# Ministerial Planning Referral ID-2017-2 <br> 700 Swanston Street and 114-152 Grattan Street, Carlton 

Presenter: Evan Counsel, Practice Leader Land Use and Development

## Purpose and background

1. The purpose of this report is to advise Council of Melbourne Planning Scheme Amendment C313 to facilitate the Carlton Connect Initiative at 700 Swanston Street, Melbourne (refer to Attachment 1 Locality Plan). This request has been made to the Minister for Planning by the University of Melbourne (UoM). The applicant is Urbis, the owner is the UoM (preferred development partners Lend Lease and Urbanest) and the architects are Woods Bagot and Hayball.
2. Amendment C313 seeks to remove the Development Plan Overlay Schedule 10 (DPO10 - Carlton Connect Site) and replace it with a new site-specific incorporated document at Clause 52.03 of the Melbourne Planning Scheme.
3. The Minister for Planning has sought Council's comment in accordance with section 20(5) of the Planning and Environment Act, 1987. The current planning scheme controls were approved by the Minister for Planning under amendment C173 and were gazetted on 15 October 2015. Amendment C173 rezoned the former Royal Women's Hospital Site from a former Public Use Zone to the Capital City Zone Schedule 6 and applied the Development Plan Overlay Schedule 10.
4. Since approval of amendment C173, the Minister for Planning has introduced new height controls to protect the Helicopter Medical Emergency Services operations and flight paths to key Melbourne Hospitals via Design and Development Overlay Schedules 65 (DDO65) and 66 (DDO66). The new height limitations compromise the building envelope envisaged in DPO10 and therefore an amendment to the Planning Scheme is now required to facilitate the development and strategic vision for the site.
5. The proposed development has a gross floor area of $75,542 \mathrm{sqm}$ and has a maximum building height of 53.4 metres. The development comprises four key built form elements designed around a central open space (oculus) with associated connections via proposed laneways, and includes basement car parking and a variety of uses throughout the site (refer to Attachment 4).

## Key issues

6. The key issues in relation to this amendment relate to the appropriateness of the built form, impact on public realm, publicly accessible spaces and pedestrian connections.
7. The amendment seeks to substantially modify the originally envisaged design outcomes for the site and provides for less floor space than the current DPO10 whilst also providing substantially greater areas of publicly accessible open space. The built form is generally acceptable in terms of its massing, height, and setbacks, however additional design details and a stepping of the built form along Cardigan Street are required.
8. The proposed built form has been identified as having potential wind impacts on the surrounding streetscapes. The detailed resolution of this and the canopy strategy to assist still requires detailed resolution with recommended conditions included within the Incorporated Document to ensure this.

## Recommendation from management

9. That Council resolves to advise the Department of Environment, Land, Water and Planning that the Melbourne City Council supports Melbourne Planning Scheme Amendment C313 subject to the recommendations within the Delegate Report (refer to Attachment 4).

## Attachments:

Supporting Attar.hment (Page 2 of 108)
Locality Plan (Page 3 of 108)
Plans (Paae 4 of 108)
Delegate's Report (Page 64 of 108)

## Supporting Attachment

## Legal

1. The Minister for Planning is the Responsible Authority for the amendment.

## Finance

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

## Conflict of interest

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

## Stakeholder consultation

4. Council officers have not undertaken public notice the Amendment or referred this to any other referral authorities. Stakeholder and public notification is the responsibility of the Department of Environment, Land, Water and Planning acting on behalf of the Minister for Planning.

## Relation to Council policy

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

## Environmental sustainability

6. The sustainability initiatives proposed will ensure that that the objectives of Clause 22.19 of the Melbourne Planning Scheme will be achieved. The proposal is to be commended for not only complying with the relevant performance measures and committing to 'as built' outcomes, but particularly for seeking a 6 Star Green Star rating for the commercial building representing 'World Leadership'.

## Locality Plan

## 700 Swanston Street, Carlton



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The Swanston and Grattan Street buildings incorperate a warm, earthy palette to complement surrounding materiality.
(1) FF:101 to FF:103-Grattan \& Swanston Streetfronts palette.
2 FT:201 to FT:210 - Internal MSE facades window joinery Evershield High Grade Anodised Aluminium: Smokey Quartz - warm pallette, or similar
(3) FT:201 to F::207 - External MSE façades: Aluminium sunshade hoods - Selected powdercoat: Indicatively warm / bronze colour palette.
(4) MSE and Superfloor soffits: Black Vortex Stainless Steel (Rimex) mirrored.
(5) FT:204 to FT:207 - MSE facade glazed Prisms: Indicative glass colouration - warm tones - opaque and sem
(6)
6) FT:201 to FT:210 - Laminated DGU curtain wall façades typical glass (TBC).
(7) FT:101 to FF:103 External street-front feature wind FF:101 to FF:103 External street-front feal
surrounds. and Superfloor recess detail
(8) FT:201 to FT:207 - Internal faces of aluminium sunshade hoods - various warm colours - 5 in total


## Student Accommodation Building External Finishes - Cardigan Street

FT:401 - SAB 01 (Residential Tower)
Tinted flat front glazed curtain wall panels (fixed glazing, side-hung operable and opaque spandrel glazing) (1)

Unitised 3D faceted spectra powder coated non-combustible folded aluminium cladding, colour finish: Midnight Copper (2)

FT:402-SAB 02 (Ground and Lower Levels)
Three tonal variation brick face cladding to balustrades on lower levels and ground level facade (3)

FT:405 - SAB 05 (Ground Level)
Black powder coated aluminum service doors (4)

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## MINISTERIAL REFERRAL

| Application number: | ID-2017-2 |
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| DTPLI Application number: | FOL/17/51700 |
| Applicant / Owner / Architect: | Urbis Pty Ltd / The Universiy of Melbourne / Woods Bagot and Hayball |
| Address: | 700 Swanston Street, CARLTON VIC 3053, 114-152 Grattan Street, CARLTON VIC 3053 (Former Royal Women's Hospital) |
| Proposal: | Proposed Melbourne Planning Scheme Amendment C313 to insert a new Incorporated Document for the mixed use innovation precinct, including the Melbourne School of Engineering comprising a science gallery, fabrication laboratory, collaboration space ('the Superfloor') and associated student accommodation, a child care centre, retail uses and basement car parking. |

Report Date:
12 December 2017

## 1. SUBJECT SITE AND SURROUNDS

The subject site affected by the Melbourne Planning Scheme Amendment C313 is described as 700 Swanston Street, Carlton and is bound by Swanston Street to the west, Grattan Street to the south, Cardigan Street to the east and the Royal Dental Hospital of Melbourne building to the north. The site was formerly occupied by the Royal Women's Hospital and has a total site area of approximately 8362sqm.
This Incorporated Document applies to the land at:

- 700 Swanston Street, Carlton, described as Crown Allotment 2033 in Certificate of Title Volume 11400, Folio 900; and
- Part of 720 Swanston Street, Carlton, described as Crown Allotment 2036 in Certificate of Title Volume 11742, Folio 611.

The importance of the site and broader area is recognised in both Plan Melbourne and the Melbourne Planning Scheme being located in the City North Precinct of Melbourne. The site is part of the nationally recognised Parkville National Employment and Innovation Cluster (NEIC), noted for universities (including the University of Melbourne and RMIT), hospitals (Royal Melbourne, Royal Children's and Royal Women's, the Royal Dental), the CSIRO and a host of other research facilities. Although not affected by any heritage control, it is also part of historically significant Carlton, which is noted for its heritage listed residences and buildings, and streets such as Lygon and Rathdowne Streets.

The site is well serviced by existing infrastructure and public transport, near the super tram stop on Swanston Street providing a direct connection to the CBD and Melbourne Central Station. Further, the Melbourne Metro Tunnel project will enhance connectivity to the precinct with the major construction works for the future Parkville train station planned for 2018.

Aerial Photo / Locality Plan


Source: CoMPASS


Source: CoMPASS

## Surrounds

As noted in the planning report prepared by Urbis the surrounding land consists of:

- Built form in the block between Grattan and Faraday Streets is varied, and dominated by intuitional uses of the Royal Melbourne Dental Hospital (RMDH) and Royal Women's Carpark (at 265 Swanston Street). There is also student accommodation (Uni Lodge) between the RMDH and the Carpark. Forms are generally 7 to 8 storeys, built without setback to the street; however central within the block to the rear of Uni Lodge is a 12 -storey building form.
- The land to the south over Grattan Street comprises small to medium grain mixed-use development. To the south-west of the site at 682 Swanston Street and to the south-east at 121 Grattan Street are food and drinks premises, with accommodation above. To the south are 3 storey residential buildings at 127 and 141 Grattan Street comprising short term family accommodation for the Royal Women's Hospital.
- To the east of the site is the former Royal Women's Hospital Car Park and the Cardigan Street Flats, which remain in the ownership of the Royal Women's Hospital. The car park at 96 Grattan Street comprises prominent 8 storey built form constructed to the property boundary. Further to the east are the lower, heritage forms along Lygon Street.
- To the west of the site over Swanston Street is the main University of Melbourne campus. Immediately adjacent on campus at 757 Swanston Street is the Arts Centre, comprising a 7 storey brick building. The building has a typical institutional form, and does not include a low podium. The top level has a prominent form to mark the corner of Grattan and Swanston Street, equivalent to a building of approximately 9 storeys in height.


Aerial view of the site from the south - Source: Google


Aerial view of the site from the east facing the University of Melbourne - Source: Google


Aerial view of the site from the west over Swanston Street toward Carlton - Source: Google

## Site history

In 2014 a Planning Scheme Amendment was prepared at the request of the University of Melbourne to introduce site specific controls to the subject site to facilitate the redevelopment of the site for the CCI .

Amendment C173 to the Melbourne Planning Scheme sought to rezone the former Royal Women's Hospital Site in Carlton site from a Public Use Zone to a Capital City Zone and insert a new Schedule 6 to the Zone, and apply a Development Plan Overlay to the site and insert a new Schedule 10 to the Overlay. Other policy, overlay and consequential changes to the Melbourne Planning Scheme apply.

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The Amendment was exhibited in October and November 2014. In May 2015, the Amendment gained support from the Panel who noted amongst other things;
'The Panel found the significance of the project and the nomination of the site in Plan Melbourne as the Parkville Employment Cluster, one of six nationally recognised clusters to be compelling. The Panel considers that the Amendment will make a significant economic, social and environmental contribution to Melbourne, as well as diversifying the research and development knowledge cluster of the University for the State. It is well supported by State and local planning policy and will complement the strategic intent of the wider City North precinct. The Amendment will result in an appropriate new use on the site of the former Hospital, commensurate with its location in the wider knowledge precinct. Additionally, the subject land is well placed to derive significant benefit from the proposed Melbourne Metro Rail Link, recently announced by Government.'
The Panel concluded that;
'...the Amendment will make a significant economic, social and environmental contribution to Melbourne, as well as diversifying the research and development knowledge cluster of the University for the State'.

On 28 July 2015 Council adopted Amendment C173 Carlton Connect with the panel's recommended changes.
On 15 October 2015 the Minister for Planning gazetted the Amendment and this is reflected in the current planning controls for the site and was adopted by Council except for some minor editorial changes.
The approved Development Plan Overlay approved under Amendment C173 allowed new development on the site to range from 25 metres to 59 metres. The building envelope envisaged for the site pursuant to DPO10 is shown below.


Building envelopes - Source: DPO10, Melbourne Planning Scheme

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Since these controls were incorporated into the Planning Scheme, new height controls have been introduced to protect the Helicopter Medical Emergency Services operations and flight paths to key Melbourne Hospitals via Design and Development Overlay Schedule 65 (DDO65) and Design and Development Overlay Schedule 66 (DDO66). The new height limitations compromise the building envelope envisaged in DPO10.

The subject site is centrally located in the main east-west flight path, located approximately 700 metres east of the helicopter pad. The site is therefore, subject to DD066, which sets height limitations on new development.
The building envelope introduced under DPO10 exceeds the height control imposed under DDO66. This building envelope was based on an adaptive re-use of the existing central tower, with additional levels approved atop the existing tower resulting in a height of 59 m (RL 98.0). The applicant has noted that due to the constraints imposed by DDO66, viability of retaining the central tower became significantly compromised.
The diagrams below highlights the encroachments into the Operational Airspace.


Lower Limit of Operation Airspace - Source: Applicant docuementation


DPO potential building mass and encroachment into Operational Airspace - Source: Applicant docuementation

## 2. THE PROPOSAL

Following detailed preliminary consultation and the provision of further information to DELWP, the request for the proposed planning scheme amendment - Amendment

C313 to the Melbourne Planning Scheme under 20(4) of the Planning and Environment Act 1987 (the Act) was referred to the City of Melbourne on 12 October 2017 under Section 20(5) of the Act.
The application proposes the following uses:

| Student Accommodation | Total number of student beds: 528 |
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|  | Studio rooms: 128 <br> Twin Studio rooms: 48 <br> One bedroom one bathroom: 16 <br> Two bedroom one bathroom: 9 <br> Two bedroom two bathroom: 10 <br> Three bedroom three bathroom: 2 <br> Four bedroom two bathroom: 38 <br> Four bedroom four bathroom: 23 <br> Total number of rooms: 274 |
| Child Care Centre | Number of spaces: 90 |

The specific details of the proposal are as follows:

| Building height | 53.4 metres |
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| Podium height | 15 metres - 25 metres |
| Front, side and rear <br> setbacks | North: Between $3.7-5$ metres <br> South: Between $1.7-6.7$ metres <br> East: Between $2-8.6$ metres <br> West: Between 1.23-5.78 metres |
| Gross floor area (GFA) | 75,821 sqm (64,102sqm above ground) |$|$| Open Space (publicly | 2,501 sqm (including the 1,300sqm Oculus) |
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| Car parking spaces | 55 paces <br> - 5 spaces for childcare staff <br> - 55 spaces for commercial uses |
| Bicycle facilities and spaces | 379 spaces <br> - 80 spaces for students <br> - 299 employee spaces (including 90 spaces for use by general public) <br> 30 showers and change room facilities as well as 354 lockers connecting directly with the bicycle storage area. |
| Motorcycle spaces | 9 spaces |
| Loading/unloading | On-site loading within Basement Level 1 of approximately 800sqm with two bays of approximately 119sqm. |
| Vehicle access | Basement parking via Cardigan Street |

The amendment will enable the inclusion of an Incorporated Document into the Melbourne Planning Scheme that will replace DPO10. The Incorporated Document will facilitate the proposed design and support the vision of CCI .


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## 3. PLANNING SCHEME PROVISIONS

The following provisions of the Melbourne Planning Scheme apply:

| State Planning Policies | Clause 9, Plan Melbourne <br> Clause 10, Operation of the State Planning Policy Framework <br> Clause 11, Settlement <br> Clause 15.01-1, Urban design <br> Clause 15.01-2, Urban design principles <br> Clause 15.02, Sustainable development <br> Clause 15.02-1, Energy and resource efficiency <br> Clause 16, Housing <br> Clause 17, Economic Development <br> Clause 18, Transport <br> Clause 19, Infrastructure |
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| Municipal Strategic Statement | Clause 21.01, Municipal Strategic Statement <br> Clause 21.02, Municipal Profile <br> Clause 21.03, Vision <br> Clause 21.04, Settlement <br> Clause 21.06, Built Environment and Heritage <br> Clause 21.08, Economic Development <br> Clause 21.09 - Transport <br> Clause 21.10 - Infrastructure <br> Clause 21.16 - 'Other Local Areas' |
| Local Planning Policies | Clause 22.01, Urban Design within the Capital City Zone <br> Clause 22.02, Sunlight to Public Spaces <br> Clause 22.07, Advertising Sings <br> Clause 22.19, Energy, Water and Waste Efficiency <br> Clause 22.22, Policy for licensed premises that require a planning permit <br> Clause 22.23, Stormwater Management (Water Sensitive Urban Design) <br> Clause 22.24, Student Housing Policy |


| Statutory Controls |  |
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| Capital City Zone Schedule 6 | A permit is required to carry out buildings and works. <br> A permit is required for the erection of advertising signage with the exception of a number of specified signs. <br> The following uses are Section 1 as of right uses: <br> - Education Centre <br> - Office <br> - Research and Development Centre <br> - Retain (other than Adult Sex bookshop, Hotel and Tavern) <br> - Residential Building (other than Function Centre, Amusement Parlours and Nightclub) |
| Design and Development Overlay Schedule 66 | A permit is required to carry out buildings and works over 77.3 metres AHD (approximately 38 metres). <br> A permit is required to construct a stack vent, chimney, cooling tower or the like of any height that may produce an exhaust plume which has an upward vertical velocity of 4.3 metres or more per second at the point of emission / exit. |
| Development <br> Plan Overlay <br> Schedule 10 | A permit may be granted before a development plan has been prepared, however the proposal must not prejudice the future use and development of the land in an integrated manner which will contribute to the vision of the site. <br> No development plan has been prepared for the site. |
| Parking Overlay Schedule 1 | Schedule 1 to the Parking Overlay of the Melbourne Planning Scheme specifies that where a site is used partly for dwellings and partly for other uses, the maximum number of spaces allowed: <br> - for that part of the site devoted to dwellings (including common areas serving the dwellings) must not exceed one (1) space per dwelling. <br> - for that part of the site devoted to other uses, (excluding common areas serving the dwellings) must not exceed the number calculated using one of the following formulas: $5 \times$ net floor area of the building on the site in $\mathrm{m}^{2} / 1000 \mathrm{~m}^{2}$ or <br> 12 x that part of the site area in $\mathrm{m}^{2} / 1000 \mathrm{~m}^{2}$ <br> A total of 55 car parking spaces are proposed to be supplied for the site which is less than the maximum car parking allowance under Schedule 1 to the Parking Overlay of 472 car parking spaces. |


| Particular Provisions |  |
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| Clause 52.05 <br> Advertising Signs | Clause 52.05-2 provides application requirements for Advertising Signs. <br> Clause 52.05-3 provides decision guidelines for Advertising Signs. |
| Clause 52.06 <br> Car Parking | Refer to PO1 regarding car parking rates. <br> Clause 52.06-8 provides design standards for car parking |
| Clause 52.07 <br> Loading and Unloading of Vehicles | Pursuant to Clause 52.07, no building or works may be constructed for the manufacture, servicing, storage or sale of goods or materials unless: <br> - 'Space is provided on the land for loading and unloading vehicles as specified in the table below. <br> - The driveway to the loading bay is at least 3.6 metres wide. If a driveway changes direction or intersects another driveway, the internal radius at the change of direction or intersection must be at least 6 metres. <br> - The road that provides access to the loading bay is at least 3.6 metres wide.' <br> A loading area has been provided within basement 1, accessed via the ramped access way from Cardigan Street. The loading access arrangements have been detailed in the traffic report, noted as follows: <br> - Two (2) dedicated loading bays catering for 8.8 metre rigid vehicles; |
| Clause 52.27 <br> License Premises | Pursuant to the Schedule to Clause 52.27 a permit is not required to sell and consume liquor within the Capital City Zone. |
| Clause 52.34 <br> Bicycle Facilities | The statutory bicycle parking requirements for the proposed development are set out at Clause 52.34 of the Melbourne Planning Scheme. <br> A permit may be granted to reduce or waive the bicycle parking requirement. <br> The application has a statutory requirement to provide a total of 197bicycle spaces, comprising 55 resident spaces, 84 staff spaces and 58 residential visitor / customer spaces. <br> In addition 30 showers and change room facilities are required. <br> The application includes: <br> 379 spaces <br> - 80 spaces for students <br> - 299 employee spaces (including 90 spaces for use by general public) <br> 30 showers and change room facilities as well as 354 lockers connecting directly with the bicycle storage area |

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Clause 52.36
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An application for an office development of 10,000 or more square metres of leasable floor area must be referred to PTV for comment.

An application for a residential development in excess of 60 dwellings must be referred to PTV for comment. DELWP is responsible for this referral requirement.

DELWP is responsible for referring the application.

| General Provisions |  |
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| Clause 61.01 - <br> Administration <br> and enforcement <br> of this scheme | The proposal, which was lodged with the Minister for Planning C/- <br> Department of Environment, Land, Water and Planning (DELWP), seeks <br> an amendment to the Melbourne Planning Scheme via Section 20(5) of <br> the Planning and Environment Act 1987. <br> The Minister for Planning is the responsible authority for planning permit <br> applications where the total floor area of the development exceeds <br> 25,000 square metres / the site is listed in the schedule to Clause 61.01 <br> of the Melbourne Planning Scheme (which specifies the Minister for <br> Planning as the responsible authority for administering and enforcing the <br> Scheme). |

## 4. PUBLIC NOTIFICATION

Under Section 20(5) of the Planning and Environment Act 1987, the Minister for Planning has sought the views of the City of Melbourne in regard to the application.

## 5. REFERRALS

The draft Incorporated Document and the application documentation was referred internally to Urban Design, Engineering, Open Space Planning, and Land Survey for their comment on the Incorporated Document wording and any other overall comment they wished to make.

## Urban Design

Melbourne City Council Urban Design team has raised several concerns with the application including proposed shadows, façade differentiation and scale of built form in Cardigan Street however the limitations of the project are acknowledged and comments in regard the revised scheme are generally supportive.

## Engineering

Engineering Services are generally comfortable with the proposal subject to conditions being included on any incorporated document issued.

## City Design

Melbourne City Council City Design team have outlined several detailed matters that would be required to be provided if the incorporated document is to be issued including confirmation of fixed/removable elements in the lanes and resulting travel paths not being obscured and detail around vegetation within the Oculus.

## Waste

Melbourne City Council Waste Services have reviewed the Waste Management Plans provided with the application and have found them to be acceptable.

## Civil Design

Melbourne City Council Civil Engineers have no objections to the application subject to conditions.

## Land Survey

Melbourne City Council Land Survey team have viewed the application and have no objection to the application subject to conditions.

## Urban Forest \& Ecology

Melbourne City Councils Urban Forest team noted that an Arboricultural Impact Assessment and standard tree protection requirements apply for works that are proposed near trees within council property/public space.

## 6. ASSESSMENT

This assessment relates to an amendment for the Carlton Connect Initiative (CCI) at 700 Swanston Street, Carlton. The amendment is proposed to remove DP010 and replace it with a site-specific Incorporated Document, under Clause 52.03 of the Melbourne Planning Scheme.

Following the introduction of Design and Development Overlay Schedule 66 (DDO66) which seeks to prevent impacts on the flight paths of helicopters accessing key hospitals in Victoria, it has becomes necessary to consider an alternate design response for this site to be facilitated by introducing a new Incorporated Document into the Melbourne Planning Scheme.
Through a new incorporated document for the site, the applicants (Melbourne University) along with the development partners (Lend Lease and Urbanest) propose a revised development form, which:

- Removes the central former Royal Women's Hospital building, allowing for integration and collaboration between functions across the site;
- Lowers the overall height of the proposed development in response to Hospital Emergency Medical Services Helicopter Flight Path Protection, which were introduced after the approval of DPO10; and
- Provides a revised ground plane offer, including at-grade, publicly-accessible connection between all streets and a new central open space of 1,300sqm (the Oculus).
The density of the proposed development (GFA) is less than the approved building envelope under DPO10.
As described in the application documentation the CCI seeks to 'establish Australia's leading campus-centred, multi-disciplinary innovation precinct where industry, government, entrepreneurs and researchers co-locate and collaborate to enhance Australia's innovation, productivity and sustainability agendas.'
DELWP have invited the City of Melbourne to comment on the proposal to assist in their assessment of the proposal.
The key issues in the consideration of this application have been identified as being:
- Building Mass, Height \& Design;


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- Public Space;
- Student Accommodation;
- Engineering;
- Shadow and Wind Impacts;
- Environmentally sustainable design; and
- Advertising signs

These issues are addressed in the following sections

## Building Mass, Height and Design

The approved DPO10 provides for a building envelope that exceeds the recently introduced helicopter flight protection path under DDO66. The introduction of the DPO10 via Amendment C173 to the Melbourne Planning Scheme approved the concept of a high-density innovation hub on the subject site.
While the proposed development generally accords with and delivers the approved project vision and objectives, this proposal seeks approval for a modified design approach that departs from the existing building envelope envisaged for the site.

The proposed development generally seeks approval for a shift from three parallel north-south buildings with podiums and setback upper levels with a linking network of lanes (as envisaged in DPO10) toward a perimeter built form with central oculus that is open to the sky.

Along Swanston Street the building will have a height of approximately 52 metres, wrapping around Grattan Street and dropping to a height of 47.5 metres at the Cardigan Street corner. Along Cardigan Street, the development will have a maximum height of approximately 51 metres. To the north, a lower scale building is proposed adjacent to the Dental Hospital, with a height of approximately 30 metres.
While the built form does not present a traditional podium-tower form, the proposed building has been sculpted along the Swanston and Grattan street elevations to incorporate a setback up to 4 metres above the approximately 25 metre high street wall. Along the eastern elevation to Cardigan Street the building incorporates a different typology with a street wall height of approximately 15 metres and an upper building element that sits angular to the boundary providing a setback of 2.11 metres at the closest point, increasing to a maximum of 8.86 metres to the south. The upper element of the building is setback 5 metres from the northern boundary to the Dental Hospital
The following diagrams highlight the proposed form of the new building and the indicative form of the envelope outlined in the DPO10:

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DPO Envelope comparison diagram south east view (corner Grattan and Cardigan) - Source: Application documentation


DPO Envelope comparison diagram south west view (Corner Swanston and Grattan) - Source: Application documentation

The built form controls within the immediate and extended area are mixed to respond to the varied nature of built form in the area. The following are built form controls that exist on and around the subject site:

- Subject site is located in the existing DPO10 which provides for building envelopes in the order of 59 metres as discussed above;
- Surrounding the subject site, the design controls of City North apply to the immediate south-west, in which discretionary heights of 40 metres are encouraged under DDO61;
- To the north and south of the site, heights of up to 36 metres are envisaged in DDO45;


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- To the south east within the Central Carlton South area discretionary heights of up to 4 storeys are envisaged under DDO47;
- Height expectations drop significantly to the east of Cardigan Street under DDO48 where a mandatory 10.5 metre maximum building height applies.
The changes in the built form controls within the various DDOs surrounding the site can be seen in the following diagram:


The application documentation makes note that the innovative design requires large floor-plates to accommodate the intensity and scale of uses that are critical to the success of the CCI project. In terms of GFA given the generous open space offering in the form of the oculus the revised form has not realised a greater yield when compared with the DPO envelopes with the above-ground GFA of the proposed development at 64,102 sqm as opposed to the potential envelope at approximately 72,000sqm.

The City of Melbourne's Urban Design team has been involved in discussions with the applicant through the application process and has made the following comments in regard to the Grattan Street elevation:

The massing of the Grattan Street elevation has been manipulated further, with greater slices in the elevation. However we hold to our ongoing comments regarding a 'village' of forms through greater facade differentiation. We recommend exploration of an alternate treatment to the central form along Grattan Street, through a differentiated glazing technique such as expressed framing, as distinct from a flush curtain wall treatment with concealed mullions. This could aid in breaking up the elevation into 3 forms, whilst maintaining overall coherency of the scheme sought by the proponent. We hope to avoid a building with uniform pattern and roof form, which erodes any legitimate reading of a series of connected buildings.

Acknowledging the work undertaken by the applicant to date in order to address the above comments it is recommended that a condition be included requiring an alternate treatment to the upper central form along Grattan Street in order to further break up the elevation and avoid a building with uniform pattern and roof form, which erodes any legitimate reading of a series of connected buildings.
Also of concern in regard to the proposed built form is the height and scale of the proposed Student Accommodation building along Cardigan Street. Concerns have been raised by the City of Melbourne's Urban Design team in regard to the scale transition from the anticipated height of built form along Cardigan Street. The diagram below highlights the anticipated built form along the Cardigan Street interface anticipated in the current DPO10.


DPO building envelope south east view - Source: Application documentation
The City of Melbourne's Urban Design team have made the following comments in regard to the proposed Student Accommodation form:

We maintain our comments regarding the transition along Cardigan Street and recommend a carefully curated requirement to step to the north, in acknowledgement of the height control on the Dental Hospital of 9 levels. A step would need to be at least 2-3 levels in order to create the massing shift required to have a perceptible effect within Cardigan Street. This should be developed with Hayball to ensure that the elevations are co-ordinated in conjunction with this massing shift.
It is considered that the building along Cardigan Street could provide a better transition in grain size between the medium grain nature of the streetscape to the north to the finer grain forms of the south and southeast as suggested by the City of Melbourne's Urban Design team and that a condition should be included requiring the built form to be stepped toward the Dental Hospital by a minimum of two levels in consultation with DELWP, City of Melbourne and Hayball architects.


Proposed student accommodation east view - Source: Application documentation
Several discussions about the Grattan Street interface have also been held with the applicant particularly in regard to the limited provision of entries along the extensive frontage.
The Grattan Street frontage comprises the widest footpath of the three adjoining streets, with a width of 6 metres. The main Science Galley is located along this frontage and the entrance to the Gallery is framed with brick and a canopy, signifying this important entry to the public. The brick framing elements have been incorporated into the design of the base of the building following extensive consultation with the City of Melbourne's Urban Design team noting:

The raising of the brick plinth treatment to the second floor is positive, and creates a strong contextual base, adopt of which the glass form rises. This treatment achieves an improved 'fit' within the Carlton and University Campus context.

Previously there was only one proposed entrance into the Science Gallery along this frontage however through consultation the applicants have acknowledged that a secondary entrance is to be provided that may not necessarily always be used but will provide an opportunity for further activation should the programming of the gallery space allow for it. The City of Melbourne's Urban Design team made the following comment in regard to this:

The introduction of an additional entry to Grattan Street for the Gallery adheres to our earlier advice. This 100 m elevation length now includes 2 building entries, along with the activation provided by the cafe at the eastern end. This is a positive move.

A retail tenancy located at the south-east corner will help to activate the edge of the Grattan Street façade, encouraging movement into the Lane as the building wraps around the corner to Cardigan Street.


Grattan Street interface sketch - Source: Application documentation
In response to wind testing and to provide for weather protection along the development's street interfaces, canopies are required to be incorporated into the design of the development. The City of Melbourne's Urban Design team have noted the following in regard to canopies:

The length of canopy around the site has changed since previous drawings, and we encourage further consideration of the role of an appropriate height canopy to provide enclosure and comfort to the pedestrian realm, with key counterpoints at entries.

It is noted that a proposed condition is already included in the Incorporated Document requiring the canopies to be designed to integrate with the architecture of the buildings.
Subject to conditions requiring the built form of the Student Accommodation to be stepped toward the Dental Hospital and for further an alternate treatment to the upper central form along Grattan Street to be integrated into the design, the proposed heights and setbacks are considered to provide a suitable transition within this street setting and will serve to achieve the built form expectations for this precinct.

## Public Space

The proposed development presents a notable shift in the provision of Public Space as opposed to what may have been expected under the provisions of the DPO10. As can be seen in the Indicative Framework Plan within the DPO10 there was no true provision of publicly accessible 'open space' identified with the focus being on potential pedestrian links and active frontages along those links.


Indicative Framework Plan - Source: Schedule 10 to the Development Plan Overlay, Melbourne Planning Scheme
The current proposal provides an opportunity to provide for a creative and inviting built form outcome that will create a useable public open space within the heart of the site (Oculus) with associated connections to and through the space. The development is designed around the Oculus and can be accessed from Swanston, Grattan and Cardigan Streets by four diagonal laneways.
As noted within the application documentation the Oculus will provide for a new innovative typology for campus open space, distinct from the traditional University Open Space offering. It is noted that the Oculus will be able to accommodate a variety of activities, including informal outdoor events such as presentations, exhibitions or cinema or curated events, such as festivals, with the timber deck designed to provide space for a popup stage, ranging between 40 to 200 square metres in size.
The Oculus has been designed to accommodate for:
o 400 standing (for presentation events);
o 200 seated (for an outdoor cinema);
o 20 groups of 6 (for picnic events)

The ground floor public open space offering within the development can be seen in the floor plan below:


Ground Plane plan - Source: Application docuementation
The City of Melbourne's Urban Design team originally raised concern with the sporadic nature of the landscape and seating elements through the pedestrian links obscuring clear views through into the Oculus. Significant progress has been made in the design of the proposed laneways and the elements that sit within them and these links are now considered to provide for positive connections throughout the site.

The largest of the four laneway connections is located to the north west of the site providing a key urban linkage from Swanston Street between the University of Melbourne to the west, the Tram Super-Stop and the Oculus. This link/plaza has a length of 49 metres and widths ranging between approximately 9 and 15 metres and will include outdoor café dining and informal seating providing an occupiable space between the Dental Hospital, Fab Lab and the Superfloor Event space.


Laneway / Streetscape plan - Source: Application docuementation
The remaining laneways are designed to provide a sense of openness with the following notable features to each lane:
Gallery Lane - A width of approximately 6 metres and a length of 40 metres this lane opens up to Swanston Street and is design to draw people into the space. This laneway incorporates the primary entry to the Melbourne School of Engineering and the commercial space above. Seating wraps around the entrance to the space and is also located throughout.

Hospital Lane - A width of a minimum of 6 metres and a length of approximately 40 metres the majority of this lane is open to the sky and is provided with active retail and food and drink premises with outdoor seating.
Cardigan Lane - The smallest of the four lanes Cardigan lane has a minimum width of 4 metres and a length of approximately 22 metres and is designed to provide access to the student accommodation and an east-west through link for pedestrians.
A condition will be included requiring the minimum dimensions of the proposed laneways to be shown on the plans.

It is noted that the City of Melbourne's Land Survey team have viewed the proposal and made the following comments in regard to the Lane and Plaza names indicated above:

The plans must be amended to delete reference to Gallery Lane, Hospital Lane, Fab Lab Plaza and The Connector as these are not registered names.

Given that the proposed plans show tenancies and main residential access along these lanes, for street addressing purposes, prior to occupation of development the internal laneways must be formally named. This will require a condition along the following lines to be included on the permit:

- Prior to occupation, all proposed internal access ways within the development must be named in accordance with the Geographic Place


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Names Act 1998 to provide appropriate street addressing for the proposed development.

- Any proposed road name must comply with the Naming Rules for Places in Victoria 2016, and the Geographic Place Names Act 1998.
Given the benefits and design focus on the proposed Oculus it is considered appropriate to include conditions in the incorporated document in order to ensure the open space is maintained and not built over in the future. The incorporated documents include the following conditions which are considered to be acceptable:
- The development plans endorsed under condition 1 must show a minimum size of the Oculus as 445 m 2 .
- The type, function and quantum of open space at the ground plane, which largely comprises a series of laneways and arcades that connect to a central Oculus open space, as shown on the development plans, shall not be altered or amended without the prior approval of the Minister.
The overall provision of open space as a part of the CCl is applauded and will provide a significant contribution to the public realm, with approximately $30 \%$ of the site area comprising publicly accessible open space and laneways. Further the street interfaces have been well considered and are responsive to its context. Concern has been raised in regard to only one entry being provided along Grattan Street to the Science Gallery. It is considered appropriate to include a condition requiring a second legible entrance to be provided along the Science Gallery frontage in order to provide for greater activation along this prominent frontage.
Concerns have been raised by Melbourne City Council's Urban Design team with the shadow impact of the proposed building on the footpath to the south of Grattan Street. Details of the impacts of overshadowing to the public realm are discussed below.


## Student Accommodation

It is acknowledged that the proposed Accommodation (Residential Building) land use does not require a permit under the provisions of the Capital City Zone - Schedule 6.

Notwithstanding, Council's local policy at Clause 22.24 specifically addresses the type of accommodation proposed in the application and seeks to manage both the use and development of land for student accommodation. Importantly, the policy seeks the following objectives:

- To ensure that the internal layout of rooms and communal facilities provide sufficient space and amenity for the reasonable requirements of an active social, work, and private life of the student while promoting social interaction.
- To provide a safe, healthy, secure and well managed living environment.

The policy continues to set out a range of performance criteria to ensure appropriate student accommodation within the municipality. These are considered in turn below.

## Bicycle, Motorcycle, Scooter and Car Parking, and Loading and Unloading

The above matters are considered in greater detail below, however for the purposes of the local policy, the following is observed:

- A total of 80 bicycle parking spaces are provided within the basement level which exceeds the rates within Clause 52.34 but falls well short of the requirements of the Student Housing Policy which requires one bicycle space
per student. In this case, the site's location within a convenient walking distance of major tertiary institutions makes a reduced provision acceptable;
- The proposed bicycle parking is provided with separate access entrance for cyclists from Cardigan Street;
- The bicycle parking area is easily accessible and well designed to facilitate student use;
- A total of 8 spaces are to be provided in a bike share arrangement to encourage cycling for students who don't own a bike;
- The proposal provides bicycle parking at a rate which meets bicycle parking demand indicated by a bicycle occupancy survey for various Urbanest facilities;
- The provisions of the Parking Overlay (PO1) do not require on-site car parking and no parking is provided for the student accommodation;
- The site has excellent access to the public transport network to provide access to students to be able to move around Melbourne including to and from tertiary education facilities;
- Nearby car share facilities provide the opportunity for students to be able to use a motor vehicle should it be required;
- Nearby bicycle share facilities allow students to be able to use a bicycle should they not own one;
- Loading zone access is supported by the provision of swept path diagrams;
- Motorcycle parking is provided within the development;

Layout, Students' rooms and Shared Spaces

- The proposed student accommodation layouts provide each unit with its own independent facilities;
- The application documentation notes the following in regard to the diversity of rooms:
o A total of 128 studio rooms and 16 one bed rooms are provided with all facilities except laundry, equating to $27.3 \%$ of rooms;
o A total of 118 rooms provided with ensuite and other shared facilities, equating to $22.3 \%$ of the rooms;
o A total of 266 rooms comprise shared laundry, cooking and bathroom facilities, equating to $50.4 \%$ of the rooms.
- Concern has previously been raised in regard to student housing modules with inboard kitchens for each twin. The proposed twin rooms are orientated in order to receive an acceptable amount of amenity. Given the location and orientation of the proposed twin modules throughout the building, these modules are considered acceptable in this instance.
- Importantly the applicant has provided a plan highlighting how the proposed student units could be adapted into a conventional apartment should the building ever be converted to dwellings.


## Students' Rooms

- The majority of student rooms exceed the minimum 10.8 square metres and are provided with suitable areas for tables and the like. It is noted that the proposal includes an excellent range of communal study spaces that all students will have access to;


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- There are a number of larger units within the proposed development including:
o Studio A - 21sqm
o One bed one bath -34 sqm
o One bed DDA - 40sqm
o Two bed one bath cluster - 42sqm
o Two bed two bath cluster - 43sqm
o Four bed two bath cluster - 83sqm
o Four bed four bath cluster -97 sqm
- All rooms have direct access to daylight and ventilation gained via the Cardigan Street frontage and internally into the Oculus;
- The building has been designed to ensure there is no unreasonable overlooking between residential apartments;
- The kitchen areas provided to each unit are of a proportionate size to the number of rooms provided and of a functional layout. There is also shared kitchen facilities provided on the mezzanine level.
- Long term storage is located on each level and within the basement.


## Shared Facilities

- The laundry area is provided at the level 1 basement and provides appropriate facilities for the use of future student residents;
- A designated waste room is sufficient for appropriate waste management in accordance with the Waste Management Plan submitted (refer details below);


## Communal outdoor space and internal common areas

- The development provides a range of communal areas both indoor and outdoor, of varying sizes and for a range of activities including:
o 984sqm of common space (lounge, multi-purpose rooms (study/dining) gymnasium, music rooms and cinema.
o external communal open space area on the mezzanine (185sqm) and roof including sitting areas and BBQ facilities (275sqm).
o Immediate access to the central Oculus.
In regard to the total area of communal open space it is noted that Clause 22.24 seeks to:

Ensure each student has access to internal common areas that are capable of being used for multiple functions to meet a range of study, social, cultural and religious needs of students

The policy suggests that:
...one way to comply with this policy would be to provide a common living area or recreation room with a minimum of $15 \mathrm{~m}^{2}$ in area for the first 12 students, and a further $15 \mathrm{~m}^{2}$ for each additional 12 students thereafter.

And
...one way to comply with this policy would be to provide a ratio of 2.5 m 2 of communal outdoor space per student, in a maximum of two parcels, each parcel with a minimum width of $3 m$;

Based on 528 students if this requirement were enacted it would equate to a requirement for 660 sqm of internal common area and 1320 square metres of communal outdoor space.
With a growing number of student housing developments proposed within the general City North area, the provision of sufficient communal areas for students within developments is becoming more and more important.
In this particular instance, although the numbers fall short of the requirements of the student policy, the provision of communal spaces is considered acceptable for the following reasons:

- The common outdoor and internal cinema/kitchen areas on the upper level adjoin each other to provide an extensive overall common area in one place;
- The outdoor common area is afforded good solar access and good outlook due to its roof top and mezzanine locations;
- The subject site is in close proximity to public open space areas within the immediate vicinity including University Square and Lincoln Square and has direct access to the internal publicly accessible Oculus;
- As previously mentioned the proposal incorporates a number of larger units with areas of common space provided internally.
Further it is noted that student housing development policy expects that a certain amount of facilities will be shared by the occupants of the building.


## Shadow and Wind Impacts

The application was submitted with shadow diagrams and a wind report was provided.

In regards to wind impacts, canopies have been incorporated into the design to ensure pedestrian amenity was improved.

The following diagram highlights the proposed wind mitigation design aspects of the development.

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Wind treatment strategy - Source: Applicant docuementation
Since the wind analysis has been undertaken there have been modifications to the proposed form of the building which included:

- The geometry and angling of the façade above the Superfloor has been modified (Grattan Street);
- Architectural intent to the podium on Cardigan Street has been modified;
- The brick façade has been extended to encapsulate the Superfloor.

Confirmation has been provided from Windtech in regard to the changes confirming:
'These changes are expected have minimal to no impact on the outcomes of the wind tunnel test. Hence, we confirm that the treatment strategies that were recommended in the most recent version of the pedestrian wind environment study report that was issued (report no: WD086-02F02(rev6)WE Report) are still applicable to the updated design.'

In regard to potential overshadowing it is policy under Clause 22.02 of the Melbourne Planning Scheme that:
'Development should not reduce the amenity of public spaces by casting any additional shadows on public parks and gardens, public squares, major pedestrian routes including streets and lanes and privately owned plazas accessible to the public between 11.00 am and 2.00 pm on 22 September.'
The local policy regarding Sunlight to Public Spaces at Clause 22.02 identifies key places and areas of public realm where additional shadow impact should be avoided at key times and dates.

The application documentation acknowledges that;
'Additional shadow will be cast in the early morning to the west of the site across Swanston Street. By midday, the shadow cast will fall over Grattan Street, with no additional impact to Swanston Street. The Grattan Street footpaths will be in shadow from late morning to mid-afternoon. By late afternoon, the shadow cast will fall to the east.
The development will result in additional shadow impacts above the approved DP010 building envelope, particularly on the southern footpath of Grattan Street...'

The impact on the southern footpath of Grattan Street between 11am and 2pm on the 22 September can be seen in the following shadow diagrams;


DPO and proposed shadow 11am 22 September - Source: Applicant documentation


DPO and proposed shadow 12pm 22 September - Source: Applicant documentation


DPO and proposed shadow 1pm 22 September - Source: Applicant documentation


DPO and proposed shadow 12pm 22 September - Source: Applicant documentation

Concerns have consistently been raised in regard to the extent of shadow proposed over Grattan Street as a result of the proposed built form. The City of Melbourne's Urban Design team made the following comments in regard to the extent of overshadowing of the revised proposal:
'The level of shadow has not been improved significantly to Grattan Street, however the applicant has sliced significantly into the upper form at key locations to provide some relief. This is greatly improved from the first iteration of the proposal, although we note the shadow extent is regrettable. We encourage the deletion of the projecting parapet in the mid-section of Grattan Street to improve solar penetration.'

The applicant has noted that the proposed shadowing is acceptable on balance given the significant policy support for CCl in this location, the contribution of the oculus and the retention of sunlight during key times to the corner of Grattan and Swanston Streets.
It is agreed that there is significant policy support for CCI. However where opportunity exists for shadow impacts upon the public realm to be reduced, it is appropriate and balanced that these opportunities be incorporated into the proposal to the benefit of the pedestrian experience along Grattan Street, particularly where there is zero to limited impact upon the building and overall design. It is considered appropriate to include a condition requiring the deletion of the projecting parapet in the mid-section of Grattan Street to improve solar penetration.

## Engineering

Melbourne City Council's Traffic and Civil Engineers provided comments on the application during the application process. Of greatest concern to Council's Engineers was:

- the omission of a pedestrian refuge between the proposed crossover and the existing vehicle crossing servicing the Royal Dental Hospital
- seats projecting into the road reserve and located along the property boundary of the subject land
- the proposed ramp to the main entrance into Science Gallery Melbourne building from Grattan Street impacting on existing footpath levels
- trading on the footpath or installation of cafe furniture along the property boundary, and
- potential relocation of the central median break on Cardigan Street (which would require community consultation and formal approval of the City of Melbourne's Engineering Services).
Following further consultation between the applicant and Civil Design in regard to a revised crossover design and the provision of a traffic median between the proposed crossover and existing Dental Lane a revised crossover scheme was provided to the City of Melbourne's Civil Design.

The City of Melbourne's Civil Design team noted in response to these comments:
We have no objection to the revised vehicle crossing and a 1.4 metres wide pedestrian refuge island in Cardigan Street.

The crossover should be designed in accordance with our Asphalt Crossing Construction Details, drawing number 1P50104. The crossover should have a continuous gradient along the footpath and provide a minimum $2 / 3$ footpath width flush with the existing footpath grade.
The vehicle crossing construction details should be determined in consultation with the City of Melbourne during construction stage of the project. The works will require a separate approval from the Council under the Road Management Act 2004.

It is noted the revised plan provided by the applicant was headed 'Cardigan Street Crossover' drawing - A1-SK-0-00364 and the details of these modifications will be required to be incorporated into plans as agreed.
Conditions have been included within the incorporated document requiring the provision of detailed reports and various other modifications to the satisfaction of the City of Melbourne.
It is noted that the Waste Manegment Plan (WMP) provided with the application was reviewed by the City of Melbourne's Waste Services team who found the WMP acceptable.

## Environmentally Sustainable Design

Clause 22.19, Energy, Water and Waste, includes relevant policy objectives at Clause 22.19-2 and policy requirements at Clause 22.19-3. In addition, Clause 22.19-4 requires all applications to include a Waste Management Plan (WMP) and an Environmentally Sustainable Design (ESD) Statement. In terms of the ESD Statement, Clause 22.19-4 states that:

- 'Applications for buildings over 2,000 square metres in gross floor area must provide a statement from a suitably qualified professional verifying that the building has the preliminary design potential to achieve the relevant required Performance Measures set out in clause 22.19-5.'
The relevant Performance Measures are:
- For offices over 5000 square metres gross floor area - NABERS Office Energy 5 Stars or equivalent, 3 points for Wat-1 credit under a current version of the Green Building Council of Australia's Green Star - Office rating tool or equivalent plus a 5 star rating under a current version of Green Star Office rating tool or equivalent.

Further Clause 22.23, Stormwater Management (Water Sensitive Urban Design), requires that applications include a Water Sensitive Urban Design (WSUD) Response addressing the details set out in Clause 22.23-4.
The application includes a Waste Management Plan (WMP) prepared by S2D and dated 24 July 2017. As noted at Section 5, ESG reviewed the WMP and found it to be acceptable.
The submitted Environmentally Sustainable Design Statement prepared by Arup and dated 19 July 2017 provides an overview of the sustainable design initiatives to meet the relevant performance measures at Clause 22.19 and 22.23. It states that the following sustainability targets are to be achieved:

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- 6 Star Green Star Design \& As Built for the commercial building;
- 5 Star Green Star Design \& As Built for the Student Accommodation Building;
- 5 Star NABERS Energy (Base Building) rating for Commercial Building;
- 4.5 Star NABERS Water (Whole Building) for Commercial Building.


ESD Initiatives - Source: Applicant documentation
The proposal is to be commended for not only complying with the relevant performance measures and committing to 'as built' outcomes, but particularly for achieving a 6 Star Green Star Design for the commercial building representing 'World Leadership'.

## Advertising signs

It is proposed that advertising signage be included in a range of locations on each façade of the proposed building. The indicative signage locations as outlined within the elevations are highlighted below:

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Indicative signage locations - Source: Application documentation

The application documentation notes that the details of the signage will be confirmed during detailed development in accordance with the relevant design objectives to ensure a positive contribution to the character of the area and protect the public realm quality.

The City of Melbourne's Urban Design team have reviewed the proposed signage strategy and in particular the proposed digital display making the following comments:
'We have some concerns with the emerging display strategy at the corner of Grattan and Swanston Streets which will obscure views into the building. The scale of this element appears more vehicle oriented rather than pedestrian oriented, which devalues the pedestrian and cycling role of Swanston Street, and the future role of Grattan once the MMR is completed.
We require any digital display to be set at an appropriate distance internal to the building so as to allow for views through the corner from the pedestrian realm, and to allow gallery visitors to walk up to and around the glazing line. A similar logic should be applied to banners and displays along Grattan Street, to avoid an opaque treatment along this important length of elevation.'
It is considered that the proposed advertising signage requires further resolution and either a detailed signage plan / strategy should be submitted for consideration prior to any signage being erected on the site or all reference to signage should be removed from the plans with separate planning applications lodged for signage lodged with the City of Melbourne where required.

## 7. OFFICER RECOMMENDATION

That DELWP be advised that the Melbourne City Council offers in principle support for the proposal subject to the inclusion of conditions within the Incorporated Document:

Incorporated Document conditions as proposed by the applicant below - officer recommendations including added and amended conditions are shown in red.

## Development Plans

1. Prior to the commencement of development, excluding demolition, bulk excavation, piling, site preparation and any retention works, amended plans must be submitted to and be approved by the Responsible Authority. The plans must be drawn to scale with dimensions and three (plus an electronic copy) must be provided. The plans must be generally in accordance with the plans submitted, the Woods Bagot and Hayball Architectural Plans October 2017, but unless otherwise agreed, modified to show:
a) Elevation and section details, including the ground, side and roof planes, generally at a scale of 1:50, or other suitable scale agreed to by the Minister, illustrating typical laneway and arcade details, materials and finishes (in conjunction with the façade strategy required at condition 4).
b) Three-dimensional renders illustrating key laneway and arcade viewlines both internal and external to the site.
c) Canopies to be designed to integrate with the architecture of the buildings.
d) Modifications to the vehicle access on Cardigan Street in accordance with the plans headed 'Cardigan Street Crossover’ drawing - A1-SK-0-00364.
e) Sight triangles at the site boundaries as indicated in the Traffic Impact Assessment to be clearly shown/dimensioned on the plans.
f) The built form to the student accommodation building to be modified to provide a stepping down of the built form toward the Dental Hospital by a minimum of two levels.
g) The deletion of the projecting parapet in the mid-section of Grattan Street to improve solar penetration.
h) Any modifications as a requirement of the detailed signage plan/strategy/or removal of all reference to signage from the plans.

## Development

2. The development of any land and buildings or part thereof as shown on the endorsed plans must not be altered or modified in any way without the prior written consent of the Responsible Authority.
3. Once the development has started it must be continued and completed to the satisfaction of the Minister for Planning.

## Façade Strategy

4. In conjunction with the submission of development plans under Condition 1, a Facade Strategy must be submitted to and be approved by the Minister for Planning. All materials, finishes and colours must be in conformity with the approved Façade Strategy to the satisfaction of the Minister for Planning in consultation with Melbourne City Council. Unless otherwise approved by the Minister for Planning, the Facade Strategy must be generally in accordance with the development plans and detail:
a) A concise description by the architect(s) of the building design concept and how the façade works to achieve this.
b) Elevation details generally at a scale of 1:50 illustrating typical podium details, entries and doors, and utilities, typical tower detail, and any special features which are important to the building's presentation such as the brick work. The drawings must document the:

- authenticity of the brickwork on the Swanston and Grattan Street buildings and any corbelling or patternation that is to be employed.
- the external brick or brick tiles of the Student Accommodation Building, including the authenticity of the brickwork and any corbelling or patternation that is to be employed.
- the design, materials, finishes, colours and application of the facetted hooded screens on the glazed facades.
c) Cross sections or other method of demonstrating the façade systems, including fixing details indicating junctions between materials and significant changes in form and/or material.
d) Information about how the façade will be accessed and maintained and cleaned, including any planting if proposed.
e) Example prototypes and/or precedents that demonstrate the intended design outcome as indicated on plans and perspective images, to produce a high quality built, durable outcome in accordance with the design concept.
f) A schedule of colours, materials and finishes, including the colour, type and quality of materials showing their application and appearance. Materials and finishes must be of a high quality, contextually appropriate, durable and fit for purpose. This can be demonstrated in coloured elevations or renders from key viewpoints, to show the materials and finishes linking them to a physical sample board with coding.

5. Except with the consent of the Responsible Authority, all external glazing must be of a type that does not reflect more than $15 \%$ of visible light when measured at an angle of incidence normal to the glass surface.

## Laneways and arcades

6. New laneways and arcades (excluding stairways) must be a maximum gradient of 1:20 to eliminate the requirement for handrails and/or balustrades. Details of the fixed/removable elements in the lanes and impacts on resulting travel paths to be shown.
7. The type, function and quantum of open space at the ground plane, which largely comprises a series of laneways and arcades that connect to a central oculus open space, as shown on the development plans, shall not be altered or amended without the prior approval of the Minister. The development plans endorsed under condition 1 must show a minimum size of the oculus as 445 m 2 .
8. An open space management strategy must be submitted to and approved by the Minister for Planning. The management strategy should include details of how the oculus and laneways are to operate to optimise public access and to provide details of how the open space will function during events run by the University of Melbourne or other tenants, to the satisfaction of the Minister for Planning. The open space management strategy may be amended, to the satisfaction of the Minister for Planning.
9. Prior to occupation, all proposed internal access ways within the development must be named in accordance with the Geographic Place Names Act 1998 to provide appropriate street addressing for the proposed development.
10. Any proposed road name must comply with the Naming Rules for Places in Victoria 2016, and the Geographic Place Names Act 1998.

## Wayfinding

11. An integrated wayfinding strategy must be submitted to and approved by the Minister for Planning, to the satisfaction of the Minister for Planning. This strategy must ensure that the laneways, arcades and the central oculus open space are legible as publicly-accessible spaces.

## Disability Access

12. Prior to the occupation of any building, a Disability Discrimination Act Assessment/Audit must be prepared by a suitably qualified consultant and must be submitted to and approved by the Minister. This document must provide an assessment of Project (including public realm works) against the applicable accessibility provisions of the Building Code of Australia and the applicable provisions of the Disability (Access to Premises - Buildings) Standards 2010.

## Building Appurtenances

13. All building, plant and equipment on the roofs are to be concealed to the satisfaction of the Responsible Authority. The construction of any additional plant machinery equipment, including but not limited to air-conditioning equipment, ducts, flues, all exhausts including car parking and communications equipment, shall be to the satisfaction of the Responsible Authority.
14. Any satellite dishes, antennas or similar structures associated with the development must be designed and located at a single point on each building in the development to the satisfaction of the Responsible Authority, unless otherwise approved by the Responsible Authority.

## Heritage Interpretation

15. Prior to the commencement of development, excluding any demolition, bulk excavation, construction or carrying out of works, or as otherwise agreed with the Responsible Authority, a Heritage Interpretation Strategy must be submitted to and approved by the Responsible Authority in consultation with Melbourne City Council. The Strategy must be prepared by a qualified heritage consultant and address the potential opportunities and constraints for the salvage, future installation and interpretation of the heritage significance of the former Royal Women's Hospital. The Strategy is to provide an integrated and innovative interpretation scheme across the site, responding to the relevant themes and influences of the former Hospital.

## Landscaping

16. Within six (6) months of commencement of development, or as otherwise agreed with the Responsible Authority, a Landscape Plan for the detailed design and landscaping of all open space must be submitted to and approved by the Responsible Authority in consultation with Melbourne City Council. The Plan must include:
a) A schedule of all soft and hard landscaping and treatments generally to Melbourne City Council's standard;
b) Incorporation of urban design elements that include but are not limited to paving, lighting and seating, and a clear demarcation of public realm and private space, including pedestrian, bicycle and vehicle circulation;
c) Detailed landscaping of the laneways to ensure legibility without reliance on signage;
d) Incorporation of recommendations of the Heritage Interpretation Strategy, as appropriate;
e) Water sensitive urban design principles, as appropriate;
f) Location of buildings and trees on neighbouring properties within three metres of the boundary, including street trees;
g) Planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant; and
h) Details of surface finishes of any retaining walls, pathways, kerbs and laneways.
17. Prior to the commencement of all landscaping works, a Landscape Management Plan detailing the ownership, maintenance regime and management responsibilities of the public spaces associated with the development must be prepared and submitted to the satisfaction of the Responsible Authority.
18. The approved Landscape Plan must be completed within six (6) months of the completion of the development, or as otherwise agreed with the Responsible Authority. The areas shall subsequently be maintained to the satisfaction of the Responsible Authority.

## Street Trees

19. Any trees in adjoining streets which are shown on the endorsed plans to be removed, relocated or replaced must not be removed, lopped or pruned without the prior written consent of Melbourne City Council - Urban Forest and Ecology. Prior to the removal of the trees, all costs in connection with the removal, relocation or replacement of the trees, including any payment for the amenity value of a tree to be removed, must be met by the developer/owner of the site. The costs of these works will be provided and must be agreed to before council will remove the subject trees.
20. Prior to the commencement of the development, an Arboricultural Impact Assessment (AIA) is to be undertaken by a suitably qualified Arborist.
21. Prior to the commencement of development, excluding any demolition, bulk excavation, construction or carrying out of works, a Tree Protection Management Plan (TPMP) with respect to the existing street trees must be submitted which must be to the satisfaction of the Melbourne City Council - Urban Forest and Ecology Department. The TPMP must be generally in accordance with the guidelines 'Tree Protection in the City of Melbourne- Information for developers and builders'. The TPMP should be informed by an Arboricultural Impact Assessment (AIA) which is to be undertaken by a suitably qualified Arborist.

## Lighting Plan

22. Prior to commencement of development, excluding demolition, bulk excavation, piling, site preparation and any retention works, or as otherwise agreed to by the Responsible Authority, a Lighting Plan must be prepared and submitted to the satisfaction of the Responsible Authority, in consultation with Melbourne City Council. The Lighting Plan must address the lighting of the public realm areas and should be prepared in accordance with Council's Lighting Strategy.

## Street Lighting

23. Prior to occupation, the current lighting levels in surrounding streets must be reviewed and a lighting design must be submitted and approved by Melbourne City Council. Lighting design must meet AS1158 category P3 requirements at a minimum.

## Construction Management Plan

24. Prior to the commencement of development, a Construction Management Plan (CMP) must be submitted to and approved by Melbourne City Council. All development must be carried out in accordance with the approved Construction Management Plan to the satisfaction of the Melbourne City Council. The CMP must describe how the occupier of the subject land will manage the environmental, construction and amenity impacts associated with the construction of the development. The CMP must address the following:
a) Staging of construction;
b) Public safety, amenity and site security;
c) Hours of construction, noise and vibration controls;
d) Air and dust management;
e) Stormwater and sediment control;
f) Waste and material reuse;
g) Site access and traffic management (including any temporary disruptions to adjoining vehicular, bicycle and pedestrian access ways);
h) Management of public access including vehicle, bicycle and pedestrian linkages around the site during construction;
i) Any works within the adjoining street network, road reserves or public spaces;
j) Hours of construction;
k) Control of noise, vibrations, dust and soiling of roadways or pathways;
I) Collection and disposal of building and construction waste; and
m) Reasonable measures to ensure that disruption to nearby public transport services are kept to a minimum.

## Engineering and Drainage

25. Prior to the commencement of the development, a stormwater drainage system, incorporating integrated water management design principles, and designed generally in accordance with the Stormwater Management Plan prepared by Arup dated 20 July 2017, must be submitted to and approved by Melbourne City Council - Engineering Services. This system must be constructed prior to the occupation of the development.
26. All projections over the street alignment must be drained to a legal point of discharge in accordance with plans and specifications first approved by Melbourne City Council - Engineering Services.
27. Prior to the commencement of the use/occupation of the development, all necessary vehicle crossings must be constructed and all unnecessary vehicle crossings must be demolished and the footpath, kerb and channel reconstructed, in accordance with plans and specifications first approved by Melbourne City Council - Engineering Services.
28. The footpaths adjoining the site along Swanston Street, Grattan Street and Cardigan Street must be reconstructed in sawn bluestone together with
associated works including the renewal of kerb and channel, construction of tree plots, supply and installation of street furniture and/or relocation of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the Responsible Authority - the City of Melbourne.
29. Any altered portions of road (including the provision of bluestone footpaths, public lighting, drainage, pavement marking and signage) to Cardigan, Swanston and Grattan Streets must be constructed prior to the occupation of the development, in accordance with plans and specifications first approved by Melbourne City Council -Engineering Services.
30. Prior to the commencement of the development, excluding any demolition or bulk excavation a lighting plan showing review of the existing street lighting levels in the public realm must be approved by the City of Melbourne. All street lighting works shall be completed at the cost of the developer, in accordance with plans and specifications first approved by the Responsible Authority.
31. Existing street furniture must not be removed or relocated without first obtaining the written approval of Melbourne City Council - Engineering Services.
32. 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 - the City of Melbourne.
33. Any proposed relocation of the median break to be undertaken in accordance with plans and specifications first approved by the Melbourne City Council Engineering Services.
34. The oculus and all internal roads are to remain the responsibility of the land owner(s) in perpetuity.
35. All projections over the street alignment must conform to Building Regulations 2006, Part 5, Sections 505 to 514 as appropriate. Reference may be made to the City of Melbourne's Road Encroachment Operational Guidelines with respect to projections impacting on street trees and clearances from surface pavement and face/back of kerb.

## Wind Assessment

36. Prior to commencement of development, excluding demolition, bulk excavation, piling, site preparation and any retention works, a Wind Assessment, including wind tunnel testing, must be submitted to and approved by the Responsible Authority. The wind report should not rely on trees for suitable wind conditions within the public realm. Any further modifications required to the development in order to ensure acceptable wind conditions to the street, public realm and the public open space, targeting long term stationary criteria for open space areas, must be carefully developed as an integrated high quality architectural and landscape solution. The Assessment should be generally in accordance with the Pedestrian Wind Environment Study prepared by Windtech, dated 19 September 2017.
37. The recommendations of the approved Wind Assessment must be implemented at no cost to the Responsible Authority or Melbourne City Council and be to the satisfaction of the Responsible Authority.

## Environmentally Sustainable Design

38. Prior to commencement of development, excluding demolition, bulk excavation, piling, site preparation and any retention works, an Environmentally Sustainable Design (ESD) Statement must be prepared by an accredited professional and submitted to and be to the satisfaction of the Responsible Authority. The ESD Statement must demonstrate that the building has the potential to achieve the targets detailed in the Sustainability Report prepared by Arup, dated 19 July 2017.
39. The performance outcomes specified in the approved Environmentally Sustainable Design (ESD) Statement must be implemented prior to occupancy at no cost to the Responsible Authority or Melbourne City Council and be to the satisfaction of the Responsible Authority.
40. Any significant change during detailed design, which affects the approach of the endorsed ESD Statement, must be assessed by an accredited professional and a revised statement must be endorsed by the Responsible Authority prior to the commencement of construction.

## Acoustic Assessment

41. Prior to commencement of development, excluding demolition, bulk excavation, piling, site preparation and any retention works, an Acoustic Assessment prepared by a qualified acoustic consultant must be submitted to and be to the satisfaction of the Responsible Authority. The Assessment must be generally in accordance with the Acoustics Report prepared by Arup, dated 25 July 2017 and provide for noise attenuation measures in the habitable rooms of the student accommodation to achieve a maximum noise level of $45 \mathrm{~dB}(\mathrm{~A})$ Leq in accordance with relevant Australian Standards.
42. The report must be based on average external noise levels measured as part of a noise level assessment. Prior to occupation of the accommodation, the recommendations in the approved acoustic report must be implemented, at no cost to the Responsible Authority.

## Waste Management Plan

43. The waste storage and collection arrangements must be in accordance with the Waste Management Plan (WMP) prepared by S2D dated 25 dated July 2017. The WMP must not be modified or altered without prior consent of the City of Melbourne - Engineering Services.

## Traffic Management Plan

44. Prior to commencement of development, excluding demolition, bulk excavation, piling, site preparation and any retention works, a Transport Assessment, generally in accordance with the Transport Assessment prepared by Arup, dated 24 July 2017, must be submitted to and approved by Melbourne City Council Engineering Services.

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45. The areas set aside for parking on the approved plans must not be operated as a public car parking facility independent of the permitted uses of the land.

## Green Travel Plan

46. Prior to occupation, a Green Travel Plan must be prepared to the satisfaction of the Responsible Authority. The Green Travel Plan should be generally in accordance with the Plan prepared by Arup, dated 24 July 2017 and must encourage the use of sustainable modes of transport by occupiers of the land.

## Legal Agreement

47. Prior to the commencement of the development, the owner of the land must enter into an agreement with the City of Melbourne pursuant to Section 173 of the Planning and Environment Act 1987 regarding the east west through block links between Elizabeth Street and O'Connell Streets (Link). The Agreement must:
a) provide that the Link will remain privately owned and controlled
b) require the Owner to maintain 24 -hour unobstructed public access (7 days a week) to the Link
c) provide that the Owner is solely responsible for the care and maintenance of the Link at the Owners cost and to the satisfaction of Council
d) be to the satisfaction of the Council's Manager Engineering Services and Chief Legal Counsel.

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

## Loading Management Plan

48. Prior to the commencement of the development a comprehensive Loading Management Plan (LMP) is to be prepared, specifying how the access/egress of loading vehicles is to be managed and ensuring that:
a) The delivery needs of the various components of the development can be accommodated;
b) Vehicles do not queue on-street;
c) Vehicles are able to both access/egress the site in a forward direction; and
d) Any potential conflicts between various vehicles (and other road users) are satisfactorily addressed.

The owner must reimburse Melbourne City Council for all costs associated with any parking changes

## Student Accommodation

49. Prior to the occupation of the development on the land, the owner of the land must enter into an agreement pursuant to Section 173 of the Planning and Environment Act 1987. The agreement must provide the following:
a) The accommodation provided on the land identified as 'student accommodation' is to be used for the exclusive accommodation of students enrolled full time at a secondary or tertiary level educational institution and to be vacated within three months of completion of full time studies.
b) The building to operate at all times in accordance with the Management Plan as required by Condition 51 of this permit to the satisfaction of the Responsible Authority. The Management Plan must establish a set of 'house rules' for the use, to be followed thereafter, to the satisfaction of the Responsible Authority. The plan must ensure that a suitably qualified full time manager with responsibility to oversee student behaviour permanently resides on the site and must detail the maintenance, cleaning, garbage storage and collection, supervision and security of the site.

The requirements contained in the agreement shall form part of any lease of the premises which the owner of the land under this permit may enter into with another party.

The owner of the land must pay all of the City of Melbourne's reasonable legal costs and expenses of this agreement, including preparation, execution and registration on title.
50. Any future subdivision of the student accommodation facility must show all communal facilities (including the laundry and bicycle parking) as common property to be managed for the benefit of the student residents.
51. Prior to the occupation of the development, a Management Plan must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The Management Plan must establish a set of 'house rules' for the use, to be followed thereafter to the satisfaction of the Responsible Authority. The Management Plan must ensure that a suitably qualified full time manager with responsibility to oversee student behaviour permanently resides on the site and must detail the maintenance, cleaning, garbage storage and collection, supervision and security of the site.

## Contaminated Land

52. A Prior to the commencement of the development (excluding demolition), the applicant must carry out a Preliminary Environmental Assessment (PEA) of the site to determine if it is suitable for the intended use. This PEA must be submitted to, and be approved by the Responsible Authority prior to the commencement of the development (excluding demolition). The PEA should include:

- Details of the nature of the land uses previously occupying the site and the activities associated with these land uses. This should include details of how long the uses occupied the site.
- A review of any previous assessments of the site and surrounding sites including details of the anticipated sources of any contaminated materials.

53. Should the PEA reveal that further investigative or remedial work is required to accommodate the intended use, then prior to the commencement of the development (excluding demolition), the applicant must carry out a Comprehensive Environmental Assessment (CEA) of the site to determine if it is suitable for the intended use(s). This CEA must be carried out by a suitably qualified environmental professional who is a member of the Australian

Contaminated Land Consultants Association or a person who is acceptable to the Responsible Authority. This CEA must be submitted to, and be approved by the Responsible Authority prior to the commencement of the use / development (excluding demolition). The CEA should include:

- Details of the nature of the land uses previously occupying the site and the activities associated with these land uses. This includes details of how long the uses occupied the site.
- A review of any previous assessments of the site and surrounding sites, including details of any on-site or off-site sources of contaminated materials. This includes a review of any previous Environmental Audits of the site and surrounding sites.
- Intrusive soil sampling in accordance with the requirements of Australian Standard (AS) 44582.1. This includes minimum sampling densities to ensure the condition of the site is accurately characterised.
- An appraisal of the data obtained following soil sampling in accordance with ecological, health-based and waste disposal guidelines.
- Recommendations regarding what further investigation and remediation work, if any, may be necessary to ensure the site is suitable for the intended use(s).
Prior to the occupation of the building, the applicant must submit to the Responsible Authority a letter confirming compliance with any findings, requirements, recommendations and conditions of the CEA.

54. Should the CEA recommend that an Environmental Audit of the site is necessary then prior to the occupation of the building the applicant must provide either:
a) A Certificate of Environmental Audit in accordance with Section $53 Y$ of the Environment Protection Act 1970; or
b) A Statement of Environmental Audit in accordance with Section $53 Z$ of the Environment Protection Act 1970. This Statement must confirm that the site is suitable for the intended use(s).
55. Where a Statement of Environmental Audit is provided, all the conditions of this Statement must be complied with to the satisfaction of the Responsible Authority and prior to the occupation of the building. Written confirmation of compliance must be provided by a suitably qualified environmental professional who is a member of the Australian Contaminated Land Consultants Association or other person acceptable to the Responsible Authority. In addition, the signing off of the Statement must be in accordance with any requirements in it regarding the verification of works.

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

## Advertising Signage

56. Before the development starts, an advertising signage strategy must be submitted to and approved by the Responsible Authority in consultation with the City of Melbourne or reference to all signage on the plans to be removed.

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57. No advertising signs other than those approved may be erected, painted or displayed on the development without the permission of the Responsible Authority, unless in accordance with the provisions of the Melbourne Planning Scheme.
58. The signs, including their structure and advertising material as shown on the endorsed plans, must at all times be maintained in good order and condition, to the satisfaction of the Responsible Authority.
59. The lighting of the signs must not result in excessive light spill or glare, to the satisfaction of the Responsible Authority.
60. The location, size, material of construction, colours, wording and degree of illumination of the signs shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.
61. The time for the commencement of the erection or display of the advertising signs hereby approved is two years from the date of issue and the time for completion is specified as two years from the date of such commencement.
62. This permit in so far as it relates to the signage expires 15 years from the date of issue, at which time the sign and all supporting structures must be removed and the site made good to the satisfaction of the responsible authority.

## 3D Model

63. Prior to commencement of development, or otherwise agreed with the Responsible Authority, a 3D digital model of the development and its immediate surrounds, as appropriate, must be submitted to and be to the satisfaction of the Responsible Authority. The 3D Model is to be prepared in accordance with the Department of Environment, Land, Water and Planning Advisory Note 3D Digital Modelling.
64. In the event that substantial modifications are made to the building envelope a revised 3D digital model must be submitted to and be to the satisfaction of the Responsible Authority.

## Expiry

65. The control in this Incorporated Document expires if any of the following circumstances applies:

- The development allowed by the control is not started by 31 December 2020.
- The development allowed by this control is not completed by 31 December 2024.

The Minister for Planning may extend these periods if a request is made in writing before the expiry date or within three months afterwards.


[^0]:    （16）TP－SA West Eevation

[^1]:    Artist impression of proposed building from corner of Swanston / Grattan Street - Source: Applicant docuementation

