
 (1.7m SILL HEIGHT FROM FFL)
 (B) = HABITABLE WINDOW
 (C) = TRANSLUCENT WINDOW
 OR GLASS BRICK OPENING



TOWN PLANNING

Notes
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Quality Assurance System Authorised By:	Rev	DESCRIPTION	By	Date	Structural Engineer
	1	TOWN PLANNING ISSUE	DB	09.09.2017	
Builder	2	TOWN PLANNING ISSUE	DB	29.06.2017	Mechanical Engineer
					Electrical Engineer
Client					Hydraulic Engineer

KEY	

Scale 1 : 100 @A1	Project 295 CITY ROAD SOUTHBANK MELBOURNE VICTORIA
Drawn/Author	Checked:
Date: 05/07/17	
CRONE ARCHITECTS crone partners level 2, 145 Queen Street Melbourne, VIC 3000, Australia Ph: +61 3 6621 8000 Fax: +61 3 6621 8088	

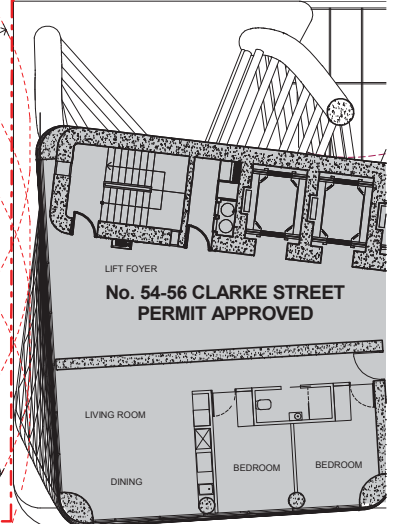
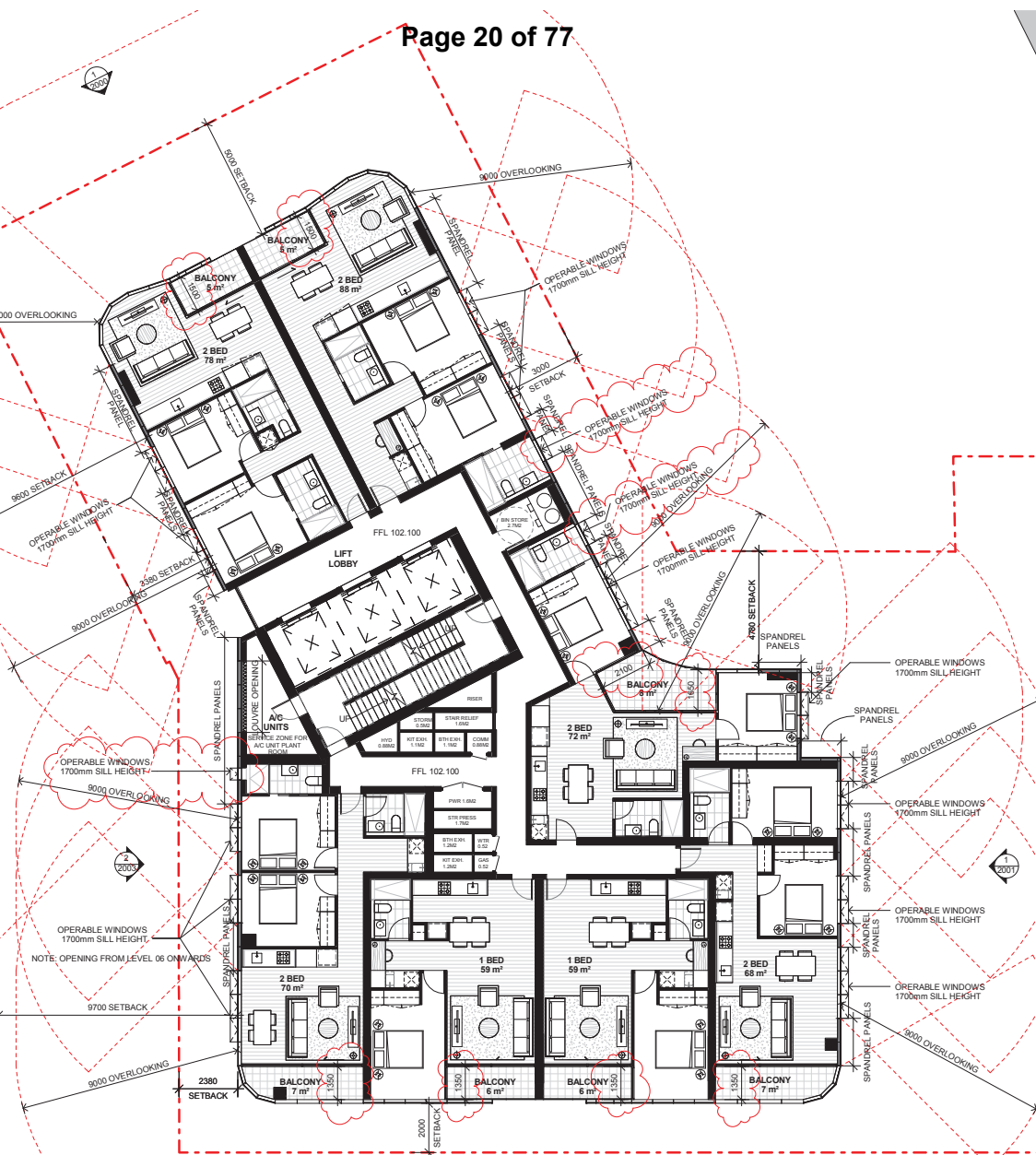
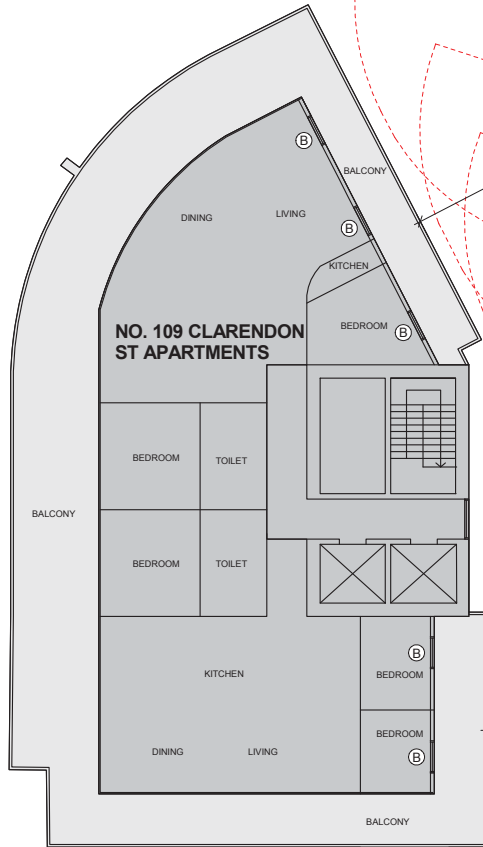
Drawing Title LEVEL 16 - 31 - MID RISE TOWER	
TOWN PLANNING	
CM3107	SKZ
Project no.	Drawing Phase.
1010	2
Drawing No.	Rev

Notes	

No. 269-283 CITY ROAD APARTMENTS

NOTE:
RL'S SHOWN ARE FOR LEVEL 32.
LEVEL 33 - RL 105.100

- LEGEND**
- (A) = HIGH LEVEL WINDOW (1.7m SILL HEIGHT FROM FFL)
 - (B) = HABITABLE WINDOW
 - (C) = TRANSLUCENT WINDOW OR GLASS BRICK OPENING



TOWN PLANNING

Notes
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Quality Assurance System
Authorised By:

Builder

Client

Date:

Rev	DESCRIPTION	By	Date	Structural Engineer
1	TOWN PLANNING ISSUE	DB	29.09.2017	
2	TOWN PLANNING ISSUE	DB	29.06.2017	

KEY
Mechanical Engineer
Electrical Engineer
Hydraulic Engineer

Scale 1: 100 @A1

Project
295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA

Drawn/Author **Checked:** **Date:** 05/07/17

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Drawing Title
LEVEL 32 - 33 - HIGH RISE TOWER

TOWN PLANNING

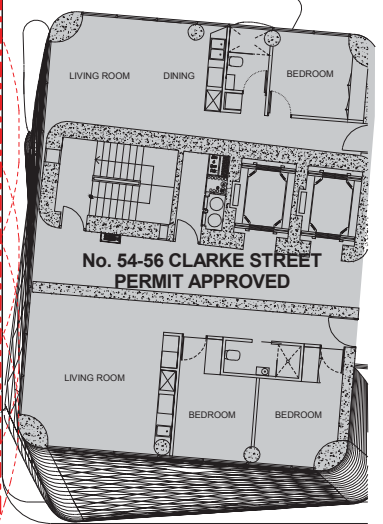
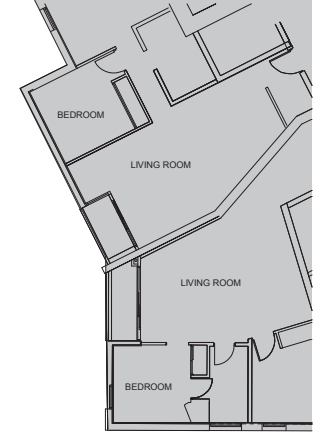
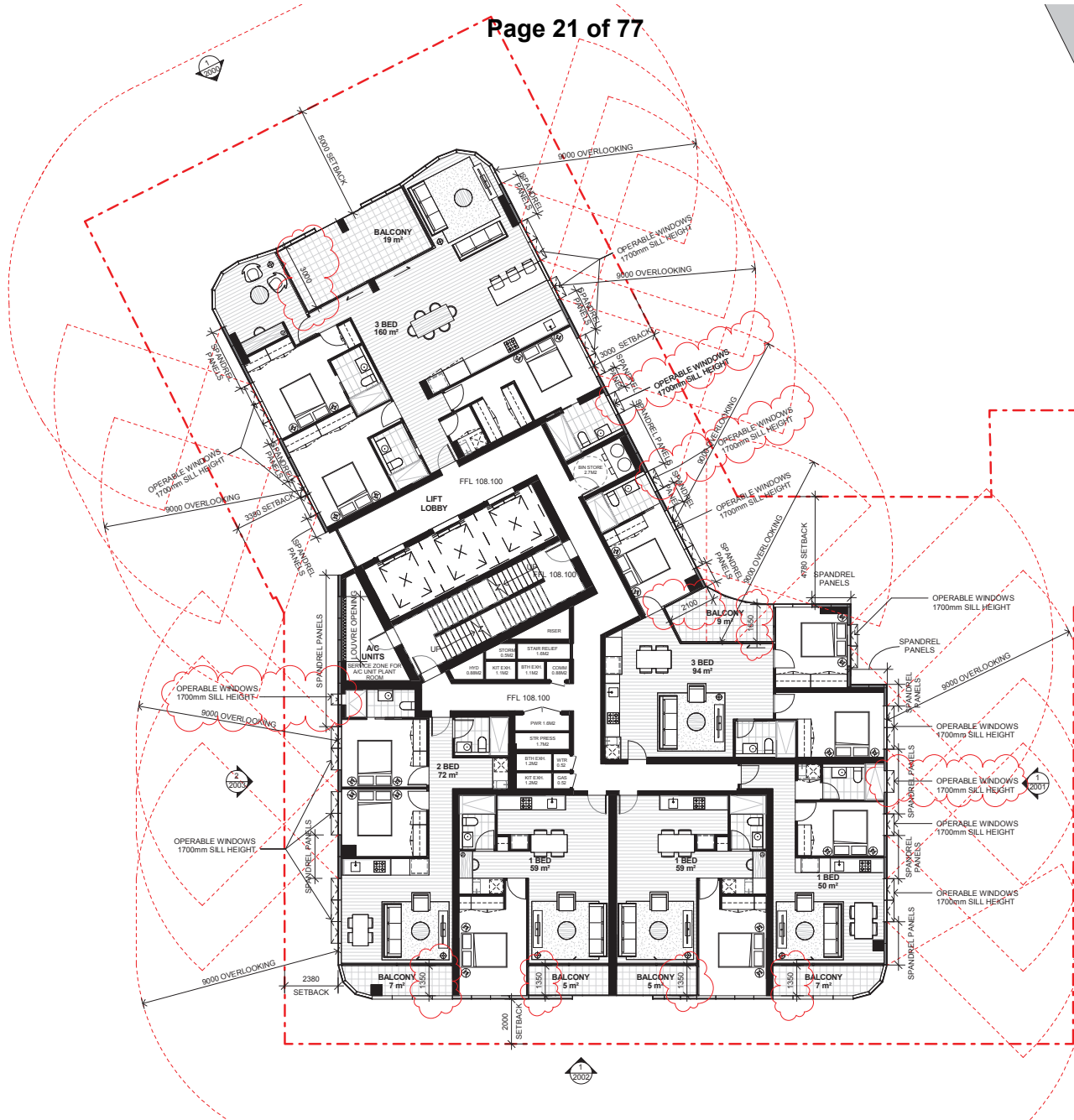
CM3107 SKZ 1011 2

Project no. Drawing Phase. Drawing No. Rev

CITY OF MELBOURNE PLANNING 28/06/2018
Localis20160628107-CRN416-AR-MASTER-BUILDING_Civilshop@crone.com.au.rvt

NOTE:
 RL'S SHOWN ARE FOR LEVEL 34.
 LEVEL 35 - RL 111.100
 LEVEL 36 - RL 114.100
 LEVEL 37 - RL 117.100

No. 269-283 CITY ROAD
 APARTMENTS



TOWN PLANNING

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Quality Assurance System
 Authorised By:

Builder

Client

Date:

Rev	DESCRIPTION	By	Date	Structural Engineer
1	TOWN PLANNING ISSUE	DB	09.09.2017	
2	TOWN PLANNING ISSUE	DB	29.06.2017	

Mechanical Engineer
Electrical Engineer
Hydraulic Engineer

KEY

Scale 1: 100 @A1

Project
295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA

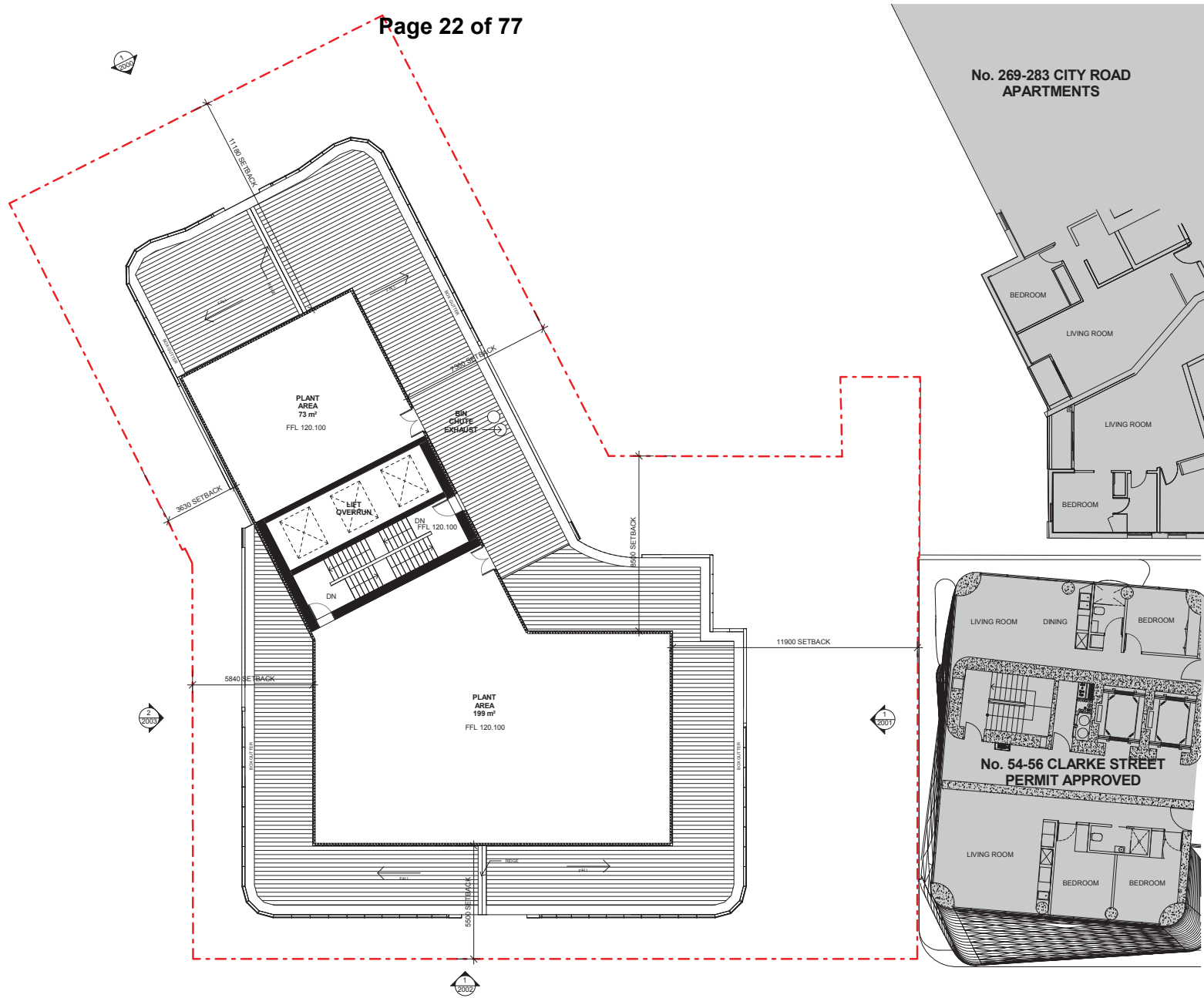
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 Fax: +61 3 6621 8088

Drawing Title LEVEL 34 - 37 - HIGH RISE TOWER	
TOWN PLANNING	
CM3107	SKZ 1012 2
Project no.	Drawing Phase. Drawing No. Rev

CITY OF MELBOURNE PLANNING 28/06/2018

Cad File No: D:\clients\Documents\Revit - Localis\2016\CM3107-CRN410-AR-MASTER-BUILDING_CV\lathopoi@crone.com.au.rvt



TOWN PLANNING

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Quality Assurance System
Authorised By:

Builder

Client

Date:

Rev	DESCRIPTION	By	Date	Structural Engineer
1	TOWN PLANNING ISSUE	DB	09.09.2017	
2	TOWN PLANNING ISSUE	DB	09.06.2017	

KEY
Mechanical Engineer
Electrical Engineer
Hydraulic Engineer

Scale 1 : 100 @A1

Project
295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA

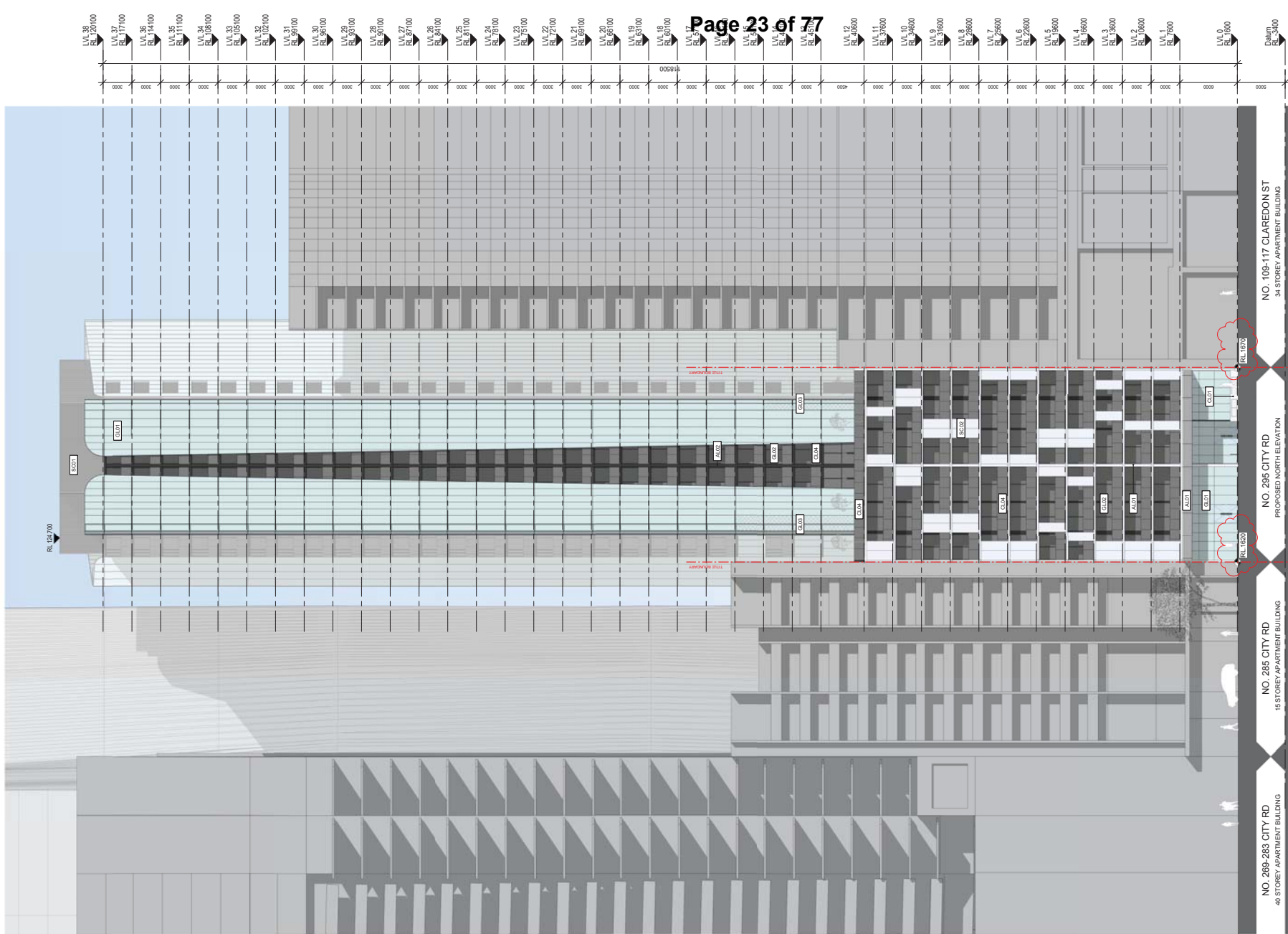
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Fax: +61 3 6621 8088

Drawing Title
ROOF LEVEL

TOWN PLANNING

CM3107 SKZ 1013 2
Project no. Drawing Phase. Drawing No. Rev



MATERIAL SCHEDULE

GL01	CLEAR GLASS
GL02	TINTED GLASS
GL03	TRANSLUCENT GLASS
GL04	GLASS BALUSTRADE
GL05	GLAZED SPANDREL PANEL
SC01	LOUVERED SCREEN
SC02	SLIDING SCREEN
AL01	NATURAL ALUMINUM FINISH
AL02	DARK ALUMINUM FINISH
CO01	COLOR PAINT FINISH
CO02	CONCRETE FINISH CLASS 1
CO03	CONCRETE FINISH CLASS 2

(TOTAL AREA AND VOLUME TO BE ENTERED IN SCHEDULE)

1 NORTH ELEVATION CITY ROAD
SCALE 1:200

TOWN PLANNING

Notes
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Quality Assurance System
Authorised By:

Builder

Client

Date:

Rev	DESCRIPTION	By	Date	Structural Engineer
1	TOWN PLANNING ISSUE	DB	09.09.2017	
2	TOWN PLANNING ISSUE	DB	29.06.2017	

Mechanical Engineer

Electrical Engineer

Hydraulic Engineer

KEY

- GL01 - LOW IRON CLEAR GLAZING
- SP01 - GLAZED SPANDREL PANEL
- WF01 - CONCRETE FINISH CLASS 2
- CL01 - POWDERCOAT CHARCOAL LOUVRE

Scale 1:200 @A1

Project
**295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA**

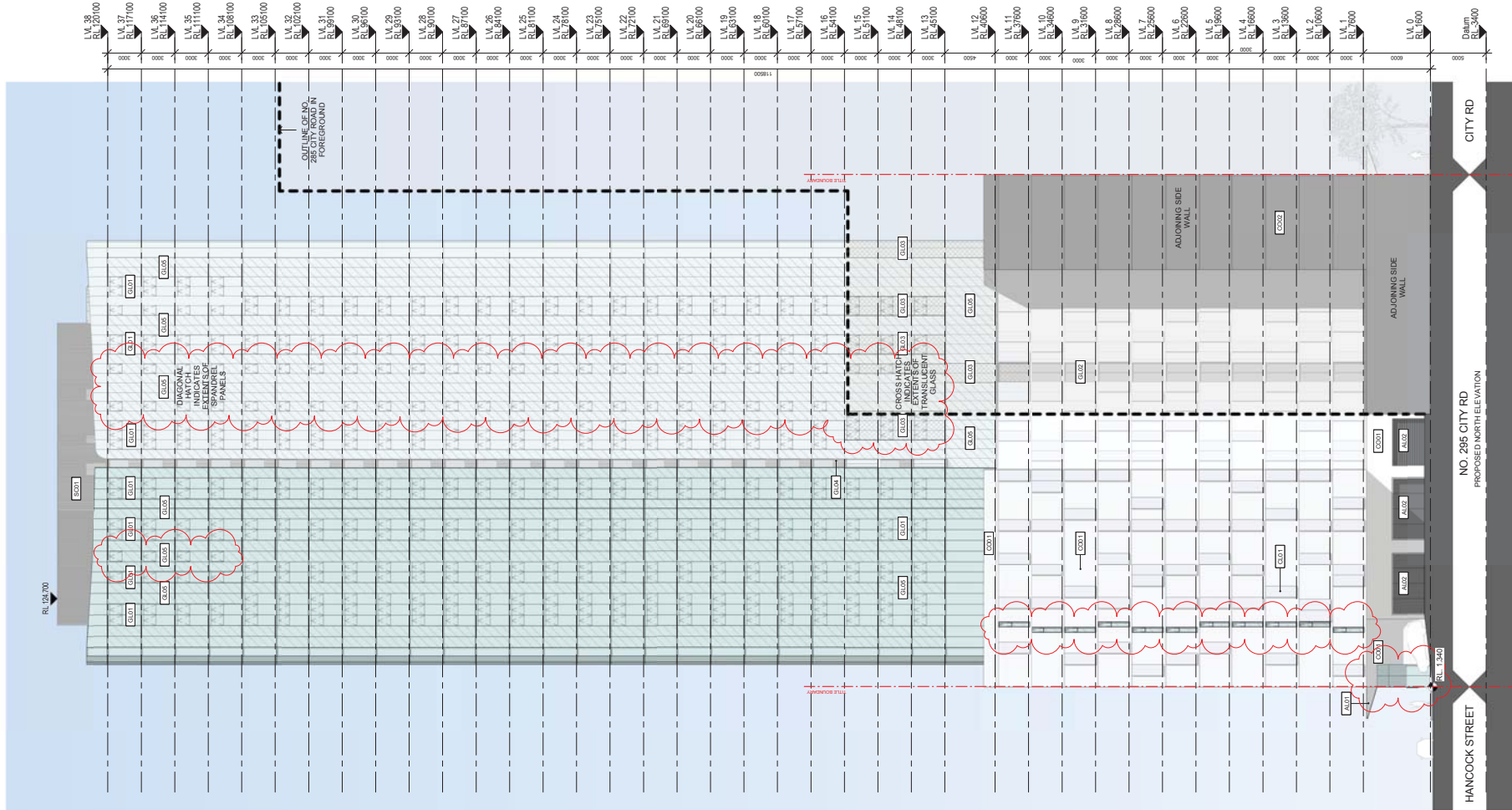
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Fax: +61 3 6621 8088

Drawing Title
BUILDING ELEVATION NORTH

TOWN PLANNING

CM3107	SKZ	2000	2
Project no.	Drawing Phase.	Drawing No.	Rev



1 EAST ELEVATION
SCALE 1 : 200

MATERIAL SCHEDULE	
GL01	CLEAR GLASS
GL02	TINTED GLASS
GL03	TRANSLUCENT GLASS
GL04	GLASS BALUSTRADE
GL05	GLAZED SPANDREL PANEL
GL06	LOUVRED SCREEN
GL07	SLIDING SCREEN
AL01	NATURAL ALUMINIUM FINISH
AL02	DARK ALUMINIUM FINISH
CO01	COLOUR PAINT FINISH
CO02	CONCRETE FINISH CLASS 1
CO03	CONCRETE FINISH CLASS 2

SHADING FOR THE MATERIAL SCHEDULE

TOWN PLANNING

Notes
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Quality Assurance System
Authorised By:

Date:

Builder

Client

Rev	DESCRIPTION	By	Date
1	TOWN PLANNING ISSUE	DB	29.09.2017
2	TOWN PLANNING ISSUE	DB	29.06.2017

Structural Engineer

Mechanical Engineer

Electrical Engineer

Hydraulic Engineer

KEY

GL01 - LOW IRON CLEAR GLAZING
SP01 - GLAZED SPANDREL PANEL
WF01 - CONCRETE FINISH CLASS 2
CL01 - POWDERCOAT CHARCOAL LOUVRE

Scale 1 : 200 @A1

Project
**295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA**

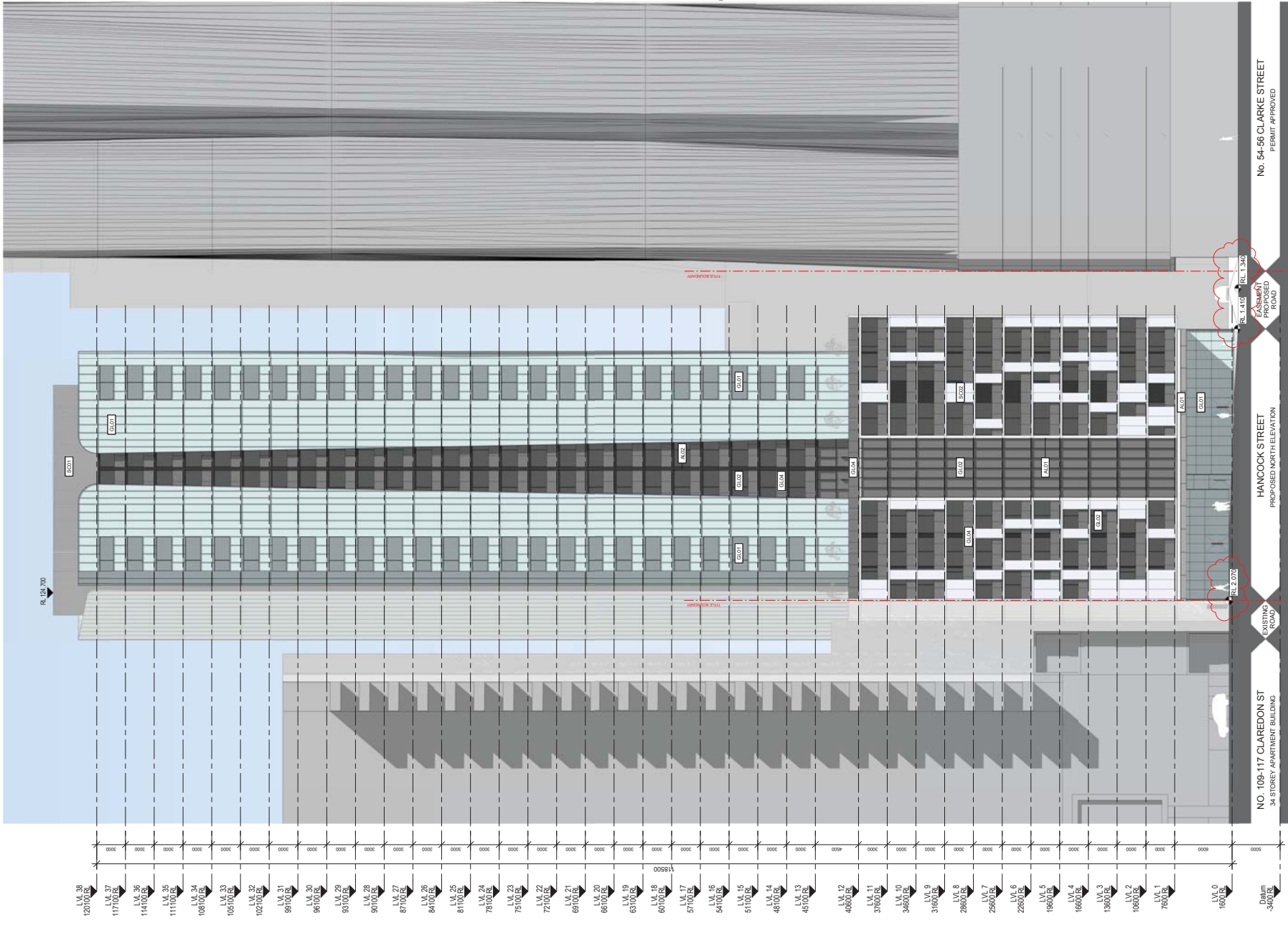
Drawn/Author: **CRONE ARCHITECTS** Checked: Date: 01/10/17

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Melbourne, VIC 3000, Australia
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Fax: +61 3 6621 8088

Drawing Title
BUILDING ELEVATION EAST

TOWN PLANNING

CM3107	SKZ	2001	2
Project no.	Drawing Phase.	Drawing No.	Rev



MATERIAL SCHEDULE

GL01	CLEAR GLASS
GL02	TINTED GLASS
GL03	TRANSLUCENT GLASS
GL04	GLASS BALUSTRADE
GL05	GLAZED SPANDREL PANEL
SC01	LOUVERED SCREEN
SC02	SLIDING SCREEN
AL01	NATURAL ALUMINIUM FINISH
AL02	DARK ALUMINIUM FINISH
CO01	COLOUR PAINT FINISH
CO02	CONCRETE FINISH CLASS 1
CO03	CONCRETE FINISH CLASS 2

NOTE: FINISH REFLECTIVE MATERIALS, SCHEDULE 4 MATERIALS AND UNFINISHED CONCRETE ARE NOT PERMITTED.

1 SOUTH ELEVATION
SCALE 1:200

TOWN PLANNING

Notes
All dimensions and setbacks to be verified prior to commencement, omissions or discrepancies to be notified to the architect.

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Quality Assurance System
Authorised By:

Builder

Client

Date:

Rev	DESCRIPTION	By	Date
1	TOWN PLANNING ISSUE	DB	09.09.2017
2	TOWN PLANNING ISSUE	DB	29.06.2017

Structural Engineer	
Mechanical Engineer	
Electrical Engineer	
Hydraulic Engineer	

KEY

- GL01 - LOW IRON CLEAR GLAZING
- SP01 - GLAZED SPANDREL PANEL
- WF01 - CONCRETE FINISH CLASS 2
- CL01 - POWDERCOAT CHARCOAL LOUVRE

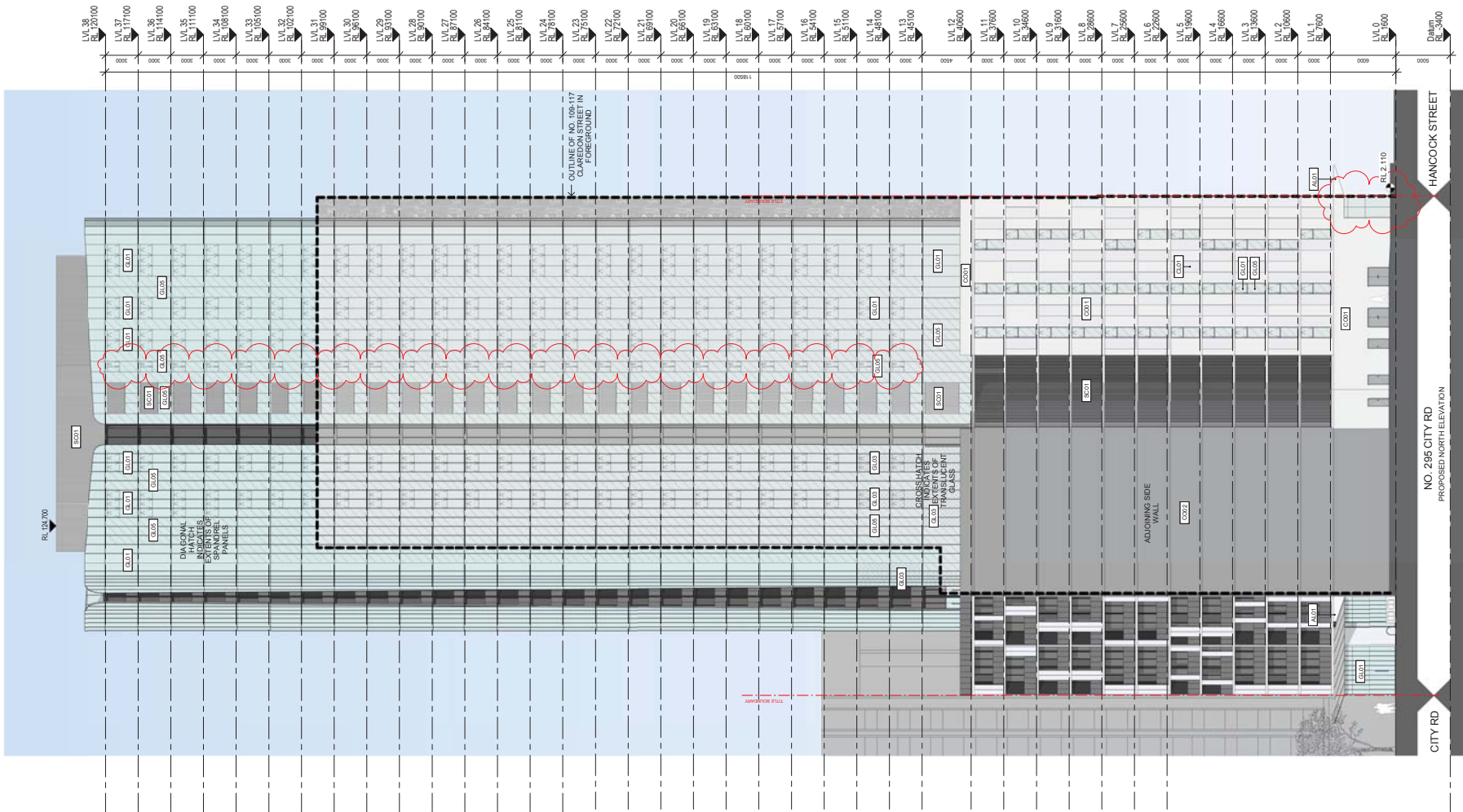
Scale 1:200 @A1

Project
**295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA**

Drawn/Author: _____ Checked: _____ Date: 01/10/17

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Fax: +61 3 6621 8088

Drawing Title BUILDING ELEVATION SOUTH			
TOWN PLANNING			
CM3107	SKZ	2002	2
Project no.	Drawing Phase.	Drawing No.	Rev



2 WEST ELEVATION
SCALE 1:200

MATERIAL SCHEDULE	
GL01	CLEAR GLASS
GL02	TINTED GLASS
GL03	TRANSLUCENT GLASS
GL04	GLASS BALLUSTRADE
GL05	GLAZED SPANDREL PANEL
SC01	LOUVERED SCREEN
SC02	SLIDING SCREEN
AL01	NATURAL ALUMINIUM FINISH
AL02	DARK ALUMINIUM FINISH
CO01	CLOUR PAINT FINISH
CO02	CONCRETE FINISH CLASS 1
CO03	CONCRETE FINISH CLASS 2

NOTE: SEE ALSO REFER TO MATERIAL SCHEDULE DRAWING NO.301 FOR MATERIAL SCHEDULE

TOWN PLANNING

Notes
All dimensions and setbacks to be verified prior to commencement, omissions or discrepancies to be notified to the architect.

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Quality Assurance System Authorised By:	Builder
Client	Date:

Rev	DESCRIPTION	By	Date	Structural Engineer
1	TOWN PLANNING ISSUE	DB	09.09.2017	
2	TOWN PLANNING ISSUE	DB	29.06.2017	

Mechanical Engineer

Electrical Engineer

Hydraulic Engineer

KEY	
GL01	LOW IRON CLEAR GLAZING
SP01	GLAZED SPANDREL PANEL
WF01	CONCRETE FINISH CLASS 2
CL01	POWDERCOAT CHARCOAL LOUVRE

Scale 1:200 @A1

Project
**295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA**

Drawn/Author: _____ Checked: _____ Date: 09/19/16

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Melbourne, VIC 3000, Australia
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Drawing Title
BUILDING ELEVATION WEST

TOWN PLANNING

CM3107	SKZ	2003	2
Project no.	Drawing Phase.	Drawing No.	Rev



MATERIAL SCHEDULE

GL01	CLEAR GLASS
GL02	TINTED GLASS
GL03	TRANSLUCENT GLASS
GL04	GLASS BALUSTRADE
GL05	GLAZED SPANDREL PANEL
SC01	LOUVRED SCREEN
SC02	SLIDING SCREEN
AL01	NATURAL ALUMINIUM FINISH
AL02	DARK ALUMINIUM FINISH
CL01	COLOUR PAINT FINISH
CO01	CONCRETE FINISH CLASS 1
CO02	CONCRETE FINISH CLASS 2

NOTE: PLEASE REFER TO MATERIAL SCHEDULES (DRAWING NO 802) FOR MATERIAL SAMPLES

1 PODIUM NORTH
SCALE 1 : 50

TOWN PLANNING

Notes
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Quality Assurance System
Authorised By:

Date:

Builder

Client

Rev	DESCRIPTION	By	Date	Structural Engineer
1	TOWN PLANNING ISSUE	DB	09.09.2017	
2	TOWN PLANNING ISSUE	DB	29.06.2017	

Mechanical Engineer

Electrical Engineer

Hydraulic Engineer

KEY

Scale As indicated

Project
**295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA**

Drawn/Author: _____ Checked: _____ Date: 01/10/17

CRONE ARCHITECTS
crone partners
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Melbourne, VIC 3000, Australia
Ph: +61 3 6621 8000
Fax: +61 3 6621 8088

Drawing Title
BUILDING ELEVATION NORTH (CITY ROAD)

TOWN PLANNING

CM3107	SKZ	2004	2
Project no.	Drawing Phase.	Drawing No.	Rev



MATERIAL SCHEDULE	
GL01	CLEAR GLASS
GL02	TINTED GLASS
GL03	TRANSLUCENT GLASS
GL04	GLASS BALUSTRADE
GL05	GLAZED SPANDREL PANEL
SC01	LOUVRED SCREEN
SC02	SLIDING SCREEN
AL01	NATURAL ALUMINIUM FINISH
AL02	DARK ALUMINIUM FINISH
CL01	COLOUR PAINT FINISH
CO01	CONCRETE FINISH CLASS 1
CO02	CONCRETE FINISH CLASS 2

NOTE: PLEASE REFER TO MATERIAL SCHEDULE DRAWINGS TO SEE FOR MATERIAL SAMPLES

1 PODIUM SOUTH
SCALE 1: 50

TOWN PLANNING

Notes
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Quality Assurance System
Authorised By:

Builder

Client

Date:

Rev	DESCRIPTION	By	Date	Discipline
1	TOWN PLANNING ISSUE	DB	09.09.2017	Structural Engineer
2	TOWN PLANNING ISSUE	DB	09.06.2017	Mechanical Engineer
				Electrical Engineer
				Hydraulic Engineer

KEY

Scale As indicated

Project
**295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA**

Drawn/Author: _____ Checked: _____ Date: 01/10/17

CRONE ARCHITECTS
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Ph: +61 3 6621 8000
Fax: +61 3 6621 8088

Drawing Title BUILDING ELEVATION SOUTH (HANCOCK STREET)			
TOWN PLANNING			
CM3107	SKZ	2005	2
Project no.	Drawing Phase.	Drawing No.	Rev



1 PODIUM WEST
SCALE 1 : 65

TOWN PLANNING

Notes All dimensions and setbacks to be verified prior to commencement, omissions or discrepancies to be notified to the architect.	Quality Assurance System Authorised By:	Builder	Rev. DESCRIPTION By Date 1 TOWN PLANNING ISSUE DB 09.09.2017 2 TOWN PLANNING ISSUE DB 29.06.2017	KEY	Project 295 CITY ROAD SOUTHBANK MELBOURNE VICTORIA	Drawing Title PODIUM ELEVATION WEST	
			Mechanical Engineer Electrical Engineer Hydraulic Engineer			Drawn/Author Checked: Date: 01/10/17	TOWN PLANNING CM3107 SKZ 2006 2 Project no. Drawing Phase. Drawing No. Rev
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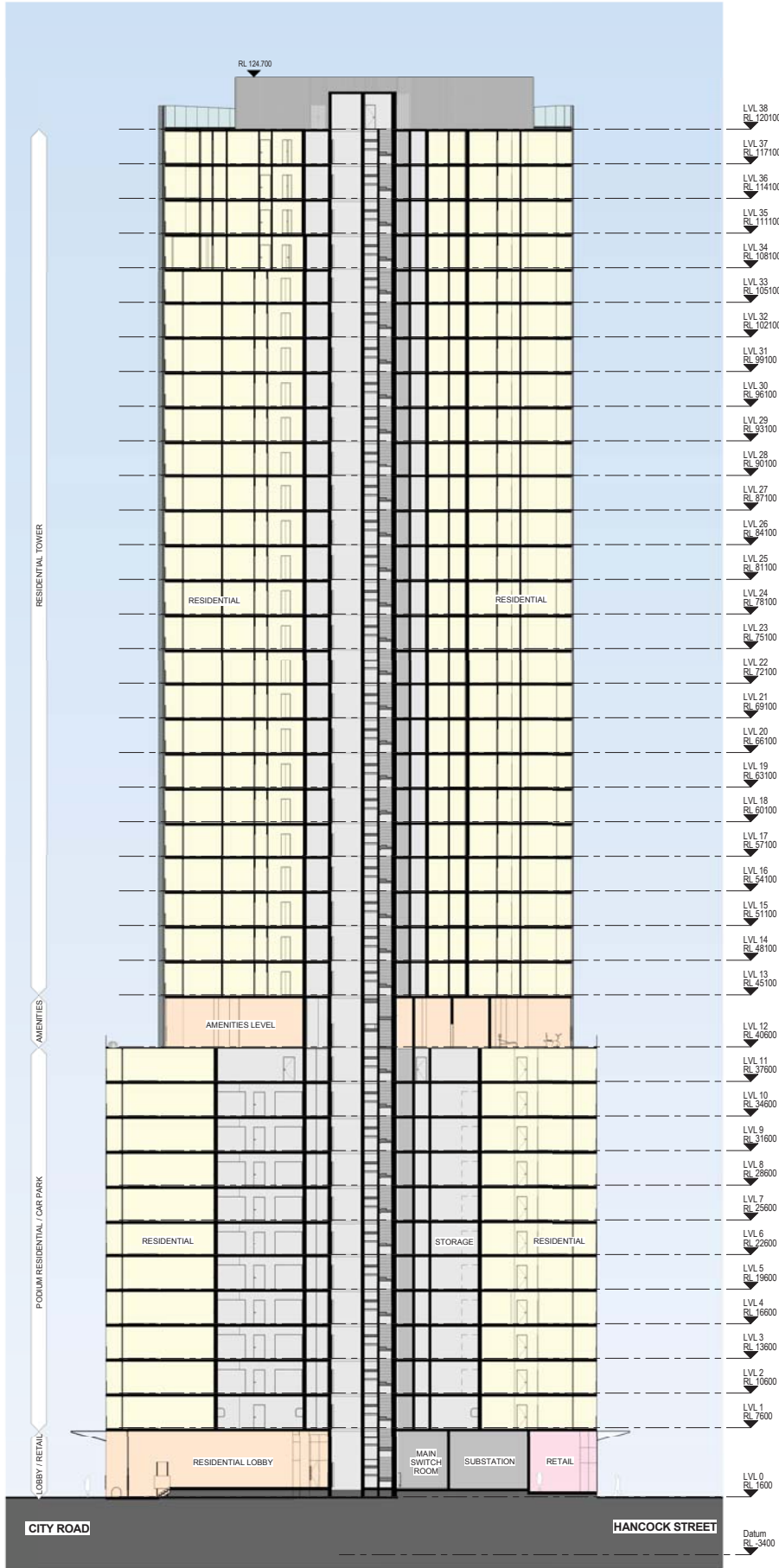
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GLD2	TINTED GLASS
GLD3	TRANSLUCENT GLASS
GLD4	GLASS BALUSTRADE
GLD5	GLAZED SPANDREL PANEL
SC01	LOUVRED SCREEN
SC02	SLIDING SCREEN
ALD1	NATURAL ALUMINIUM FINISH
ALD2	DARK ALUMINIUM FINISH
CLD1	COLOUR PAINT FINISH
COO1	CONCRETE FINISH CLASS 1
COO2	CONCRETE FINISH CLASS 2

NOTE: PLEASE REFER TO MATERIAL SCHEDULE (DRAWING NO 301) FOR MATERIAL EXAMPLES!

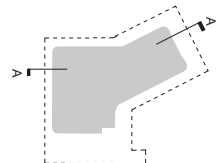
1 PODIUM EAST
SCALE 1 : 65

TOWN PLANNING

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			2 TOWN PLANNING ISSUE DB 29.06.2017			Drawn/Author Checked: Date: 09/05/17	TOWN PLANNING CM3107 SKZ 2007 2 Project no. Drawing Phase. Drawing No. Rev
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2 SECTION 1
SCALE 1 : 200



TOWN PLANNING

Drawing Title
BUILDING SECTION 1

Project No. CM3107
Drawing Phase: SKZ
Drawing No.: 3000
Rev: 2

Project: 300 FT HIGH ROAD SOUTH BANK MELBOURNE VICTORIA
Drawing Author: CRONE ARCHITECTS
Checked: Dan Dwyer
Date: 28/06/18

Scale As Indicated

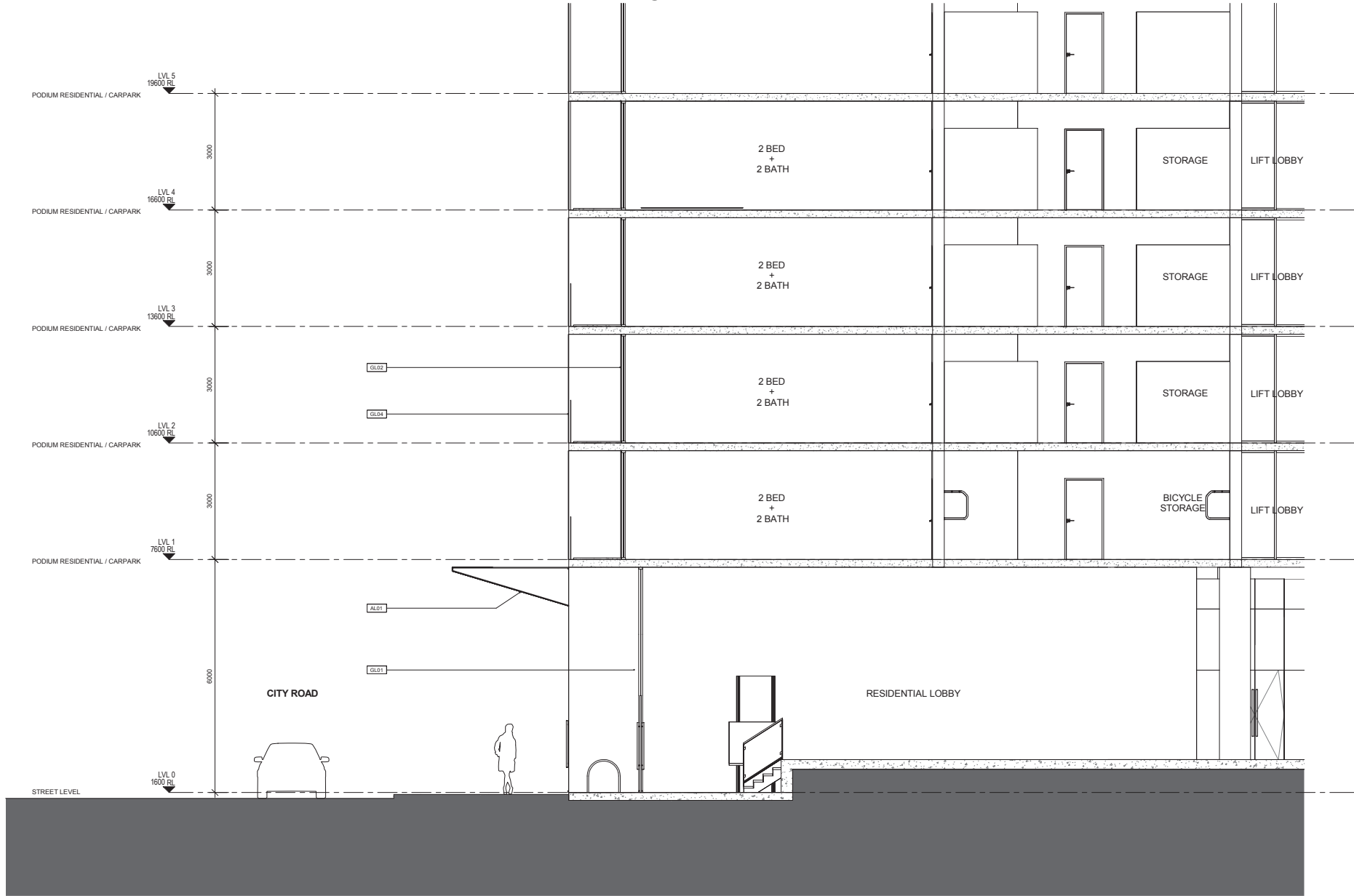
KEY

Structural Engineer: [Name]
Mechanical Engineer: [Name]
Electrical Engineer: [Name]
Thermal Engineer: [Name]

Authorised By: [Name]
Date: [Date]

Builder: [Name]

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Mechanical Engineer
Electrical Engineer
Hydraulic Engineer

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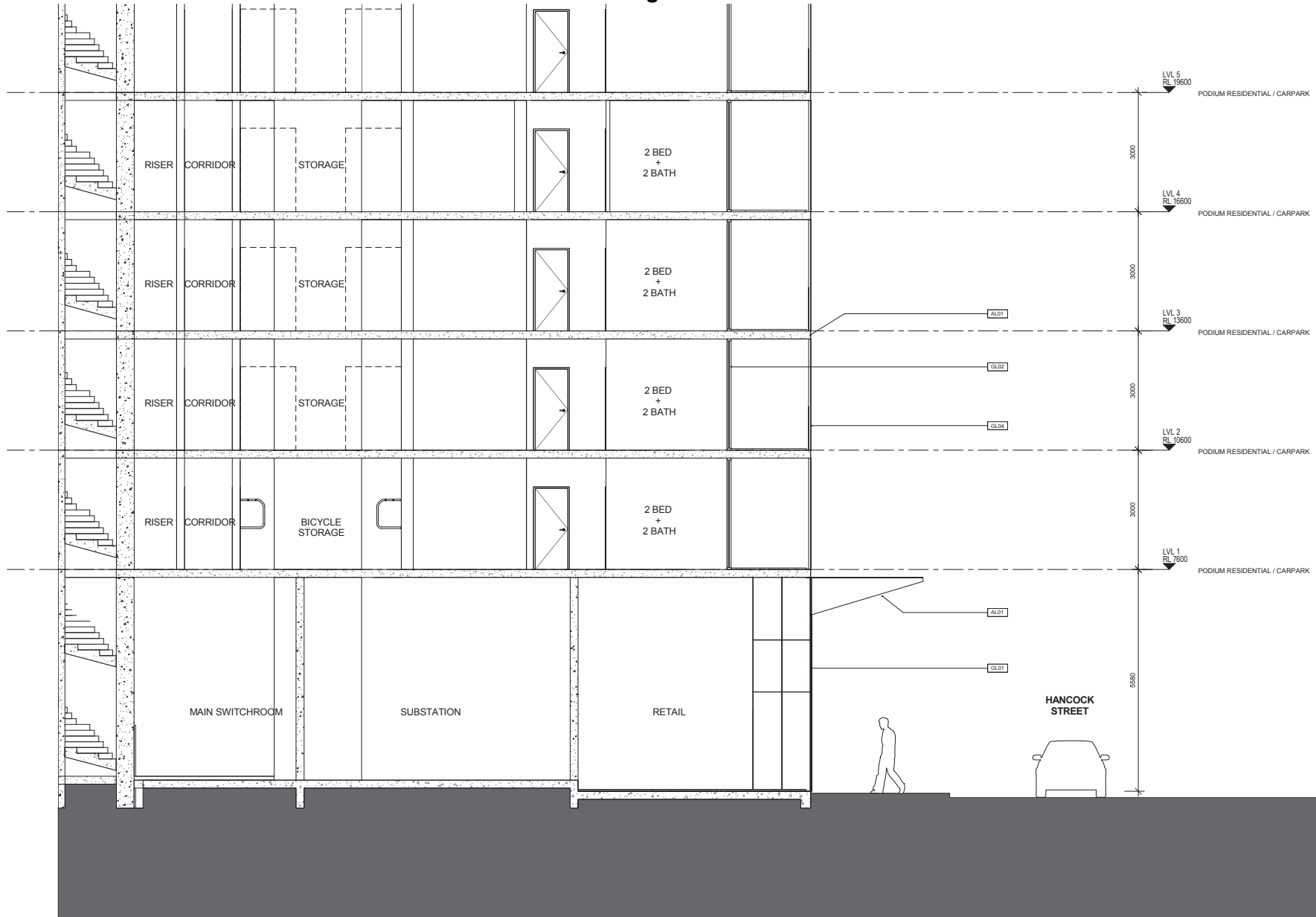
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Project
**295 CITY ROAD
SOUTHBANK
MELBOURNE
VICTORIA**

Drawn/Author: _____ Checked: _____ Date: 09/11/17

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Fax: +61 3 6621 8088

Drawing Title BUILDING SECTION 2			
TOWN PLANNING			
CM3107	SKZ	3001	2
Project no.	Drawing Phase.	Drawing No.	Rev



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Structural Engineer
Mechanical Engineer
Electrical Engineer
Hydraulic Engineer

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Project
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SOUTHBANK
MELBOURNE
VICTORIA

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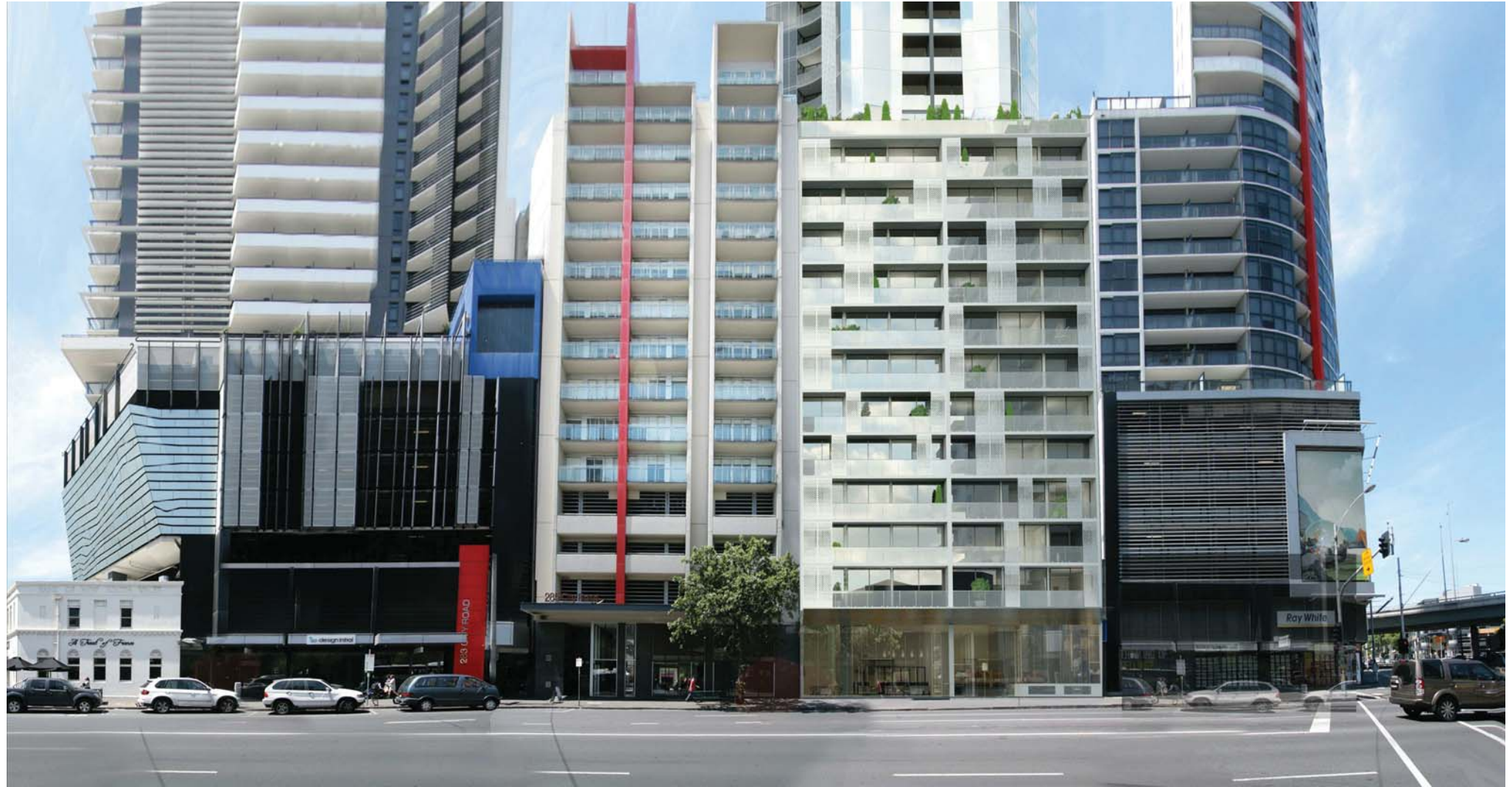
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TOWN PLANNING			
CM3107	SKZ	3002	2
Project no.	Drawing Phase.	Drawing No.	Rev



1 Perspective - View From City Road

TOWN PLANNING

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1 Perspective - View From City Road

TOWN PLANNING

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<p>Scale @A1</p>	<p>TOWN PLANNING</p> <p>CM3107 SKZ 6001 2</p> <p>Project no. Drawing Phase. Drawing No. Rev</p>																		



1 Perspective - View from Harcourt Street

TOWN PLANNING

Drawing Title
PERSPECTIVE 3

Project No. **CM3107** | Drawing Phase: **SKZ** | Drawing No.: **6002** | Rev: **2**

Drawn/Checked: **CRONE ARCHITECTS** | Date: **10/28/16**

Project: **CRONE ARCHITECTS**
 145 Queen Street
 Melbourne, Victoria
 Ph: +61 3 9221 8000
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KEY

Scale: **@A1**

Structural Engineer

Structural Engineer

MEP Engineer

MEP Engineer

Architect

Architect

Quality Assurance System

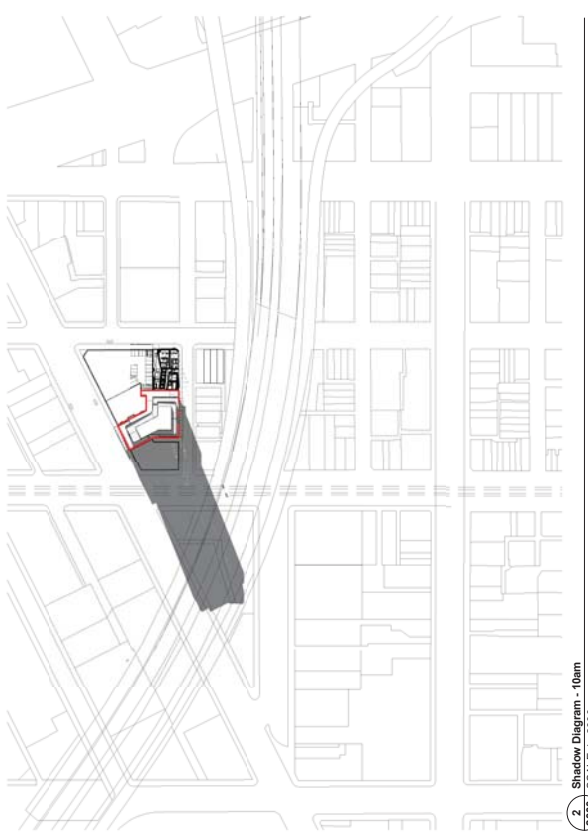
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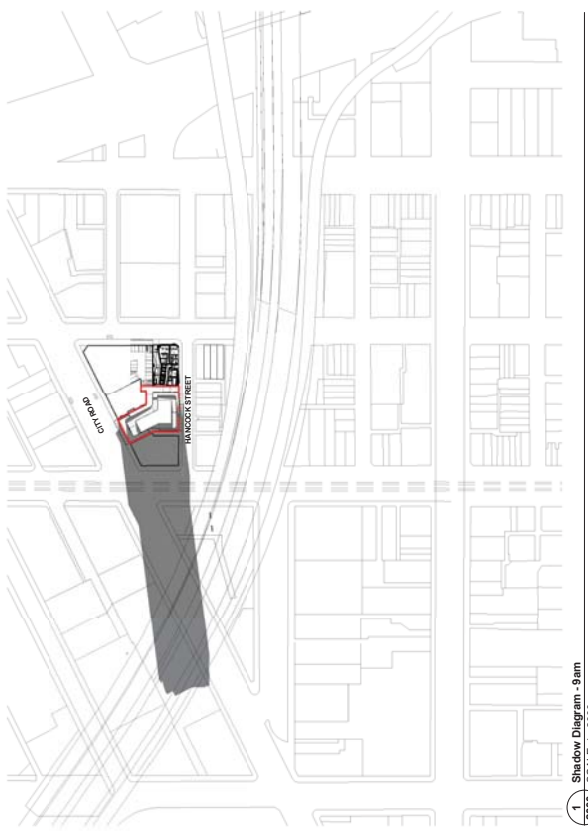
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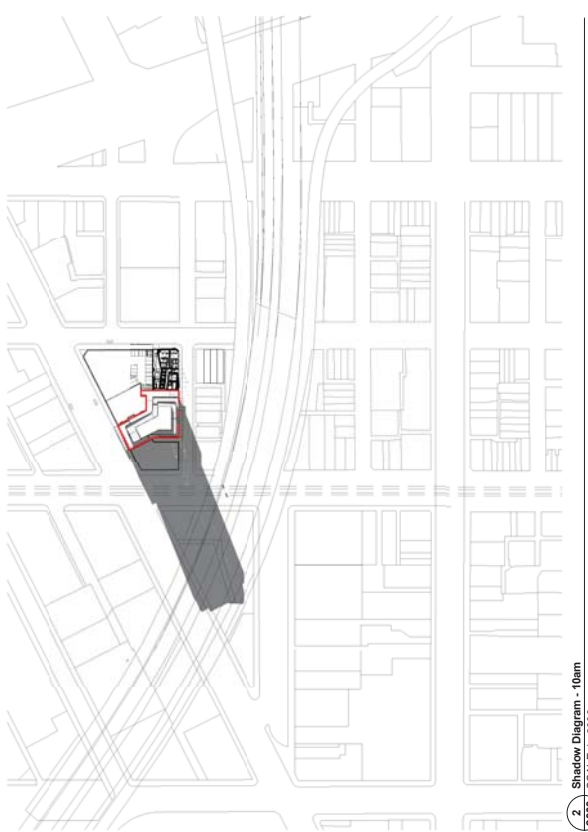
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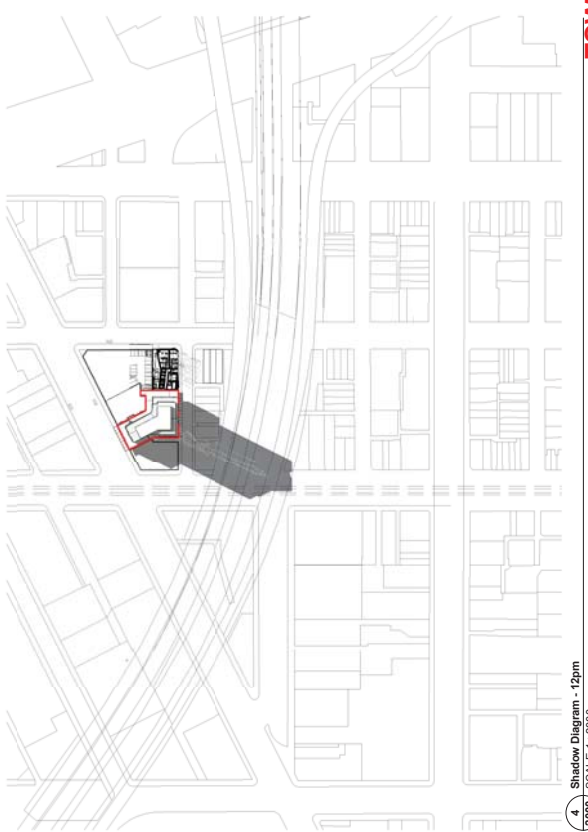
1 Shadow Diagram - 9am
SCALE 1:2000



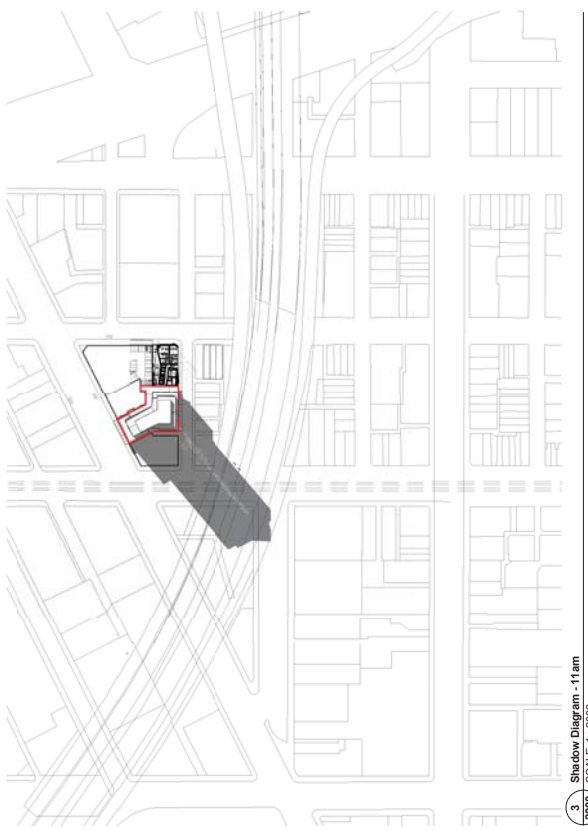
3 Shadow Diagram - 11am
SCALE 1:2000



2 Shadow Diagram - 10am
SCALE 1:2000



4 Shadow Diagram - 12pm
SCALE 1:2000



3 Shadow Diagram - 11am
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Professional Engineer
Mechanical Engineer
Electrical Engineer
Structural Engineer

KEY

Project:
PROPERTY ROAD
SOUTHBANK
MELBOURNE
VICTORIA

Drawn/Author:
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Australia
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Fax: +61 3 9621 8098

Date: 01/10/17

Scale 1 : 2000@A1

Drawing Title:
SHADOW STUDY - 9am-12pm

TOWN PLANNING

Project no.:
CM3107 SKZ

Drawing No.:
7000 2

Drawing Phase:

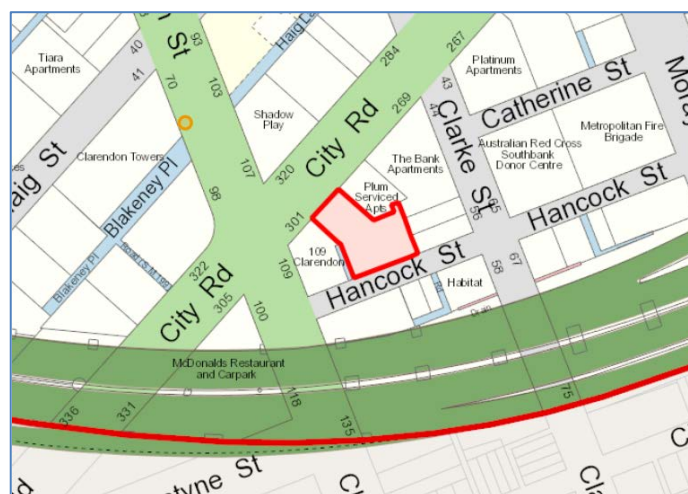
TOWN PLANNING

DELEGATE REPORT MINISTERIAL REFERRAL

Application number:	TPM-2015-28
DELWP Application number:	2015/12161
Applicant / Owner / Architect:	Applicant and owner – Maretree P/L. Architect – Crone Partners
Address:	293-297 City Road, SOUTH BANK VIC 3006
Proposal:	Demolition of the existing building and construction of a 38 story building (118m excluding plant and services) comprising of dwellings, retail and associated car parking
Cost of works:	\$60million
Date received by City of Melbourne:	3 September 2015, Amended plans 28 June 2018
Responsible officer:	Katherine Smart

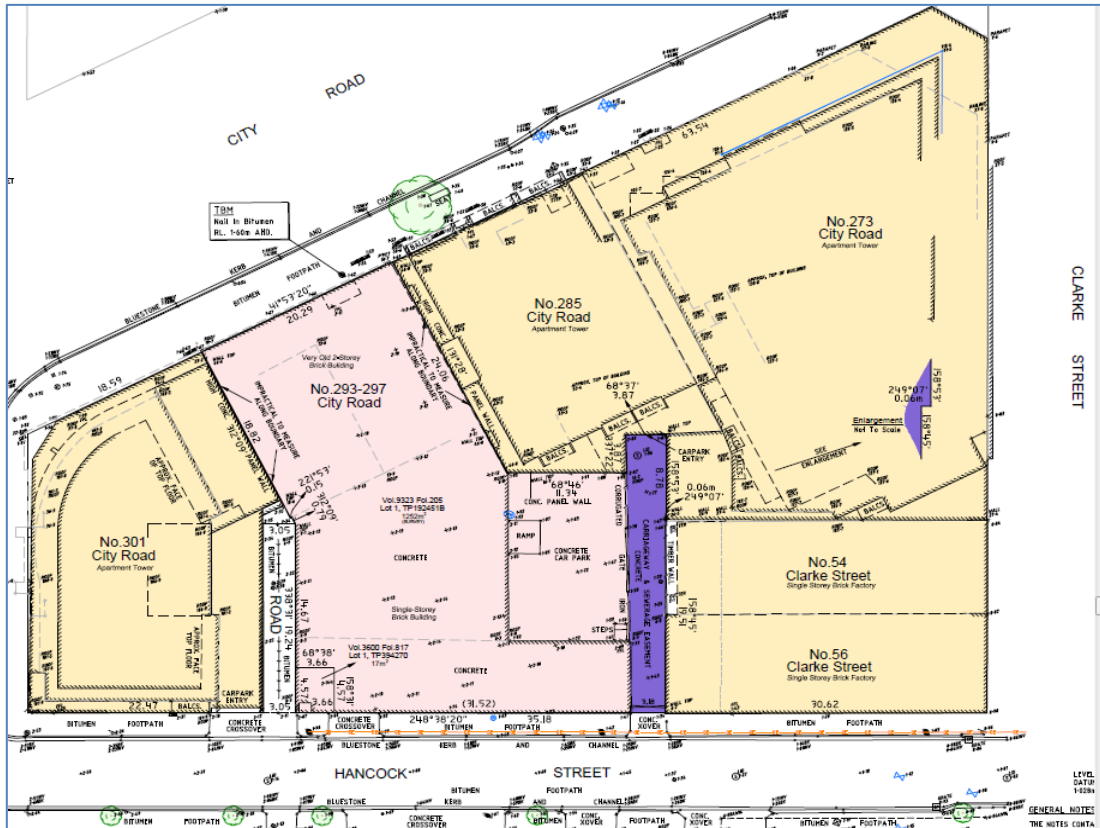
1 SUBJECT SITE AND SURROUNDS

The subject site is located on the south side of City Road, between Clarke and Clarendon Streets. It has a frontage to both City Road and Hancock Street at the rear. The frontage to City Road is approximately 19 metres and to Hancock Street approximately 34 metres. The site is irregular and has an area of approximately 1302m². The site has vehicle access from Hancock Street. It is currently occupied by a two storey warehouse fronting City Road and a single storey warehouse fronting Hancock Street and used as a Budget Rent a Car premises.



Site plan source Compass

The site comprises two titles. One covers the majority of the site while the other covers a small area (17sqm) in the south-west corner. The larger of the two titles shows an easement of way and sewerage off Hancock Street, at the south east end of the site in favour of four adjoining properties (269 and 285 City Road and 54 and 56 Clarke Street). The site is not affected by any restrictive covenants.



Survey plan

The surrounding neighbourhood varies in character and built form and is expected to experience significant change in the future driven by higher density mixed use development.

Buildings in the nearby area vary in height from low rise commercial to high rise towers.



Approximate heights (in metres) to the parapet (excluding roof plant) of approved and/or existing buildings

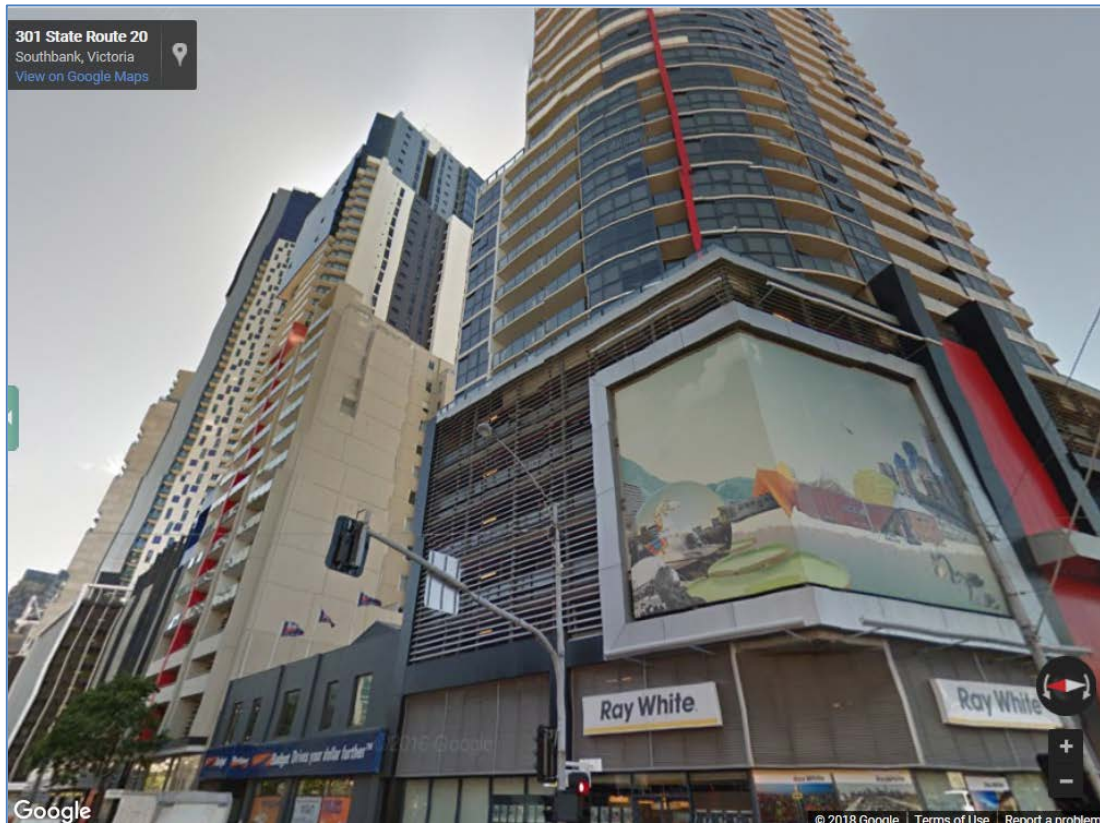
The main characteristics observed in the area are as follows:

South-west

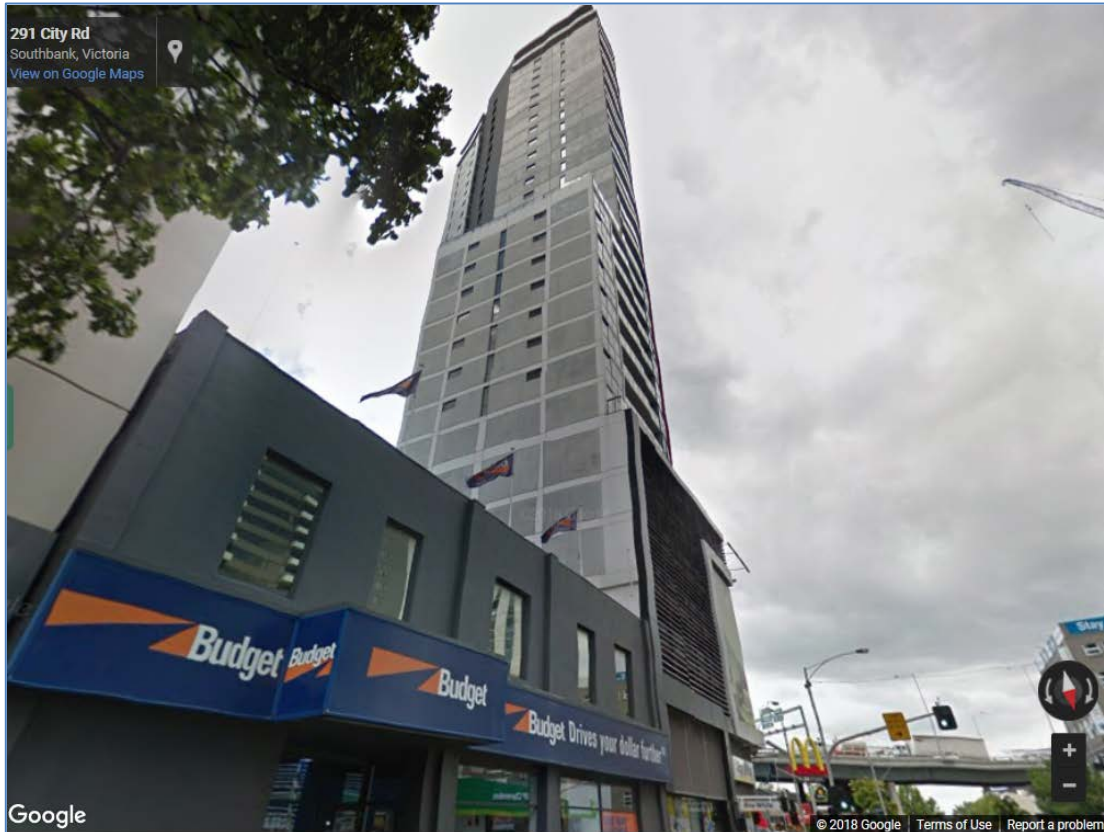
Adjoining the subject site, to the south-west at 109 Clarendon Street (corner of City Road) is a 34 storey building approximately 100m in height, predominantly occupied by apartments. The plans for this building were endorsed on 22 April 2010 under Planning Permit TP-2002-1057/A issued at the direction of VCAT.

The podium is 6 levels high (20.2 metres) and the tower component of this building (levels 7-31) is set back approximately 3 metres from the City Road/Clarendon Street corner and approximately 1 metre from City Road. At level 15 and above, the building is set back approximately 5.5 metres from the east boundary of the site (levels 15 and below are built to the eastern boundary). At levels 32-33, the tower facade is set back approximately 3 metres from Clarendon Street and approximately 3.8 metres from City Road. Balconies wrapping around the facade occupy most of the setback area.

The tower is setback 1.2 metres from Hancock Street with one, 3.6 metre wide balcony to each level, being built to the boundary.



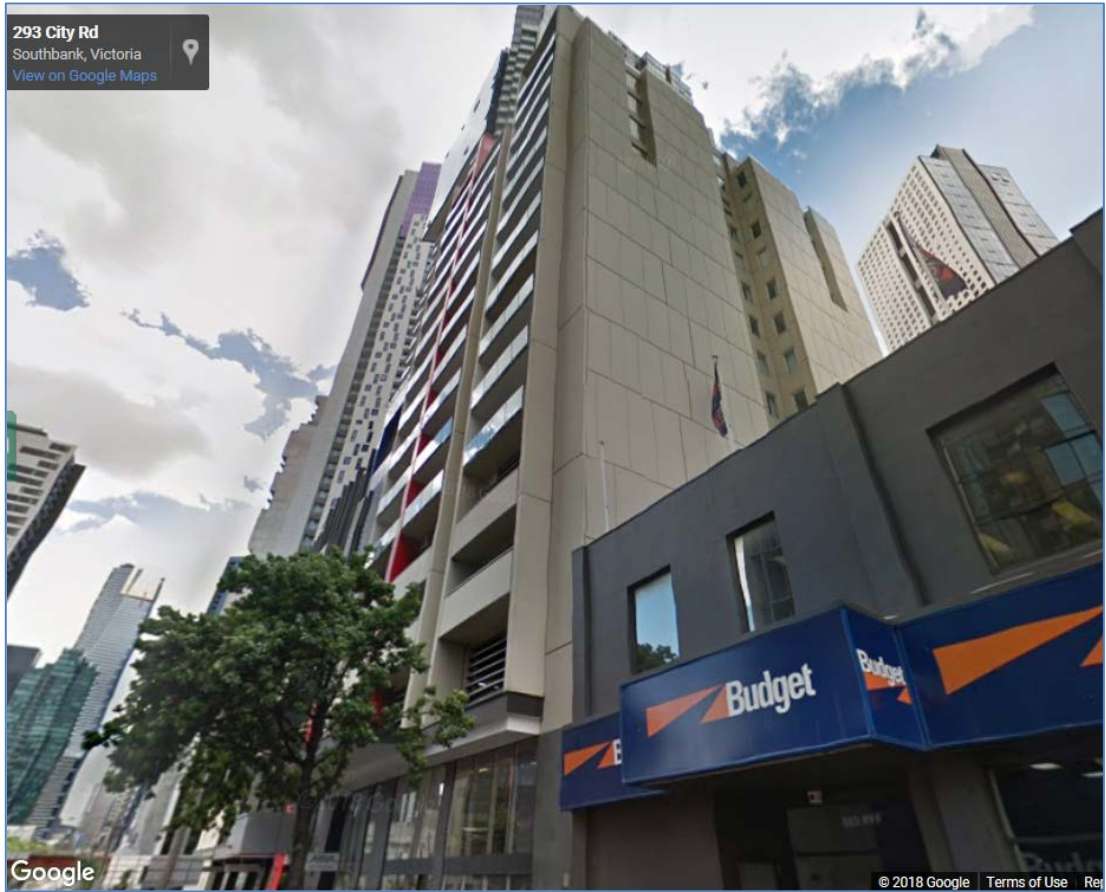
109 Clarendon Street in foreground, subject site and 285 City Road, source Google Street view May 2018



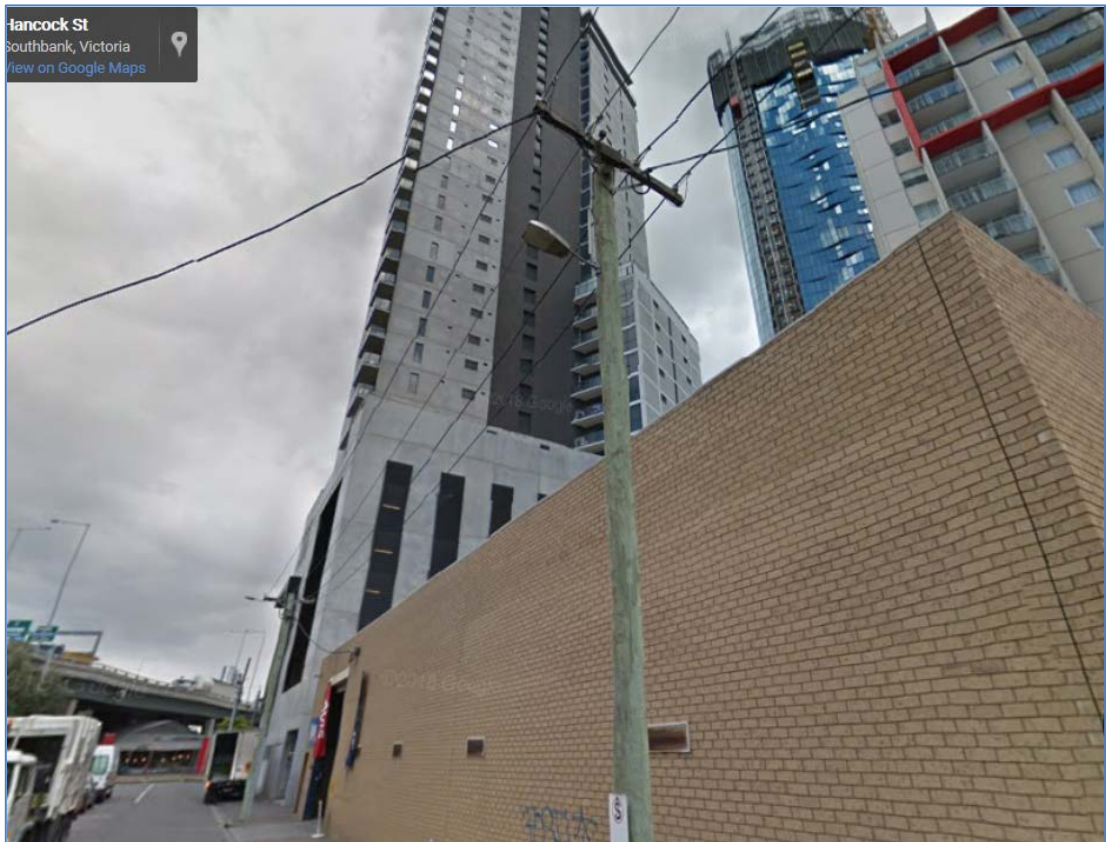
Subject site with 109 City Road behind, 109 is built to boundary to level 15 and setback above. Source Google Street view May 2018

North and North-east

The adjoining land to the north-east of the subject site, 285 City Road, is occupied by a 15 storey apartment building with a commercial tenancy at ground floor level. This building is largely built to the boundary it shares with the subject site. It has a light court with multiple bedroom windows oriented toward the subject site. This building was erected pursuant to Planning Permit TP-2001-389, issued on 18 September 2001.

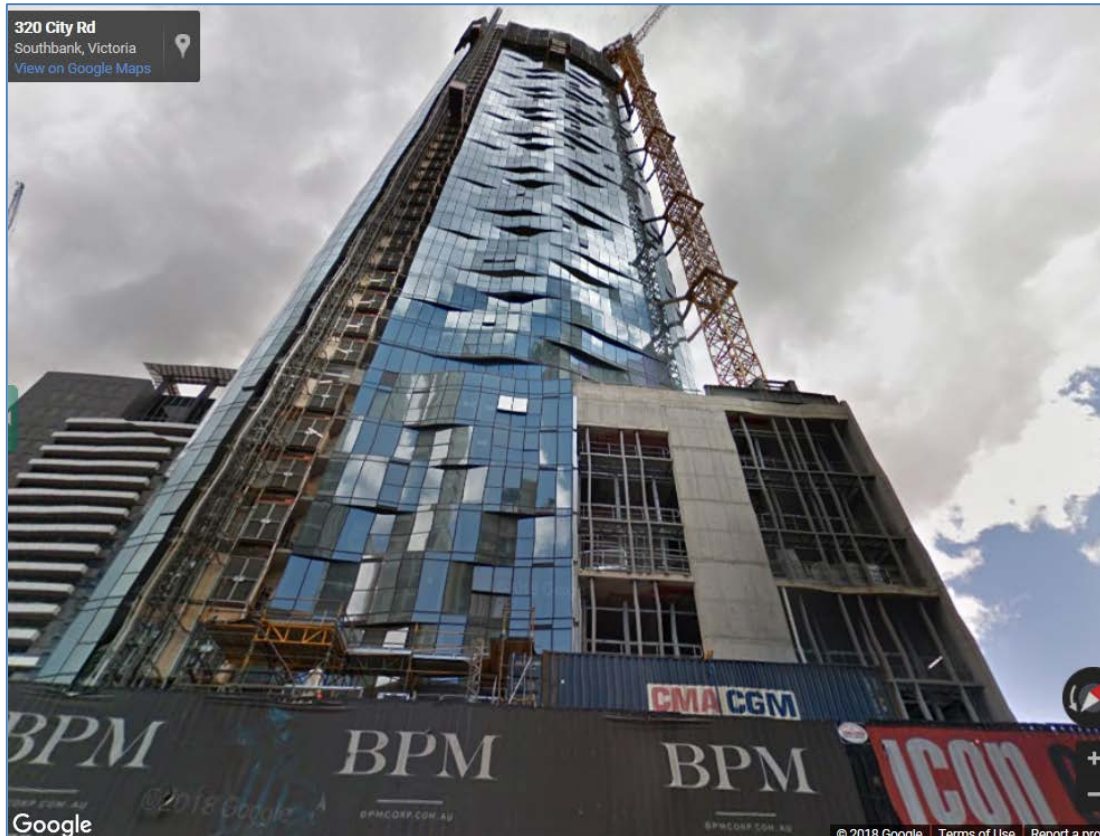


Subject site with 285 City Road behind, built to boundary. Source Google Street view May 2018



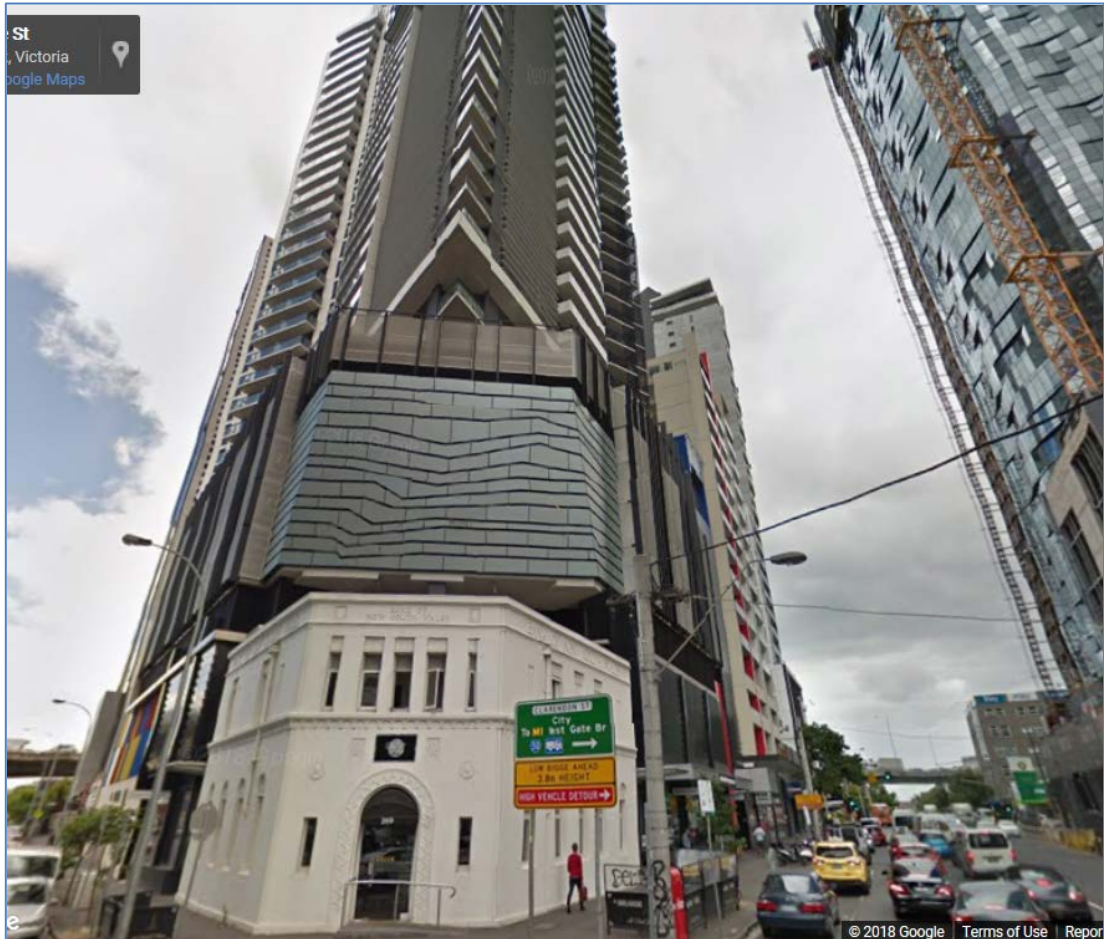
Rear of subject site with 285 City Road behind, built to laneway/ easement, Source Google Street view

To the north of the subject site, on the opposite side of City Road, 312-320 City Road, (corner of City Road and Clarendon Street), planning permit TPM-2010-31 (2010/0028426) was issued by the Minister for Planning on 9 September 2011 allowing a multi-storey mixed use building. Above level 9, the setback of the tower from City Road and Clarendon Streets ranges from zero at the corner to a maximum of 4.8 m from Clarendon Street (average of 3950 mm) and a maximum of 3500 mm from City Road (average of 2750 mm). Council's response to the Minister for Planning regarding this application raised concerns about inadequate setbacks from Clarendon Street and City Road.



312-320 City Road, source Google Street view May 2018

To the north-east of the subject site, on the south-west corner of Clarke Street and City Road, 269-283 City Road, is a 41 storey building occupied by 'The Bank' apartments, rising above a retained two storey Victorian building. Part of the west boundary of this site adjoins the subject site. The tower is approximately 128 metres in height to the rooftop and approximately 136 metres to the top of the lift motor room. Tower setbacks from Clarke Street are approximately 5.4 m from City Road to the facade and approximately 4.7 metres to balcony edges. At level 30-37, this setback reduces to approximately 3.5 metres.



Corner Clarke and City Road 269 City Rd, source Google Street view

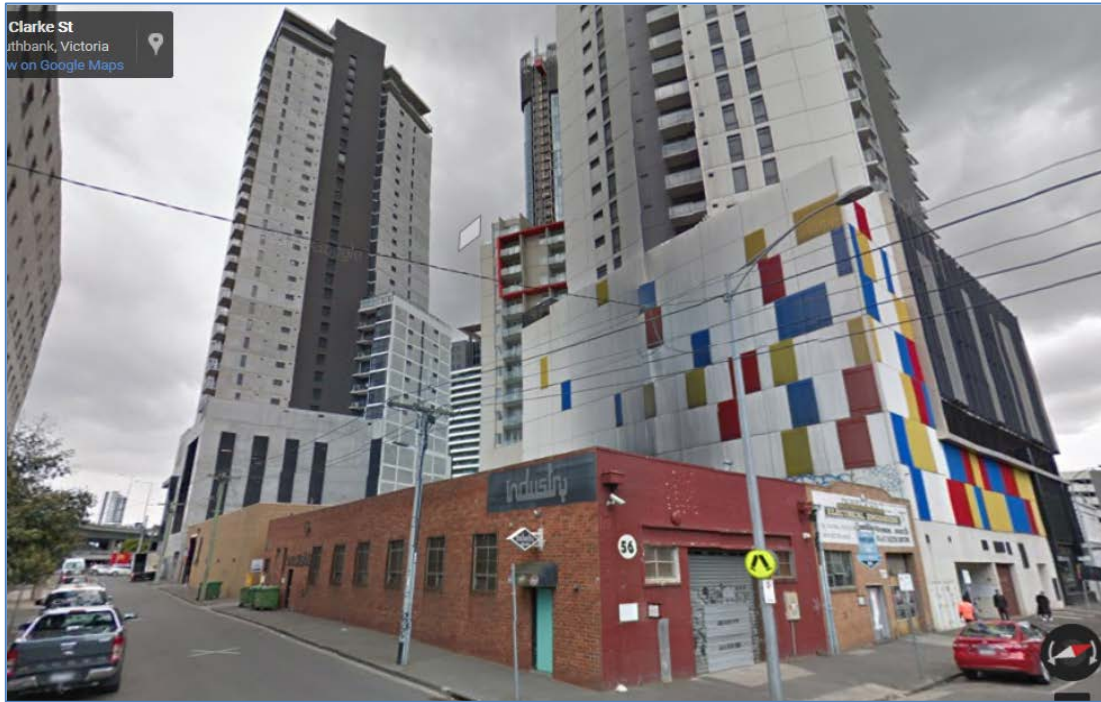
East

Toward the rear to the east of the subject site, at 54-56 Clarke Street (corner of Hancock Street) is currently occupied by two single storey buildings. Planning Permit 2013/005973 was issued by the Minister for Planning on 19 December 2013 and allows demolition of the existing buildings and construction of a multi-storey residential tower. The endorsed plans show a 74 storey building with minimal setbacks from Clarke and Hancock Streets.

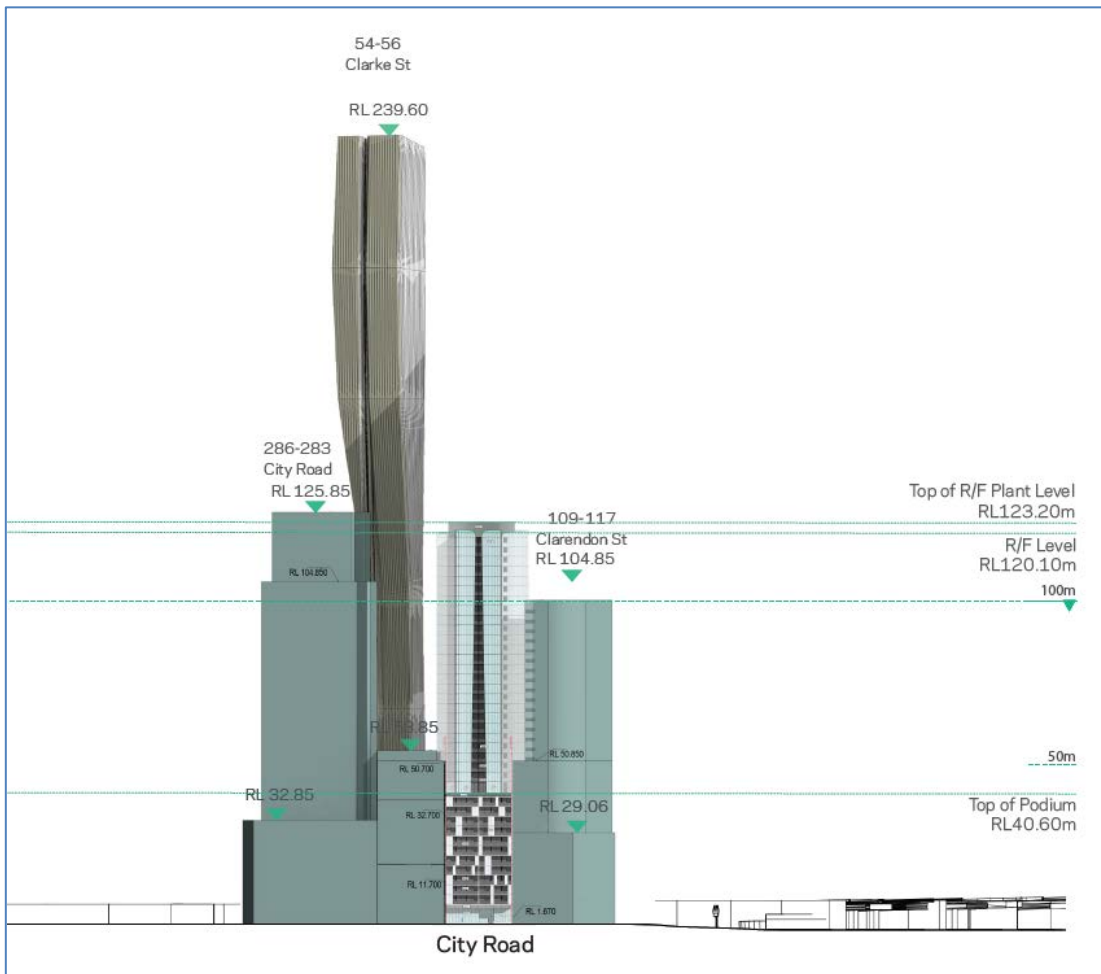
The City of Melbourne did not support the application for a variety of reasons, including the following:

'The subject site is not a landmark or gateway site in any significant sense that can justify the additional height above that sought by the DDO'. The site was (and is) in an area where a 100 m discretionary height control applies.

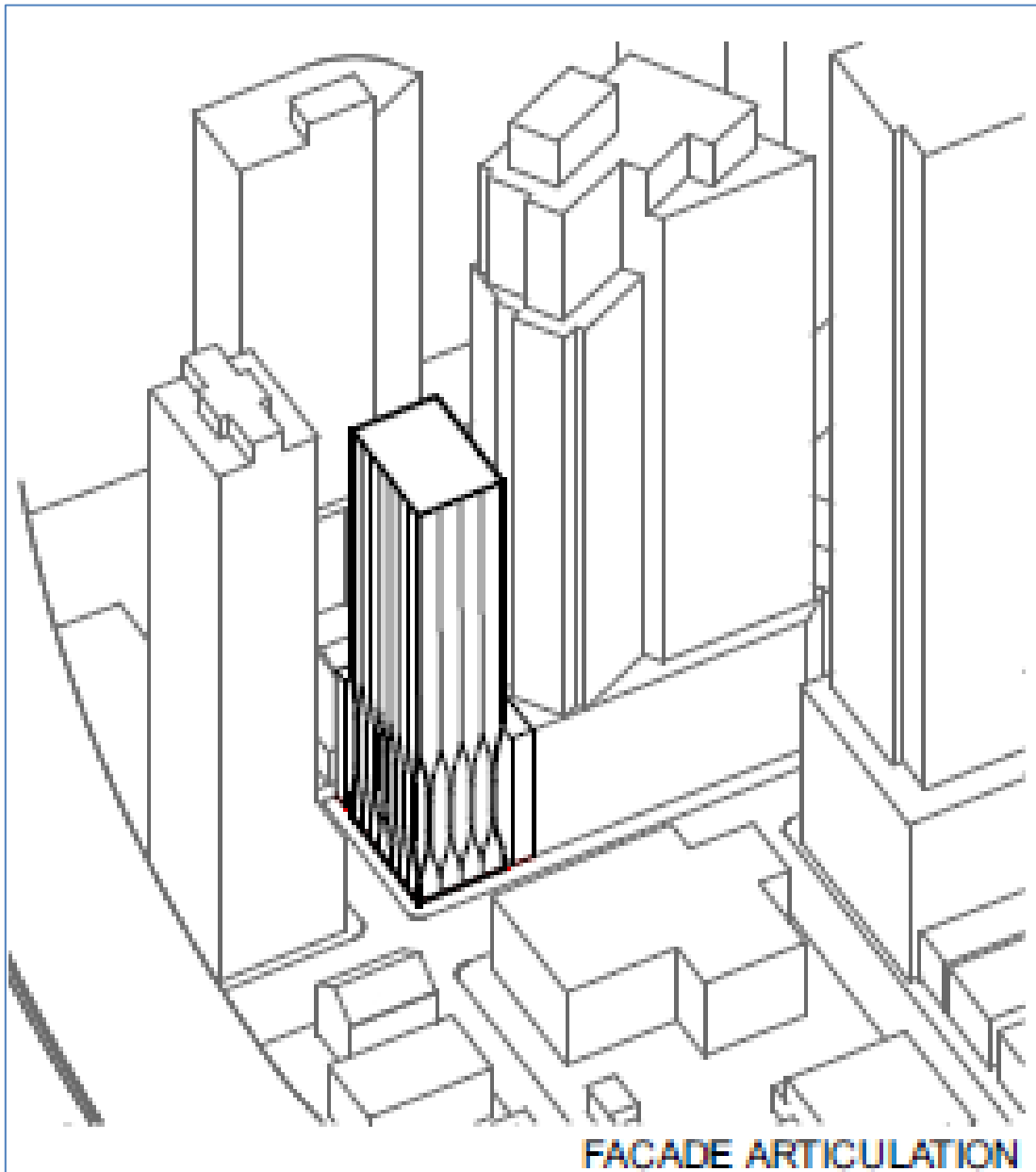
A new planning application (TP-2018-570) for 54-56 Clarke Street, Southbank has been lodged with the City of Melbourne on 10 July 2018 for a 24 storey building. This planning application is under consideration at the time of drafting this report.



54-56 Clarke Street, source Google Street view



54-56 Clarke Street 74 storey approved building (not constructed)



Indicative view of proposed building at 54-56 Clarke Street TP-2018-570 application lodged for a 21 storey apartment building.

South and South-East

South of the subject site, at 39 Hancock Street planning permit TP-2016-274 was issued on 23 October 2017 at the direction of VCAT for the demolition of the existing building and development of a multi-storey mixed use development. The building is to have a 40 metre high podium (10 levels) and overall 36 levels (total height of approximately 100m).

South-east of the subject site, at 58 Clarke Street (south-west corner of Hancock and Clarke Streets) planning permit TP-2010-740 issued on 8 February 2011 allows for 36 storey apartment building (Habitat), approximately 110 metres in height. Tower setbacks, at level 8 and above are 4 metres from Hancock Street and 2.1 metres from Clarke Street.

2 THE PROPOSAL

The most current set of plans referred to the City of Melbourne for comment were received on 28 June 2018.

The application as shown on the revised plans proposes the following:

Dwelling	Total number of dwellings: 212 One bedroom apartments: 54 - 25% Two bedroom apartments: 136 - 64% Three bedroom apartments: 22 - 10% Storage Cages: 387
Retail	152sqm retail tenancy at ground floor level to City Road Two retail tenancies at ground level to Hancock Street; 64sqm and 82sqm, 146sqm. A total of 298sqm of retail floor area.
Building height	Approximately 118.5m (123.1m to rooftop plant) 38 levels
Podium height	Approximately 39 metres (11 levels)
Front, side and rear setbacks	<u>North (City Road)</u> The podium wall is setback 1.35m with balconies to the road frontage. The tower (level 12 and above) is generally set back 5 metres from City Road. <u>South (Hancock Street)</u> The tower is set back 2 metres. <u>East</u> Tower is set back 3 metres from east boundary at City Road end of site and 8.3 metres at Hancock street end. <u>West</u> Tower is set back 3.38 m from west boundary at City Road end of site and 2.38 metres at Hancock Street end.
Gross floor area (GFA)	25,991 square metres.
Plot ratio	22.6:1 (site area 1,150m ² / GFA)
Ground floor	Includes lobby and retail space to City Road, retail to Hancock Street, services, waste room, loading bay and car access from Hancock Street. Canopies are proposed over Hancock and City Road frontages.
Level 1	Includes two apartments facing City Road and two apartments facing Hancock Street. Ten mechanical car parking spaces and 105 bike spaces.
Levels 2-10	Each level includes two apartments facing City Rd and two apartments facing Hancock Street. Car parking 10 per floor (90) and 43 per floor (387) resident lockers.
Level 11	Includes two apartments facing City Road and two apartments facing Hancock Street. Plant rooms.
Level 12	Is occupied by communal facilities including outdoor terraces to City Road and Hancock Street, a cinema and gymnasium.
Levels 13-15	Each level is occupied by 2 apartments facing City Road, 4 facing Hancock Street.
Levels 16- 33	Each level is occupied by 2 apartments facing City Road, 4 facing Hancock Street and one facing east.
Level 34 - 37	One three bedroom apartment facing City Road, 4 facing Hancock Street and one facing east.
Car parking spaces	100 spaces over 10 podium levels (1-10), accessed via car lifts, off Hancock Street.
Bicycle facilities and spaces	107 spaces: ground (2) and level 1 (105)
Loading/unloading	A loading bay/waste storage area is located off Hancock Street.
Vehicle access	Vehicle access is from Hancock Street to car lifts.
Materials/finishes and landscaping	Finishes to the podium include 'Danpalon' panels and spandrel glass. Tower finishes include precast concrete panels and a number of different types of glazing. Some landscaping is to be provided at level 8, adjacent to outdoor

area and the gymnasium.

3 BACKGROUND

3.1 Pre-application discussions

There have been a number of meetings with Council, DELWP and the applicant prior to lodgement and throughout the application process.

3.2 Site History

There are no previous applications for the subject site however the following is noted in regard to the current application.

The application and plans referred to the City of Melbourne (CoM) for comment were originally received on 3 September 2015.

The applicant was advised that the original application was not supported by DELWP or CoM. On the 12 October 2015 the applicant emailed DELWP and CoM and requested that the application be put on hold and that a meeting be arranged to discuss a way forward.

On several occasions plans have been informally submitted for comment.

On 7 December 2016 DELWP received 'informally substituted plans'. DELWP requested further information in relation to these plans on 15 December 2016.

On 16 October 2017, following a number of meetings between CoM, DELWP and the permit applicant, additional information and a revised development scheme were submitted. These plans have been referred for information / discussion purposes. Again a number of issues were raised and further information was requested by DELWP and CoM. The further information was received on 28 June 2018 and these plans form the basis of the assessment of this report.

In regard to the surrounding area a number of permits have been issued, some of which are yet to be acted upon or are under construction, for towers on adjoining properties. A summary of these approvals is provided below:

Address	Permit	Date issued	Height to roof level	Building Status
312-320 City Road	TPM-2010-31	Minister 9.09.2011	42 levels or 140m	complete
109 Clarendon Street	TP-2002-1057	VCAT 19.03.2010	34 levels or 100m	complete
285 City Road	TP-2001-389	CoM 18.09.2001	17 levels or 50m	complete
269-283 City Road	TPM-2007-47	Minister 11.04.2008	42 levels or 128m	complete
54-56 Clarke St	TPM-2013-13	Minister 19.12.2013	74 levels	not commenced
54-56 Clarke St	TP-2018-570	CoM	25 levels or 80m	under assessment
58 Clarke Street	TP-2010-740	CoM 8.02.2011	35 levels or 100m	complete

39 Hancock Street	TP-2016-274	VCAT 23.10.2017	35 levels or 100m	not commenced
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4 PLANNING SCHEME PROVISIONS

4.1 Planning Scheme Amendments

4.1.1 Planning Scheme Amendments C262 and C270 (Central City Built Form Review)

Planning Scheme Amendments C262 and C270 involved a significant review of built form controls for the central city and Southbank.

The amendments included transitional provisions for applications lodged before the introduction of the new controls into the Melbourne Planning Scheme.

As this application was lodged prior to the gazettal of amendments C262 and C270 the requirements of DDO10 do not apply.

4.1.3 Planning Scheme Amendment VC136 Better Apartments Design Standards

The application was lodged prior to the gazettal of the Better Apartments Design Standards which occurred on 13 April 2017.

The transitional provisions state that Clause 58 does not apply to an application for a planning permit lodged before the approval date of Amendment VC136.

Therefore Clause 58 does not apply and the historic Better Design Guidelines for Residential Development form the basis of this assessment.

4.1.4 Planning Scheme Amendment VC148

Amendment VC148, gazetted on 31 July 2018, was a comprehensive update of the Victorian Planning Provisions (VPP) and sought to add clarity to planning schemes by simplifying and improving their structure, function and operation, and was largely policy neutral.

4.2 Planning Scheme provisions

The following provisions of the Melbourne Planning Scheme apply:

State Planning Policies	<ul style="list-style-type: none"> • Clause 15.01-2, Urban design principles (includes reference to the <i>Design Guidelines for Higher Density Residential Development</i>) • Clause 15 Built Environment and Heritage • Clause 15.01-1S Urban Design • Clause 15.01-1R Urban Design – Metropolitan Melbourne • Clause 15.01-2S Building Design • Clause 15.02-1S, Energy and resource efficiency • Clause 16.01-2S, Location of residential development • Clause 16.01-3S Housing diversity • Clause 16.01-4S housing affordability • Clause 18.02-1S Sustainable personal transport • Clause 18.02-2S Public Transport • Clause 18.02-4S Car parking
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Municipal Strategic Statement	<ul style="list-style-type: none"> • Clause 21.03 Vision • Clause 21.04-1.2 Urban Renewal Areas • Clause 21.04-2 Growth • Clause 21.06- 1 Urban Design • Clause 21.06- 3 Sustainable development • Clause 21.07 Housing • Clause 21.13-1 Southbank
Local Planning Policies	<ul style="list-style-type: none"> • Clause 22.01, Urban Design within the Capital City Zone • Clause 22.02, Sunlight to Public Spaces • Clause 22.19, Energy, Water and Waste Efficiency • Clause 22.23 Stormwater Management (Water Sensitive Urban Design)

Statutory Controls	
Capital City Zone Schedule 3 (Southbank)	<p>Pursuant to Clause 37.04-1 and 1.0 of CCZ3, a planning permit is not required to use the land for accommodation, retail premises or office.</p> <p>Pursuant to Clause 37.04-4 and 3.0, 4.0 of CCZ3, a permit is required to construct a building or construct or carry out works, and to demolish or remove a building or works.</p>
Design and Development Overlay, Clause 43.02	<p>Pursuant to Clause 43.02-2 a permit is required to construct a building or construct or carry out works. This does not apply if a schedule to the overlay specifically states that a permit is not required</p>
Design and Development Overlay Schedule 1 (Area 3) – Active Street Frontages	<p>The City Rd frontage of the site is subject to the overlay.</p> <p>The provisions of the overlay relate to the provision of pedestrian oriented ground floor frontages.</p> <p>Pursuant to Clause 3.0, a permit is not required under this overlay for buildings and works, other than at ground level. A permit is required under this overlay.</p>
Design and Development Overlay Schedule 3 – Traffic Conflict Frontage	<p>The City Road frontage of the site is subject to this overlay. Design objectives relate to matters including discouraging further access to off-street car parking across such frontages. No permit is required under this overlay, other than to carry out buildings or works associated with the creation or alteration of a crossover or vehicle access way. No such works are proposed. Therefore, no permit is required under this overlay.</p>
Design and Development Schedule 60 (Southbank, Area 3)	<p>At the time the application was made the following was applicable.</p> <p>Pursuant to Clause 43.02-2, a permit is required to construct a building or construct or carry out works.</p> <p>The subject site is located within Area 3 – Southbank Central Interface.</p> <p>Table 1 sets out a maximum building height for Area 3 of 100 metres. It also includes the following built form outcomes:</p>

	<ul style="list-style-type: none"> • ‘Buildings that provide an appropriate transition to development in adjoining Areas to the south, west and east. • Buildings that do not dominate urban form in adjoining Areas. • The maintenance of the dominant streetscape scale.’ <p>Table 2 sets out the following relevant building design features:</p> <ul style="list-style-type: none"> • ‘Podium heights should not exceed 30 metres • 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 setback of towers in this case should be 10 metres • Development above a podium should be a minimum of 10 metres from the front, side and rear boundaries • The ground floor of a building should have a floor to ceiling height of at least 4 metres’ <p>NB. As stated in Section 1.3 above, DDO10 has been adopted into the planning scheme, but transitional arrangements mean that the above DDO60-A3 (100m discretionary height control) is still applicable.</p>
<p>Clause 45.09 Parking Overlay Schedule 1 (Capital City Zone – Outside the Retail Core)</p>	<p>Pursuant to Clause 52.06-2, ‘before a new use commences, the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be provided to the satisfaction of the responsible authority’.</p> <p>2.0, Permit requirements, of PO1 states that a permit is required to provide car parking spaces in excess of the car parking rates in Clause 3.0.</p> <p>3.0, Number of car spaces required, of PO1 states that, ‘where a site is used partly for dwellings and partly for other uses, the maximum number of spaces allowed:</p> <ul style="list-style-type: none"> • for that part of the site devoted to dwellings (including common areas serving the dwellings) must not exceed one (1) space per dwelling. • for that part of the site devoted to other uses, (excluding common areas serving the dwellings) must not exceed the number calculated using one of the following formulas: <p style="padding-left: 40px;">5 x net floor area of buildings on that part of the site in sqm / 1000 sqm</p> <p style="padding-left: 40px;">Or 12 x that part of the site in sqm / 1000 sqm</p> <p>The proposal provides 178 car spaces for 212 dwellings and no car parking for the retail premises. Therefore, no planning permit is required pursuant to PO1.</p>

Particular Provisions	
<p>Clause 52.06, Car Parking</p>	<p>Refer above regarding car parking rates.</p> <p>Clause 52.06-8 requires that plans must be prepared to the satisfaction of the Responsible Authority before a new use commences.</p>
<p>Clause 52.29, Land adjacent to</p>	<p>City Road is a Road Zone, Category 1. Pursuant to Clause 52.29, a permit is required to create or alter access to such a road. No such</p>

a Road Zone, Category 1	changes are proposed. Therefore, no permit is required under this clause.
Clause 52.34, Bicycle Facilities	<p>Pursuant to Clause 52.34-2, a permit is required to reduce or waive any requirement of Clause 52.34-3 and 52.34-4.</p> <p>Table 1 of Clause 52.34-3 specifies the following relevant rates:</p> <ul style="list-style-type: none"> • Dwelling - 1 resident space to each 5 dwellings and 1 visitor space to each 10 dwellings in developments of four or more storeys • Retail promises – 1 employee space to each 300 square metres of leasable floor area and 1 visitor spaces to each 500 square metres of leasable floor area. <p>Based on the above rates, the proposal requires:</p> <ul style="list-style-type: none"> • 42 resident spaces for the dwellings • 21 visitor spaces for the dwellings • 0 employee space for the retail premises <p>The proposal includes 108 spaces for residents where 63 are required. Therefore, no planning permit is required pursuant to Clause 52.34.</p>
Clause 52.35, Urban Context Report and Design Response for Residential Development of Four or More Storeys	<p>An application for a residential development of five or more storeys within must be accompanied by:</p> <ul style="list-style-type: none"> • An urban context report. • A design response.
Clause 52.36, Integrated Public Transport Planning	An application for an excess of 60 dwellings must be referred to PTV for comment. This referral is the responsibility of DELWP.

General Provisions	
Clause 61.01 – Administration and enforcement of this scheme	<ul style="list-style-type: none"> • 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 / the site is listed in the schedule to Clause 61.01 of the Melbourne Planning Scheme (which specifies the Minister for Planning as the responsible authority for administering and enforcing the Scheme). • Clause 65, Decision Guidelines. • Clause 66, Referral and Notice Provisions.

5 PUBLIC NOTIFICATION

The Department of Land, Water and Planning have sought comments on the application from the City of Melbourne.

Public notice of the application is the responsibility of the Department of Environment, Land, Water and Planning acting on behalf of the Minister for Planning.

6 REFERRALS

The various iterations of plans and current proposal have been referred to relevant internal departments. Comments are summarised/set out below.

- Urban Design
- Engineering
- Land Survey
- Urban Forest and Ecology.

Urban Design

The City of Melbourne's Urban Design team made the following comments (summarised):

- The podium height to City Road is supported, which appears to respond sufficiently to the varied heights of adjacent podium elements.
- The podium height to Hancock Street, in combination with the setback significantly reduces the quality of space within Hancock Street. A height which responds to the adjacent 'shoulder' of 109 City Road is strongly preferred, with a minimum setback of 5m to reduce the dominance of the tower within this narrow streetscape.
- The setbacks from the neighbouring tower to the west for a building of this height still represents a concern, however this tower orients a core in an easterly direction.
- Positively most apartments are oriented toward a street front.
- The ground floor level is supported.
- The management of services and parking at ground level is supported, along with the retail tenancies to Hancock Street. The retail should wrap the corner to both sides to provide surveillance to adjacent service areas. A secure gate or similar should be fitted to the street edge of the parking area to avoid the creation of an entrapment space.
- Support the sliding screen treatment to the podium.
- Encourage further 'thickening' of the building base to reinforce the pedestrian scale, and offset the glass tower above. A stronger connection between the podium design and ground level treatment to avoid the appearance of a 'floating podium' above a fully glazed ground level. Fins, pilasters or other treatments might assist with this effect whilst maintaining activation.

Traffic Engineering

Car Parking Layout and Access

Given that the proposed parking provision is below the maximum of 216 spaces permitted under the Melbourne Planning Scheme (MPS), ES has no objection to this provision.

Bicycle Parking

ES has no objection to the proposed provision of 107 bicycle spaces, which exceeds the MPS requirement for 67 spaces. The design/dimensions of the bicycle parking comply with the relevant Australian Standards or Bicycle Network guidelines.

Motorcycle Parking

ES requests the provision of motorcycle parking in excess of the MPS requirements, in order to promote this sustainable transport mode and meet the likely demand. Our motorcycle parking requirements are for 1 motorcycle space per 50 car parking spaces, with the car parking spaces calculated as the greater of the number of:

- Car parking spaces required (*or permitted in the case of a maximum rate*) by the MPS; or
- Car parking spaces proposed.

Considering the MPS maximum limitation of 216 car parking spaces, it is requested that at least 4 motorcycle spaces be provided.

Loading

A Loading Management Plan (LMP) should be prepared to the satisfaction of ES, in order to address the likely conflicts between loading vehicles & cars accessing/egressing both the subject site and PSA. A signalling system may be required.

Infrastructure Engineering

The City of Melbourne's Infrastructure team recommended the following in regard to the proposed development:

- Any works within the road reserve of City Road, an arterial road, requires the written consent of VicRoads, the Coordinating Road Authority.
- The proposed building has a 830mm wide setback from the laneway, Sm0243. The widened portion of the laneway forms part of the public road and it should be vested in Council as a road, prior to the occupation of the development.
- Do not support the outward opening door from staircase projecting into the widened part of the laneway.
- A power pole is located within the eastern vehicle crossing in Hancock Street. The power pole should be relocated to the satisfaction of the Responsible Authority.
- All projections over the street alignment must conform to Building Regulations 2006, Part 5, Sections 505 to 514 as appropriate.
- The canopies in City Road should be designed with a setback allowing provision of new trees in City Road.

Waste management

The proposed Waste Management Plan has been reviewed by the City of Melbourne's Waste Services team who do not support the current proposal. Following ongoing discussions with the applicant Council officers have advised that the WMP can be supported providing that the following issues are addressed:

- The development will be serviced by a Council Medium Rigid Vehicle MRV. Confirmation that there is adequate height clearance for the MRV from the entry point up to the point of collection must be provided.
- Revised swept path diagrams which show that the Council MRV can reverse into the development and then drive out in a forward direction, the diagrams must also factor in height clearances.
- A revised hard waste area which must not impede movement of the bins.
- A commercial waste area is required and must be kept in a separate room from the residential waste – bins are not to be shared.
- A minimum of 6x1100L bins are to be used for garbage and the same for recycling – to be collected 3 times per week. This capacity is slightly under the development's entitlement. If the development finds that they need an extra bin, Council will provide it on request.

The above requirements were also discussed with the City of Melbourne's Traffic Engineers who supported this arrangement subject to confirmation that the appropriate vehicle movements can be undertaken.

Land Survey

The City of Melbourne's Land Survey team made the following comments:

Any canopy/projection which projects beyond title boundary over a road must comply with Council's Road Encroachment Guidelines and may require a Section 173 agreement to indemnify Council against any claims.

Doors opening out over Council roads (including adjoining Corporation Lane) must be deleted.

Urban Forest and Ecology

Previous Urban Forest comments identified the potential for conflict between a proposed building canopy and future street tree planting. The revision in the canopy width identified in the revised plans and commentary (28 June 2018) is considered sufficient to allow for future planting.

Construction requirements, specifically construction traffic management and machinery locations, are likely to inform potential impacts on public tree asset 1030523 (mature English Oak), which is located on City Road, adjacent to the subject site. However, the construction requirements will not be known until a builder is engaged. As such, the submission of a Tree Protection Plan will be more appropriately aligned to CMP conditions.

In accordance with the South Bank Urban Forest Precinct Plan both City Road and Hancock Street are identified for future tree planting. The applicant has acknowledge this and identified acceptance of a condition relating to street tree planting in relation to a landscaping.

A number of conditions reflect the comments above and should be included on any permit issued.

7 ASSESSMENT

The key issues in the consideration of this application are:

- Demolition
- Height and setbacks
- Street trees and canopies to City Road and Hancock Street
- Wind and canopies to City Road and Hancock Street
- Parking, Traffic, Civil and Waste
- Urban Design
- Site contamination
- Sustainability

7.1 Demolition

Clause 4.0 of Schedule 3 to the Capital City Zone provides that, before deciding on an application to demolish or remove a building, the responsible authority may require an agreement pursuant to Section 173 of the Planning and Environment Act 1987 between the landowner and the responsible authority, requiring as appropriate:

- Temporary works on the vacant site should it remain vacant for 6 months after completion of the demolition.
- Temporary works on the vacant site where demolition or construction activity has ceased for 6 months, or an aggregate of 6 months, after commencement of the construction.

Given that the site is to be completely cleared there is a possibility it may be left vacant for a protracted period, leading to two de-activated frontages for this site. Therefore it is warranted that an agreement pursuant to Section 173 of the Planning and Environment Act 1987 is required as a condition of permit.

The building is not of heritage value and, subject to conditions, the proposed demolition is considered acceptable having regard to Schedule 3 to the Capital City Zone.

7.2 Height and setbacks

Tower Height

The site is located within DDO60 (Area 3) – Southbank Central Interface with the following controls:

Table 1 sets out a maximum building height for Area 3 of 100 metres. It also includes the following built form outcomes:

- ‘Buildings that provide an appropriate transition to development in adjoining areas to the south, west and east.
- Buildings that do not dominate urban form in adjoining areas.
- The maintenance of the dominant streetscape scale.’

The proposed height of the building to the parapet is 118 metres and to the top of the roof plant is 123 metres. There are a number of constructed and approved towers within the immediate vicinity.

Council’s Urban Design department has commented that:

Consistent with previous advice, the proposal now sits below the height of 273 City Road, and could be considered to provide an appropriate transition to the heights of the surrounding urban block. We note in this context that 54 Clarke Street is not structurally viable, and an amended proposal has been lodged for a lower scale (21 storeys).

There are a number of existing towers in the immediate area ranging from 100 to 140 metres high. The proposed tower fits within this existing skyline. The proposed height complies with the DDO60 built form outcomes and is supported.

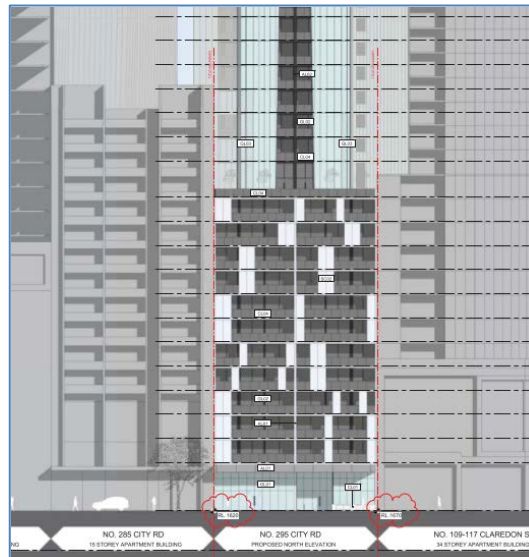
Podium Height and Tower Setbacks from City Road and Hancock Street

Table 2 of DDO60 sets out the following relevant building design features:

- ‘Podium heights should not exceed 30 metres.
- 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 setback of towers in this case should be 10 metres.
- Development above a podium should be a minimum of 10 metres from the front, side and rear boundaries.
- The ground floor of a building should have a floor to ceiling height of at least 4 metres’.

The podium height to City Road is approximately 39 metres and to the balustrade is approximately 40 metres. Council’s Urban Design department has commented:

The podium height to City Road is supported, which appears to respond sufficiently to the varied heights of adjacent podium elements.

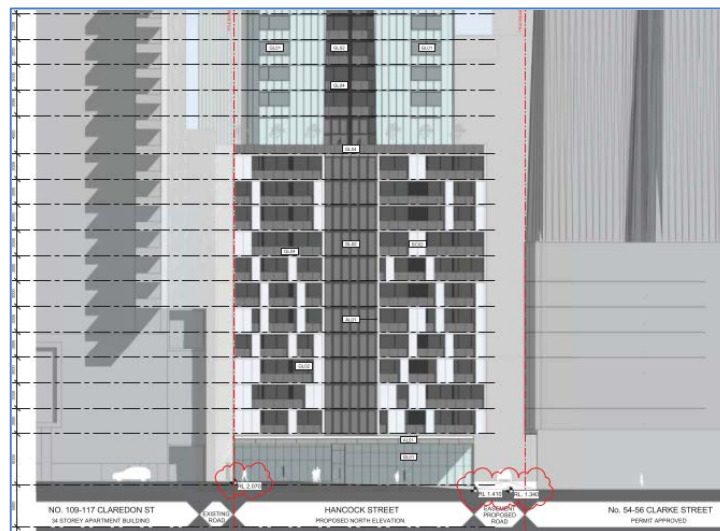


Podium City Road

The 5 metre setback of the tower to City Road is appropriate to the urban context noting this setback is greater than the two adjoining buildings and is supported in its current form.

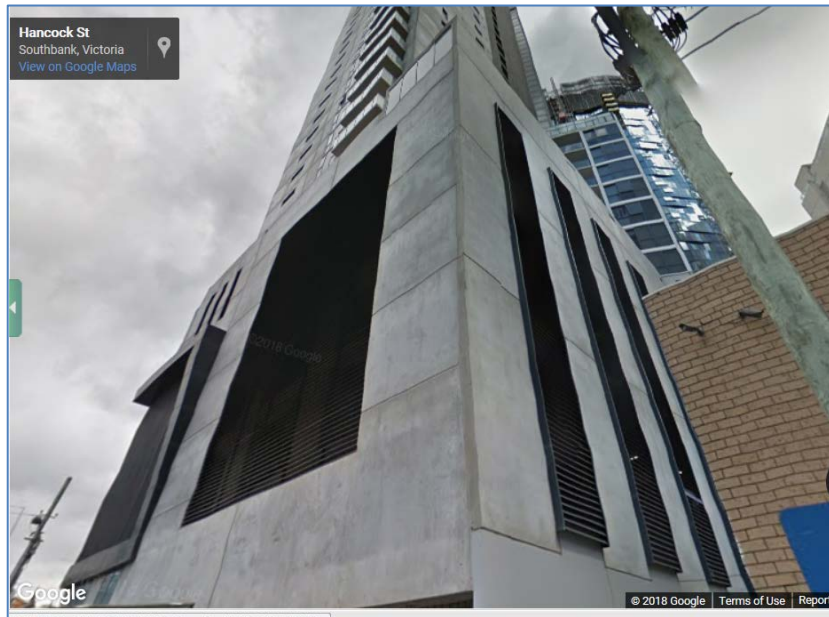
The podium height to Hancock Street is approximately 39 metres and to the balustrade is approximately 40 metres. The tower is setback 2 metres from Hancock Street above the podium. Council's Urban Design department has commented:

The podium height to Hancock Street, in combination with the setback significantly reduces the quality of space within Hancock Street. A height which responds to the adjacent 'shoulder' of 109 City Road is strongly preferred, with a minimum setback of 5m to reduce the dominance of the tower within this narrow streetscape.



Podium Hancock Street

The height of the adjacent 'shoulder' of 109 City Road is approximately 20.5 metres high or six storeys. It is noted that the 109 City Rd (Hancock Street) podium is not activated and, although the tower above provides a 4 metre setback to the subject site, the tower is setback 1.2 metres (the balconies have a zero setback) from Hancock Street. In contrast, the proposed 40 metre high podium is activated with retail at ground level, apartments above and the tower is setback 2 metres.



Podium 109 Clarendon Street source: Street view May 2018

DDO60 states that podium heights should not exceed 30 metres and developments above the podium should be a minimum of 10 metres from the front, side and rear boundaries. These requirements are to achieve the following relevant built form outcomes:

- a human scale
- provide an appropriate level of street enclosure having regard to the width of the street
- consistent with the heights and setbacks of adjoining building podiums.

The activation of the proposed podium contributes to providing a human scale to the streetscape. In addition to this, canopies have been introduced to both City Road and Hancock Street to promote a sense of street enclosure and human scale at ground level in response to previous comments from Council's Urban Design department.

The heights and setbacks of other adjoining buildings include:

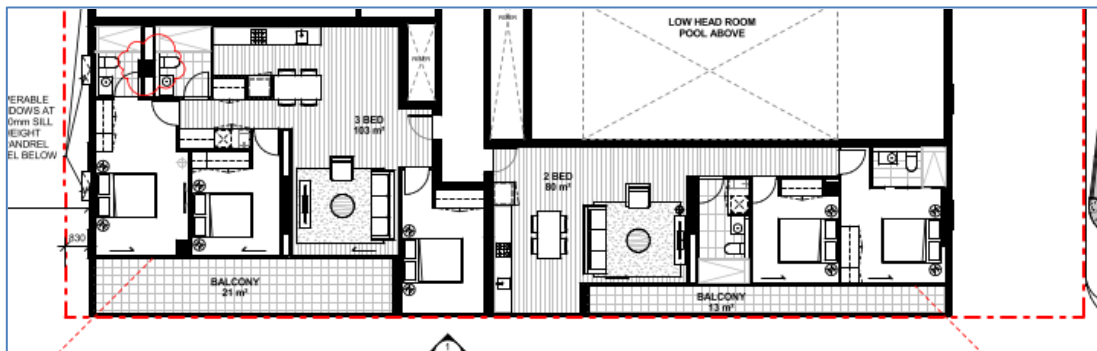
- to the east at 51-65 Clarke Street, a permit has been issued for the adjoining property which allows for a 'twisting tower' form with setbacks from Hancock Street ranging from zero to 3 metres, without the presence of a typical podium. A new proposal (TP-2018-570) has been lodged with the City of Melbourne for a 24 storey building, approximately 80 metres high, with no setback to the street on the corner of Clarke and Hancock Streets, from level 6 and above the tower sets in 3.4 metres from the western boundary (or 5 metres from the centre line of the laneway) and 5 metres from the northern boundary, DDO10 applies to this application.
- To the south of the subject site at 35-51 Hancock Street, TP-2016-274 was issued on 23 October 2017 at the direction of VCAT which allows for a podium of 13 levels (approximately 40.5 metres high) with the tower element setback 5 metres above the podium, in accordance with DDO10.



TP-2016-274 35-51 Hancock Street plan and elevation

It is noted that podium heights vary along Hancock Street, from 20 metres to 40 metres and tower setbacks vary from zero to 5 metres.

A potential reduction in height of the podium and or increased setback of the tower above, in this instance, is not considered warranted having regard to the approved character within the streetscape and noting that a reduction in height of the podium would likely to have flow on impacts on the positive Urban Design outcomes currently being achieved including the apartment sleeve in-front of the car parking areas.



Podium floor plan of southern area.

Given the above, it is considered that the proposed podium height and tower setback to Hancock Street meet the relevant built form outcomes of DDO60 and can be supported as the proposed built form is consistent with the existing and emerging adjacent approved built form and will provide a human scale to the streetscape with the use of an activated façade and a canopy.



Applicant 3D image Hancock Street

East Tower Setbacks and Tower Separation

The northern section of the tower along the eastern boundary is setback 3 metres and the adjoining building to the east is setback between zero (balconies) and 2.2m from the subject site boundaries.

The southern section of the tower along the eastern boundary is setback 8.3 metres from the eastern boundary.

DDO60 requires that towers should be setback 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 setback of towers in this case should be 10 metres. The built form outcomes require that towers are designed and spaced to:

- Equitably distribute access to an outlook, sunlight between towers and to ensure adequate sun penetration at street level.
- Ensure habitable room windows do not directly face one another and that consideration has been given to the development potential of adjoining lots.
- Ensure the sunlight, good daylight and privacy and an outlook from habitable rooms for both existing and proposed development can be provided.
- Encourage the reasonable sharing of access to daylight and an outlook and the mitigation of wind effects.

- Ensure buildings do not appear as a continuous wall at street level.

The south eastern tower has a setback of 8.3 metres to the eastern boundary with the living areas of those apartments generally orientated to the south. This arrangement provides good daylight, privacy and outlook for the proposed apartments and provides adequate development opportunity for the site to the east. A current planning application, TP-2018-570 for the property to the east, 54-56 Clarke Street, proposes the tower to be setback 3.4 metres above a 5 level podium, with an apartment orientated to the west. This provides a potential separation between towers of 11.7 metres which meets the discretionary minimum requirement of 10 metres.



Tower setback above podium TP-2018-570 54-56 Clarke Street

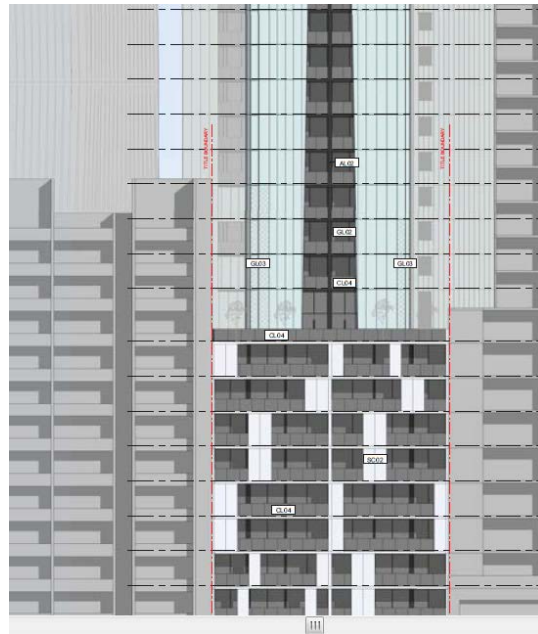
The proposed 8.3 metre setback will ensure that some separation between towers is maintained along Hancock Street to avoid the buildings appearing as one continuous wall.

Given the above, the proposed south eastern tower setback is in accordance with DDO60 and can be supported in this context.

The north eastern tower is proposed to be setback 3 metres from the eastern boundary while the adjoining tower to the east has minimal setbacks from zero to 2.2 metres. This provides a tower separation of 3 to 5.2 metres. To achieve a 20 metre or even a 10 metre separation would be onerous on the subject site. Within the proposed tower footprint the apartments' principal living areas are orientated to the north and south respectively and do not rely on an outlook to the east. These apartments will therefore have good access to daylight, privacy and an outlook from living areas.

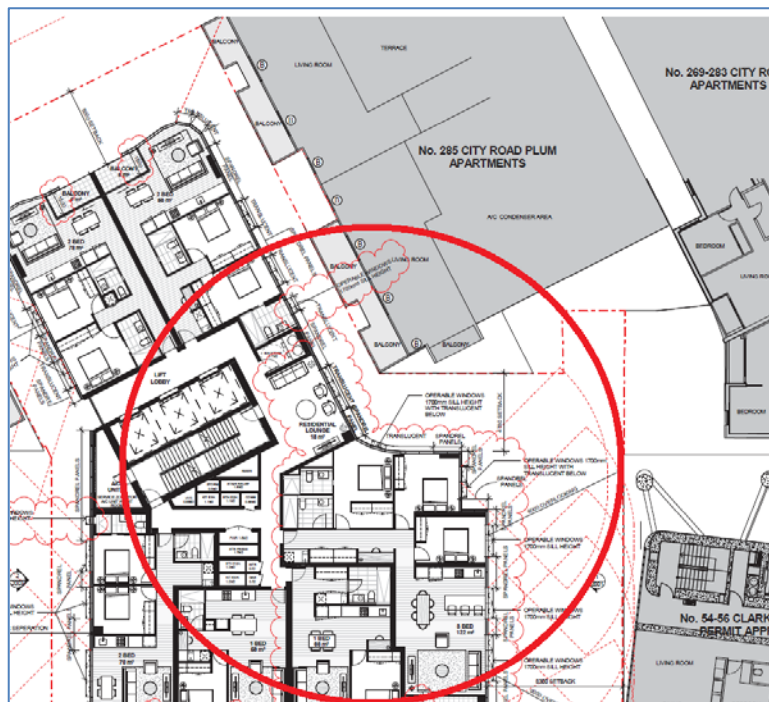
The proposal does not meet the discretionary 10 metre separation between towers however a requirement of DDO60 recognises that this can be varied if there is an inequitable tower setback on a neighbouring site, which is the case. The built form outcomes of DDO60 also require that the towers do not appear as a continual wall of buildings. It is noted that the adjoining building to the east is 17 levels and therefore this narrow 3 to 5.2 metre gap only occurs for two levels and then opens out to avoid a wall of buildings along the City Road streetscape.

Given the above, the proposed north eastern tower setback is in accordance with DDO60 and can be supported in this context.

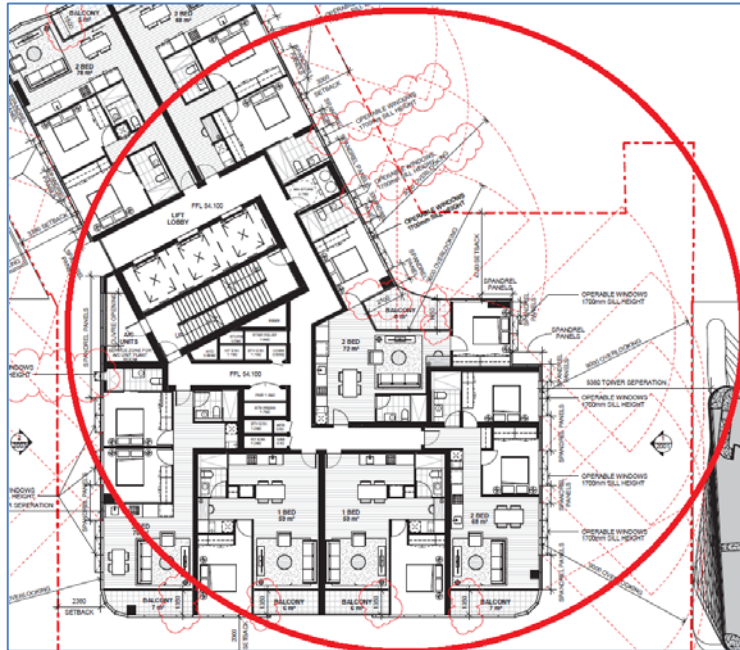


City Road tower separation

Mid-block in the eastern tower, at level 16 and above, a new two bedroom central apartment is included in the typical floor plate on the eastern side of the building, setback 4.78 metres from the boundary with views over the roof of the adjoining apartment development at 285 City Road. Levels 13 to 15 have three bedroom dwellings within the same footprint with bedrooms located in the central area which are provided with appropriate screening to avoid overlooking of the adjoining living areas of the existing apartments to the north. Having regard to the poor and constrained outlook of the proposed two bedroom central apartments at Levels 16 and above, it is considered appropriate to request a condition requiring these dwellings to be consistent with the three bedroom dwellings within Levels 13-15 to increase the amenity afforded to the dwellings within the upper tower and maintain a dual aspect arrangement for these dwellings.



Location of bedrooms Level 15 mid-block on the eastern elevation



Inclusion of central single aspect two bedroom apartment from Level 16 above to mid-block on the eastern elevation

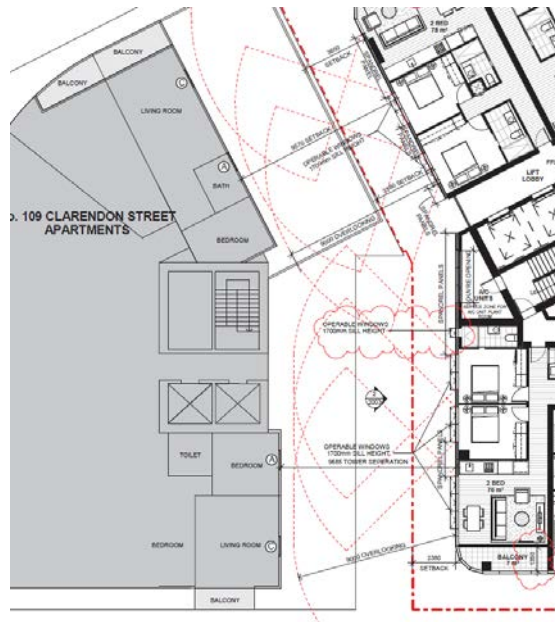
West Tower Setbacks and Tower Separation

The north western tower of the proposed building is setback 3.38 metres from the western boundary and the adjoining tower to the west is setback 6.19 metres from the boundary resulting in a tower separation of 9.57 metres.

The south western tower of the proposed building is setback 2.38 metres from the western boundary and the adjoining tower to the west is setback 7.305 metres from the boundary resulting in a total separation of 9.685 metres.

The proposed setbacks do not meet the DDO60 requirement of a 20 metre tower separation or the lesser requirement of a 10 metre separation. However this can be varied if the majority of the built form outcomes can be met.

The living areas of the proposed apartments are orientated to the north and south respectively and this arrangement provides good daylight, privacy and outlook for the proposed apartments. The apartments in the adjoining existing tower to the west are also orientated to the north and south respectively with north and south facing balconies and living areas. This ensures that all apartments within both towers have unimpeded outlook and access to daylight.



Apartment orientation showing the relationship between the two towers

The 9.6 metre separation also allows for a gap in the streetscape to ensure that the developments do not appear as a continual wall of buildings.

Given the above, the proposed north western tower setback meets the majority of the built form outcomes in accordance with DDO60 and can be supported in this context.

7.3 Street Trees and Canopies to City Road and Hancock Street

In accordance with the South Bank Urban Forest Precinct Plan both City Road and Hancock Street are identified for future tree planting adjacent to the subject site. The City of Melbourne’s Urban Forestry team identified a potential conflict between the proposed building canopies on both street frontages and future tree planting.

The applicant included modifications within the revised plans to address the concerns raised by the City of Melbourne’s Urban Forest team. The revised plans (including revisions to the canopy width) have been reviewed by the Urban Forest team and are considered to be sufficient to allow for future planting.

The proposed canopy to City Road (as revised) projects 2.5 metres from the property boundary and, as such, will allow for the establishment of future trees on City Road.

A 2.395 metre canopy is proposed for the Hancock Street frontage, and at a height of 5.58 metres, will effectively avoid vehicle collision in line with the requirements of the Road Encroachment Operational Guidelines. The canopy has been designed in response to comments from Urban Forestry and Urban Design requesting suitable activation of Hancock Street and to provide built form at pedestrian scale along this streetscape.

A condition of any permit to issue should require a tree protection plan to be prepared for the existing tree on City Road adjacent to the site.

7.4 Wind and Canopies to City Road and Hancock Street

The wind report which accompanied the original application for a much taller building partly relied on the canopies for wind mitigation at ground level. A revised wind report by MEL Consultants has been provided and advises that the revised canopy width to accommodate the proposed street tree planting is substantially in line with

the extent of those canopies previously tested and their mitigation effects would be expected to be similar.

The revised scheme also removes previously proposed porous car park screening which may impact on wind conditions. Having regard to the extent of modifications to the proposal it is appropriate to require a revised wind report to ensure the building does not result in unreasonable wind impacts.

7.5 Waste Management

The proposed WMP is currently unacceptable and a number of issues must be addressed to rectify this as follows:

- Council's waste and traffic departments have advised that an 8.8 metre long Council Medium Rigid Vehicle (MRV) must be used to service the development. The departments have also advised that an MRV can reverse into the site, collect the rubbish and drive out in a forward direction. However the WMP submitted with the application does not reflect this arrangement and must be amended accordingly.
- A revised hard waste area and a commercial waste area are required and must be shown in a revised WMP.

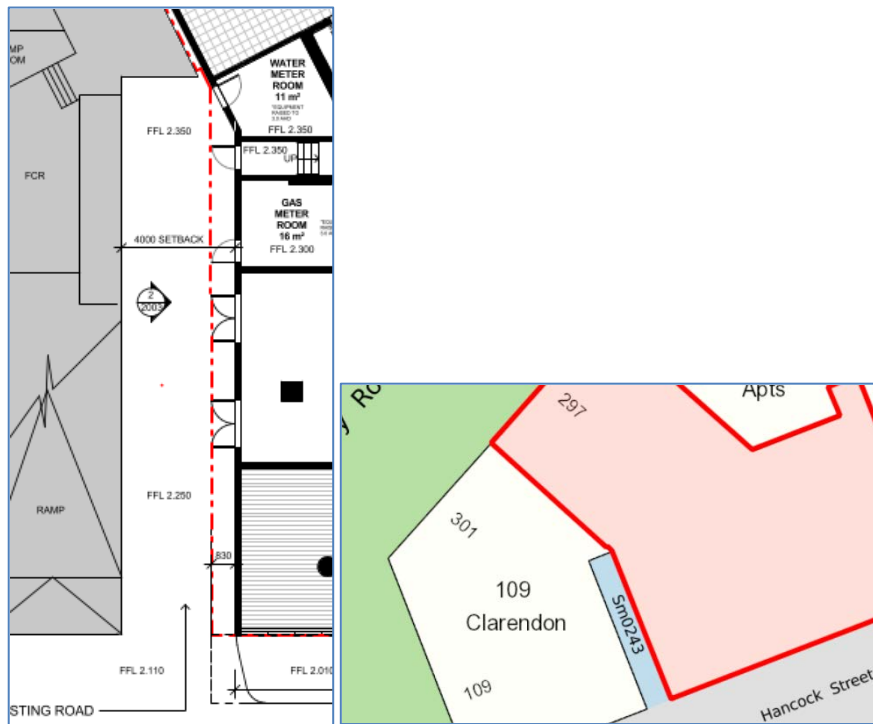
Council's Waste Services Team has advised that these matters can be addressed via a condition of permit in this instance.

7.6 Civil Engineering

The City of Melbourne's Infrastructure Engineers have viewed the proposal and require that the 830mm wide setback from the laneway Sm0243 which will form part of the public road should be vested in Council as a road, prior to the occupation of the development. The applicant has contested this request stating that the portion of land should remain within the title boundary to allow the required access to building services where service doors are required to swing outwards. In response to the position put forward by the applicant in regard to the laneway, the City of Melbourne's infrastructure team reiterated that the setback must be made a public road and vested in Council via a condition of permit.

Council's Infrastructure team also confirmed that it does not support the proposed outward opening door from the staircase projecting into the widened part of the laneway. A condition of any permit to issue should require the doors to be redesigned such that they do not project beyond the street alignment, noting the outward opening door could be blocked by a vehicle parked in the laneway or cause a hazard to road users while being opened or closed.

In addition to the above, the infrastructure team stated that the outward opening service cabinet doors can project into the widened part of the road, subject to compliance with the City of Melbourne's Road Encroachment Operational Guidelines.



Aerial Map and Plan of building setback to Sm0243

7.7 Traffic

The City of Melbourne’s Traffic Engineers have reviewed the proposal and have no objection to the numbers of or access relating to the proposed car parking spaces, subject to conditions.

Having regard to the number of car parking spaces being provided overall within the development, the City of Melbourne’s Traffic Engineers have requested that four motorcycle parking spaces be provided within the development. The applicant has noted that the Parking Overlay Schedule 1 requires one motorcycle space to be provided and a requirement for four spaces exceeds this requirement. It is considered appropriate in this instance to include a condition of permit requiring a minimum of one motorcycle space to be included within the development in accordance with the requirements of the Parking Overlay.

The City of Melbourne’s Traffic Engineers have also requested a number of conditions relating to: Australian Standards, re-location of the power pole, warning device and loading bay management could readily be included on any permit to issue.

7.8 Urban Design

The City of Melbourne’s Urban Design team has reviewed the revised scheme and the majority of suggestions / issues have been addressed in the revised plans. It is noted that the following issues have not been addressed and are discussed below:

- A secure gate or similar should be fitted to the street edge of the parking area to avoid the creation of an entrapment space.

In response the applicant’s traffic engineers GTA Consultants has advised that this would effectively delay vehicles entering and exiting the site, and increase the potential for vehicles to queue back onto Hancock Street.

The City of Melbourne’s traffic engineers have noted that any queuing onto Hancock Street is to be avoided. Further it is noted that there would be management issues in the event a gate was required as the laneway is shared with the Aria Serviced

Apartments car park. Having regard to the above and on balance, the installation of a gate is not considered necessary in this instance.

- Encourage further 'thickening' of the building base to reinforce the pedestrian scale, and offset the glass tower above.

The applicant has responded that the façade fenestration and detailing will be refined at a later stage during design development. It is respectfully submitted that the proposed podium does not reinforce the scale of the streetscape and further refinements are required to ensure the building base is designed to be distinctive from the tower above. Having regard to the importance of the presentation of the building base within the City Road and Hancock Street streetscape a condition of any permit issued should be included requiring a façade strategy to further refine the detail of the façade which requires the further 'thickening' of the building base.

7.9 Site contamination

Clause 13.03-1 of the Melbourne Planning Scheme provides objectives, strategies and policy guidelines that direct the Responsible Authority to require investigation into potentially contaminated land (in addition to requiring remediation of this land so that the land is fit for the proposed future land use –if the land is found to be contaminated).

Given the sensitive nature of the proposed use of the land (for Accommodation), the previous uses of the site, the proximity of the subject site to historic industrial land uses and the extent of excavation necessary to construct the proposed development, it is considered that investigation of the potential contamination of the land is warranted.

Subject to conditions being included on any permit being granted to prompt this investigation, and site remediation (if warranted), it is considered that the proposed development will achieve compliance with Clause 13.03-1.

7.10 Sustainability

Clause 22.19 provides that it is policy to encourage buildings that:

- Minimise greenhouse gas emissions and maximise energy efficiency.
- Minimise mains potable water consumption and encourage the use of alternative water sources, such as rainwater and grey water.
- Provide the facilities that will enable building users and occupants to reduce waste sent to landfill, maximise the recycling and reuse of materials and support the municipality's progress towards becoming a resource and material-efficient city.

Clause 22.23 includes the following policy objectives:

- To achieve the best practice water quality performance objectives set out in the Urban Storm water Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended).
- To promote the use of water sensitive urban design, including storm water re-use.

An Environmentally Sustainable Design Statement has been prepared by Umow Lai Pty Ltd for the proposal and provides an overview of the sustainable design initiatives to meet the relevant performance measures at Clause 22.19 and 22.23 of the Melbourne Planning Scheme.

The Environmentally Sustainable Design statement submitted with the application 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.

It is noted that the proposal has stated that it can achieve a:

- A 5 Star Green Star rating
- Achieves 1 point equivalent Wat-1 for water consumption.

Subject to conditions being included on any permit being granted giving force and effect to the performance outcomes for the development set out in the Environmentally Sustainable Design (ESD) Statement prepared by Umow Lai Pty Ltd Consulting Engineers, dated 25 June 2018, it is considered that the proposed development will achieve compliance with Clauses 22.19 and 22.23.

8 CONCLUSION

The proposal generally complies with the relevant controls and the City of Melbourne's internal departments' requirements and therefore should be supported, subject to conditions.

9 OFFICER RECOMMENDATION

That a letter be sent to DELWP advising that the Melbourne City Council supports the proposal subject to the following conditions:

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 plans received on 28 June 2018 but amended to show:
 - a) The two bedroom dwellings located on the central eastern boundary from Level 16 and above to be integrated with the adjoining two bedroom apartment to the south to provide for a three bedroom dwelling consistent with the three bedroom dwellings within Levels 13-15 in the same location.
 - b) The outward opening door for fire escape egress point shall be redesigned such that it does not project beyond the street alignment when open, closed or being opened or closed.
 - c) Signage and flashing/warning device should be installed at the vehicular exit, to alert pedestrians of exiting vehicles/visa-versa, with a mirror within the property to ensure that exiting motorists can see pedestrians approaching from the west. A narrow road hump shall also be provided close to the exit, to facilitate low speed for exiting vehicles.
 - d) A minimum of one motorcycle space to be provided on site.
 - e) Any changes as required by Condition 5 – Façade Strategy
 - f) Any changes as required by Condition 10 - Wind test modelling
 - g) Any changes as required by Condition 12 - Waste Management Plan
 - h) Any changes as required by Conditions 21 and 22 – Traffic and loading

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

2. The development and land use 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.
4. Prior to the occupation of the development hereby approved, all buildings and works required by this permit must be completed to the satisfaction of the Responsible Authority.

9.1 Façade Strategy / External materials, colours and finishes

5. Prior to the commencement of the development, excluding demolition and including bulk excavation, a facade strategy must be submitted to and approved by the Responsible Authority. The façade strategy for the redevelopment must be generally in accordance with plans prepared by Crone Architects, CoM date stamped 28.06.2018, and detail a schedule of material, finishes and details, including but not limited to the colour, type of materials (and quality), construction and appearance.

The strategy must:

- Provide for further refinements which reinforce the scale of the streetscape to ensure the ‘thickening’ of the building base such that it is designed to be distinctive from the tower above; and
- illustrate the legibility of the proposal from short and distant views, including the extent of facade pattern, level of colours and the ability to provide richness, saturation and depth.

This can be provided through montages from various vantage points and/or a built model. The facade strategy must be submitted to and be to the satisfaction of the Responsible Authority and when approved will form part of the endorsed plans.

6. Except with the written consent of the Responsible Authority, all external glazing must be of a type that does not reflect more than 20% of visible light when measured at an angle of incidence normal to the glass surface.

9.2 Construction Management Plan

7. Prior to the commencement of the development, including demolition and bulk excavation, a detailed construction and demolition management plan must be submitted to and be approved by the Responsible Authority – Construction Management Group.

This construction management plan must be prepared in accordance with the City of Melbourne - Construction Management Plan Guidelines and is to consider the following:

- a) public safety, amenity and site security
- b) operating hours, noise and vibration controls
- c) air and dust management
- d) stormwater and sediment control
- e) waste and materials reuse
- f) traffic management
- g) protection of street trees.

8. If a Construction Management Plan or Traffic Management Plan change any of the tree protection methodologies or impacts on public trees in ways not identified in the Tree Protection Management Plan (TPMP) approved under this permit, a revised TPMP must be submitted to and approved by the Responsible Authority (Urban Forestry).

9.3 Wind Test Modelling

9. Prior to the commencement of the development, wind tests carried out by a suitably qualified consultant, must be carried out on a model of the approved building. A 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, 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.

9.4 Legal agreement – laneway widening

10. Prior to the commencement of the development, the owner of the subject land must enter into an agreement with the City of Melbourne, pursuant to Section 173 of the Planning and Environment Act 1987. The owner of the land must pay all of the City of Melbourne's reasonable legal costs and expenses of this agreement, including preparation, execution and registration on title. The agreement must provide for the following:
 - a. Prior to the commencement of the use/occupation of the development, the widened part of the laneway known by the City of Melbourne as Sm0243 is to be constructed and vested in Council as a road under the provision of the Subdivision Act 1988.
 - b. The widened part of the road is to have an upper level set to the Australian Height Datum lying at least 6.0 metres above the surface pavement.
 - c. The widened part of the road is to have unlimited depth, excluding any basement structures but including any related support and indemnity provision to the satisfaction of the Responsible Authority – the City of Melbourne.

9.5 Legal agreement - demolition in Capital City Zone

11. Prior to the commencement of the demolition or removal of existing buildings or works (excluding demolition or removal of temporary structures) on the land, the owner of the land must enter into an agreement pursuant to Section 173 of the Planning and Environment Act 1987. The agreement must provide the following:
 - a) if the land remains vacant for 6 months after completion of the demolition;
 - b) demolition or construction activity ceases for a period of 6 months; or
 - c) construction activity ceases for an aggregate of 6 months after commencement of the construction, the owner must construct temporary works on the land to the satisfaction of the Responsible Authority.

Prior to the commencement of construction of the temporary works, details of the works must be submitted to and be to the satisfaction of the Responsible Authority.

Temporary works may include:

- a) The construction of temporary buildings for short-term retail or commercial use. Such structures shall include the provision of an active street frontage; or
- b) Landscaping of the site for the purpose of public recreation and open space.

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

9.6 Waste Management

12. Prior to the commencement of the development, a revised 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 be prepared with reference to the City of Melbourne Guidelines for Preparing a Waste Management Plan. The revised WMP must include but is not limited to the following additional details:

- The development will be serviced by a Council Medium Rigid Vehicle MRV. Confirmation that there is adequate height clearance for the MRV from the entry point up to the point of collection must be provided.
- Revised swept path diagrams which show that the Council MRV can reverse into the development and then drive out in a forward direction, the diagrams must also factor in height clearances. These swept path diagrams must be attached to the WMP.
- A revised hard waste area, drawn to scale and shown on the plans. The hard waste area must not impede movement of the bins.
- A commercial waste area drawn to scale and shown on the plans. The commercial waste area must be kept in a separate room from the residential waste – bins are not to be shared.
- A minimum of 6x1100L bins are to be used for garbage and the same for recycling – to be collected 3 times per week.

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

9.7 Tree Protection

13. Prior to the commencement of the development, including demolition and bulk excavation, a Tree Protection Plan (TPP) must be provided to the satisfaction of the Responsible Authority (Urban Forest & Ecology) and demonstrate how publicly owned tree asset 1030523 will be protected during construction activities associated with the development. The TPP must be in accordance with AS 4970-2009 – Protection of Trees on Development Sites, and include:

- a. Full reference to construction and traffic management proposals, including any public protection gantries etc. The construction and traffic management requirements must relate directly to those provided to council in relation to any other permit conditions.
- b. Site specific details of the temporary tree protection fencing to be used to isolate the publicly owned tree from the demolition and construction activities or details of any other tree protection measures considered necessary and appropriate to the site.

- c. Specific details of any special construction methodologies to be used within the Tree Protection Zone of the publicly owned tree.
- d. Full specifications of any pruning required to the publicly owned tree.
- e. Any special arrangements required to allow ongoing maintenance of the publicly owned tree for the duration of the development.
- f. Name and contact details of the project arborist who will monitor the implementation of the Tree Protection Plan for the duration of the development (including demolition).
- g. Details of the frequency of the Project Arborist monitoring visits, interim reporting periods and final completion report (necessary for bond release). Interim reports of monitoring must be provided to Council's email via trees@melbourne.vic.gov.au.

When provided to the satisfaction of the Responsible Authority, the TPP will be endorsed to form part of this permit.

Following the approval of a Tree Protection Plan (TPP) a bank guarantee equivalent to the combined environmental and amenity value of public tree asset 1030523 will be held against the TPP for the duration of construction activities. The bond amount will be calculated by council and provided to the applicant/developer/owner of the site. Should any the tree be adversely impacted on, the City Of Melbourne will be compensated for any loss of amenity, ecological services or amelioration works incurred.

Plans must be submitted for endorsement to the City Of Melbourne that show one new tree plot adjacent to the subject property on City Road and two new tree plots adjacent to the subject property on Hancock Street. The tree plots must meet council's minimum standards but seek to maximise soil volume through the use of linear tree vaults and structural soils.

9.8 Environmentally Sustainable Design

14. The performance outcomes specified in the Environmentally Sustainable Design (ESD) Statement prepared by Umow Lai Pty Ltd and dated 25 June 2018 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 approach of the endorsed ESD Statement, must be assessed by an accredited professional. The revised statement must be endorsed by the Responsible Authority prior to the commencement of construction.

15. Within six months of the occupation of the development, a report from the author of the endorsed ESD Statement or other suitably qualified consultant must be provided to the satisfaction of the Responsible Authority, which details design initiatives implemented within the completed development that achieve the performance outcomes specified in the endorsed ESD Statement.

9.9 Potentially Contaminated Land and Remediation

16. 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.

The PEA should include:

- 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.
 - A review of any previous assessments of the site and surrounding sites including details of the anticipated sources of any contaminated materials.
 - Identification of the likelihood of the site being potentially contaminated.
17. 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 and any works necessary to undertake the assessment) 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. The CEA should include:

- 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.
 - 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.
 - 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.
 - An appraisal of the data obtained following soil sampling in accordance with ecological, health-based and waste disposal guidelines.
 - Recommendations regarding what further investigative and remediation work, if any, may be necessary to ensure the site is suitable for the intended use(s).
 - Recommendations regarding whether, on the basis of the findings of the CEA, it is necessary for an Environmental Audit in accordance with Section 53Y of the Environment Protection Act 1970 to be performed or a Statement of Environmental Audit in accordance with Section 53Z of the Environment Protection Act 1970 is required, to ensure the site is suitable for the intended use(s).
18. The recommendations of the CEA must be complied with to the satisfaction of the Responsible Authority for the full duration of any buildings and works on the land in accordance with the development hereby approved, and must be fully satisfied prior to the occupation of the development.

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

19. Should the CEA recommend or the Responsible Authority consider that an Environmental Audit of the site is necessary then prior to the commencement of the development, (excluding demolition and any works necessary to undertake the assessment) 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).
20. Where a Statement of Environmental Audit is provided, all of the conditions of this Statement must be complied with to the satisfaction of the Responsible Authority for the full duration of any buildings and works on the land, and must be fully satisfied 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 regarding the verification of remedial 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.

9.10 Engineering

21. The car lifts/stackers, clearances, etc. must be designed in accordance with the relevant requirements of the MPS or AS/NZS 2890.1:2004.
22. Prior to the commencement of the development (excluding demolition) a Loading Management Plan (LMP) shall be prepared the satisfaction of the City of Melbourne Engineering Services, to address the likely conflicts between loading vehicles and cars accessing/egressing both the subject site & PSA. Consideration shall be given to the following:
 - a) A signalling system to alert loading vehicles not to enter if another vehicle is already within the site and alert other road users when loading vehicles are entering/egressing the loading bay, while giving priority to entering vehicles.
 - b) To minimise the likelihood of conflict, the loading bay should ideally not be utilised between 7-9am and 4-7pm Mon-Fri. The signalling system could advise approaching delivery/servicing vehicles not to enter during these times.
23. All projections over the street alignment must be drained to a legal point of discharge in accordance with plans and specifications first approved by the City of Melbourne Responsible Authority – Engineering Services.
24. Prior to the commencement of the development, a stormwater drainage system, incorporating integrated water management design principles, must be submitted to and approved by the City of Melbourne Responsible

Authority – Engineering Services. 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 underground stormwater drainage system.

25. 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 Responsible Authority – Engineering Services.
26. All new or altered portions of the laneway, known by the City of Melbourne as Sm0243 must be constructed prior to the occupation of the development, in accordance with plans and specifications first approved by the City of Melbourne Responsible Authority – Engineering Services.
27. The road adjoining the site along the road known by the City of Melbourne as Sm0243 must be reconstructed together with associated works including the provision of public lighting and reconstruction or relocation of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the City of Melbourne Responsible Authority – Engineering Services.
28. The footpaths adjoining the site along City Road and Hancock Street must be reconstructed in sawn bluestone together with associated works including the renewal of kerb and channel, provision of tree pits and/or reconstruction of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the City of Melbourne Responsible Authority – Engineering Services.
29. Existing street levels in City Road, Hancock Street and laneway known by the City of Melbourne as Sm0243 must not be altered for the purpose of constructing new vehicle crossings or pedestrian entrances without first obtaining approval from the City of Melbourne Responsible Authority – Engineering Services
30. Existing public street lighting must not be altered without first obtaining the written approval of the City of Melbourne Responsible Authority – Engineering Services.
31. 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.

3D Digital Model

32. Prior to the occupation of the development, a 3D digital model of the approved development must be submitted to, and must be to the satisfaction of, the Responsible Authority. The model should be prepared having regard to Advisory Note – 3D Digital Modelling Melbourne City Council. Digital models provided to the Melbourne City Council may be shared with other government organisations for planning purposes. The Melbourne City Council may also derive a representation of the model which is suitable for viewing and use within its own 3D modelling environment. In the event that substantial modifications are made to the building envelope a revised 3D digital model must be submitted to, and be to the satisfaction of, the Responsible Authority.

Permit Expiry

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

- a. The development is not started within three years of the date of this permit.
- b. The development is not completed within five years of the date of this permit.

The Responsible Authority may extend the permit if a request is made in writing before the permit expires, or within six months afterwards.

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

Notes

The widened part of City of Melbourne laneway Sm0243 should include the provision of services into the building and installation of wall mounted street lights. The street lighting system on unmetered point of supply can be only installed in public roads, in accordance with the requirement of the City of Melbourne as the Responsible Authority.

The installation of gas, water or sewerage mains through the subject land may require creation of an easement in the favour of the City of Melbourne as the Responsible Authority. The installation of private services is not recommended due to a high chance of damaging by a third party. The work managers operating in the public realm generally obtain information regarding location of underground services through DBYD. This information is provided by service providers (e.g. CitiPower, South East Water, City of Melbourne, etc.) operating within the road reserve.

Council may not change the on-street parking restrictions to accommodate the access, servicing, delivery and parking needs of this development, as the restrictions are designed to cater for other competing demands and access requirements. As per Council's policy, new developments in this area that increase the density of residential development are not entitled to resident parking permits. Therefore, the residents who will occupy this development will not be eligible to receive parking permits and will not be exempt from any on-street parking restriction.

Any works within the road reserve of City Road, an arterial road, requires the written consent of VicRoads, the Coordinating Road Authority. Footpaths, nature strips and medians of such roads fall under the City of Melbourne's control although the Act specifically states that the Coordinating Road Authority gives conditions for works on these roads and the "road" is the reserve from building line to building line.

The applicant is to ensure that approval from the relevant authority is obtained prior to removing the power pole which is located within the proposed crossover. The removal and replacement of the power pole is to be at the cost of the developer.

The outward opening service cabinet doors may project into the widened part of the laneway Sm0243, subject to compliance with the City of Melbourne Road Encroachment Operational Guidelines.

In accordance with the Tree Retention and Removal Policy a bank guarantee must be:

1. Issued to City of Melbourne, ABN: 55 370 219 287.
2. From a recognised Australian bank.
3. Unconditional (i.e. no end date)
4. Executed (i.e. signed and dated with the bank stamp)

Please note that insurance bonds are not accepted by the City Of Melbourne. An acceptable bank guarantee is to be supplied to Council House 2, to a representative from Council's Urban Forest and Ecology Team. Please email trees@melbourne.vic.gov.au to arrange a suitable time for the bank guarantee to be received. A receipt will be provided at this time.

At the time of lodgement of the bank guarantee written confirmation that identifies the name of the Project Arborist who will supervise the implementation of the Tree Protection Plan will be required in writing. On completion of the works the bank guarantee will only be released when evidence is provided of Project Arborist supervision throughout the project and a final completion report confirms that the health of the subject public trees has not been compromised.

The permit holder will be required to construct the new tree plots to council specifications. Tree selection and planting will be undertaken by council.

[Tree Retention and Removal Policy](#)