

Report to the Future Melbourne Committee

Agenda item 6.2

Planning Permit Application: TP-2020-101

Future Melbourne Committee
13 April 2021

Queen Victoria Market (Northern Shed), 16-94 Peel Street, Melbourne

Presenter: Larry Parsons, Practice Leader Land Use and Development

Purpose and background

1. The purpose of this report is to advise the Future Melbourne Committee of a planning permit application seeking approval for demolition, buildings and works, and alteration of access to a road in a Road Zone - Category 1 at Queen Victoria Market, 16-94 Peel Street, Melbourne (refer Attachment 2 – Locality Plan).
2. The applicant is Tract Consultants Pty Ltd who are acting on behalf of Melbourne City Council who is the land manager and owner. The architect is NH Architecture.
3. The site is located in a Capital City Zone Schedule 1 (CCZ1), Heritage Overlay (HO7 (Queen Victoria Market Precinct) and HO496 (Queen Victoria Market, 65-159 Victoria Street, West Melbourne)), Design and Development Overlay Schedules 1 (DDO1), 4 (DDO4), and 14 – Area16 (DDO14-A16), and Parking Overlay Schedule 1 (PO1).
4. The application seeks to carry out works within the north part of Queen Street, including public realm / landscaping upgrades, a new underground waste sorting facility, a 4-metre high single storey building above the new basement that will contain a storage area, waste room, retail pod, lift and stairs, a canopy above the loading area and install a new sign.
5. The proposal restricts access to the north part of Queen Street to pedestrians and delivery vehicles, with the removal of 73 car parking spaces (outside of Market hours). The loading / laydown area only operates outside of Market hours with landscaping and seating provided for pedestrian use.
6. Queen Victoria Market is listed in the Victorian Heritage Register and Heritage Victoria has assessed and issued a permit for the proposal with changes that require the canopy above the loading area to be removed, removal of the retail pod, removal of the sign, and rearrangement of the landscaping and laydown area. The applicant has advised the design modifications imposed by Heritage Victoria are accepted and these will be incorporated as planning permit conditions.
7. The application would be exempt from notice had it not been lodged on behalf of the City of Melbourne. Public notice of the application was undertaken and 82 objections and six letters of support were received. The changes imposed by Heritage Victoria and conditioned in the permit, do not introduce additional material detriment that would require further public notice.

Key issues

8. The key issues for consideration are urban design and built form, traffic, and the objections received.
9. The development is consistent with all relevant State and Local Planning Policy, responding appropriately to the built form guidance at Clause 22.01 (Urban Design within the Capital City Zone) and the design objectives and built form outcomes of DDO14-Area 16. The proposed public realm upgrades and single storey structure located within Queen Street will improve loading and waste management without detracting from precinct character. Heritage Victoria supports the design of the proposal.
10. The changed traffic conditions and removal of car parking align with policy which seeks to reduce car parking and encourage more sustainable transport. City of Melbourne's traffic engineers have not raised any significant issues. The new waste sorting, storage and processing facilities will improve the market's sustainability and appearance. Issues raised in objections have been address in the delegate report.

Recommendation from management

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

Attachments:

1. Supporting Attachment (Page 2 of 63)
2. Locality Plan (Page 3 of 63)
3. Selected Plans (Page 4 of 63)
4. Delegate Report (Page 23 of 63)

Supporting Attachment

Legal

1. Division 1 of Part 4 of the *Planning and Environment Act 1987* (the Act) sets out requirements in relation to applications for permits pursuant to the relevant planning scheme.
2. As objections have been received, sections 64 and 65 of the Act provide that the responsible authority must give the applicant and each objector notice in the prescribed form of its decision to either grant a permit or refuse to grant a permit. The responsible authority must not issue a permit to the applicant until the end of the period in which an objector may apply to the VCAT for a review of the decision or, if an application for review is made, until the application is determined by the VCAT.

Finance

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

Conflict of interest

4. Rob Adams, the Council's City Architect and Michael Tenace, the General Manager Finance and Corporate are Board Directors of Queen Victoria Market Pty Ltd. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a material or general conflict of interest in relation to the matter of the report.

Health and Safety

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

Stakeholder consultation

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

Relation to Council policy

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

Environmental sustainability

8. The Environmentally Sustainable Design (ESD) report submitted with the application confirms the development will achieve the relevant performance measures set out in Clauses 22.19 (Energy, Water and Waste Efficiency) and 22.23 (Stormwater Management) of the Melbourne Planning Scheme.

Locality Plan

Queen Victoria Market, Northern Shed, 16-94 Peel Street, MELBOURNE



Queen Victoria Market

Northern Shed

PLANNING SUBMISSION - DRAWING REGISTER

Sheet Number	Sheet Name	Current Revision
TP0-010	COVER SHEET	7
TP0-100	PROPOSED SITE PLAN	6
TP1-100	EXISTING PLAN - SITE GROUND	6
TP1-200	DEMOLITION PLAN - SITE GROUND	6
TP2-100	PROPOSED FLOOR PLAN - GROUND 1_200	6
TP2-110	PROPOSED FLOOR PLAN - GROUND 1_100	4
TP2-111	PROPOSED FLOOR PLAN - ROOF	6
TP2-112	PROPOSED FLOOR PLAN - CANOPY ROOF	6
TP2-151	PROPOSED FLOOR PLAN - BASEMENT 01	6
TP2-160	PROPOSED FLOOR PLAN - SHEDS A-C (WEST) SERVICES TRENCH	4
TP2-161	PROPOSED FLOOR PLAN - SHEDS A-C (EAST) SERVICES TRENCH	5
TP2-162	PROPOSED FLOOR PLAN - SHEDS H & I SERVICES TRENCH	4
TP2-163	PROPOSED SERVICES TRENCH DETAILS	3
TP5-100	PROPOSED ELEVATIONS - NORTH	5
TP5-101	PROPOSED ELEVATIONS - EAST	5
TP5-102	PROPOSED ELEVATIONS - SOUTH	5
TP5-103	PROPOSED ELEVATIONS - WEST	5
TP6-100	PROPOSED SECTIONS	5
TP9-150	PROPOSED EXTERNAL MATERIALS AND FINISHES	5

Grand total: 19

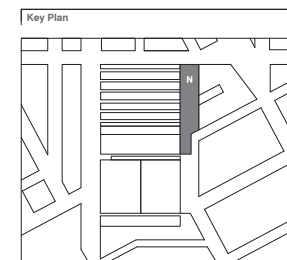


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Rev	Date	Description
7	14.11.19	FOR HERITAGE VICTORIA RESPONSE
6	18.12.19	PLANNING SUBMISSION - FINAL
5	13.12.19	PLANNING SUBMISSION
4	05.12.19	PLANNING SUBMISSION
3	25.11.19	PLANNING SUBMISSION DRAFT
2	14.11.19	TP DRAFT FOR REVIEW
1	08.11.19	TP DRAFT FOR REVIEW



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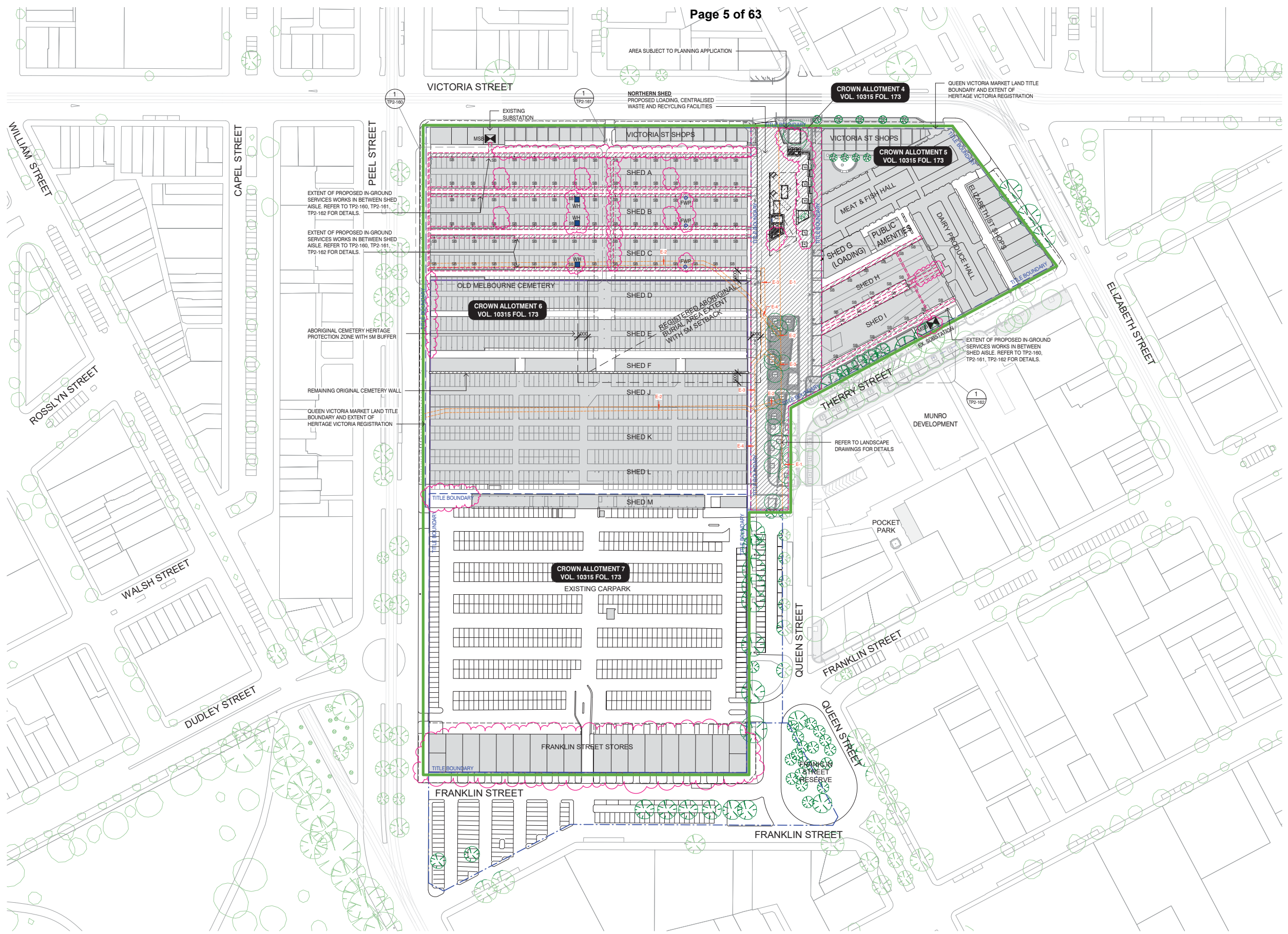
Project Name
QUEEN VICTORIA MARKET

Drawing Name
COVER SHEET

Checked By	Drawn By	Scale @ A1
NB	TC	

Project Number	Drawing Number	Revision
170700	TP0-010	7

- LEGEND**
-  TITLE BOUNDARY LINE
 -  AREA SUBJECT TO PLANNING APPLICATION
 -  EXISTING BUILDING
 -  HERITAGE OVERLAY: HV AND NATIONAL
 -  SERVICES BOLLARD
REFER TO TP2-160, TP2-161, TP2-162 FOR DETAILS.
 -  REMOVABLE WASTE HUB
REFER TO TP2-162 FOR DETAILS.
 -  FUTURE WASTE POINT
 -  EASEMENT
 -  OLD MELBOURNE CEMETERY



EXTENT OF PROPOSED IN-GROUND SERVICES WORKS IN BETWEEN SHED A/BLE. REFER TO TP2-160, TP2-161, TP2-162 FOR DETAILS.

EXTENT OF PROPOSED IN-GROUND SERVICES WORKS IN BETWEEN SHED A/ISLE. REFER TO TP2-160, TP2-161, TP2-162 FOR DETAILS.

ABORIGINAL CEMETERY HERITAGE PROTECTION ZONE WITH 5M BUFFER

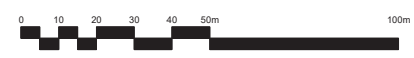
REMAINING ORIGINAL CEMETERY WALL

QUEEN VICTORIA MARKET LAND TITLE BOUNDARY AND EXTENT OF HERITAGE VICTORIA REGISTRATION

EXTENT OF PROPOSED IN-GROUND SERVICES WORKS IN BETWEEN SHED A/ISLE. REFER TO TP2-160, TP2-161, TP2-162 FOR DETAILS.

REFER TO LANDSCAPE DRAWINGS FOR DETAILS

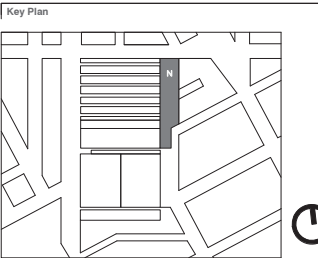
1 PROPOSED SITE PLAN
1 : 1000



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Revisions	Revisions
8	AUG. 20 FOR HERITAGE VICTORIA RESPONSE
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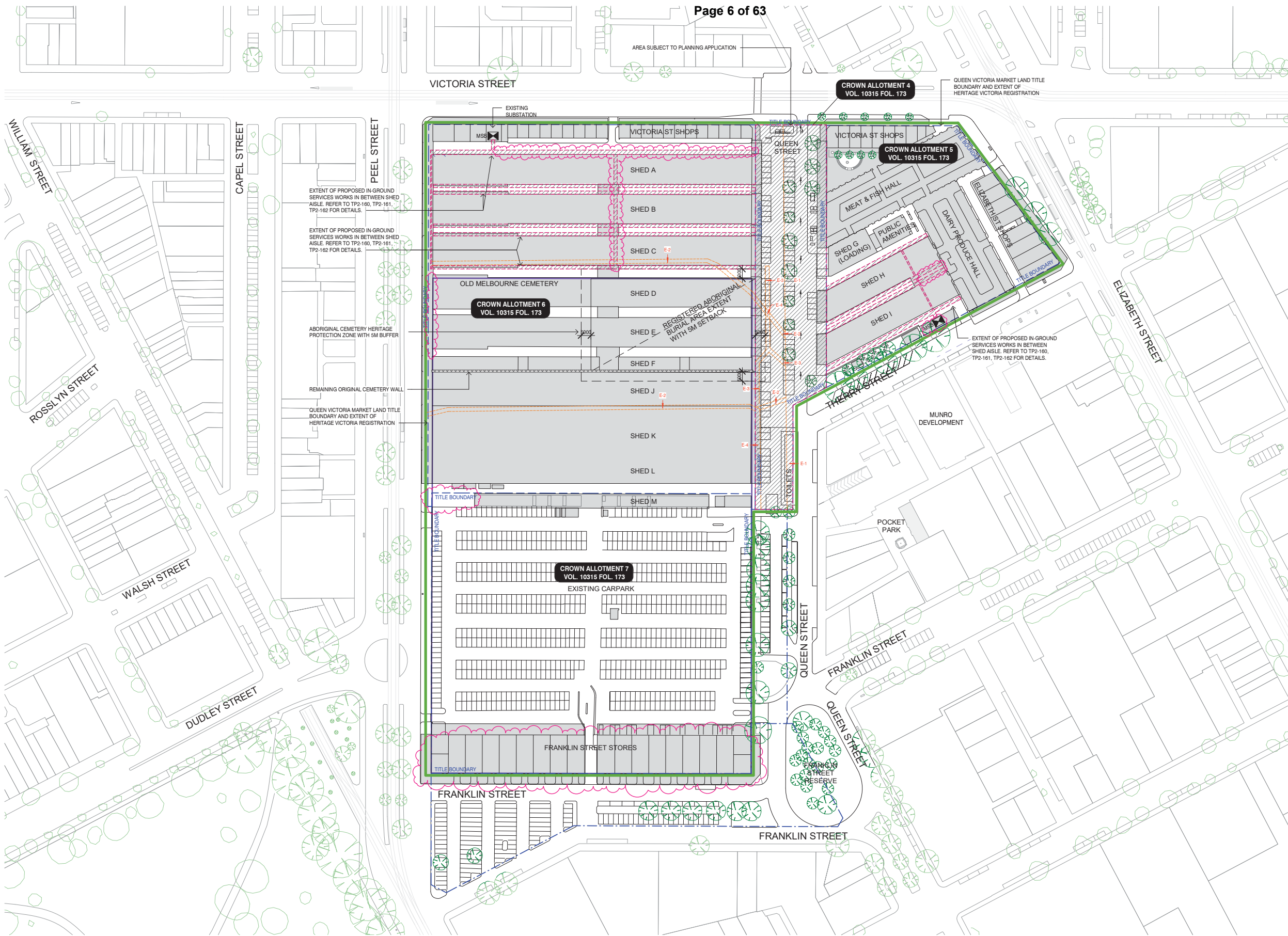
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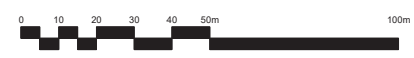
PLANNING SUBMISSION

Project Name QUEEN VICTORIA MARKET		
Drawing Name PROPOSED SITE PLAN		
Checked By NB	Drawn By TC	Scale @ A1 As indicated
Project Number 170700	Drawing Number TP0-100	Revision 6

- LEGEND**
- TITLE BOUNDARY LINE
 - AREA SUBJECT TO PLANNING APPLICATION
 - EXISTING BUILDING
 - HERITAGE OVERLAY: HV AND NATIONAL
 - EASEMENT
 - OLD MELBOURNE CEMETERY



1 EXISTING SITE PLAN
1 : 1000



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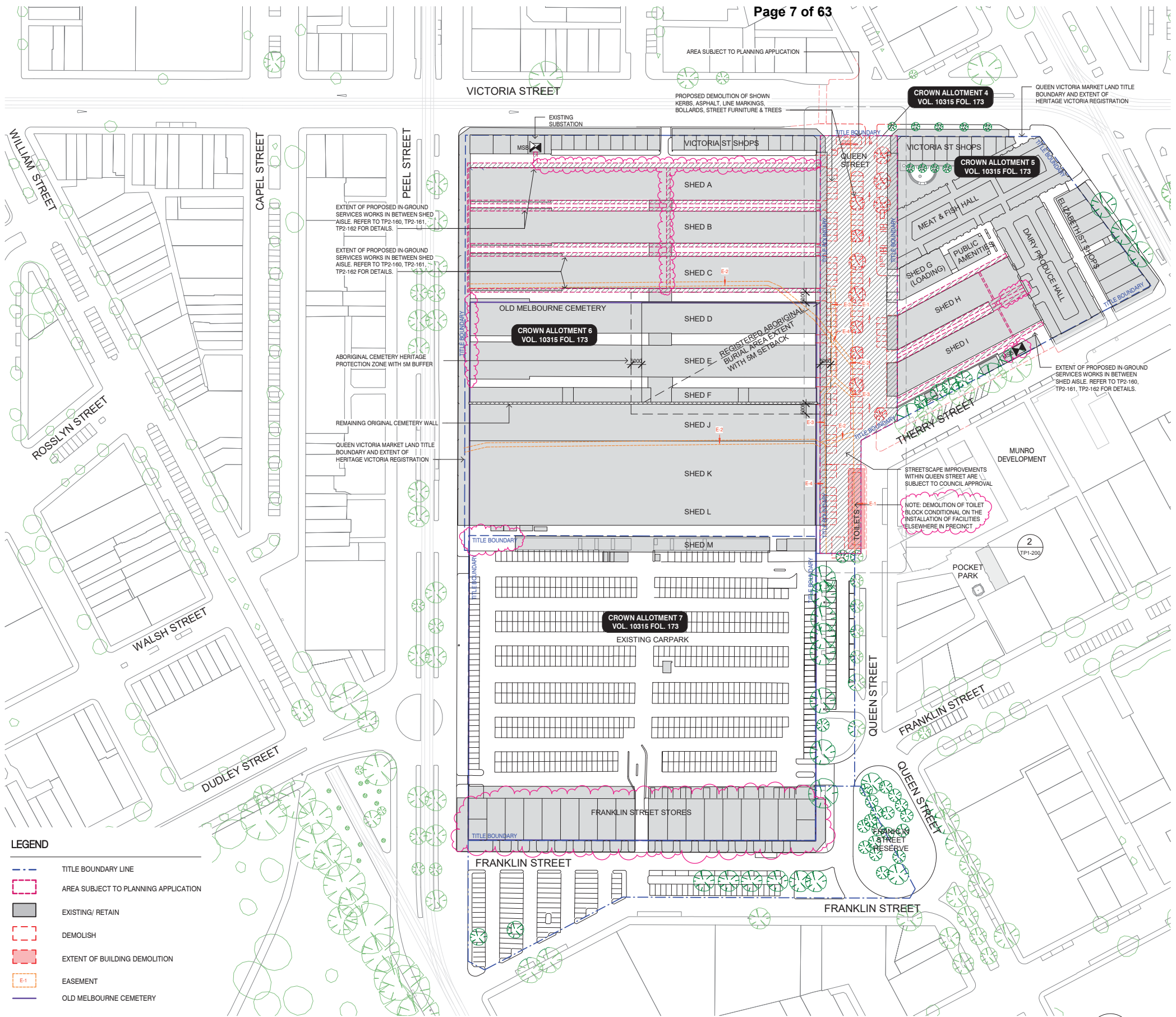
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8 AUG. 20 FOR HERITAGE VICTORIA RESPONSE	
5 18.12.19 PLANNING SUBMISSION - FINAL	
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Rev. Date Description	

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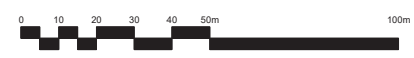
PLANNING SUBMISSION

Project Name QUEEN VICTORIA MARKET		
Drawing Name EXISTING PLAN - SITE GROUND		
Checked By NB	Drawn By TC	Scale @ A1 As indicated
Project Number 170700	Drawing Number TP1-100	Revision 6



- LEGEND**
- TITLE BOUNDARY LINE
 - AREA SUBJECT TO PLANNING APPLICATION
 - EXISTING/RETAIN
 - DEMOLISH
 - EXTENT OF BUILDING DEMOLITION
 - EASEMENT
 - OLD MELBOURNE CEMETERY

1 DEMOLITION SITE PLAN
1:1000



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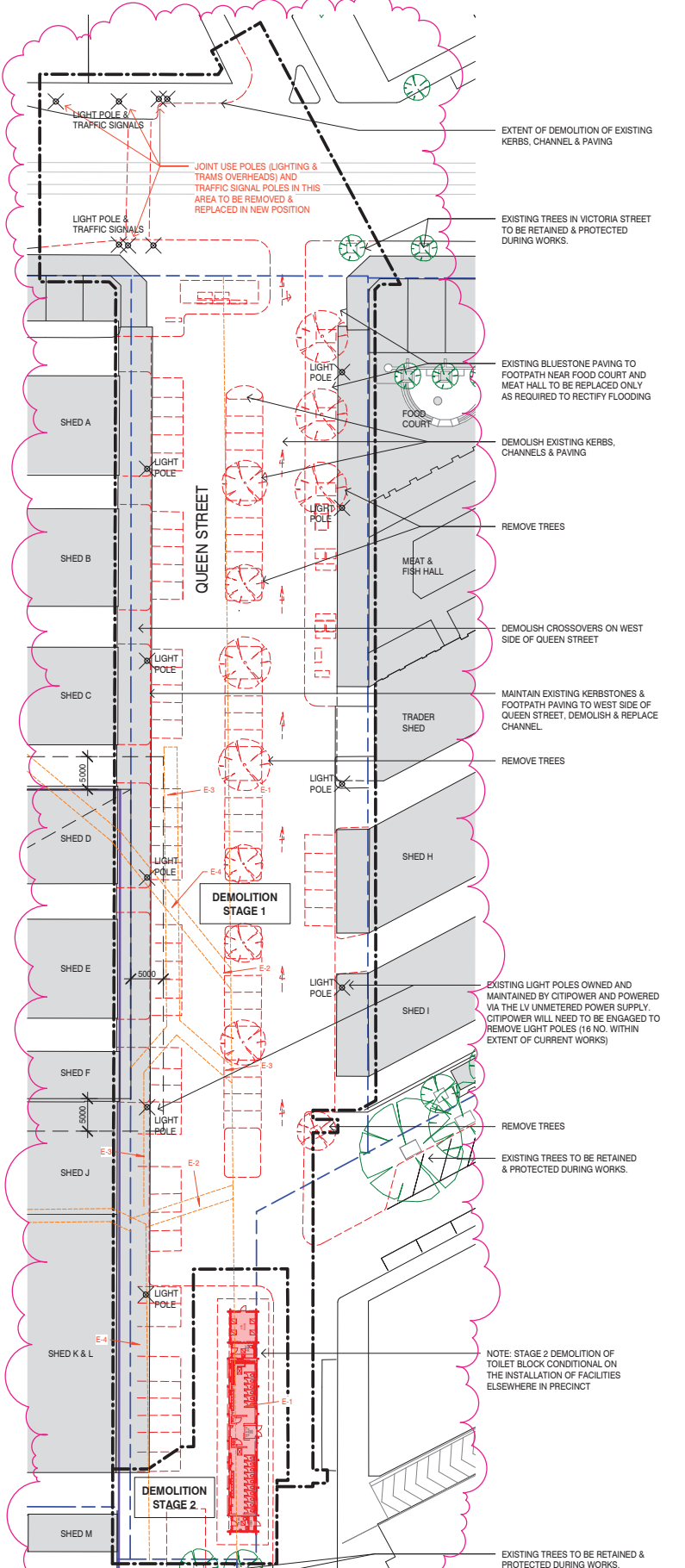
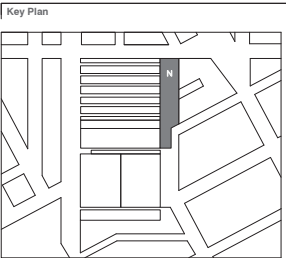
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1	08.11.19	TP DRAFT FOR REVIEW



2 DEMOLITION SITE PLAN
1:500

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Project Name
QUEEN VICTORIA MARKET

Drawing Name
DEMOLITION PLAN - SITE GROUND

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Project Number 170700	Drawing Number TP1-200	Revision 6

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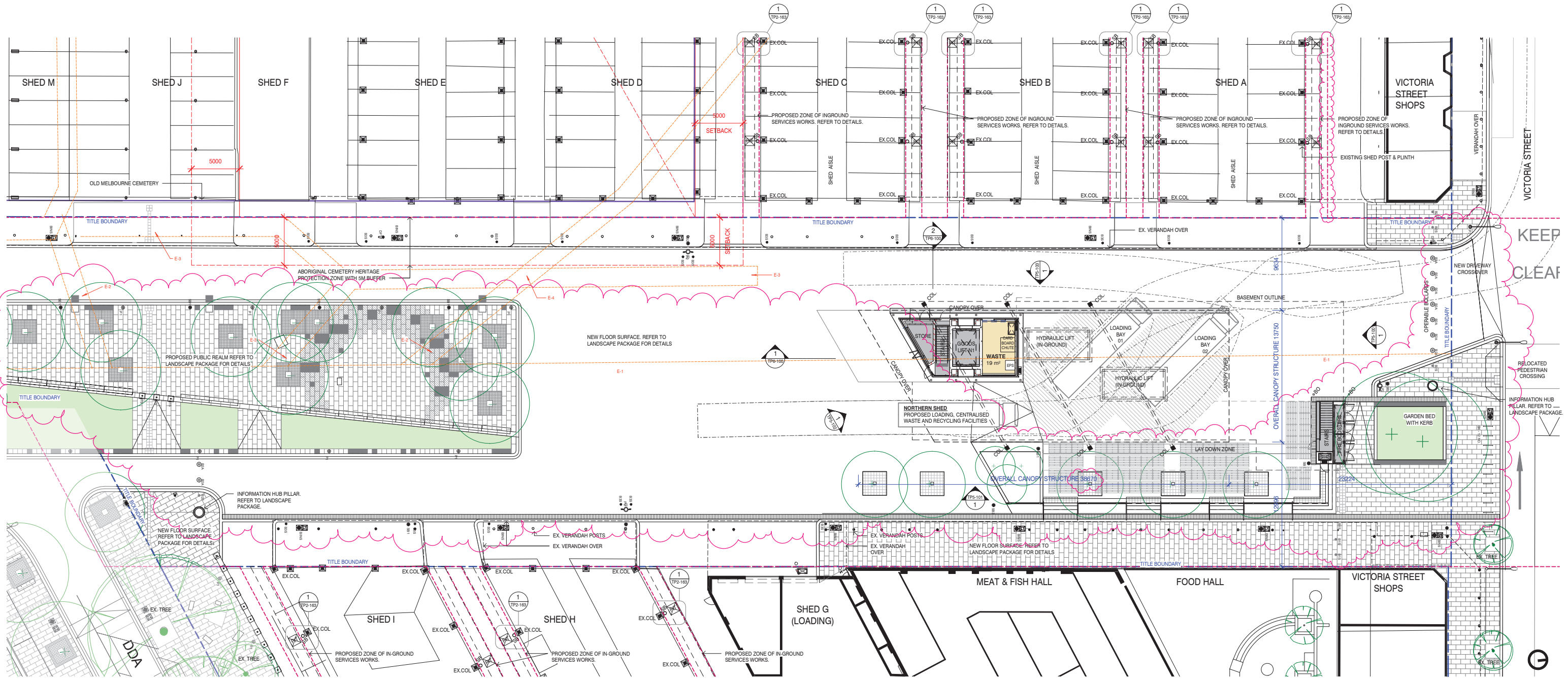
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1 PROPOSED FLOOR PLAN - GROUND
1 : 200

LEGEND

	TITLE BOUNDARY LINE
	AREA SUBJECT TO PLANNING APPLICATION
	EXISTING BUILDING
	EASEMENT
	BOLLARD
	COLUMN
	EXISTING
	SERVICES BOLLARD
	SOLAR PANEL
	SKYLIGHT

1
2
4
6
8
10m
20m

1:200

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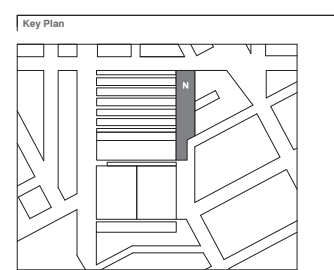
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6	AUG. 20	FOR HERITAGE VICTORIA RESPONSE
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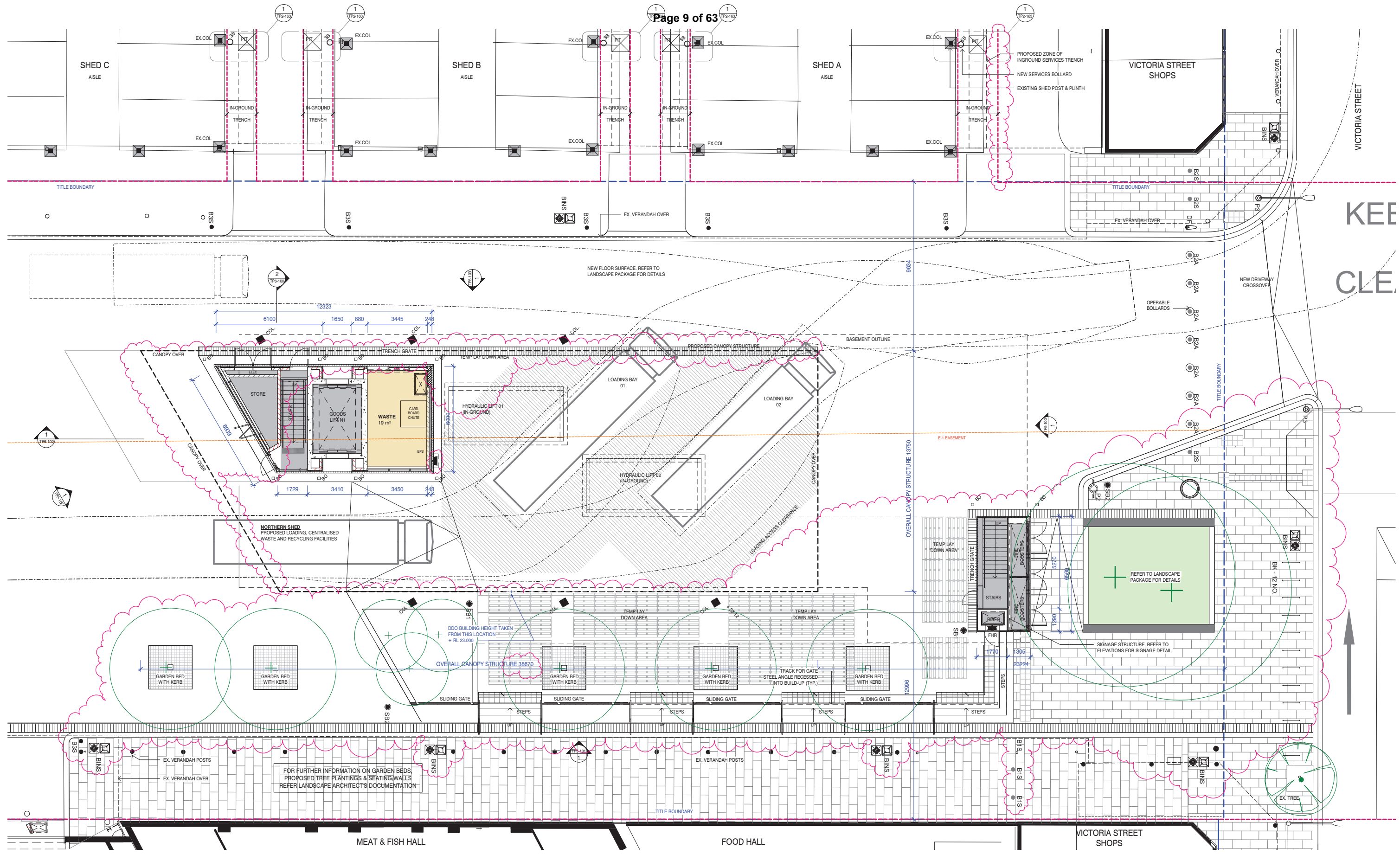
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Project Name
QUEEN VICTORIA MARKET

Drawing Name
**PROPOSED FLOOR PLAN - GROUND
1_200**

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Project Number 170700	Drawing Number TP2-100	Revision 6

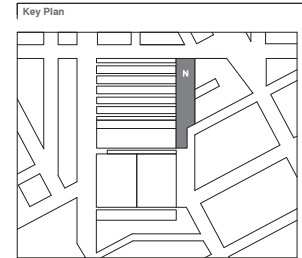


1 PROPOSED FLOOR PLAN - GROUND
1 : 100

- LEGEND**
- TITLE BOUNDARY LINE
 - AREA SUBJECT TO PLANNING APPLICATION
 - EXISTING BUILDING
 - EASEMENT
 - BO BOLLARD
 - COL COLUMN
 - EX EXISTING BOLLARD
 - SB SERVICES BOLLARD
 - SP SOLAR PANEL
 - SL SKYLIGHT

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Revisions	Rev	Date	Description
4	AUG. 20	20	FOR HERITAGE VICTORIA RESPONSE
3	18.12.19	19	PLANNING SUBMISSION - FINAL
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Project Name
QUEEN VICTORIA MARKET

Drawing Name
**PROPOSED FLOOR PLAN - GROUND
 1_100**

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NB

Drawn By
TC

Project Number
170700

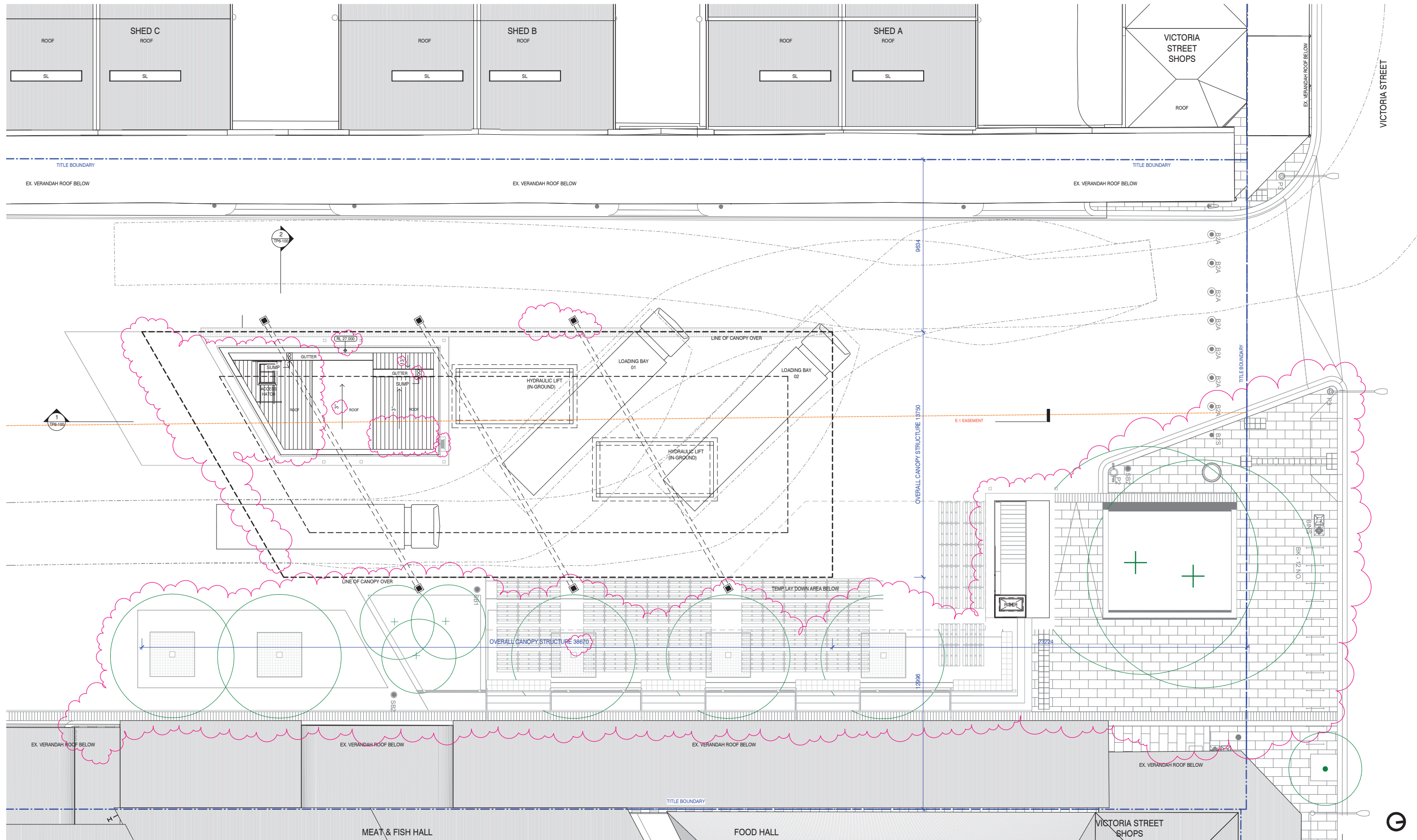
Drawing Number
TP2-110

Scale @ A1
1 : 100

Revision
4

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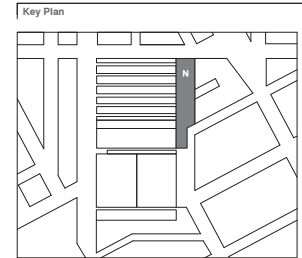


1 PROPOSED FLOOR PLAN - ROOF
1 : 100

- LEGEND**
- TITLE BOUNDARY LINE
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 - EXISTING BUILDING
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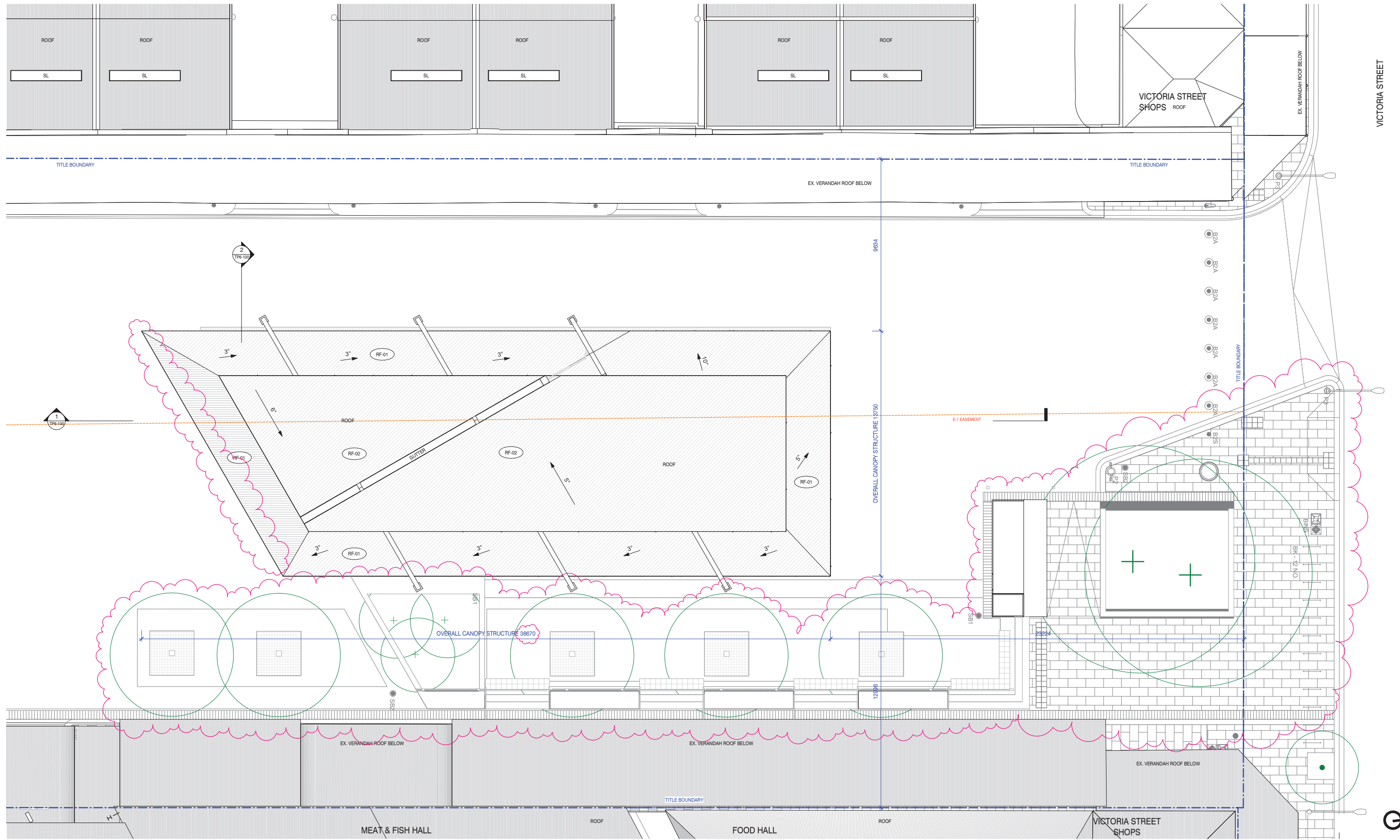
Project Name
QUEEN VICTORIA MARKET

Drawing Name
PROPOSED FLOOR PLAN - ROOF

Checked By TT	Drawn By TC	Scale @ A1 1 : 100
Project Number 170700	Drawing Number TP2-111	Revision 6

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1 PROPOSED FLOOR PLAN - CANOPY ROOF
1 : 100

MATERIALS LEGEND

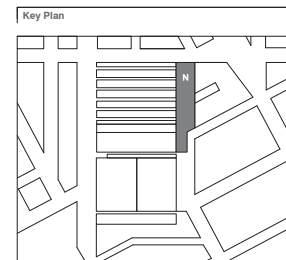
- RF-01 POLYCARBONATE ROOFING
- RF-02 CORRUGATED POLYCARBONATE ROOFING

LEGEND

- TITLE BOUNDARY LINE
- AREA SUBJECT TO PLANNING APPLICATION
- EXISTING BUILDING
- EASEMENT
- BO BOLLARD
- COL COLUMN
- EX EXISTING
- SB SERVICES BOLLARD
- SP SOLAR PANEL
- SL SKYLIGHT



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5	18.12.19	PLANNING SUBMISSION - FINAL	
4	05.12.19	PLANNING SUBMISSION	
3	25.11.19	PLANNING SUBMISSION DRAFT	
2	14.11.19	TP DRAFT FOR REVIEW	
1	08.11.19	TP DRAFT FOR REVIEW	



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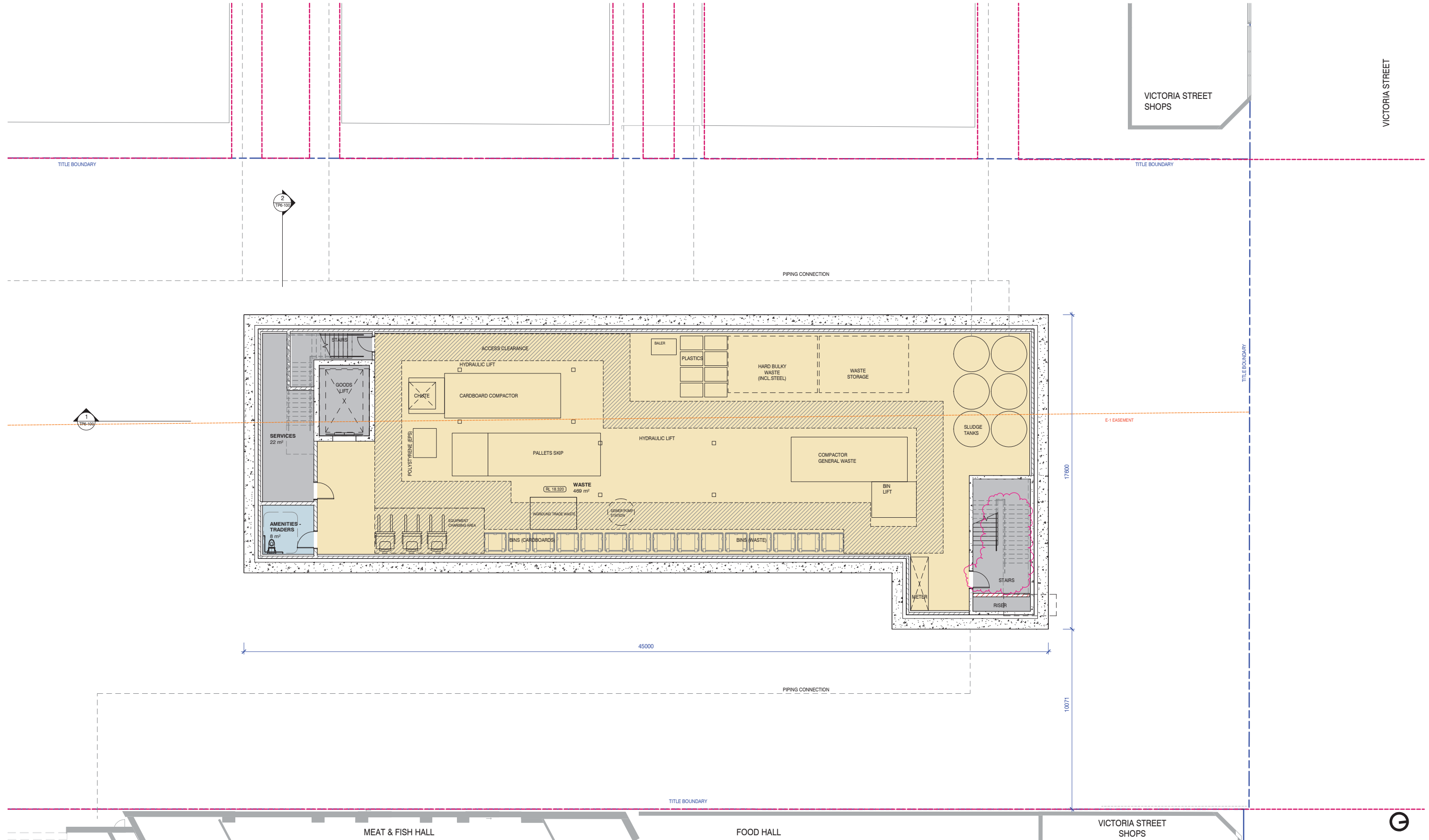
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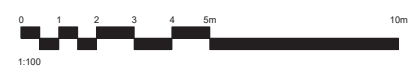
Project Name QUEEN VICTORIA MARKET		
Drawing Name PROPOSED FLOOR PLAN - CANOPY ROOF		
Checked By TT	Drawn By TC	Scale @ A1 1 : 100
Project Number 170700	Drawing Number TP2-112	Revision 6

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1 PROPOSED FLOOR PLAN - BASEMENT 01
TP6-100 1 : 100



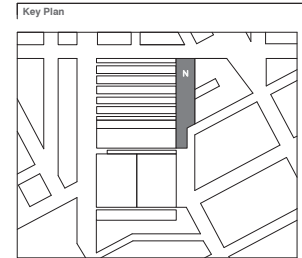
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LEGEND

- TITLE BOUNDARY LINE
- AREA SUBJECT TO PLANNING APPLICATION
- EXISTING BUILDING
- EASEMENT
- BO BOLLARD
- COL COLUMN
- EX EXISTING
- SB SERVICES BOLLARD
- SP SOLAR PANEL
- SL SKYLIGHT

Consultant Team
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irwinconsult

Revisions	Rev	Date	Description
6	AUG. 20		FOR HERITAGE VICTORIA RESPONSE
5	18.12.19		PLANNING SUBMISSION - FINAL
4	05.12.19		PLANNING SUBMISSION
3	25.11.19		PLANNING SUBMISSION DRAFT
2	14.11.19		TP DRAFT FOR REVIEW
1	08.11.19		TP DRAFT FOR REVIEW



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PLANNING SUBMISSION

Project Name QUEEN VICTORIA MARKET		
Drawing Name PROPOSED FLOOR PLAN - BASEMENT 01		
Checked By NB	Drawn By TC	Scale @ A1 1 : 100
Project Number 170700	Drawing Number TP2-151	Revision 6

EXISTING VICTORIA ST MSB

ELECTRICAL DISTRIBUTION BOARD (TYPICAL)

SHED A

SHED B

SHED C

FOR CONTINUATION REFER TO TP2-161

PROPOSED SERVICES
 REFER TO ABBREVIATION LIST FOR EQUIPMENT SUPPLIED
 ABBREVIATION

	SERVICES BOLLARD
	SERVICES ACCESS PIT
	SERVICES TRENCH

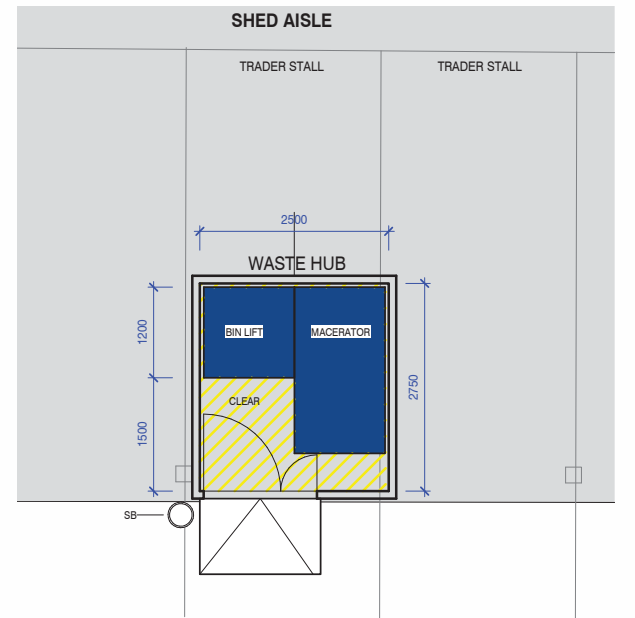


3D VIEW OF WASTE HUB FRONT ON

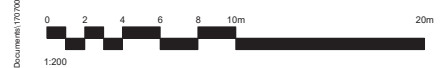


3D VIEW OF WASTE HUB LOOKING EAST DOWN LANEWAY BETWEEN SHEDS

WASTE HUB CONNECTION
 BOLLARD (SUBJECT TO FUTURE
 DESIGN DETAIL & LOCATION)



2 PROPOSED WASTE HUB PLAN
 1 : 50



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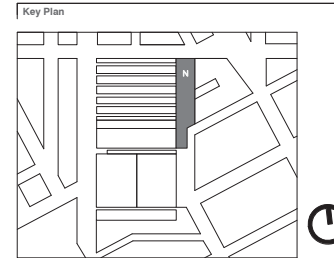
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 MACDONALD**

trethowan

Irwinconsult

Revisions	Date	Description
4	AUG. 20	FOR HERITAGE VICTORIA RESPONSE
3	18.12.19	PLANNING SUBMISSION - FINAL
2	05.12.19	PLANNING SUBMISSION
1	25.11.19	PLANNING SUBMISSION DRAFT



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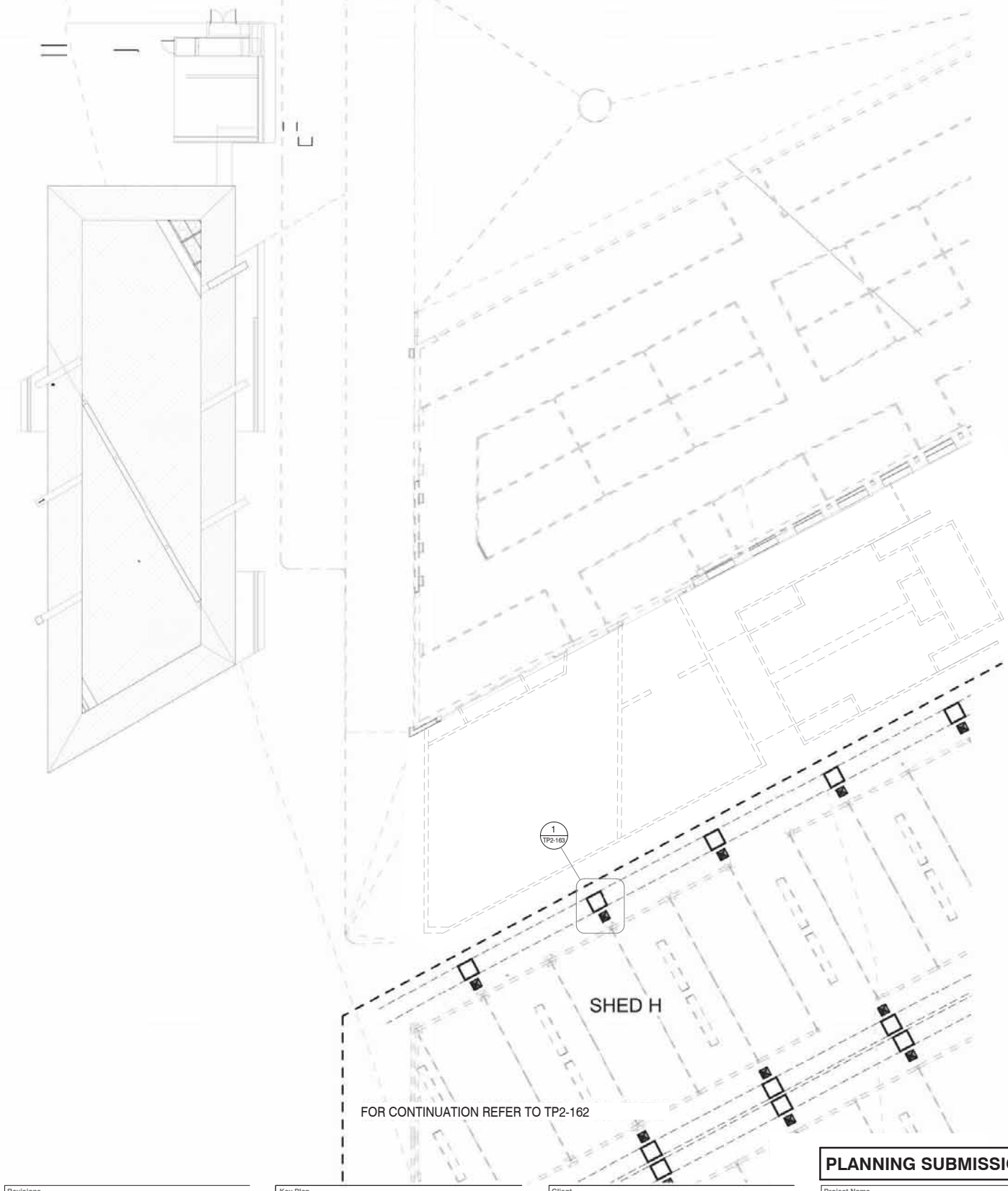
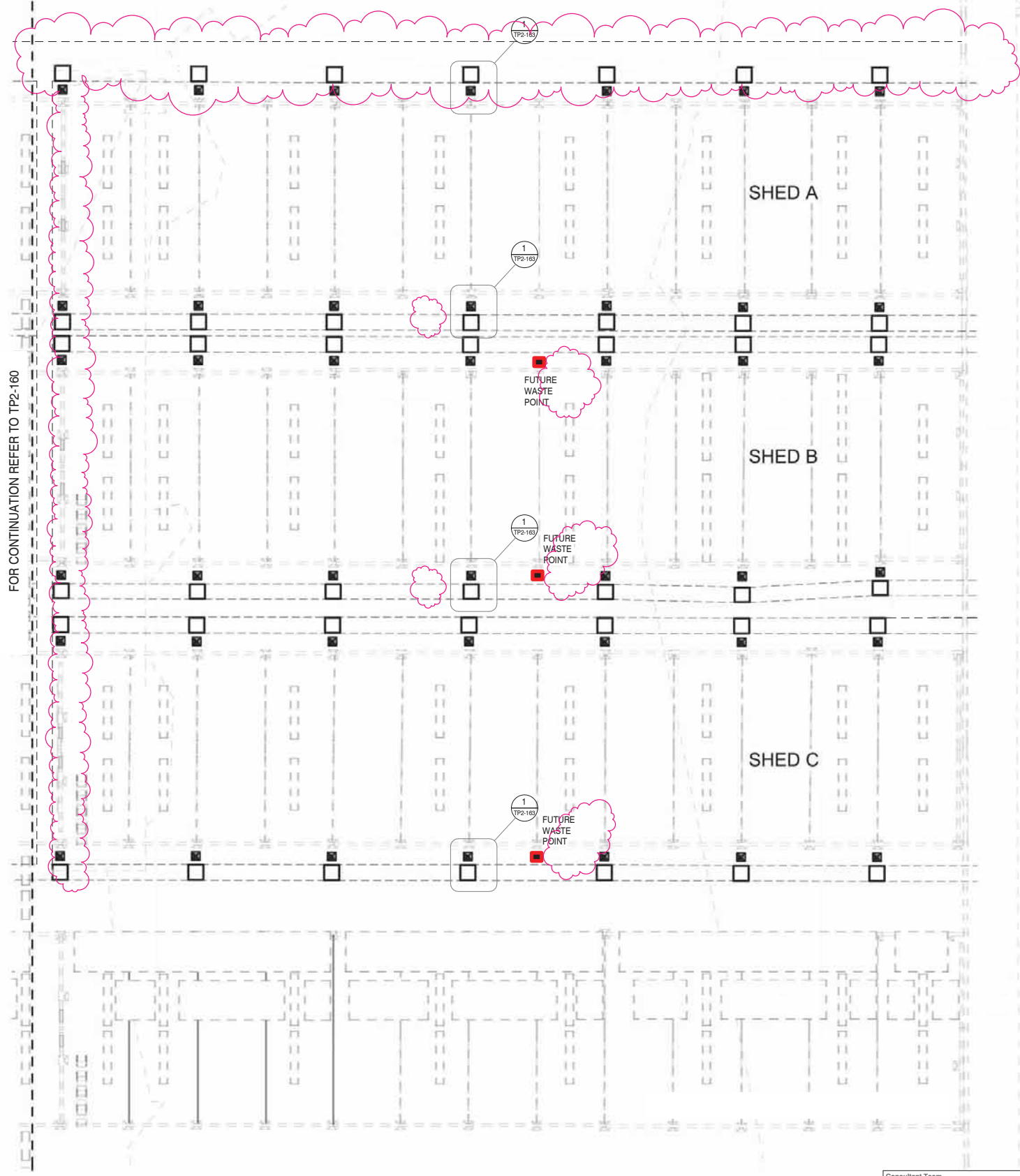
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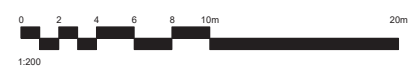
Project Name
QUEEN VICTORIA MARKET

Drawing Name
**PROPOSED FLOOR PLAN - SHEDS
 A-C (WEST) SERVICES TRENCH**

Checked By NB	Drawn By TC	Scale @ A1 1/1 : 200@ted
Project Number 170700	Drawing Number TP2-160	Revision 4



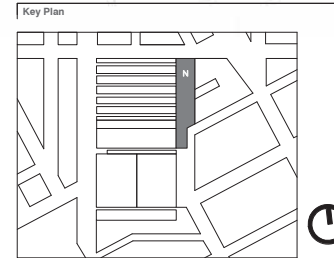
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Revisions	Client
5 AUG. 20 FOR HERITAGE VICTORIA RESPONSE	
4 18.12.19 PLANNING SUBMISSION - FINAL	
3 13.12.19 PLANNING SUBMISSION	
2 05.12.19 PLANNING SUBMISSION	
1 25.11.19 PLANNING SUBMISSION DRAFT	
Rev. Date Description	



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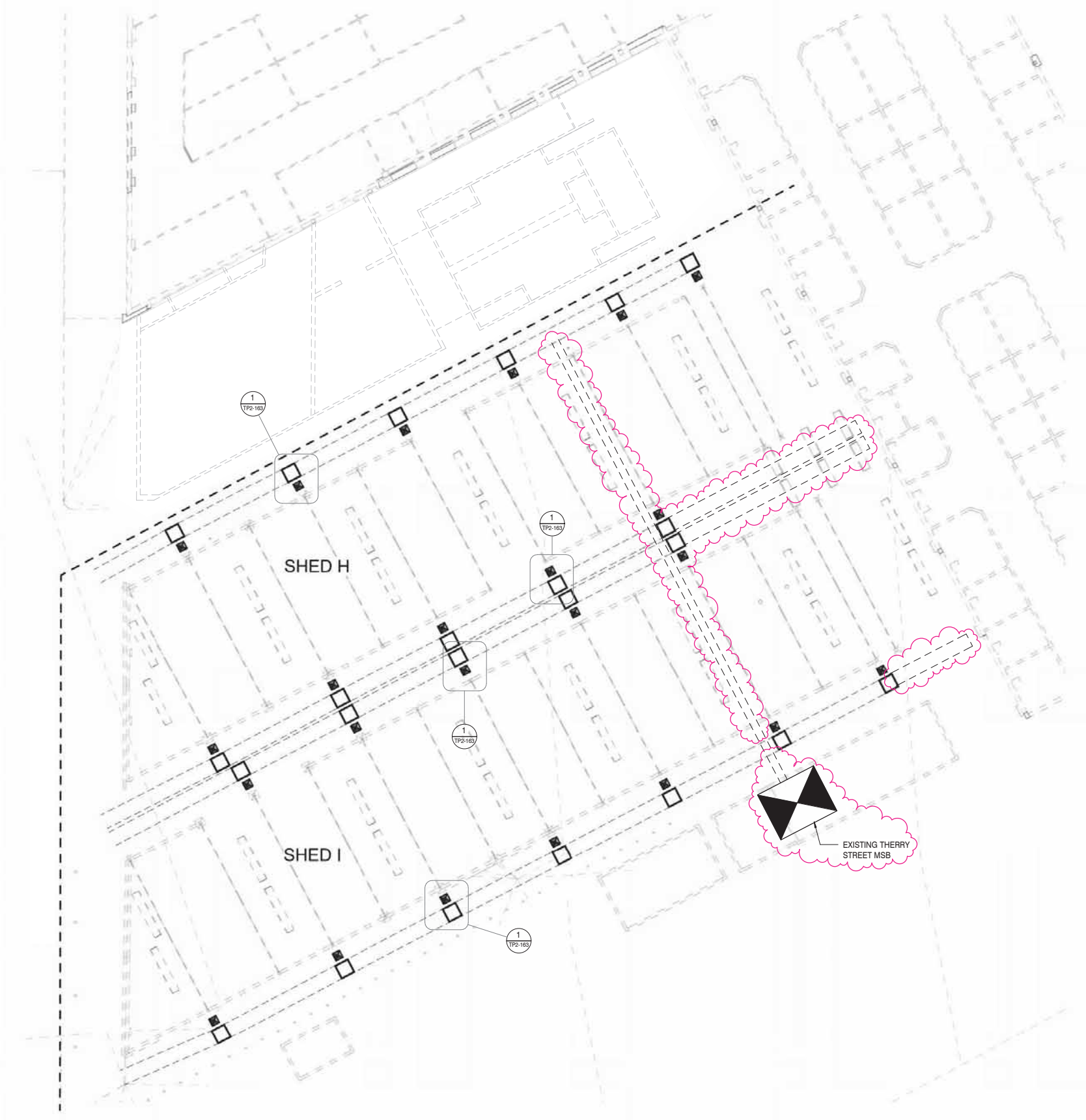
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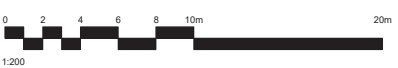
Project Name
QUEEN VICTORIA MARKET

Drawing Name
**PROPOSED FLOOR PLAN - SHEDS
 A-C (EAST) SERVICES TRENCH**

Checked By	Drawn By	Scale @ A1
NB	TC	1 : 200
Project Number	Drawing Number	Revision
170700	TP2-161	5



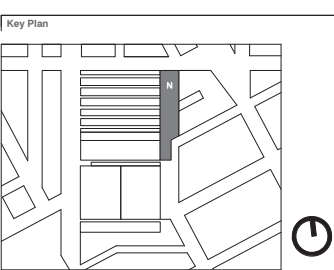
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Rev	Date	Description
4	AUG. 20	FOR HERITAGE VICTORIA RESPONSE
3	18.12.19	PLANNING SUBMISSION - FINAL
2	05.12.19	PLANNING SUBMISSION
1	25.11.19	PLANNING SUBMISSION DRAFT



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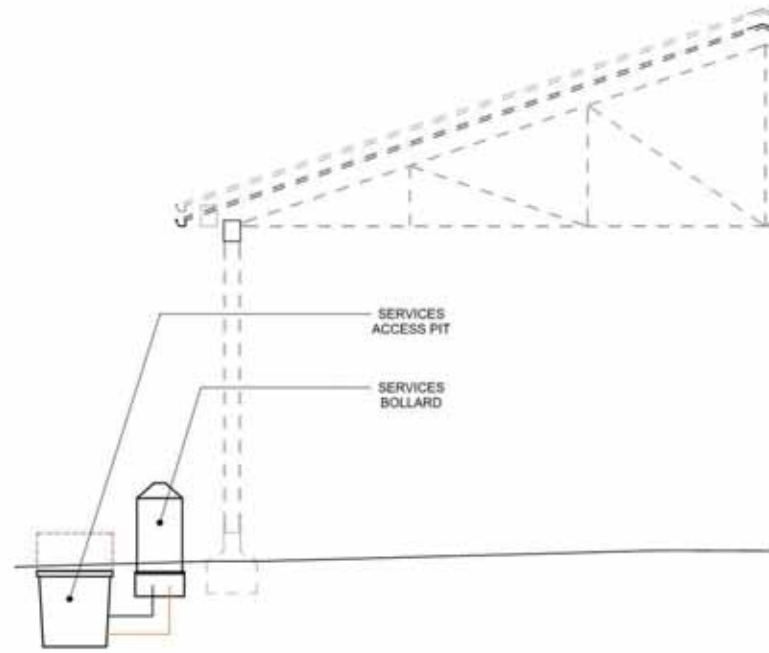
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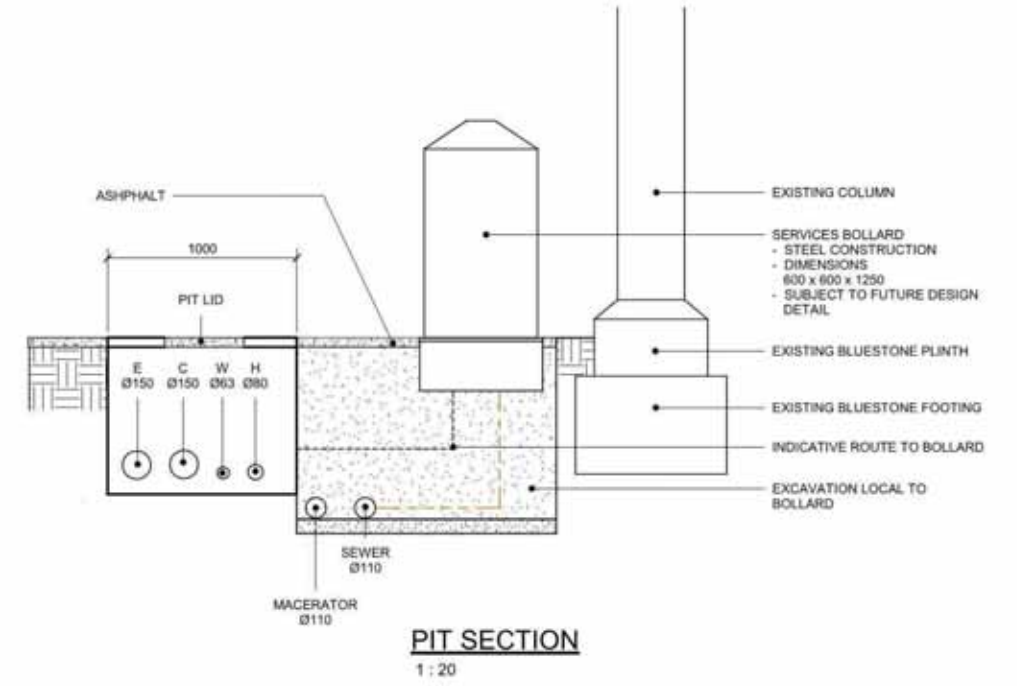
Project Name
QUEEN VICTORIA MARKET

Drawing Name
PROPOSED FLOOR PLAN - SHEDS H & I SERVICES TRENCH

Checked By NB	Drawn By TC	Scale @ A1 1 : 200
Project Number 170700	Drawing Number TP2-162	Revision 4



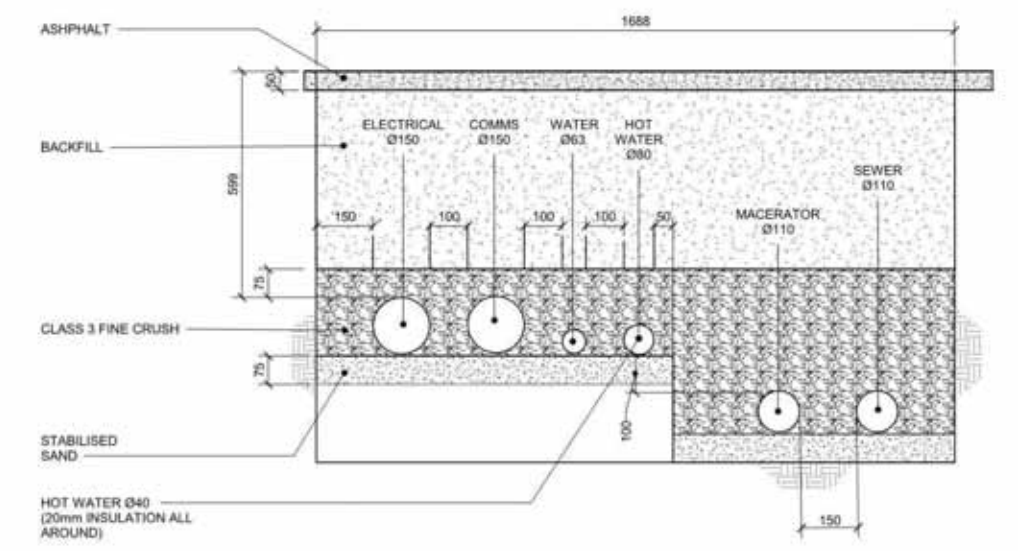
TYPICAL SECTION - BOLLARD & PIT
1 : 50



PIT SECTION
1 : 20



VIEW LOOKING DOWN SHED LANEWAY



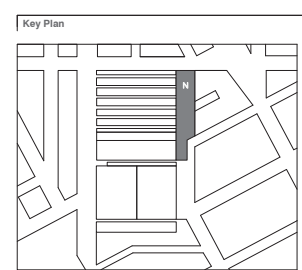
TRENCH SECTION
1 : 10

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3	AUG. 20	FOR HERITAGE VICTORIA RESPONSE
2	05.12.19	PLANNING SUBMISSION
1	25.11.19	PLANNING SUBMISSION DRAFT



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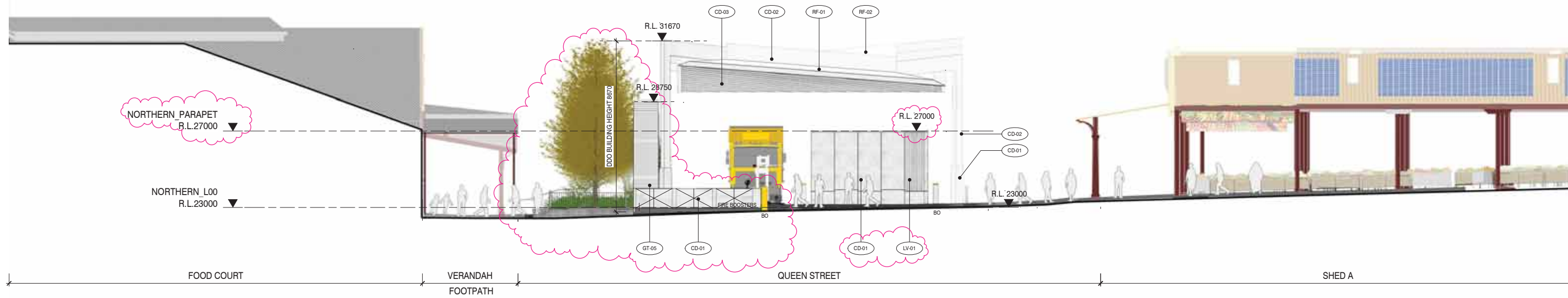
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PLANNING SUBMISSION

Project Name QUEEN VICTORIA MARKET		
Drawing Name PROPOSED SERVICES TRENCH DETAILS		
Checked By NB	Drawn By TC	Scale @ A1 1 : 1
Project Number 170700	Drawing Number TP2-163	Revision 3

MATERIALS LEGEND

- BS-01 CONCRETE/STONE SEATING
- CD-01 GALVANIZED STEEL CLADDING
- CD-02 ANODIZED ALUMINIUM CLADDING
- CD-03 PERFORATED SCREEN - ANODISED ALUMINIUM
- GT-01 GLASS - CLEAR
- GT-05 GLASS - TEXTURED, FACE FIXED
- LV-01 GALVANISED STEEL CUSTOM LOUVRE, VERTICAL
- RF-01 POLYCARBONATE ROOFING
- RF-02 CORRUGATED POLYCARBONATE ROOFING
- FN-01 GALVANISED STEEL GATE
- FN-02 GALVANISED STEEL FENCE



1 PROPOSED - NORTH ELEVATION
1 : 100



VIEW OUTSIDE MEAT & FISH HALL LOOKING SOUTH WEST

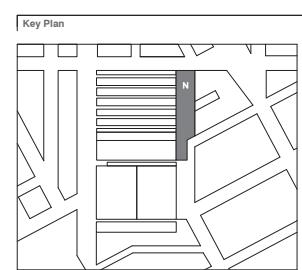


VIEW FROM VICTORIA STREET LOOKING SOUTH

0 1 2 3 4 5m 10m
1:100
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Revisions
5 AUG. 20 FOR HERITAGE VICTORIA RESPONSE
4 05.12.19 PLANNING SUBMISSION
3 25.11.19 PLANNING SUBMISSION DRAFT
2 14.11.19 TP DRAFT FOR REVIEW
1 08.11.19 TP DRAFT FOR REVIEW
Rev Date Description



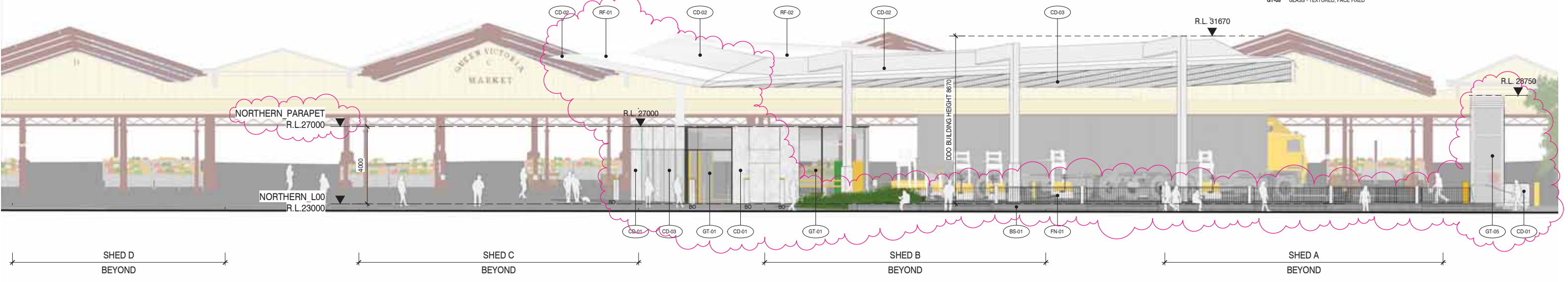
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PLANNING SUBMISSION

Project Name QUEEN VICTORIA MARKET		
Drawing Name PROPOSED ELEVATIONS - NORTH		
Checked By NB	Drawn By MS	Scale @ A1 As indicated
Project Number 170700	Drawing Number TP5-100	Revision 5

MATERIALS LEGEND

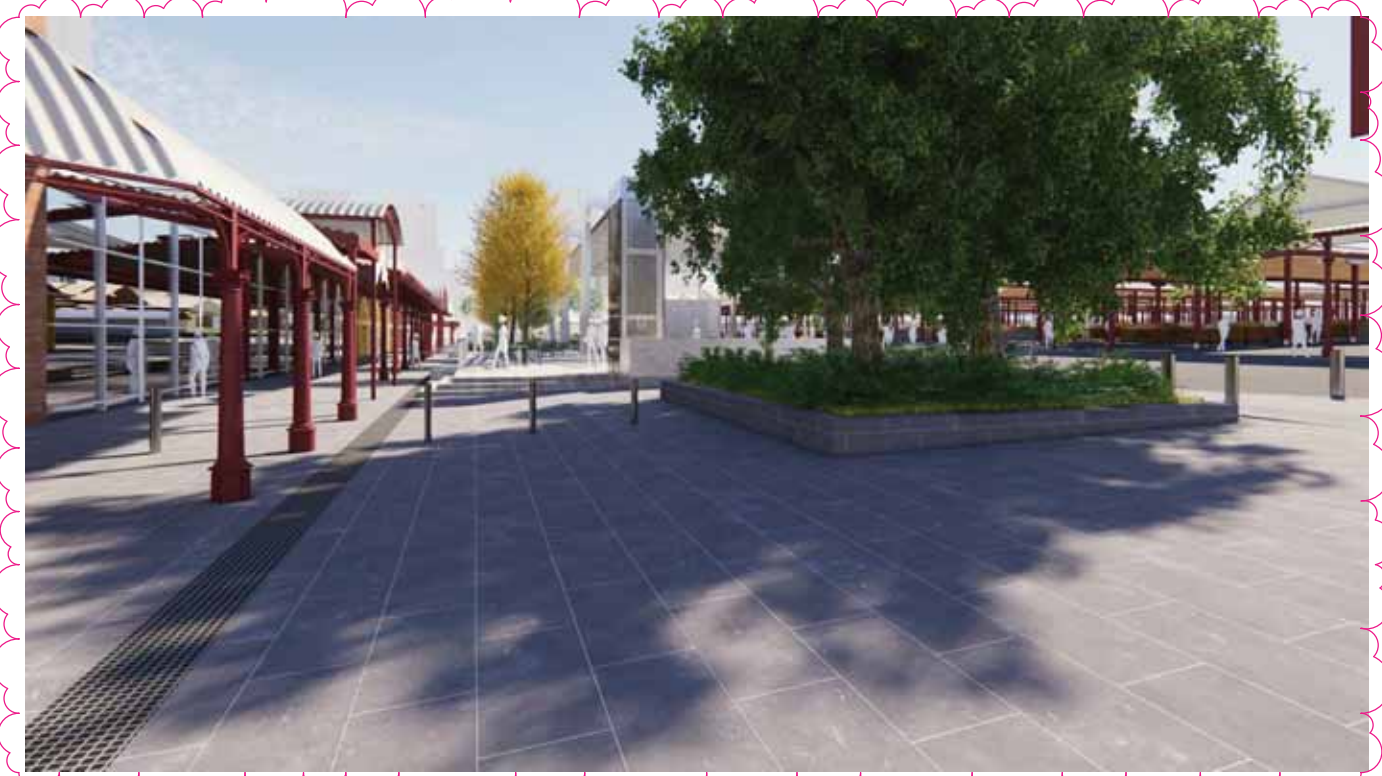
BS-01	CONCRETE/STONE SEATING	LV-01	GALVANISED STEEL CUSTOM LOUVRE, VERTICAL
CD-01	GALVANIZED STEEL CLADDING	RF-01	POLYCARBONATE ROOFING
CD-02	ANODIZED ALUMINIUM CLADDING	RF-02	CORRUGATED POLYCARBONATE ROOFING
CD-03	PERFORATED SCREEN - ANODISED ALUMINIUM	FN-01	GALVANISED STEEL GATE
GT-01	GLASS - CLEAR	FN-02	GALVANISED STEEL FENCE
GT-05	GLASS - TEXTURED, FACE FIXED		



1 PROPOSED - EAST ELEVATION
1 : 100

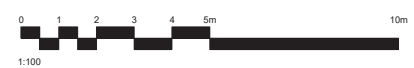


VIEW OUTSIDE MEAT & FISH HALL LOOKING WEST TOWARDS SHEDS A & B



VIEW OUTSIDE MEAT & FISH HALL LOOKING SOUTH

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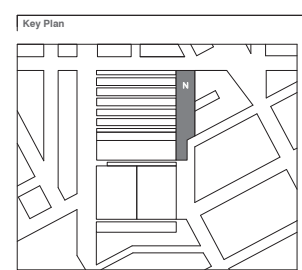


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Revisions

Rev	Date	Description
5	AUG. 20	FOR HERITAGE VICTORIA RESPONSE
4	05.12.19	PLANNING SUBMISSION
3	25.11.19	PLANNING SUBMISSION DRAFT
2	14.11.19	TP DRAFT FOR REVIEW
1	08.11.19	TP DRAFT FOR REVIEW



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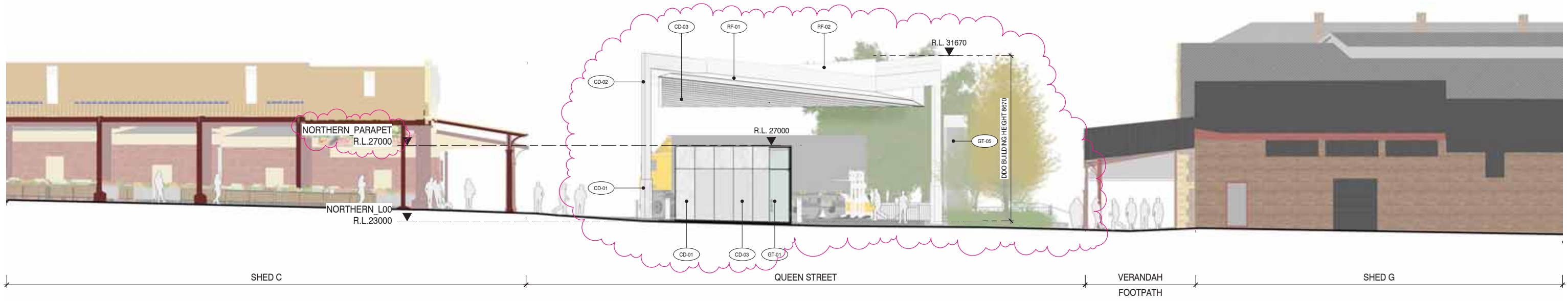
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PLANNING SUBMISSION

Project Name QUEEN VICTORIA MARKET		
Drawing Name PROPOSED ELEVATIONS - EAST		
Checked By NB	Drawn By MS	Scale @ A1 As indicated
Project Number 170700	Drawing Number TP5-101	Revision 5

MATERIALS LEGEND

BS-01 CONCRETE/STONE SEATING	LV-01 GALVANISED STEEL CUSTOM LOUVRE, VERTICAL
CD-01 GALVANIZED STEEL CLADDING	RF-01 POLYCARBONATE ROOFING
CD-02 ANODIZED ALUMINIUM CLADDING	RF-02 CORRUGATED POLYCARBONATE ROOFING
CD-03 PERFORATED SCREEN - ANODISED ALUMINIUM	FN-01 GALVANISED STEEL GATE
GT-01 GLASS - CLEAR	FN-02 GALVANISED STEEL FENCE
GT-05 GLASS - TEXTURED, FACE FIXED	



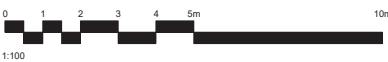
1 PROPOSED - SOUTH ELEVATION
TP2-100 1 : 100



VIEW FROM SHED H LOOKING NORTH WEST (LOADING)



VIEW FROM SHED H LOOKING NORTH WEST



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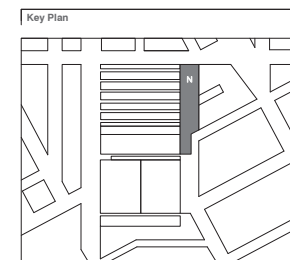
Consultant Team

MOTT MACDONALD

tretrowan

Irwinconsult

Revisions	Revisions
5	AUG. 20 FOR HERITAGE VICTORIA RESPONSE
4	05.12.19 PLANNING SUBMISSION
3	25.11.19 PLANNING SUBMISSION DRAFT
2	14.11.19 TP DRAFT FOR REVIEW
1	08.11.19 TP DRAFT FOR REVIEW
Rev	Date Description



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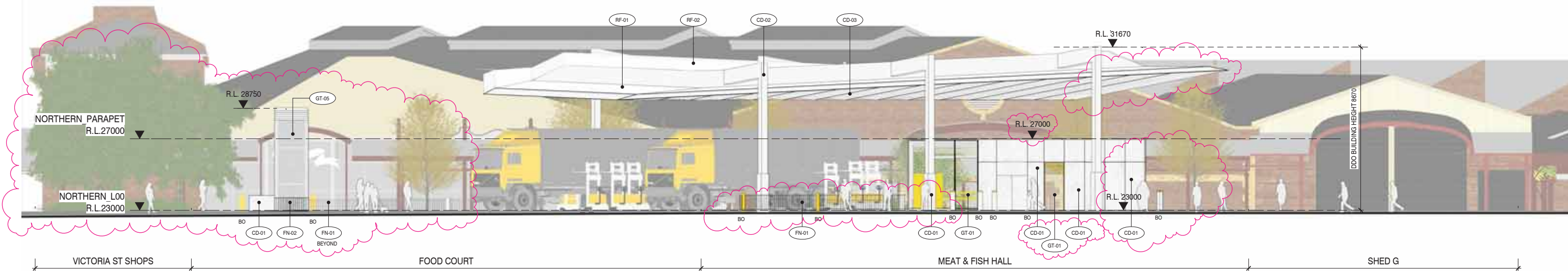
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www.nharchitecture.net

PLANNING SUBMISSION

Project Name	QUEEN VICTORIA MARKET		
Drawing Name	PROPOSED ELEVATIONS - SOUTH		
Checked By	Drawn By	Scale @	A1
NB	MS		As indicated
Project Number	Drawing Number	Revision	
170700	TP5-102	5	

MATERIALS LEGEND

BS-01	CONCRETE/STONE SEATING	LV-01	GALVANISED STEEL CUSTOM LOUVRE, VERTICAL
CD-01	GALVANIZED STEEL CLADDING	RF-01	POLYCARBONATE ROOFING
CD-02	ANODIZED ALUMINIUM CLADDING	RF-02	CORRUGATED POLYCARBONATE ROOFING
CD-03	PERFORATED SCREEN - ANODISED ALUMINIUM	FN-01	GALVANISED STEEL GATE
GT-01	GLASS - CLEAR	FN-02	GALVANISED STEEL FENCE
GT-05	GLASS - TEXTURED, FACE FIXED		



1 PROPOSED - WEST ELEVATION
TP2-100 1 : 100



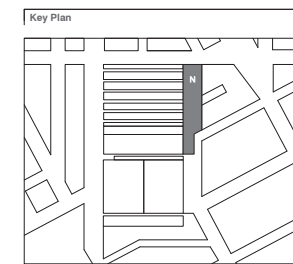
VIEW OF WEST ELEVATION LOOKING SOUTH



1:100
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Irwinconsult

Rev	Date	Description
5	AUG. 20	FOR HERITAGE VICTORIA RESPONSE
4	05.12.19	PLANNING SUBMISSION
3	25.11.19	PLANNING SUBMISSION DRAFT
2	14.11.19	TP DRAFT FOR REVIEW
1	08.11.19	TP DRAFT FOR REVIEW

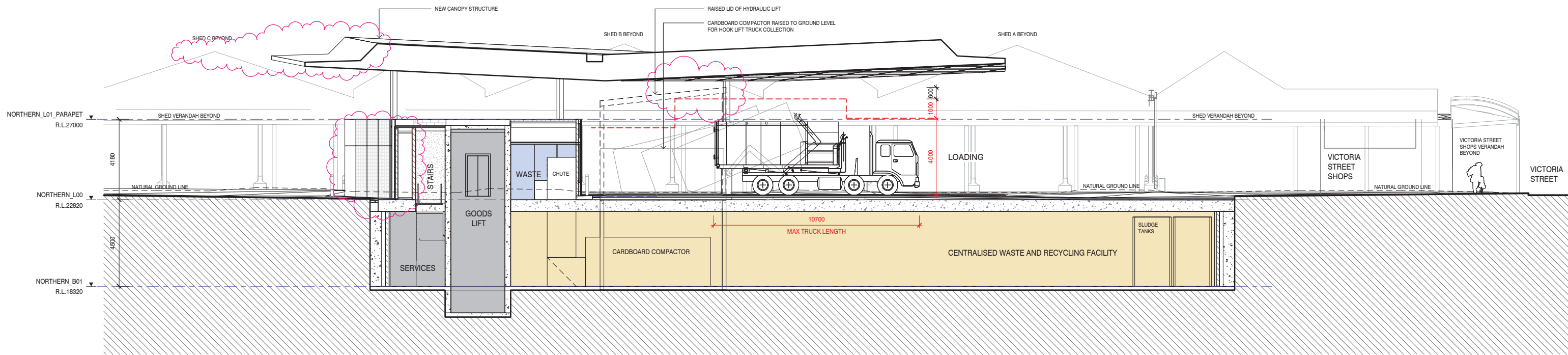


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CITY OF MELBOURNE

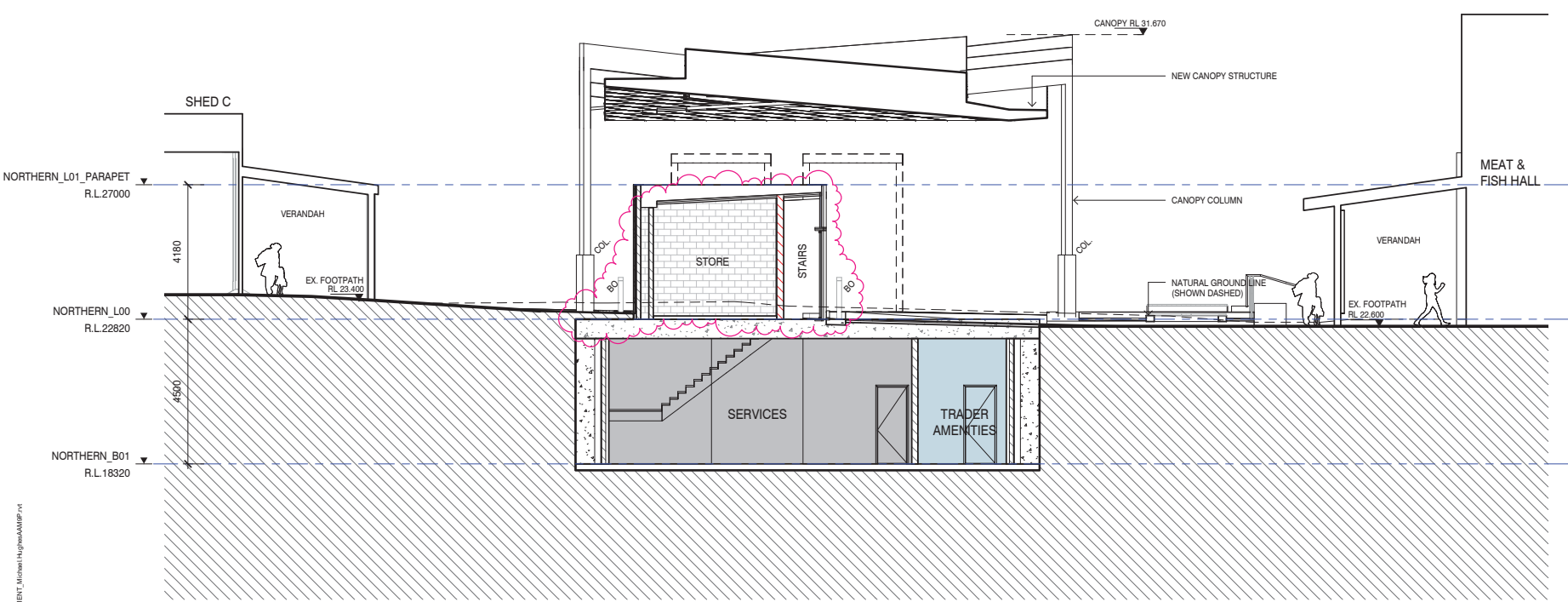
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PLANNING SUBMISSION

Project Name QUEEN VICTORIA MARKET		
Drawing Name PROPOSED ELEVATIONS - WEST		
Checked By NB	Drawn By MS	Scale @ A1 As indicated
Project Number 170700	Drawing Number TP5-103	Revision 5



1 PROPOSED SECTION 01
1 : 100



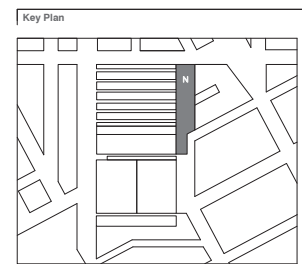
2 PROPOSED SECTION 02
1 : 100



1:100
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PLANNING SUBMISSION

Project Name QUEEN VICTORIA MARKET		
Drawing Name PROPOSED SECTIONS		
Checked By NB	Drawn By TC	Scale @ A1 1 : 100
Project Number 170700	Drawing Number TP6-100	Revision 5

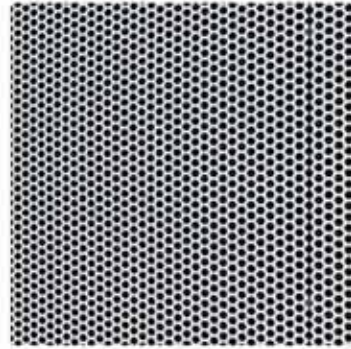
EXTERNAL MATERIALS & FINISHES



CD-01
CLADDING
 GALVANISED STEEL CLADDING



CD-02
CLADDING
 NATURAL ANODISED ALUMINIUM



CD-03
CLADDING
 ANODISED PERFORATED ALUMINIUM



RF-01
ROOFING
 POLYCARBONATE ROOFING



RF-02
ROOFING
 CORRUGATED POLYCARBONATE ROOFING



LV-01
LOUVRE
 CUSTOM, VERTICAL GALVANISED STEEL



BS-01
BUILT-IN SEATING
 CONCRETE OUTDOOR SEATING



FN-01
GATE
 GALVANISED STEEL SLIDING GATE



FN-02
FENCE
 GALVANISED STEEL FENCE



GT-01
GLASS TYPE
 CLEAR



GT-05
GLASS TYPE
 TEXTURED, FACE FIXED

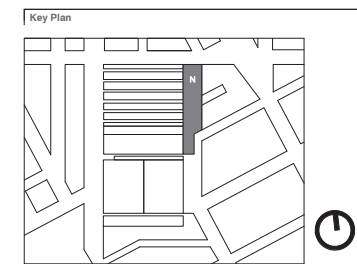
MATERIALS NOMINATED ARE INDICATIVE ONLY

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PLANNING SUBMISSION

Project Name
 QUEEN VICTORIA MARKET

Drawing Name
 PROPOSED EXTERNAL MATERIALS AND FINISHES

Checked By NB	Drawn By TC	Scale @ A1
Project Number 170700	Drawing Number TP9-150	Revision 5

DELEGATED PLANNING APPLICATION REPORT

Application number:	TP-2020-101
Applicant:	Tract Consultants Pty Ltd on behalf of the City Of Melbourne
Owner:	City Of Melbourne
Architect	NH Architecture
Address:	Queen Victoria Market, 16-94 Peel Street, MELBOURNE VIC 3000
Proposal:	Development of the new Northern Shed, including associated demolition, buildings and works, construct and put up for display Business Identification Signage and alteration of access to a road in a Road Zone - Category 1.
Cost of works:	\$12,980,000
Date of application:	5 February 2020
Responsible officer:	Ryan Cottrell, Senior Urban Planner

1 SITE AND SURROUNDS

1.1 Subject Site

This application relates to the land known as:

- Queen Victoria Market (**QVM** / the **Market**), 16-94 Peel Street, Melbourne (the **Site**), and/or;
- Queen Victoria Market (**QVM** / the **Market**), 65-159 Victoria Street, Melbourne (the **Site**), and/or;
- Formally referred to as Crown Allotment 1D Section A and Crown Allotment 4 Section F, and Crown Allotment 6 Section F (the **Site**).

The Site is located on the northern periphery of the CBD, south-east of the intersection of Peel Street and Victoria Street (Figure 1).

The Site is irregular and large with an approximate area of 81,879 square metres. The Site has street frontages to Peel Street, Victoria Street, Queen Street, Elizabeth Street, Therry Street, and Franklin Street.

Crown Allotment 4 has an area of 6,196 square metres and is included within the Queen Street road reservation. The lot is bounded by Victoria Street to the north, the continuation of Queen Street to the south, Crown Allotment 6 to the west, and Crown Allotment 1D to the east. The allotment is used largely for pedestrian access and as a road for loading associated with the Market with limited vehicle access (Figure 2).

Crown Allotment 6 has an area of 31,760 square metres and is bounded by Victoria Street to the north, Queen Street to the east, the Market carpark to the south and Peel Street to the west. The allotment contains Sheds A – M, as well as the Market Victoria Street Shops (Figure 2).

Crown Allotment 1D has an area of 10,400 square metres and is bounded by Victoria Street to the north, Elizabeth Street to the east, Therry Street to the south and Queen Street to the west. The allotment contains Sheds G, H and I, the Meat and Fish Hall, Dairy Produce Hall, food court and Victoria and Elizabeth Street terraces (Figure 2).

The Site's Title Plan (TP 76247Y) does not contain any easements or restrictions relevant to this application.

The remaining areas of the Market are not subject to this application. Regardless, the southern half of the Market contains a large car park that is predominately uncovered (Figure 2).

Vehicle access to the Site is possible via most street frontages and there is a tree lined road that runs through the Site running from the termination point of Queen Street north towards Victoria Street.

The following parts of the Market have been afforded the following heritage categories in the City of Melbourne's Heritage Places Inventory February 2020 (Amended July 2020) Part A:

- Sheds A-F (Peel Street, North Melbourne): 'Significant' in a 'Significant' streetscape.
- 65-159 Victoria Street, North Melbourne: 'Significant' in a non-categorised streetscape.

The Site is listed in the Victorian Heritage Register (VHR) under reference number H0734.

The Site is identified as a place of potential Aboriginal Cultural Heritage Significance and the applicant has provided an approved Cultural Heritage Management Plan that correlates with this application.

Figure 1 – Locality map



Figure 2 – The Site, satellite view



Figure 3 – The site, street view (Victoria Street and Peel Street frontages)



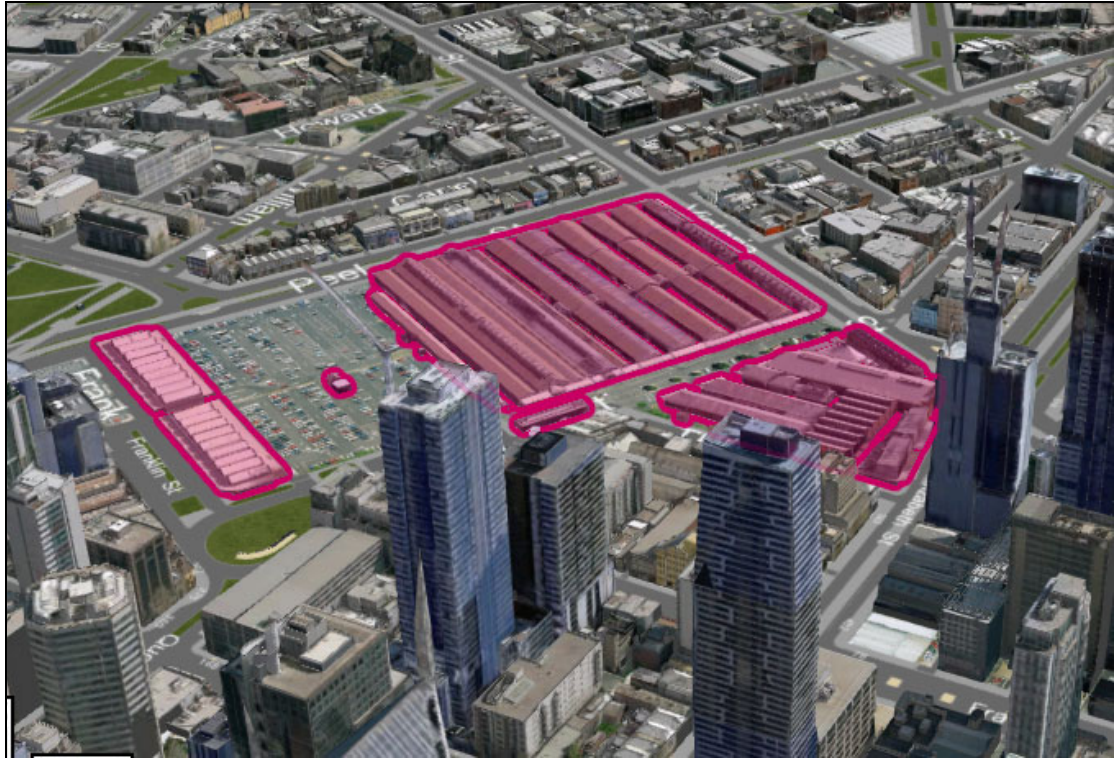
1.2 Site Surrounds

The immediate surrounds form part of the Queen Victoria Market precinct, which comprises several retail and commercial properties.

The built form surrounding the Site varies with large scale towers to the south and lower scale development to the north (Figure 4).

The Site and surrounds are well serviced by public transport. It is approximately 500 metres from Flagstaff train station, 500 metres from Melbourne Central train station and 800 metres from the University of Melbourne (noting the location of the new Metro Station on Grattan Street). It also abuts the Queen Victoria Market / Elizabeth Street tram stop (tram numbers 19/57/59).

Figure 4 – 3D view of the surrounds (Looking north-west)



The surrounding area has been summarised as follows:

North

To the north is Victoria Street which is 30 metre wide road reserve.

The north side of Victoria Street contains a series of mostly two storey commercial tenancies that front the street.

East

The Market adjoins Elizabeth Street to the east.

South

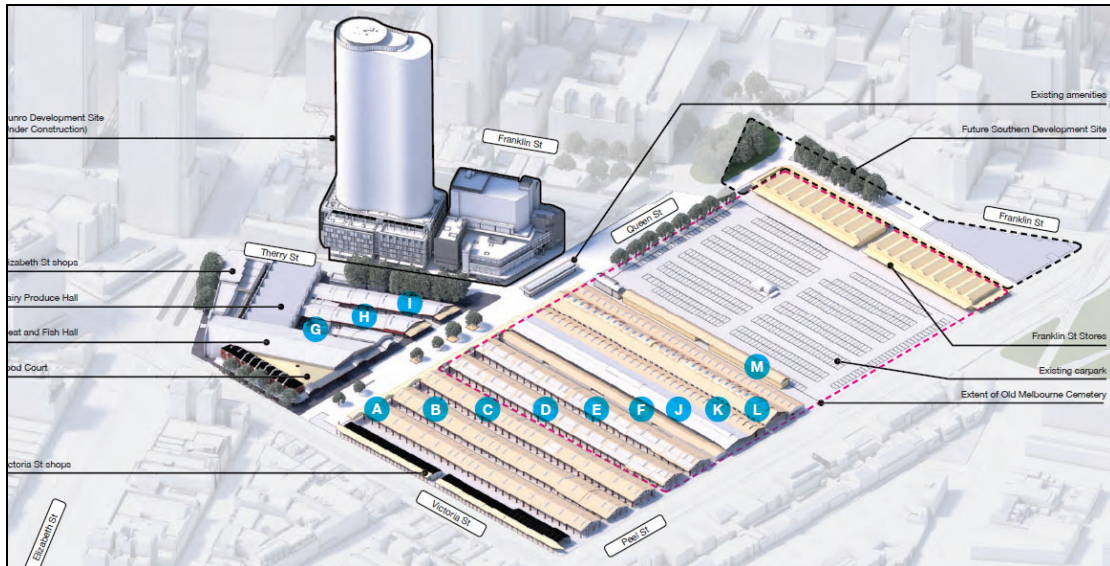
South of the Market is the Munro development which is currently under construction. This development will comprise two buildings, one 38 storey and one 10 storey (Figure 5). These buildings contain dwellings, a community centre, childcare centre, residential hotel, event spaces and retail. This development includes 503 car parking spaces for the market.

West

West of the Market is Peel Street, a 30 metre wide road reserve.

The west side of Peel Street is lined with a mix of buildings ranging between two to four storeys that contain residential and commercial uses.

Figure 5 – Site and surrounds



2 BACKGROUND AND HISTORY

2.1 Planning Application History

The following applications, listed as considered relevant to the current proposal, have previously been considered for the Site and surrounding sites (Table 1):

Table 1: Planning Application History			
Reference	Property Address	Description of Proposal	Decision & Date
PA-2019-356	Queen Victoria Market	Pre-application for QVM works.	Completed 31/07/2019
HV-2020-6 (Heritage Victoria Ref: P32629)	Queen Victoria Market	Installation of services within Sheds A, B, C, D, H and I, construction of a new centralised waste and recycling facility, installation of operable bollards, retractable gates and a new raised street edge to facilitate segregated loading, and associated landscaping and public realm works with Queen Street.	HV Permit issued: 03/12/2020
HV-2020-5 (Heritage Victoria Ref: P30767)	Queen Victoria Market	Demolition of the Meat Market Annex and toilet block building and construction of a new three-storey, plus four level basement building to be known as 'Trader Shed' and associated public realm upgrades.	HV Permit issued: 03/12/2020

TP-2020-89	Queen Victoria Market	Development of the new Trader Shed, including associated demolition, buildings and works and alteration of access to a road in a Road Zone - Category 1.	Not determined.
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Heritage Victoria permit P32629 is relevant. This permit considered the heritage aspects of this proposal given the Site is included in the Victorian Heritage Register.

This approval did exclude:

- The canopy proposed in this application.
- The retail pod.
- The signage.

The heritage permit also required changes to the design of the pedestrian / traffic segregation gates and concrete street furniture.

Based on this, the applicant accepted Heritage Victoria's position and is willing to accommodate the changes via conditions on the planning permit.

These changes are referenced at Section 3 of this report and are the plans assessed at Section 10.

2.2 Planning Scheme Amendments

Upcoming Melbourne Planning Scheme Amendment C308 is of relevance as it seeks to refresh Design and Development Overlay Schedule 1 (DDO1) through consolidating several Design and Development Overlays and bringing them into line with best practice.

Amendment C308 inserts stronger policy relating to high quality, pedestrian oriented built form with activated street frontages.

The Site is included in the Central City area affected by the proposed amendment and is not included in a Special Character Area which means there are no mandatory public interface requirements that would impact on the decision making process for this application.

2.3 Relevant Strategic Documents

2.3.1 Queen Victoria Market Precinct Renewal Master Plan 2015

The Queen Victoria Market Precinct Renewal Master Plan (the **Master Plan**) is a reference document under Clause 21.17 of the Melbourne Planning Scheme (MPS).

The Master Plan sets a broad vision for the market and contains the following strategic vision:

The future vision for Queen Victoria Market is of a thriving and diverse market place that is loved by locals and a must see for tourists.

The vision contains the following strategic directions:

- A market of markets. A place that supports and encourages sustainable market trading in all its varieties.
- A Melbourne experience. A place to experience Melbourne's local character, liveability and identity.
- A community meeting place. A place to meet and connect with the diverse and vibrant communities of Melbourne.

The Master Plan divides the Market into four quarters, each linked to the other by a market cross of public spaces forming the heart of the precinct.

The proposal relates to the Northern Shed which is in Quarter 2, with the structure itself being within the Market Cross area C2.

The priorities for Quarter 2 are:

- *Resolve conflicts between forklift and other service vehicles and public spaces.*
- *Improve access for delivery including off-street loading and breakdown areas, wash-down service and storage facilities.*
- *Improve trader facilities including showers, toilets, breakout spaces and storage.*
- *Improve waste management facilities with a focus on organic waste.*
- *Develop sustainable infrastructure.*
- *Allow for servicing but minimise the presence of vehicles during public access hours.*
- *Provide dedicated back-of-house facilities for this quarter.*
- *Provide accessible public amenities for the quarter.*

The priorities for Market Cross area C2 are:

- *Enhance as a public space for casual use with opportunities to gather, eat and relax.*
- *Accommodate temporary market stalls and programmed events.*
- *Remove parking and vehicular traffic.*
- *Separate service vehicle operation from public activity.*
- *Increase shade and public seating.*

2.3.2 QVM Peoples Panel Report 2018

The CoM established a 40 person People Panel for the QVM in August 2018 that would represent traders, customers, residents and stakeholders to deliberate on the future of the QVM and to represent the QVM with a range of voices to inform future recommendations to the Council.

The Panel's mandate was to consider options to address the Market's ageing infrastructure, operational requirements, traders' needs and car parking.

The Panel formed the following key principles (and objectives) relating to the above:

- Ensure a sustainable economic future for the QVM.
 - Ensure market infrastructure provides the QVM management and traders with the opportunity to grow the market, diversify the offer and free up more space for new traders and events.
- Deliver the QVM Pty Ltd operating requirements.
 - Deliver infrastructure essential to improve operating efficiency for the market as set out in the attached summary. This includes back-of-house trader and operator storage, loading requirements, basic services, amenities, cleaning and waste management, and security.
- Provide a safe and secure environment for all users of the QVM.

- Ensure QVM is a safe place for customers, traders and visitors, through the provision of infrastructure that complies with best practice workplace health and safety and food safety, and that minimises risk at the site from security incidents.
- Minimise disturbance to former Old Melbourne Cemetery.
 - Avoid impacts to human remains within the boundary of the Old Melbourne Cemetery, and if sub-surface works are required, keep disturbance to a minimum.
- Protection of Aboriginal cultural values and sites.
 - Ensure that the market infrastructure provision protects and recognises Aboriginal cultural sites at the market precinct.
- Minimise impact to the historic, architectural and aesthetic significance of the market.
 - Ensure that market infrastructure minimises impacts to the historical, architectural and aesthetic values of the site.

3 PROPOSAL

3.1 Plans / Reports considered in assessment

This application has been lodged on behalf of the City of Melbourne for development within the Queen Victoria Market. The plans which have been considered in this assessment are identified in Table 2 below:

Table 2: Plans / Reports considered in assessment		
Plan / Report Title	Drawing/ Report No.	Date Stamped / dated
Metropolitan Planning Levy (MPL)	MPLCERT14649.	01/03/2020
Copy of Title	Volume 10315, Folio 173.	05/02/2020
Cultural Heritage Management Plan - Notice of approval	Signed by Harry Webby, Director Heritage Services Aboriginal Victoria	12/05/2020
Cultural Heritage Management Plan	Extent Heritage Advisors	29/04/2020
Planning Report	Tract Consultants Pty Ltd.	24/01/2020
Design Context Report	NH Architecture	12/2019
Development Plans (NH Architecture)	Drawing No. TP0-010, TP0-100, TP1-100, TP1-200, TP2-100, P2-110, TP2-111, TP2-112, TP2-151, TP2-160, TP2-161, TP2-162, TP2-163, TP5-100, TP5-101, TP5-102, TP5-103, TP6-100, and TP9-150.	18/12/19
Plans prepared in response to Heritage Victoria's requirements (NH Architecture) (Discussion)	Drawing No. TP0-010, TP0-100, TP1-100, TP1-200, TP2-100, P2-110, TP2-111, TP2-112, TP2-151, TP2-160, TP2-161, TP2-162, TP2-163, TP5-100, TP5-101, TP5-102, TP5-	Dated 05/08/2020

Plans)	103, TP6-100, and TP9-150.	
Environmentally Sustainable Design (ESD) report and Water Sensitive Urban Design (stormwater management) report.	Mott MacDonald	19/12/2019
Waste Management Plan	IrwinConsult	18/12/2020
Traffic Impact Assessment	Mott MacDonald	19/12/2019

3.2 Summary of proposed development

The proposal, as shown on the plans referenced in Table 2 above, seeks planning approval for demolition, buildings and works, construction of advertising signage, and alteration to a road in a Road Zone – Category 1.

The specific details include:

- Construct a building with retail space, waste storage, and lift to a basement below at the discontinued section of Queen Street that runs north / south through the Site. This building will have perforated aluminum cladding, galvanised steel cladding, and clear glazing. The loading area will have galvanised steel fences and gates.
- Construct a canopy over the proposed building and new loading area. The canopy will contain Polycarbonate roofing, aluminium supports, perforated aluminium screens. The maximum height of the canopy is 8.67 metres.
- Construct a basement level under the new retail and waste building. The basement will have trader amenities, cardboard compactor, hydraulic lifts for loading above, bins, services, and storage. The above listed works are located at Crown Allotment 4.
- Installation of service conduits and retractable pedestrian safety bollards that will run within Shed A, B, C, H, and I. The service conduits are for water, communications, electrical, sewerage and waste. These conduits are located at Crown Allotment 6.
- Relocation of the Victoria Street vehicle crossover from the eastern side of Queen Street to the western side.
- Public realm works within the northern end of Queen Street. The works include new landscaping and seating for pedestrians.
- The proposed seating will be located at the north, east, and west boundaries of the loading and waste collection area. The seating will have retractable gating that will act to segregate pedestrians from traffic outside Market open hours for loading.
- Removal of eleven trees, with planting of new trees in modified locations.
- Construction of a sign for the Market where Queen Street intersects with Victoria Street. The sign is to be applied to a mechanical vent.
- Removal of 73 car parking spaces located within Queen Street (within the Site).
- Demolition of the toilet building at Queen Street.

The purpose of the works is to improve loading for the fruit and vegetable traders as well as provide additional waste sorting and storage facilities.

This area will serve multiple functions throughout the day. Outside market trading hours, the space will be for loading which will convert to a retail and public sheltered area. This will be achieved through the integration of retractable steel sliding gates that will close the area for loading.

The Site is identified as a place of potential Aboriginal Cultural Heritage Significance. There is an approved Cultural Heritage Management Plan (CHMP) for the Site and Aboriginal Victoria have been engaged regarding the changes required to the approved CHMP to reflect the current proposal.

3.3 Detailed Information

Additional detailed information is at Table 3 below:

Table 3 – Detailed information	
Built Form	
Number of storeys	1
Maximum Building Height	8.67 metres
Number of basement levels	1
Land Use	
Retail (gross leasable area)	40 square metres located at ground level
Waste room for the Market	19 square metres
Traffic	
Car parking spaces	Deletion of 73 car parking spaces
Bicycle spaces	0
Motorcycle spaces	0

3.4 Key Excerpts from Development Plans

Excerpts from the development plans are found at Figures 6, 7, 8, 9, 10, 11, 12, 13, 14, and 15.

Figure 6 - Proposed demolition plan

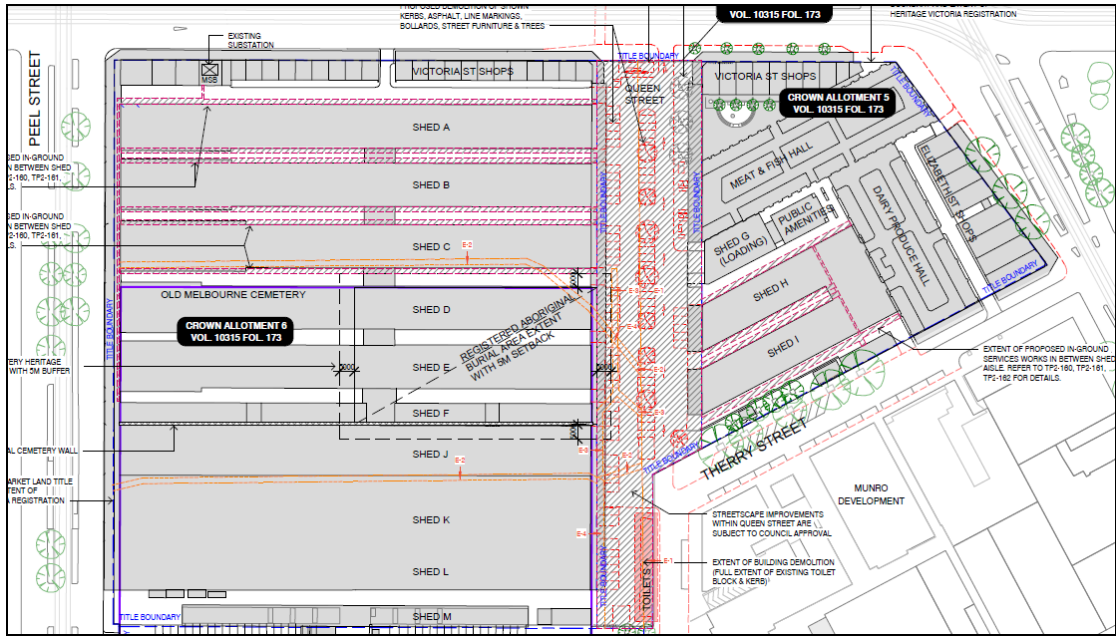


Figure 7 - Proposed plan for Queen Street (section of Queen Street within the Site)

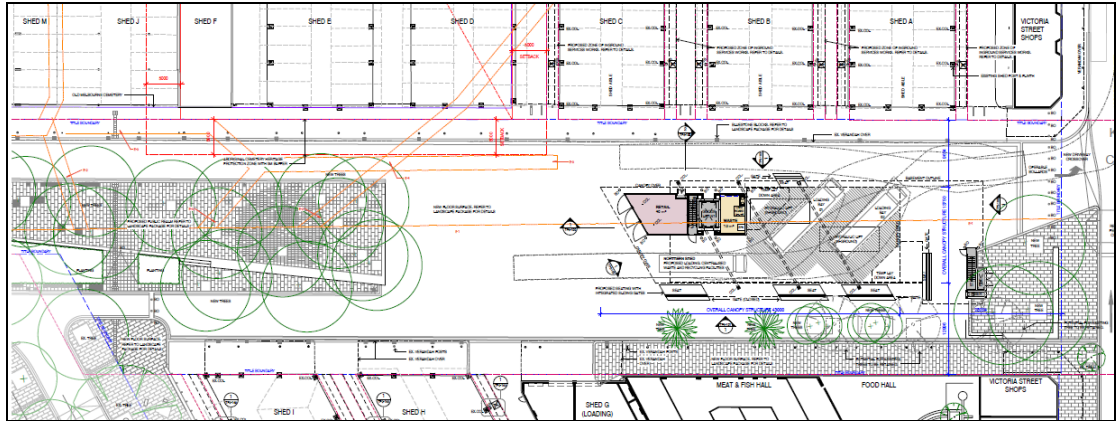


Figure 8 - Proposed building plan showing the retail pod

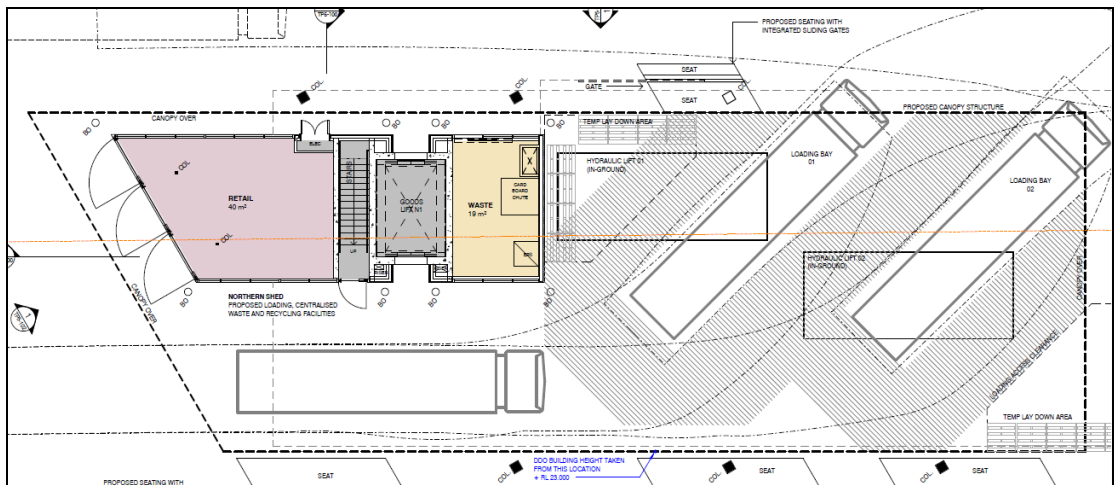


Figure 9 - Proposed canopy roof plan

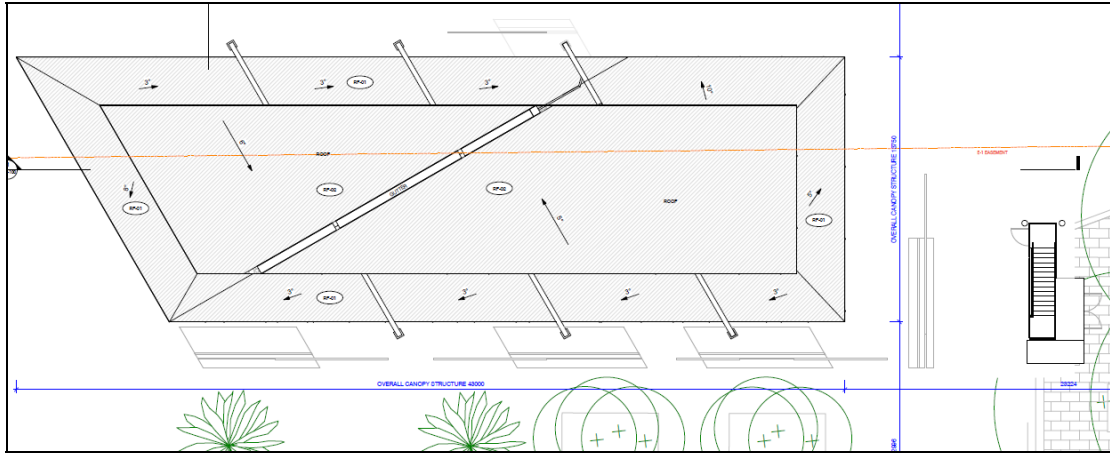


Figure 10 - Proposed basement plan

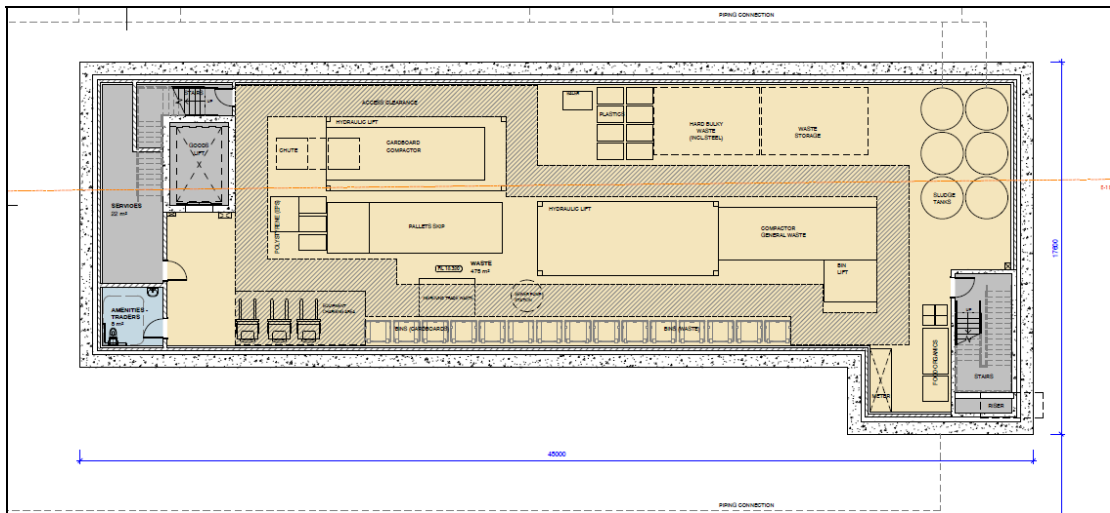


Figure 11 – Proposed elevation (looking south down Queen Street from Victoria Street)

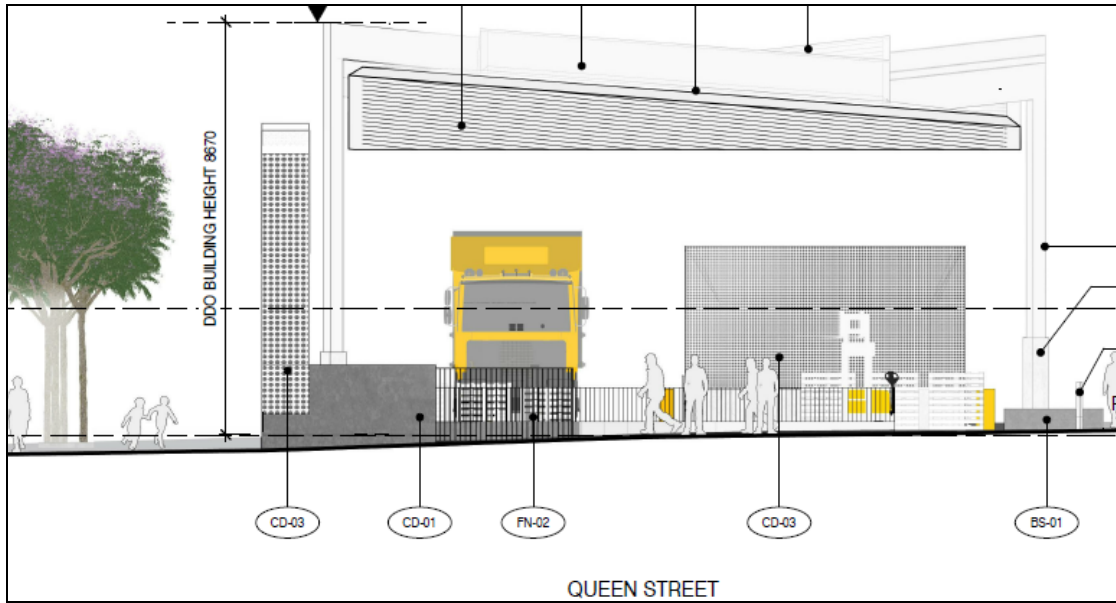


Figure 12 – Proposed east elevation (sign shown on mechanical vent identified in red)

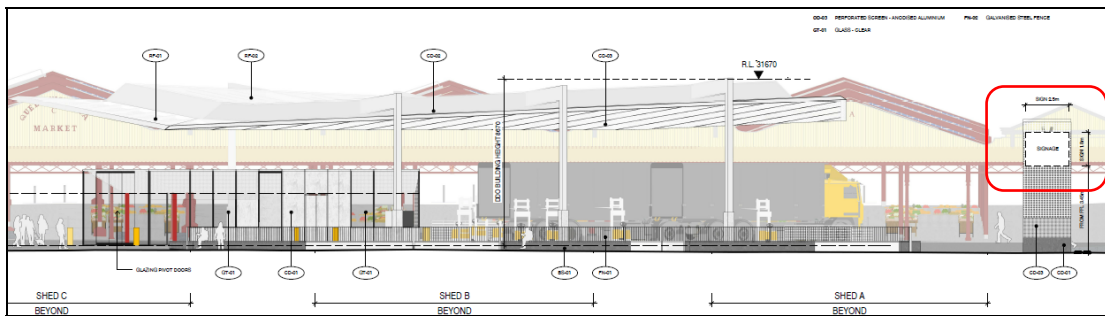


Figure 13 – Proposed loading and pedestrian format

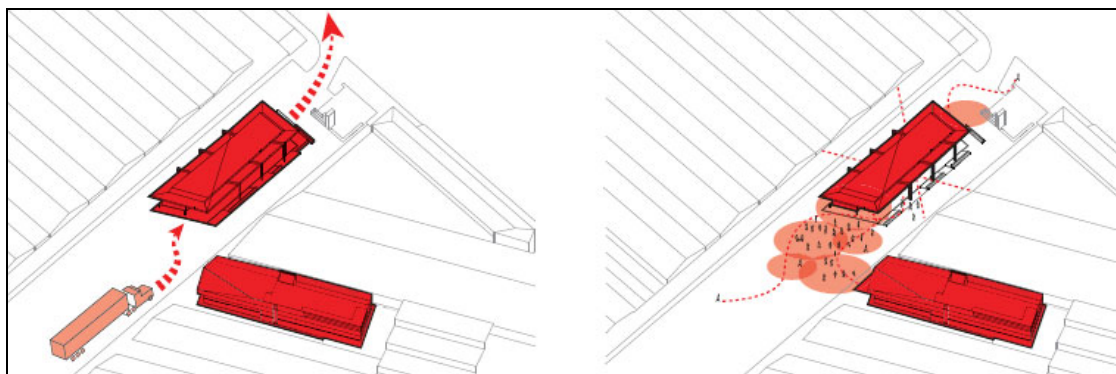
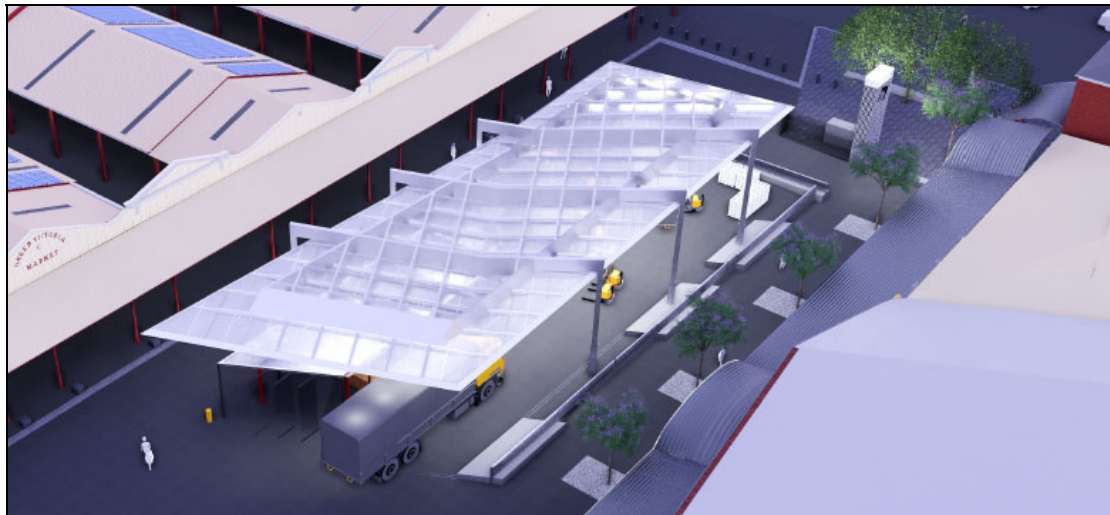


Figure 14 – Trees to be removed



Figure 15 – 3D render



3.5 Summary of informal changes resulting from HV Permit P32659

Heritage Victoria has resolved to only permit certain elements of the proposal under Heritage Permit P32629, the applicant is willing to accommodate the following design changes:

- Deletion of the proposed canopy.
- Deletion of the proposed retail pod.
- Deletion of the proposed signage applied to the mechanical vent near the intersection of Victoria Street and Queen Street.
- Reduction of the extent of pedestrian / traffic segregation gating at the north and west perimeters of the area of works / proposed loading area.
- Reduction of the proposed public seating and laydown areas, consolidating seating into planter barriers along the east edge of Queen Street that adjoins the pedestrian footpath along the meat market.

These changes are shown in the development drawings and are referred to in Table 2 of this report, dated 5 August 2020 (to be referred to as the **Discussion Plans**).

3.6 Detailed Information

Additional detailed information is found at Table 4 below:

Table 4 – Detailed information Discussion Plans (reflecting HV Permit)	
Built Form	
Number of storeys	1
Maximum Building Height	4 metres
Number of basement levels	1
Land Use	
Waste room for the Market	19 square metres
Traffic	
Car parking spaces	Deletion of 73 car parking spaces
Bicycle spaces	0
Motorcycle spaces	0

3.7 Key Excerpts from Development Plans

The following excerpts from the plans referenced in Heritage Victoria's permit P32629 are shown at Figures 16, 17, 18, 19, and 20.

Figure 16 – Heritage Victoria supported building plan that does not include the retail pod

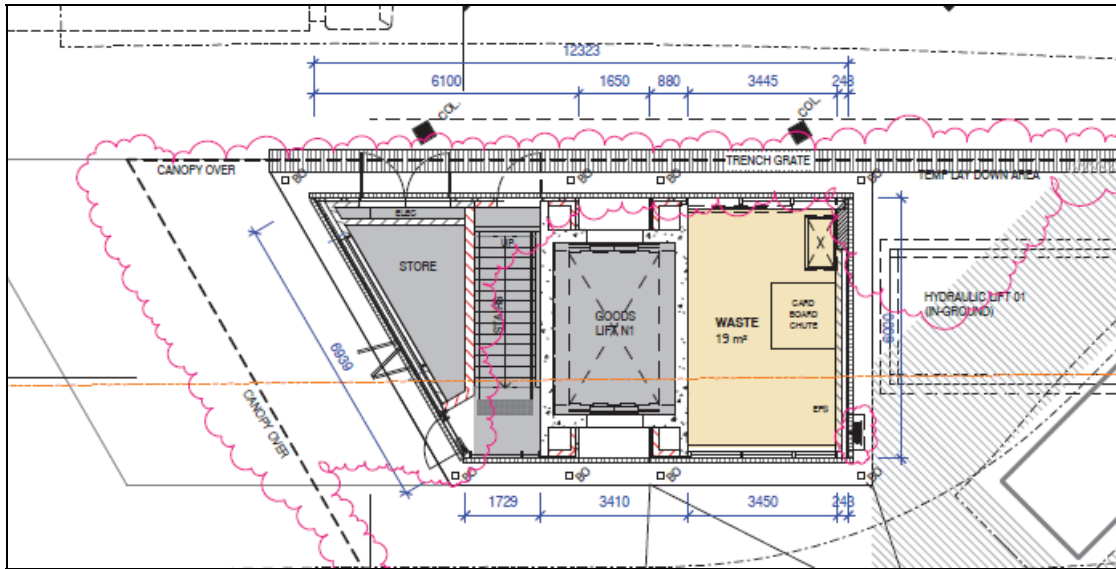


Figure 17 – Relocated / consolidated seating and retractable safety gates

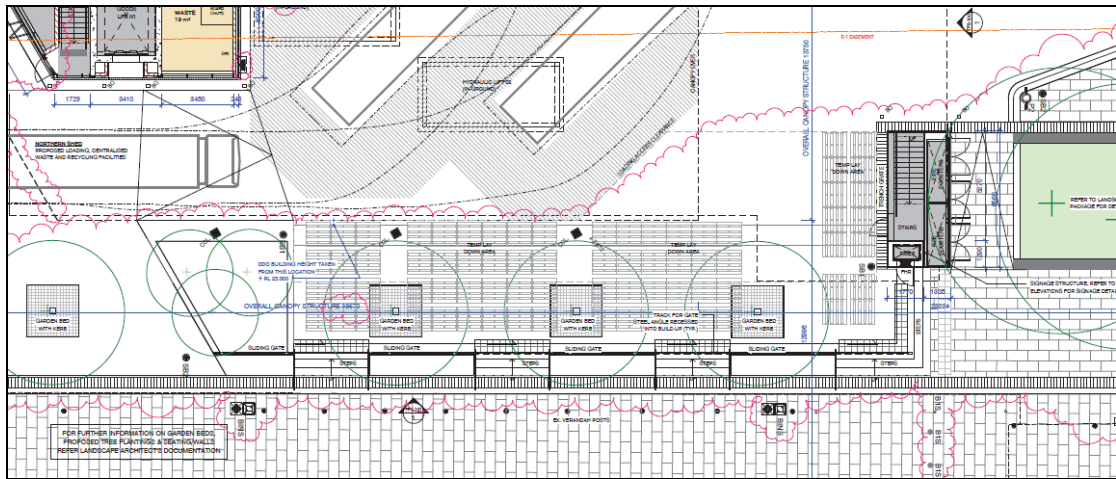


Figure 18 – Relocated / consolidated seating and retractable safety gates (looking west from meat market)



Figure 19 – Heritage Victoria supported materials and gate form

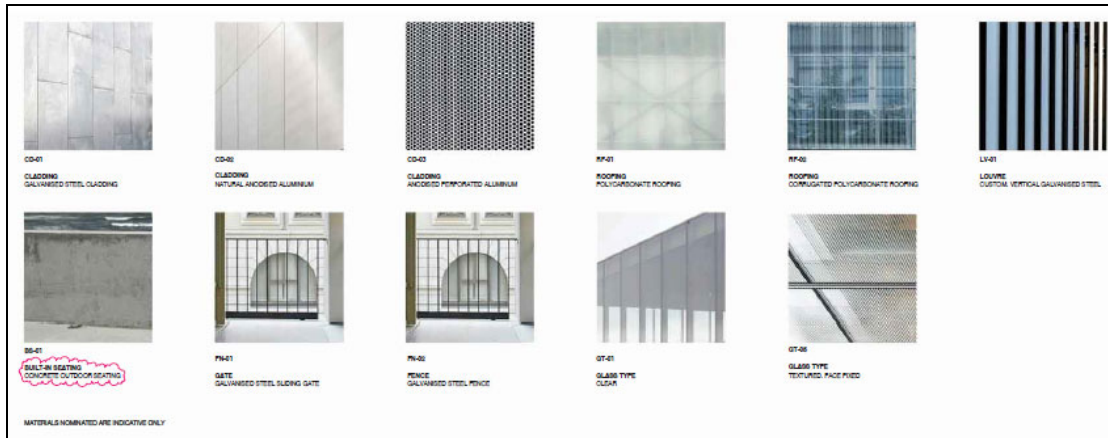
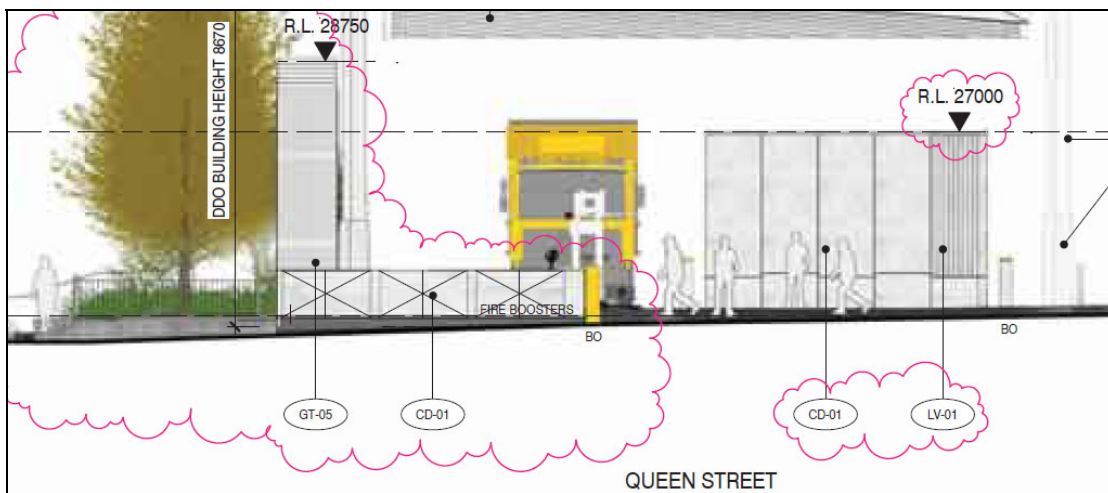


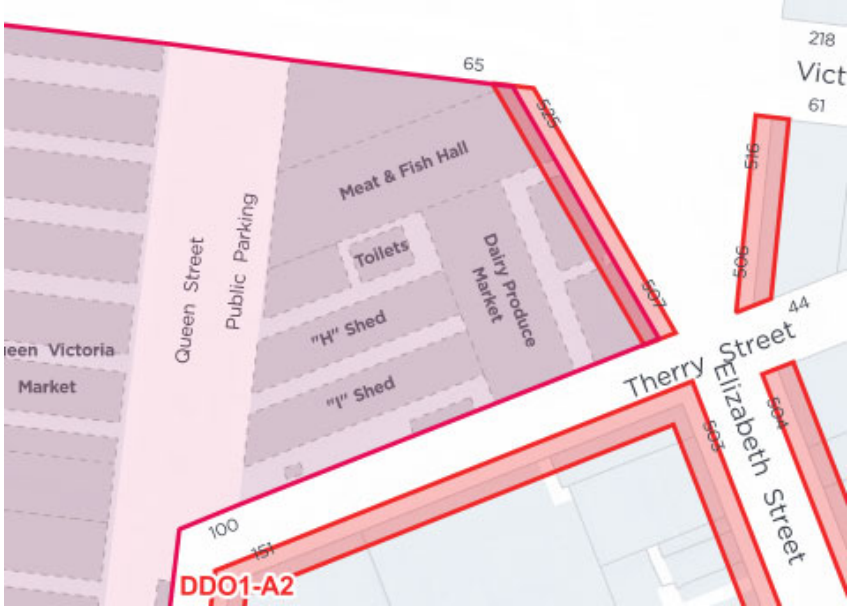
Figure 20 - Heritage Victoria supported reduced gates (north elevation)




4 STATUTORY CONTROLS

The following provisions of the Melbourne Planning Scheme apply (Table 5):

Table 5 - Statutory Controls	
Clause	Permit Trigger
Clause 37.04 Capital City Zone Schedule 1	<p>Pursuant to Clause 37.04, Schedule 1, a Retail Premises, which includes a Market, is a Section 1 use; therefore, a permit is not required for the use.</p> <p>Pursuant to Clause 37.04-4, a planning permit is required to:</p> <ul style="list-style-type: none"> Construct a building or construct or carry out works unless the schedule to this zone specifies otherwise. Demolish or remove a building or works if specified in the schedule to this zone. <p>Pursuant to Clause 3.0 of Clause 37.04, Schedule 1, a permit is required to construct a building and to carry out works.</p> <p>Pursuant to Clause 3.0 of Clause 37.04, Schedule 1, the following elements of the proposal do not require a permit:</p> <ul style="list-style-type: none"> Decorations, gardens and planting required for public purposes by or for the Crown, a public authority or the City of Melbourne.

	<ul style="list-style-type: none"> Street furniture. <p>Pursuant to Clause 4.0 of Clause 37.04, Schedule 1, a <u>permit and prior approval for the redevelopment of the site are required</u> to demolish or remove a building or works (this applies to the works to remove the existing bitumen).</p> <p>Pursuant to Clause 37.04-5, sign requirements are at Clause 52.05. This zone is not in a sign category at Clauses 52.05-11 to 52.05-14. A permit is required to construct or put up for display a sign unless the schedule to this zone specifies otherwise.</p> <p>Pursuant to Clause 5.0 of Clause 37.04, Schedule 1, the listed exemptions do not apply to the proposed sign; therefore, a <u>permit is required</u>.</p>
<p>Clause 43.01 Heritage Overlay Schedule 7 (Queen Victoria Market Precinct) Schedule 496 (Queen Victoria Market, 65-159 Victoria Street, West Melbourne)</p>	<p>Pursuant to Clause 43.01-3, no permit is required under this overlay to develop a heritage place which is included in the Victorian Heritage Register, other than an application to subdivide a heritage place of which all or part is included in the Victorian Heritage Register.</p> <p>The Site is listed in the Victorian Heritage Register (VHR) under reference number H0734; as such, no permit is required.</p>
<p>Clause 43.02 Design and Development Overlay Schedule 1</p>	<p>In this instance, DDO1 only affected the Site along the Elizabeth Street frontage of the Site. A permit is not required.</p> 
<p>Clause 43.02 Design and Development Overlay Schedule 4</p>	<p>In this instance, DDO4 only applies to the Elizabeth Street frontage of the Site. A permit is not required.</p>

	
<p>Clause 43.02 Design and Development Overlay Schedule 14 – Area 16</p>	<p>Pursuant to Clause 43.02-2, a planning permit is required to construct a building or construct or carry out works. This does not apply if a schedule to this overlay specifically states that a permit is not required.</p> <p>Schedule 14 to Clause 43.02 does not provide any permit exemptions; therefore, a permit is required.</p> <p>Clause 2.0 of Clause 43.02, Schedule 14 states that buildings and works should not exceed the Maximum Building Height specified in the table to this schedule.</p> <p>Area 16 of Schedule 14 to Clause 43.02 stipulates a maximum building height of 7 metres.</p> <p>Clause 2.0 of Clause 43.02, Schedule 14 also states that an application to exceed the Maximum Building Height must demonstrate how the development will continue to achieve the Design Objectives and Built Form Outcomes of this schedule and any local planning policy requirements.</p> <p>Pursuant to Clause 62.02-2, a permit is not required for a sign unless specifically required by the scheme. In this instance, Clause 43.02, Schedule 14, does not refer to signs; therefore, a permit is not required.</p>
<p>Clause 45.09 Parking Overlay Schedule 1</p>	<p>Clause 45.09, Schedule 1 provides maximum rates for dwellings and uses other than dwellings.</p> <p>Pursuant to Clause 2.0, a permit is required to provide car parking spaces in excess of the car parking rates in Clause 3.0 of this schedule.</p> <p>The application does not seek to insert car parking; therefore, a permit is not required.</p>
<p>Clause 52.34 Bicycle Facilities</p>	<p>Pursuant to Clause 52.34-1, a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land.</p> <p>Pursuant to Clause 52.34-2, a permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6.</p> <p>Pursuant to Table 1 of Clause 52.34-5, a Retail Premises requires 1 bicycle parking space for each 300 square metres of leasable floor area for employees and 1 bicycle parking space for each 500 square metres</p>

	<p>of leasable floor area for shoppers.</p> <p>The proposed seeks to insert less than 300 square metres of retail premises; therefore, bicycle parking is not required.</p> <p>Pursuant to table 1 of Clause 52.34-5, bicycle parking is only required when the number of stalls are being increased. This application seeks to introduce new waste and loading floor area for the market; therefore, bicycle parking is not required.</p> <p>Bicycle parking is not required and a permit is not required.</p>
<p>Clause 52.29 Land Adjacent to a Road Zone Category 1, or a Public Acquisition Overlay for a Category 1 Road</p>	<p>Pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in a Road Zone, Category 1.</p>

Note: While the changes proposed to satisfy Heritage Victoria Permit P32629 under the Discussion Plans significantly alter the proposal, the above listed development permit triggers remain. The changes will remove the proposed signage from the development, removing the permit trigger for signage under CCZ1.

5 STRATEGIC FRAMEWORK

Planning Policy Framework (PPF)

- Clause 11 – Settlement
- Clause 15 – Built Environment and Heritage
- Clause 17 – Economic Development.
- Clause 19 – Infrastructure.

Local Planning Policy Framework (LPPF)

Municipal Strategic Statement (MSS)

- Clause 21.02 – Municipal Profile
- Clause 21.02-4 – Creative City Of Melbourne
- Clause 21.05-5 – Prosperous City Of Melbourne
- Clause 21.03 – Vision
- Clause 21.06 – Built Environment and Heritage
- Clause 21.11 – Local Areas
- Clause 21.12 – Hoddle Grid
- Clause 21.17 – Reference Documents.

Local Policies

- Clause 22.01 – Urban Design within the Capital City Zone
- Clause 22.07 – Advertising Signs
- Clause 22.19 – Energy, Water and Waste Efficiency
- Clause 22.23 – Stormwater Management (Water Sensitive Urban Design).

Particular provisions

- Clause 52.05 – Signs
- Clause 52.06 – Car Parking
- Clause 52.29 – Land Adjacent to a Road Zone Category 1, or a Public Acquisition Overlay for a Category 1 Road.

General Provisions

- Clause 65 - Decision Guidelines
- Clause 67 - Applications under Section 96 of the Act.

Operational Provisions

- Clause 73 - Meaning or Terms.

6 PUBLIC NOTIFICATION

This application is exempt from notice and review, with both the Capital City Zone, Schedule 1 (Clause 3) and Design and Development Overlay, Schedule 14 (Clause 3) stating:

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

Pursuant to Clause 67.02 of the Melbourne Planning Scheme, where an application is made under Section 96 of the *Planning and Environment Act 1987* (application where land is owned or a permit is required by Responsible Authorities), notice must be given in accordance with Section 52(1)(c) of the Act to:

- The owner and occupiers of adjoining land.
- The National Trust of Australia (Victoria), if the application relates to land on which there is a building classified by the Trust.

Notice was given in accordance with Section 52(1)(c) of the *Planning and Environment Act 1987*.

The changes as shown in the Discussion Plans reduce the size, height, and scale of the proposal. In this instance it was determined that re-advertising the application was not required as the reductions would not result in further material detriment.

7 OBJECTIONS AND SUPPORT

A total of six letters of support for the application were received. They included the following comments (summarised):

- The upgrades will prevent further decline of the Market.
- Upgrades and more facilities are welcomed.
- The works will improve efficiency.
- The proposed infrastructure will ensure the ongoing success of the Market
- Improved safety.
- Improve sustainability and cleanliness.

A total of 82 objections were received in response to the application. The issues raised are:

Heritage

- Damage to historic use.
- Heritage impacts.
- The form of the sheds will disrupt current sightlines of heritage buildings.
- The market should be preserved.

Built form

- The design is not in keeping with the market character.
- Scale not respectful.
- Loss of gritty market feel.
- Contemporary shopping centre is not supported.
- Height exceeds DDO14.
- Loss of public toilets.
- Proposal not consistent with the purpose of CCZ1.
- Changes do not improve the function of the space.
- DDA access.

Traffic

- Impacts to foot traffic.
- Closure will hinder traffic and loading.
- OHS risks not supported by previous incidents.
- There is no history of safety issues at the market.
- The closing of the car park and the creation of an undefined “Public Open Space” will not enhance the heritage value of the market. Nor will it generate any economic benefit to the operation of the market.
- The closing of roads in the area (Franklin St) and restrictions on traffic will make it harder for current market patrons to access the market. Historically 50% of visitors to the day market came by car. Even locals. People in cars buy more goods.
- The planned changes to the delivery operations do not resolve logistical issues.
- Loss of car parking.
- Trader parking.

Other

- Changes will increase trader rent.
- Traders don't need storage.
- There are other less costly solutions to the health, safety and compliance issues.

- There is no economic justification.
- Showers not necessary.
- Adjourn the application until Covid-19 ends.
- CoM has undertaken limited community engagement.
- Poor location for garbage storage.
- Restrictions to hours and movement of traders.
- New format will create greater overheads.

8 INTERNAL REFERRALS

This application contained a Market wide approach when preparing supporting documents which planning permit application TP-2020-89 also relies on. Many of the internal comments received have been prepared with this in mind. The following internal referrals were undertaken:

8.1 Urban Design

The application was referred to the City of Melbourne's Urban Design. They provided the following comments (summarised) and recommendations:

Comments (summarised)

- The northern canopy is lightweight, contains appropriate materials, and contains an appropriate form that responds to the market sheds.
- The proposed retail pod, fencing and structures introduce clutter which is likely to impact pedestrian movement.
 - We suggest removal of the retail component to reduce the pedestrian obstruction.
- The lightweight and iconic form of the shed canopy adds a positive shape and interest to the space of northern Queen Street and QVM precinct.
- Ensure that the detailing and material research is undertaken to allow for the canopy to be constructed in the way that the concept renders indicate.
- The concrete blocks with integrated fencing is cluttering the public space, giving the shed a big footprint albeit without any walls. The fencing and concrete seating elements provide a visual and functional obstruction in Queen Street that will greatly reduce the experience of the space outside of loading hours.
- Given the fact loading times will be in place to regulate times for trucks to access Queen Street northern shed and trader shed, we question whether temporary fencing is actually required. As the loading facility is not closed in its entirety the temporary fencing appears to be an arbitrary feature. We recommend the removal of these fences.
- The fencing elements could be enhanced by giving it more interest graphically and potentially giving it an art application.
- The design for fencing and streetscape elements needs to be coordinated with the CoM landscape design team of the public realm.

Recommendations

The comments in this Urban Design Advice are aiming to improve the overall integration of the northern shed in the market precinct and optimisation of the ground plane / public realm.

We require the following to be addressed before we could provide support:

- Minimise the volume of the pod above ground level by removing the retail component of the structure.
- Further interrogation of the segregating fences around the loading facility is required. Are these fences needed, given there will be designated loading times and there will likely not be many pedestrians present at those times?
- Preferably eliminate the concrete seating blocks and fencing around the shed canopy. If they're required, investigate in an art application that will add interest to these objects in the public realm.

Planner's Response

Many of the design recommendations have been incorporated into the Discussion Plans that have been accepted by Heritage Victoria.

A complete assessment of the relevant built environment and urban design policies is found at Section 10 of this report.

8.2 Traffic

The application was referred to the City of Melbourne's Traffic Engineers who did not object to the removal of car parking spaces or the proposed traffic conditions. They provided the following comments (summarised):

- The proposal seeks to remove 73 car parking spaces along Queen Street, between Therry and Victoria Streets and alters the exit crossover arrangement from Queen Street into Victoria Street.
- All traffic movements in this section will operate as one way from south to north.
- The section of Queen Street between Therry Street and Victoria Street is within the title boundary of the QVM and as such is managed by the Market.
- No parking is to be provided. The applicant relies on the 503 car parking spaces created as part of the Munro site with a further 500 additional spaces to be provided at the future development of Franklin Street.
- Infrastructure and Assets offers no objection to the removal or lack of provision of car parking.
- No information has been provided regarding bicycle parking.
- Additional bicycle parking facilities could be provided along Queen Street between Therry and Victoria Streets as this area will be primarily designed as public open space with street furniture to delineate the loading areas.
- During market trading hours, there will be no vehicular access to the Northern Shed with the entire length of Queen Street between Therry Street and Victoria Street closed to traffic (with bollards at either end of the street).
- Two loading zone spaces will be provided for traders with vehicles required to enter and unload at a 45 degree angle. These spaces are advised to be

designed in accordance with Australian Standards and will be able to accommodate vehicles up to 12.5m (Heavy Rigid Vehicles).

- The plans indicate that there will be two separate loading zone spaces for waste collection vehicles within the same loading area of the Northern Shed.
- Infrastructure and Assets offers no objection to the design of the loading spaces and accepts the turning movement diagrams provided, it is noted that there are a large number of vehicles that arrive to deliver to the market and the provision of two spaces may not be sufficient to accommodate all the loading requirements. This however is an internal operational issue which has no doubt been assessed by QVM and therefore is left for their determination and resolution of any issues.
- The greater concentration of loading activity requires clearly defined areas where pedestrian access is to be restricted (during the loading period) and where service vehicles are likely to queue prior to entering the loading dock.
- The proposed crossover arrangement at Victoria Street will require the relocation of the pedestrian signals across Victoria Street which is a declared main road and is under the care and management of VicRoads.
- Infrastructure and Assets offers no objection to the crossing modification and advises that approval for any changes will need to be obtained directly from VicRoads prior to commencement of any works.
- Information relating to the proposed sign is limited. The signage details should be clarified and designed in consultation with VicRoads.
- A formal independent desktop Road Safety Audit of the proposed development should be undertaken prior to construction, at the developer's expense, which should include the vehicular / bicycle / pedestrian access arrangements, loading and waste arrangements & circulation / layout. The findings of the Audit should be incorporated into the detailed design, at the developer's expense.

Planner's Response

The City of Melbourne's Traffic Engineers have not objected to the proposal and consider the proposed waste and loading traffic conditions to be acceptable given the removal of car parking spaces and access to vehicles at this section of the Site.

They have recommended VicRoads be consulted with regard to the proposal. They have also recommended a road safety audit be prepared to ensure there are no dangerous traffic scenarios introduced.

- It is recommended a road safety audit is prepared and that this be required through a permit condition, if a permit is issued.

It is noted that the lack of information relating to the sign is now not relevant as the applicant has removed the sign in the Discussion Plans.

The traffic related elements of the proposal are addressed at Section 10 of this report.

8.3 Waste and Recycling

The application was referred to the City of Melbourne's Waste and Recycling Department who provided the following comments:

"We have reviewed the WMPs by irwinconsult dated 18th December 2019 (Master Plan DM#13362889, Northern Shed DM#13362887 and Trader Shed

DM#13362750) for this proposed development and found them to be needing further clarification before they can be accepted.

The following items need to be addressed:

- It is great outcome to see the amount of source separation that will occur at the site. The separation and management of glass has not been included - is this a source that could also be managed separately?
- The 1100L recycling bins have not been shown in the storage area in the Northern shed and need to be included.
- Clarification of how the 240L bins from the waste hubs are emptied into the 1100L bins in storage is required.
- Clarification of where bins will be washed is required. There is an area marked as 'Trader Wash' in the Trader Shed – is the intended use of this area specifically for bin washing?"

Planner's Response

It is noted that there are issues relating to the submitted waste management plan that should be resolved by the applicant. It is recommended this be achieved through conditions on any permit issued.

8.4 Infrastructure and Assets (Civil Design)

The application was referred to the City of Melbourne's Civil Design Engineers who requested that the standard civil design conditions be included on any permit issued as well as providing the following comments (summarised):

- Pursuant to the Road Management Act 2004 (the Act) any works within the road reserve of Victoria Street, an arterial road, requires the written consent of VicRoads, the Coordinating Road Authority. Footpaths of such roads fall under the City of Melbourne's control. The 'road' is the reserve from building line to building line. Subsequently our comments and conditions for works on footpaths of arterial and municipal roads are listed below.
- The existing road kerb is built in alignment with the verandah located on the western side of Queen Street within the QVM site. The road alignment shall be redesigned with a minimum of 750mm setback from the existing verandah.
- All projections over the street alignment must conform to Building Regulations 2018, Part 6, Sections 98 to 110 as appropriate. Reference can be made to the City of Melbourne's Road Encroachment Operational Guidelines with respect to clearances from face / back of kerb.
- All street furniture, water drinking fountains and banner poles affected as a result of the works shall be relocated in accordance with plans first approved by the Responsible Authority.
- The provision of a new vehicle access from Queen Street to Victoria Street requires relocation of the signalised pedestrian crossing to the east. The new pedestrian crossing requires the provision of a kerb extension and relocation of two grated side entry pits located on the northern side of the road. The footpath on the northern side of the road shall be widened between the existing kerb extension and O'Connell Street to allow the provision of new access ramp and modification to the existing drainage network. The signalised pedestrian crossing shall be constructed in accordance with plans and specifications first approved by the Responsible Authority

- The vehicle crossing edges shall be redesigned perpendicular to the property boundary.
- The maximum permissible width of a vehicle crossover without a pedestrian refuge island is 7.6 metres. Crossings wider than 7.6 metres should include the provision of a minimum of 2.0 metres long pedestrian refuge islands at 7.6 metre spacing.
- The drainage plans shall be updated to reflect comment on the page 9 of the Queen Victoria Market Stormwater Management report (Northern Shed). The roof of Northern Shed will be connected to the existing underground rainwater tank until the new rainwater tank is built.

Planner's Response

The provided conditions will adequately address the matters raised by Civil Design.

It is recommended the provided conditions be included on any permit issued.

It is recommended that the plans be amended to show the proposed building projections complying with the City of Melbourne's Road Encroachment Operational Guidelines.

8.5 Environmentally Sustainable Design (ESD)

The application was referred to the City of Melbourne's ESD and Green Infrastructure team who provided a standard ESD implementation permit condition in addition to the following comments:

- The development includes ESD targets that meet the minimum requirements of Clause 22.19 of the Melbourne Planning Scheme.
- The energy targets for the development are reflective of good practice for similar building typologies in the City of Melbourne.
- The ESD report should be amended to investigate a renewable energy power purchase agreement in line with the Trader Shed application.
- The development includes 200kW of solar PV capacity on the Meat, Fish & Dairy Halls of the development. A battery storage system is also proposed, however no detailed sizing or feasibility is included.
- No information on proposed bicycle parking facilities has been provided. Additional detail on the number of spaces etc. to be provided relating to access to the Northern Sheds should be included in the ESD report.
- The Stormwater Management strategy defers to the site-wide strategy and rainwater harvesting for reuse.
- While the remainder of the project is completed, the rooftops are to be drained direct to stormwater. This approach is not likely to be supported by City of Melbourne Engineering as it provides no detention for storm events.
- Additionally there is the opportunity to provide temporary treatment of rainwater discharge through the use of planter box raingardens for treatment. Planter box raingardens can be sized by using the new roof area as the input for the STORM calculator.
- It is strongly recommended that this approach be investigated and incorporated into the Stormwater Management Strategy.

ESD requested the following addition information:

- Amended reference to renewable energy power purchase agreements as detailed above.

- Further detail on sustainable transport provisions.
- Further information relating to the size and feasibility of the battery storage required for the 200kW of solar PV capacity.
- Further detail on proposed WSUD response prior to site-wide connection to rainwater harvesting.

Planner's Response

The ESD elements of the proposal are an acceptable response to Clause 22.19.

The works for this application are within the Queen Street road reserve which does not currently contain stormwater collection beyond the existing drainage network. This application will not increase the amount of stormwater runoff; it will absorb stormwater through the proposed landscaping.

Advice relating to the management of stormwater will be sought from Engineering Services.

In this instance, bicycle parking and facilities are not a statutory requirement.

Due to the canopy being removed as part of Heritage Victoria's approval, there is no longer roof area for solar panels to be included. The applicant has confirmed they can no longer install the solar panels and the additional information relating to them is now not required.

The remaining information relating to renewable energy is delivered in an updated ESD report. It is recommended that an updated ESD report permit condition and the supplied permit condition be included on any permit issued.

8.6 Urban Forest and Ecology

The application was referred to the City of Melbourne's Urban Forest and Ecology team who stated the further information was required. This includes:

- Confirmation of the location of below ground services – existing and proposed. This is critical in determining the feasibility of structural soil cells.
- Confirmation of soil depths and volumes. This is critical in determining the viability of proposed tree planting. As we are aware the extent of excavation will be limited by previous land use (cemetery).
- Confirmation if irrigation systems are to be proposed as it appears none are shown. This will be critical to tree health.
- Verification that the proposed locations for tree planting will not interfere with sightlines. The clip below shows locations of new trees that seem too close to the edges of the structural soil area and less favourable ground (vehicle access). Some examples are identified by the red arrows (Figure 21):

Figure 21 - Tree locations that may cause sightline issues



Planner's Response

The applicant provided a written response to the information request relating to below ground services, stating:

“Services throughout Queen Street that are to remain are generally run north-south and are located within the width of the footpath either side of Queen Street that will be largely maintained. Services that are within Queen Street roadway are generally going to be cleared out from the width of the roadway to make space for the Northern Shed Basement. The limited number of in-ground that will remain within this width of roadway have been coordinated so not to clash with the structural soil cells.”

Urban Forestry's remaining comments relate to protecting public trees, ensuring the new trees will be viable, and sightlines.

It is recommended the supplied standard tree protection plan permit conditions be included on any permit issued to ensure that any retained public tree is not damaged by any construction activity.

Regarding the lack of information, the landscape package permit condition recommendation from ESD will adequately address the viability of the trees and landscaping proposed.

The recommended traffic safety audit will also provide for any sightline issues that may arise from the proposed tree locations.

The recommend civil engineering conditions will ensure that no services are impacted and the above explanation is accepted.

For the above reasons, the above issues will be adequately dealt with by the various conditions supplied by Urban Forestry, Civil, ESD, and Traffic.

9 EXTERNAL REFERRALS

The application was required to be referred to the following external referral authorities:

9.1 Department of Transport (DoT {VicRoads})

Pursuant to Clause 52.29 and Clause 66.03, the application was required to be referred to the DoT.

DoT responded on 22 December 2020 stating they do not object to the proposal subject to conditions.

The supplied conditions require:

- All existing traffic from the Market to turn left only on to Victoria Street.
- Works to the vehicle cross over at Victoria Street to be to DoT's satisfaction.
- Standard sign conditions.

Planner's Response

The supplied permit conditions are reasonable and are recommended to be included on any permit issued.

Noting the Discussion Drawings do not include signage, the conditions relating to signs should still be included on the permit as the application has not been formally amended to remove the signs.

10 ASSESSMENT

The application seeks planning approval for demolition, buildings and works, construct and put up for display Business Identification Signage and alteration of access to a road in a Road Zone - Category 1. The key considerations include:

- The built environment (urban design).
- The design objectives, requirements, and built form outcomes of DDO14.
- Traffic.
- Objections.

The plans considered in this assessment are those referred to as the Discussion Plans, dated 05 August 2020.

Note: Heritage is not considered in this assessment as Heritage Victoria is the decision maker for heritage matters in this instance.

10.1 Built Environment

The proposal responds to the purpose and decision guidelines of the Capital City Zone and relevant built environment (urban design) policies for the following reasons:

- The works align with the purpose of the Capital City Zone as they seek to provide for uses that complement the function of the locality.
- The proposal is centred on improving the function of the Market through introducing clear areas for loading and waste, enabling the Market to operate more efficiently.
- The new waste sorting and storage areas are long overdue and will encourage more considerate and appropriate sorting, storage, and collection of waste.
- The loading arrangement is appropriate as it seeks to segregate pedestrians from loading outside Market trading hours; with the intention of further reducing risk to pedestrian safety and movement conflicts.
- The scaled back design of the waste pod building, removal of the canopy, and consolidation of the proposed street furniture shown in the discussion plans ensure:
 - Pedestrian movement will not be unreasonably hindered.
 - The scale of the development is respectful to the surrounding built form.
 - The development will not unreasonably diminish views or vistas of any heritage structure within the Market.

- The proposals approach to providing multiple uses for the same space (loading outside Market hours and pedestrian space during Market hours) is supported as it will improve the operation and enjoyment of the Market.
- The mix of lightweight and industrial material choices respond appropriately to the Market and its history as they are durable, flexible, and utilitarian.
- The new vehicle crossover will allow for increased access to the Market through consolidating loading areas and deliveries.
- The proposal seeks to improve the Queen Street section of road within the Market by introducing pedestrian focused soft and hard landscaping.
- The works seek to reduce car reliance and enhance the Market for pedestrians by making the space more open and inviting.
- The proposal is located within the Site and does not introduce concerns relating to amenity for adjoining properties or the public realm.
- The proposal does not cast any shadow on the key public spaces listed at Clause 22.02, nor does it introduce any unreasonable reduction of solar access to the Market or the surrounding public realm.
- The works directly respond to the goals of the Queen Victoria Market Precinct Renewal Master Plan 2015 by:
 - Reducing traffic conflicts.
 - Improving access for deliveries and off street loading.
 - Inserting trader showers, toilets, and rest areas.
 - Improving the processing of organic waste.
 - Removing parking and reducing traffic.
 - Increasing public amenities such as seating and toilets.
- The proposal aligns with the QVM Peoples Panel Report 2018 by:
 - Centralising storage, waste, and loading which will free space for future events; ensuring a sustainable economic future for the Market.
 - Inserting quality Trader amenities and increasing safety.
 - Avoiding disturbance to the Old Melbourne Cemetery.
 - Protecting Aboriginal cultural values and sites through receiving an approved Cultural Heritage Management Plan.
 - Providing a design response that does not detract from the Market's historic values.

The performance standards of Clause 22.01 have been assessed below as a method of determining the appropriateness of the proposal (Table 6):

Table 6 – Clause 22.01 assessment
Building Envelope and Building Design (Clause 22.01-1 and Clause 22.01-2)
<p>The proposed building envelope and design of the waste pod in Queen Street is supported for the following reasons:</p> <ul style="list-style-type: none"> ▪ The overall form does not unreasonably detract from the public realm or any of the civic landmarks identified in Clause 22.01-1.

<ul style="list-style-type: none"> ▪ The height does not exceed the existing buildings within the Market. ▪ The footprint, height, and scale of the building responds appropriately to the surrounding built form. ▪ The buildings frontages contain vertical detailing to ensure the mass of the podium is broken down, mitigating visual bulk. ▪ The building is small and does not disrupt the flow of pedestrian movement. ▪ The proposal does not introduce concerns relating to outlook, daylight or sunlight.
<p>Pedestrian Permeability and Connectivity (Clause 22.01-3)</p>
<p>The proposed works allow for the Market to improve its waste collection and goods loading without introducing concerns relating to pedestrian movement or connectivity.</p> <p>The design of the proposal appropriately provides for permeability and provides for a safe space during loading hours (outside Market operating hours).</p>
<p>Facades (Clause 22.01-4)</p>
<p>The proposed development is acceptable as it avoids blank walls and adopts well-articulated openings and high quality and textured materials.</p> <p>The service areas and segregation gates are integrated into the hard landscaping which reduces their visual impact.</p>
<p>Projections (Clause 22.01-6)</p>
<p>The proposed building is located in the part of Queen Street that runs through the Market. Despite representing a projection, the works allow for adequate clearance for vehicles without introducing concerns relating to function of the space.</p>
<p>Wind and Weather Protection (Clause 22.01-7)</p>
<p>The proposed weather canopy was not supported by Heritage Victoria and the applicant opted not to pursue the design. In this instance the heritage significance of the Market outweighed the proposed weather canopy.</p>
<p>Public Spaces (Clause 22.01-8)</p>
<p>The proposal enhances the public space through landscaping, seating, and increased safety.</p> <p>The removal of car parking and introduction of pedestrian focused landscaping is supported as it will enhance the Market experience and enjoyment.</p>
<p>Access and Safety (Clause 22.01-9)</p>
<p>The proposal does not remove activation or introduce unsafe pedestrian conditions. The safety of pedestrians has been ensured through segregation gating for the loading area outside Market trading hours. This is appropriate.</p>

10.2 DDO14

DDO14 seeks to provide for respectful development within the Market as well as provide for a transition to higher buildings outside the Market.

The proposed development is an acceptable response to DDO14 and its design objectives for the following reasons:

- The proposal satisfies the relevant design objectives of Clause 1.0 of DDO14 by ensuring the design of the proposed works is consistent with the Victorian and low scale character of the Market.
- The proposal does not exceed the discretionary height control of 7 metres.
- The proposal maintains the consistency of scale with the Market by inserting a single storey structure. While the waste pod building proposed is lower than the existing Market shed structures, the lower height is supported in this instance as it will read as a recessive and secondary element; maintaining focus on the heritage elements of the Market.

10.3 Sustainability

10.3.1 Energy, Water and Waste Efficiency

The proposed development has been assessed by the City of Melbourne's ESD officer who has confirmed the proposal contains appropriate sustainability elements and satisfies the performance measures set out in Clause 22.19-5.

They have recommended further clarity relating to the proposal being part of a renewable energy power purchase agreement.

It is recommended this information be required through permit condition for an updated ESD report and plans amended to show any changes.

10.3.2 Stormwater Management (Water Sensitive Urban Design)

Clause 22.23 provides that it is policy that development applications relating to new buildings incorporate water sensitive urban design that achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Guidelines, CSIRO 1999 (or as amended).

Given the Discussion Plans significantly reduce the areas of rainwater collection, the proposed planters and conditions provided by the City of Melbourne's civil engineers will adequately address storm water collection.

10.4 Traffic

The traffic related elements of the application are supported for the following reasons:

- The proposed vehicle crossing at Victoria Street is an acceptable response to Clause 52.29 as it will not unreasonably impact the Road Zone, Category 1. This was confirmed by DoT who does not object to the crossing, subject to conditions.
- The reduced delivery points and restricted loading hours align with the Queen Victoria Market Precinct Renewal Master Plan which seeks to resolve conflicts between service vehicles and pedestrians and reduce safety risks.
- The proposal seeks to consolidate loading by reducing the number of loading areas in and around the Market (shown in red at Figure 22 below) and reduce the number of forklifts moving around the Market. This will improve the traffic and parking network around the market.
- The removal of the car parking spaces along Queen Street will help reduce car reliance within the immediate surrounds. This is supported by abundant public transport providing access to and from the Market.
- The removal of car parking aligns with the Parking Overlay, Schedule 1, which affects the land and seeks to limit car parking provided for any use.

- While additional bicycle parking would be well received, bicycle parking facilities are not a statutory requirement in this instance.
- The City of Melbourne's traffic engineers are supportive of the proposal and have not raised any significant issues. They have recommended a road safety audit be carried out to ensure the changes can be achieved safely.
 - It is recommended a road safety audit be included on any permit issued for the proposal.

Figure 22 - Existing loading locations



10.5 Objections

Where the above assessment has not addressed matters raised by objectors, those matters are individually assessed below:

Damage to historic use.

The proposed works will not change the historic use of the Market; they will improve the waste facilities and centralise loading for the Market.

The form of the sheds will disrupt current sightlines of heritage buildings.

The applicant has accepted Heritage Victoria's position and agreed to remove the canopy via permit conditions.

The market should be preserved.

It is agreed the Market should be preserved. The proposed changes seek to improve the Market so it functions well into the future.

Loss of gritty market feel.

Improved waste management and safety will not unreasonably detract from the character of the market.

DDA access.

The works provide for equal access.

OHS risks not supported by previous incidents.

Reducing safety risk does not need to be supported by previous accidents. Risk minimisation through prevention is acceptable.

The closing of the car park and the creation of an undefined “Public Open Space” will not enhance the heritage value of the market. Nor will it generate any economic benefit to the operation of the market.

The main open car park does not form part of this application. The proposal seeks to make the Market a more pedestrian focused space with less visible waste and garbage.

The closing of roads in the area (Franklin St) and restrictions on traffic will make it harder for current market patrons to access the market. Historically 50% of visitors to the day market came by car. Even locals. People in cars buy more goods.

The closure of roads including Franklin Street does not form part of this application. The removal of parking from Queen Street to new car parks including on the Munro Site will provide a safer, pedestrian friendly heart to the market in accordance with the master plan.

The planned changes to the delivery operations do not resolve logistics issues.

This is a matter for the managers of the Market to consider.

Traders don't need storage.

Waste storage and updated waste facilities are required to reduce the environmental impacts, including excessive and poorly sorted waste.

Adjourn the application until Covid-19 ends.

The Covid-19 Pandemic is being managed and government policy promotes reactivating the economy as quickly as possible.

CoM has limited community engagement.

The City of Melbourne has carried out extensive community engagement through the Queen Victoria Market Precinct Renewal Master Plan 2015 and the QVM Peoples Panel Report 2018.

Poor location for garbage storage.

The proposed location is centrally located and avoids the removal of any heritage building / fabric, with the sensitive use of underground space.

Restrictions to hours and movement of traders.

The proposal seeks to reduce conflicts between pedestrians and loading to increase the functionality and amenity of the Market.

New format will create greater overheads.

This is not a planning matter.

Removal of public toilets.

Improved public and trader toilet facilities are being provided in the new Trader Shed.

10.6 Other Matters to Consider

10.6.1 Construction matters

Given the scale of the proposed development and proximity to the operating areas of the market, it is recommended that any permit issued includes a permit condition requiring a demolition and construction management plan to the satisfaction of the City of Melbourne's Construction Group. This will allow for the reasonable control of any impact the proposed construction works may have on the surrounding locality.

11 RECOMMENDATION

That Melbourne City Council resolves to issue a notice of decision to grant a permit subject to conditions. The permit should contain the following preamble:

Demolition, buildings and works, and alteration of access to a road in a Road Zone - Category 1 in accordance with the endorsed plans.

12 CONDITIONS

Amended Plans

1. Prior to commencement of development, including demolition and bulk excavation, an electronic copy of the plans, drawn to scale must be submitted to the Responsible Authority generally in accordance with the development plans prepared by NH Architecture, dated 18 December 2019, but amended to show:
 - a) The design changes shown in the plans prepared by NH Architecture, dated 5 August 2020 and any changes to the plans as required by Heritage Victoria Permit No. P32629 including:
 - i. Provision of sliding gates for pedestrian / truck segregation and concrete seating elements.
 - ii. Removal of the Retail Pod and Canopy structure.
 - iii. The ground level services and storage area within the northern portion of the former Retail Pod footprint.
 - b) Any design modifications as required by condition 3 (Waste).
 - c) Any design modifications as required by condition 4 (ESD).
 - d) Any design modifications as required by condition 6 (Engineering).

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

Compliance with Endorsed Plans

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

Waste

3. Prior to the commencement of the development, an amended Waste Management Plan (WMP) must be submitted to and approved by Melbourne City Council – Waste and Recycling. The amended WMP must be generally in accordance with the WMP prepared by Irwinconsult, dated 18 December 2019, but amended to include:
 - a) Details relating to the separation and management of glass.
 - b) The location of the 1100 litre recycling bins within the development.
 - c) Clarification of how the 240 litre bins from the waste hubs are emptied into the 1100 litre bins in storage is required.
 - d) Clarification relating to the location of where the waste bins are to be washed.

The amended WMP must not be altered without prior consent of the Melbourne City Council – Waste and Recycling.

Environmentally Sustainable Design (ESD)

4. Prior to the commencement of the development, an amended ESD report must be submitted to and approved by the Responsible Authority. The amended ESD report must be generally in accordance with the report prepared by Mott MacDonald, dated 19 December 2019, but amended to include:
 - a) Investigation into a renewable energy power purchase agreement.
 - b) A response to the requirements of Melbourne Planning Scheme Clause 22.19.
 - c) Removal of reference to ESD elements no longer being relied upon.

The amended ESD report must not be altered without prior consent of the Responsible Authority.

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

Engineering Services

6. Prior to the commencement of the development, the detailed drawings showing the provision of a new vehicle access from Queen Street into Victoria Street must be developed to the satisfaction of VicRoads and Melbourne City Council (Infrastructure and Assets) and address the following:
 - a) Alterations to the existing pedestrian crossing.
 - b) Widening of the footpath between the kerb extension and O'Connell Street.

- c) The provision of a DDA compliant footpath with the vehicle crossing.

The works must be undertaken prior to the commencement of the development, in accordance with plans and specifications first approved by the Responsible Authority – Infrastructure and Assets.

7. The road alignment on the western and eastern sides of Queen Street shall be designed with a minimum of 750mm setback from the existing verandah or as otherwise agree by the Responsible Authority – Infrastructure and Assets.
8. Prior to the commencement of the development, a stormwater drainage system, incorporating integrated water management design principles, must be submitted to and approved by the Responsible Authority – Infrastructure and Assets. This system must be constructed prior to the occupation of the development and provision made to connect this system to the City of Melbourne’s underground stormwater drainage system.
9. 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 Responsible Authority – Infrastructure and Assets.
10. All portions of roads affected by the building related activities of the subject land must be reconstructed together with associated works including the reconstruction or relocation of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the Responsible Authority – Infrastructure and Assets.
11. The footpaths adjoining the site along Victoria Street must be reconstructed in sawn bluestone together with associated works including the provision of tree plots and street furniture, renewal of kerb and channel and modification of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the Responsible Authority – Infrastructure and Assets.
12. All street lighting assets temporarily removed or altered to facilitate construction works shall be reinstated once the need for removal or alteration has been ceased. Existing public street lighting must not be altered without first obtaining the written approval of the Responsible Authority – Infrastructure and Assets.
13. Existing street furniture must not be removed or relocated without first obtaining the written approval of the Responsible Authority – Infrastructure and Assets.

Demolition Management Plan

14. Prior to the commencement of the development, including demolition and bulk excavation, a detailed demolition management plan must be submitted to and be approved by the Melbourne City Council – Construction Management Group. This demolition management plan must be prepared in accordance with the Melbourne City Council – 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.

Construction Management Plan

15. Prior to the commencement of the development, excluding demolition and including bulk excavation, a detailed construction management plan must be submitted to and be approved by the Melbourne City Council – Construction Management Group. This construction management plan must be prepared in accordance with the Melbourne City Council – 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.

Tree Protection

16. Prior to the commencement of any works including demolition and any bulk excavation, a Tree Protection Plan (TPP) must be provided to the satisfaction of the Responsible Authority (Urban Forestry & Ecology). The TPP must identify all impacts to public trees, be in accordance with AS 4970-2009 – Protection of trees on development sites and include:
 - a) City of Melbourne asset numbers for the subject trees (found at <http://melbourneurbanforestvisual.com.au>).
 - b) Reference to the finalised Construction and Traffic Management Plan, including any public protection gantries, where applicable.
 - c) Site specific details of the temporary tree protection to be used to isolate publicly owned trees from the demolition and construction activities or details of any other tree protection measures considered necessary and appropriate to the site.
 - d) Specific details of any special construction methodologies to be used within the Tree Protection Zone of any publicly owned trees. These must be provided for any utility connections or civil engineering works.
 - e) Full specifications of any pruning required to publicly owned trees with reference to marked images.
 - f) Any special arrangements required to allow ongoing maintenance of publicly owned trees for the duration of the development.
 - g) Details of the frequency of the Project Arborist monitoring visits, interim reporting periods and final completion report (necessary for bond release).
17. All works (including demolition), within the Tree Protection Zone of public trees must be undertaken in accordance with the endorsed Tree Protection Plan and supervised by a suitably qualified Arborist where identified in the report, except with the further written consent of the Responsible Authority.
18. Approval for any tree removal is subject to the Tree Retention and Removal Policy, Council's Delegations Policy and requirements for public notification, and a briefing paper to councillors. It should be noted that certain tree removals

including but not limited significant or controversial tree removals, may be subject to decision by Council or a Committee of Council.

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

Traffic

20. Prior to the commencement of the development, a formal independent desktop road safety audit of the proposed development must be undertaken at the developer's expense, which should include the vehicle / bicycle / pedestrian access arrangements & loading arrangements. The findings of the audit should be incorporated into the detailed design to the satisfaction of the Responsible Authority - Engineering Services at the developer's expense.
21. The design / dimensions of any bicycle parking should comply with the relevant Australian Standards or Bicycle Network guidelines to the satisfaction of the Responsible Authority or Melbourne City Council - Engineering Services.

Department of Transport conditions (VicRoads)

22. All vehicular access onto Victoria Street must be restricted to "left turn out" only in general accordance with Drawing number TP2-110, Revision 3, Project number 170700, dated 18 December 2019.
23. All disused or redundant vehicle crossings (along Victoria Street) must be removed and the area reinstated to kerb, channel and footpath to the satisfaction of and at no cost to Head, Transport for Victoria prior to the occupation of the building/s hereby approved.
24. All signs must not be reflective, flashing, scrolling or intermittent light.
25. All signs are secured in a safe manner to ensure there is no public safety risk.
26. The lighting must be installed and maintained to ensure there is no disability glare and accordingly, the lighting output must be no greater than 0.25 cd/m² throughout the approach from either direction.
27. The permit holder must avoid disruption to tram operation along Victoria Street during the construction of the development. Any planned disruptions to tram operation during construction and mitigation measures must be communicated to and approved by the Head, Transport for Victoria and Yarra Trams a minimum of thirty five days (35) prior. The permit holder must ensure that all track, tram and overhead infrastructure is not damaged. Any damage to public transport infrastructure must be rectified to the satisfaction of the Head, Transport for Victoria at the full cost of the permit holder.
28. The permit holder must ensure that all track, tram and overhead infrastructure is not damaged. Any damage to public transport infrastructure must be rectified to the satisfaction of the Head, Transport for Victoria at the full cost of the permit holder.

Permit Expiry

29. This permit will expire if one of the following circumstances applies:
 - d) The development is not started within three years of the date of this permit.
 - e) 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:

- This permit does not authorise the commencement of any demolition or construction on the land. Before any demolition or construction may commence, the applicant must apply for and obtain appropriate building approval from a Registered Building Surveyor.
- Separate consent may be required from Head, Transport for Victoria under the Road Management Act 2004 for buildings and works undertaken outside the title boundary within a Road Zone Category 1 (Victoria Street). Please contact Head, Transport for Victoria prior to commencing any works.
- The applicant / owner will provide a copy of this planning permit and endorsed plans to any appointed Building Surveyor. It is the responsibility of the applicant / owner and the relevant Building Surveyor to ensure that all building (development) works approved by any building permit are consistent with this planning permit.
- This Planning Permit does not represent the approval of other departments of Melbourne City Council or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit.
- All necessary approvals and permits are to be first obtained from the City of Melbourne's Infrastructure and Assets Branch and the works performed to the satisfaction of the responsible road authority.
- In accordance with the Tree Retention and Removal Policy a bank guarantee must be:
 1. Issued to City of Melbourne, ABN: 55 370 219 287.
 2. From a recognised Australian bank.
 3. Unconditional (i.e. no end date).
 4. Executed (i.e. signed and dated with the bank stamp).
- Please note that insurance bonds are not accepted by the City Of Melbourne. An acceptable bank guarantee is to be supplied to Council House 2, to a representative from Council's Urban Forest and Ecology Team. Please email trees@melbourne.vic.gov.au to arrange a suitable time for the bank guarantee to be received. A receipt will be provided at this time.
- At the time of lodgement of the bank guarantee the completed Project Arborist Confirmation Form must be provided. On completion of the works the bank guarantee will only be released when evidence is provided of Project Arborist supervision throughout the works and a final completion report confirms that the health of the subject public trees has not been compromised.