

Report to the Future Melbourne Planning Committee

Agenda item 6.1

**Ministerial Referral: TPMR-2018-2
93-141 Therry Street, 143-151 Therry Street and 128-130 Franklin Street,
Melbourne**

3 April 2018

Presenter: Evan Counsel, Practice Leader Land Use and Development

Purpose and background

1. The purpose of this report is to advise the Future Melbourne Committee of a Ministerial planning application seeking approval for the Stage 1 Queen Victoria Market Munro Site Development Plan and to develop land at 93-141 Therry Street, 143-151 Therry Street and 128-130 Franklin Street, Melbourne (refer Attachment 2 – Locality Plan). The site is located within the Queen Victoria Market Precinct.
2. The applicant is PDG Corporation c/ Tract Consultants Pty Ltd, the land owner is Melbourne City Council and the architects are Bates Smart and Six Degrees.
3. The Department of Environment, Land, Water and Planning (DELWP) has referred the application to Council as a recommending referral authority.
4. The subject land is located in the Capital City Zone Schedule 1 and is affected by a Heritage Overlay (HO7 Queen Victoria Market Precinct), Design and Development Overlay Schedule 1, Development Plan Overlay Schedule 11 and Parking Overlay Schedule 1.
5. Although this report is limited to considering the planning merits of the proposal, it is noted that the proposed development forms part of the Queen Victoria Market Precinct Renewal (QVMPR).
6. The proposal includes demolition of an existing graded building, partial demolition of an existing graded building and construction and carrying out of works for two multi storey mixed use buildings including use of the land as a car park, child care centre and tavern.

Key issues

7. The key issues for consideration of the application are compliance with the Development Plan Overlay, heritage, built form, traffic, the appropriateness of the proposed uses and compliance with Local and State Planning policy provisions.
8. The proposed development is considered to be consistent with the built form and design objectives of the Development Plan Overlay and all relevant State and Local planning policy provisions and is consistent with the purpose and intent of the Capital City Zone and planning scheme overlays affecting the site.
9. The proposed development will provide significant net community benefit through the introduction of community uses, a child care centre, through block links and affordable housing. It is considered that it has had appropriate regard to heritage matters.
10. The proposed development provides for an appropriate transition between the scale and form of Elizabeth Street and the Queen Victoria Market in a manner that will protect and enhance the viability of the Market.

Recommendation from management

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

Attachments:

1. Supporting Attachment (page 2 of 203)
2. Locality Plan (page 3 of 203)
3. Plans (page 4 of 203)
4. Delegate Report (page 148 of 203)

Supporting Attachment

Legal

1. The Minister for Planning is the Responsible Authority for determining this application.
2. Council is a recommending referral authority under Section 55 of the *Planning and Environment Act 1987* and Clause 66 of the Melbourne Planning Scheme.

Finance

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

Conflict of interest

4. 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

5. Council officers have not advertised the application or referred this to any other referral authorities. This is the responsibility of the Department of Environment, Land, Water and Planning acting on behalf of the Minister for Planning.

Relation to Council policy

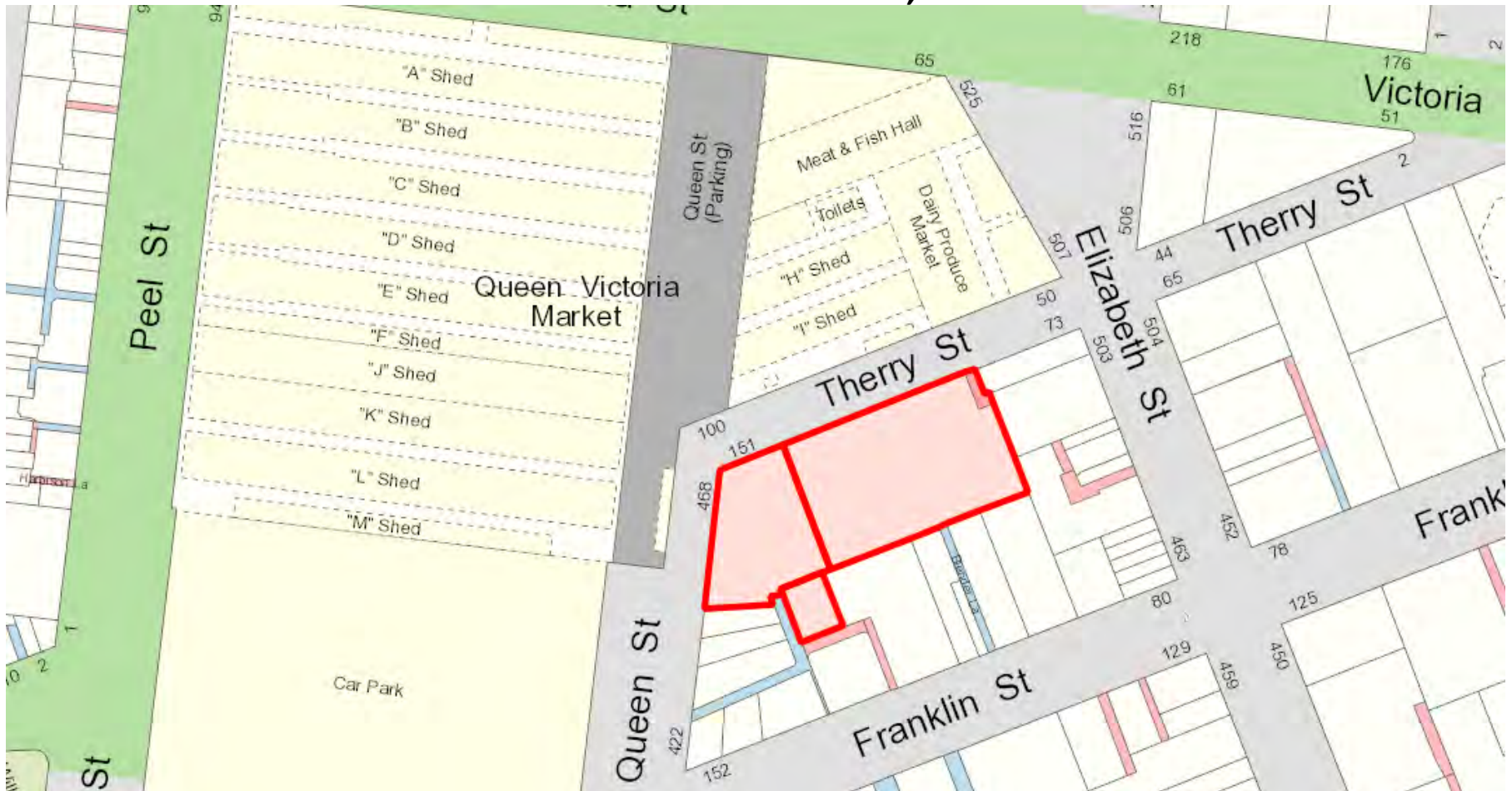
6. Relevant Council policies are discussed in the attached delegate report (refer Attachment 4).

Environmental sustainability

7. An Environmentally sustainable design statement prepared by Ark Resources and submitted with the application satisfies the requirements of Clause 22.19 (Energy, Water and Waste Efficiency) and Clause 22.23 (Stormwater Management/ Water Sensitive Urban Design).

Locality Plan

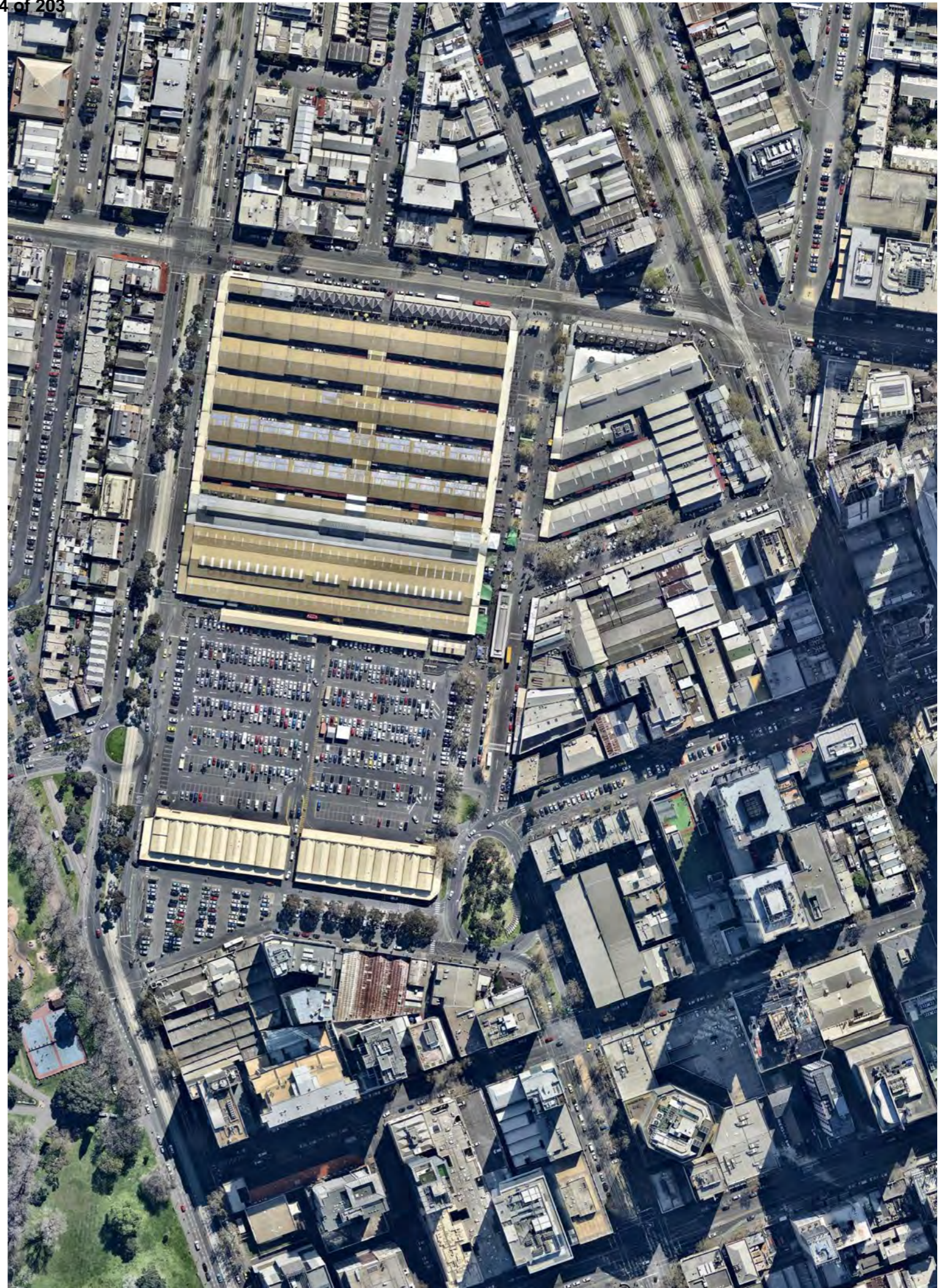
**93-141 Therry Street, 143-151 Therry Street
and Rear 128-130 Franklin Street, Melbourne**



STAGE 1 QVM MUNRO SITE DEVELOPMENT PLAN

PREPARED FOR THE DEPARTMENT OF ENVIRONMENT, LAND, WATER AND PLANNING
13TH OF DECEMBER 2017

BATESSMART™



CLIENT



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PROJECT NUMBER

M11988



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Note: All area calculations are advisory only and all figures should be checked and verified by a licensed surveyor.



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1.0 INTRODUCTION

—
A place for all the people of Melbourne
—

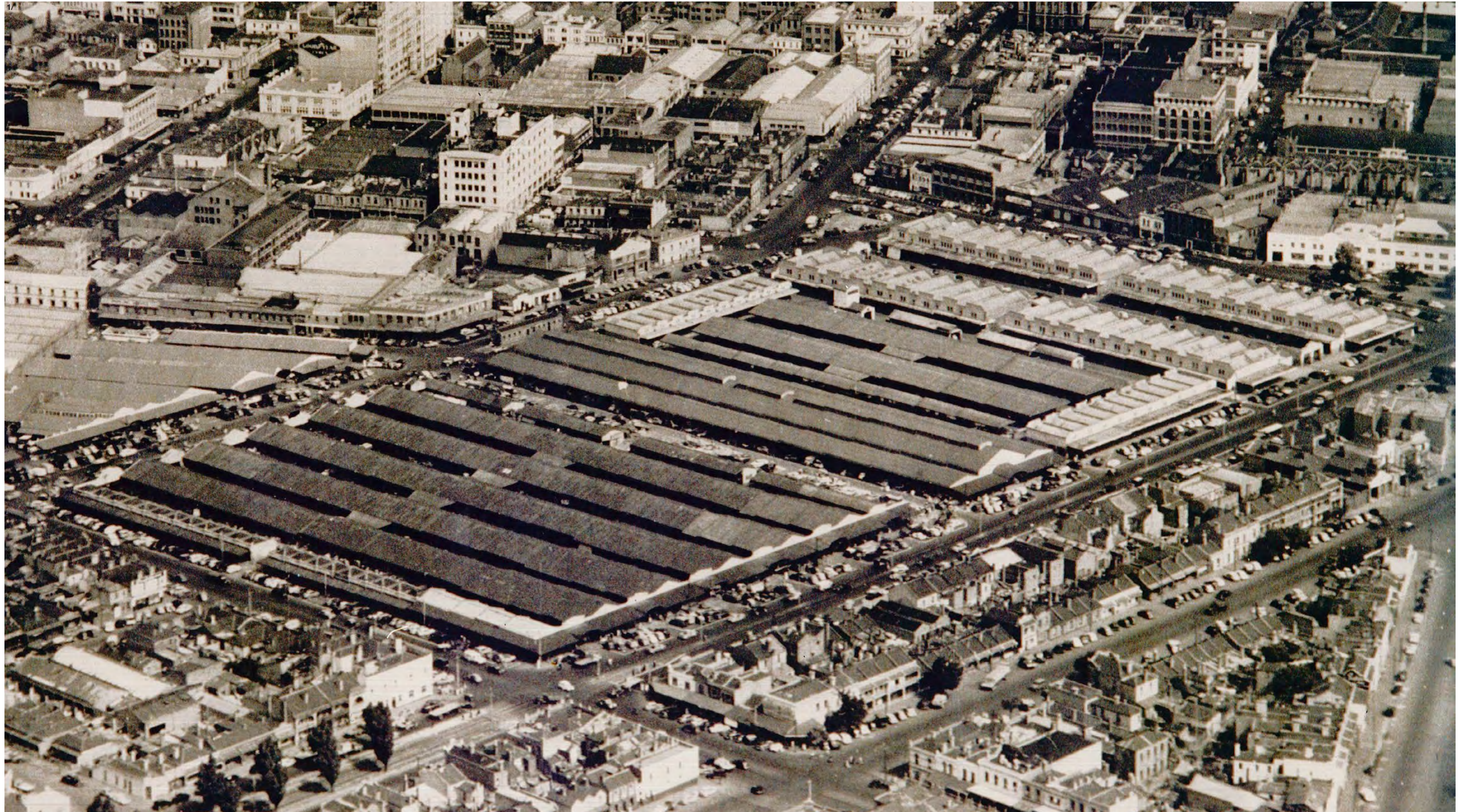


1.1 QUEEN VICTORIA MARKET

-

The Queen Victoria Market since its inception in 1878 has been a place that brings together all the people of Melbourne. Not only will the rejuvenated Queen Victoria Market masterplan breathe new life into this corner of the city and this valuable piece of cultural infrastructure but it will deliver an array of new amenities for all city residents including green public parkland, underground parking and community facilities such as child care and allied health services, a variety of residential dwelling types within an integrated community and future focused residential tower as well as incorporating updated and vibrant retail opportunities.

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PICTURED
1/ Queen Victoria Market 1950's

1.1 QUEEN VICTORIA MARKET



PICTURED
1/ Queen Victoria Market 2016



PICTURED
 1/ Delicatessen
 2/ Deli Hall
 3/ Night Market
 4/ Night Market
 5/ Night Market
 6/ Urban context

7/ Street Art

1.2 ROLE OF THE DOCUMENT

THE DEVELOPMENT PLAN

This Development Plan has been prepared having regard to the requirements of Development Plan Overlay – Schedule 11 (DPO11 – Queen Victoria Market Environs). The purpose of this document is to guide the future use and development of the site in the context of the broader Queen Victoria Market (QVM) precinct.

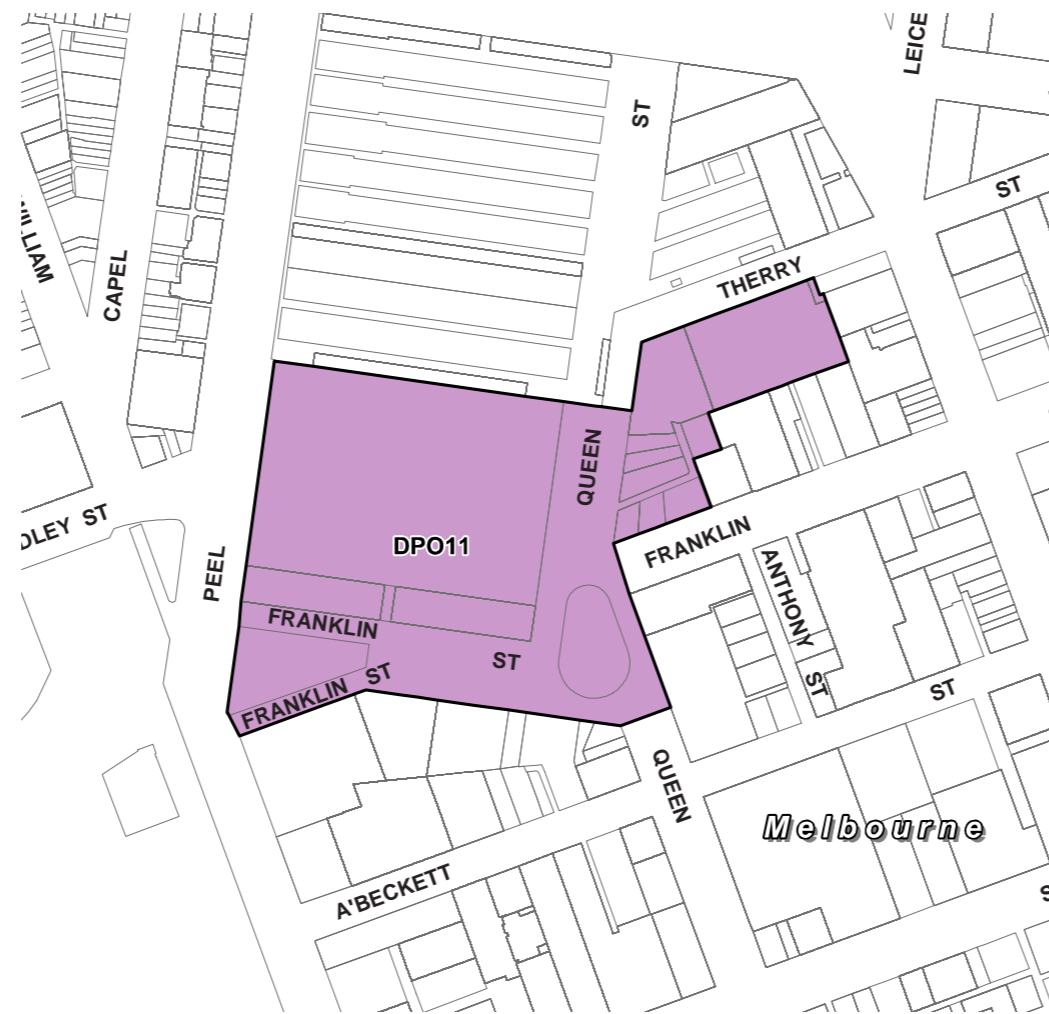


Figure 2 : Development Plan Overlay - Schedule 11

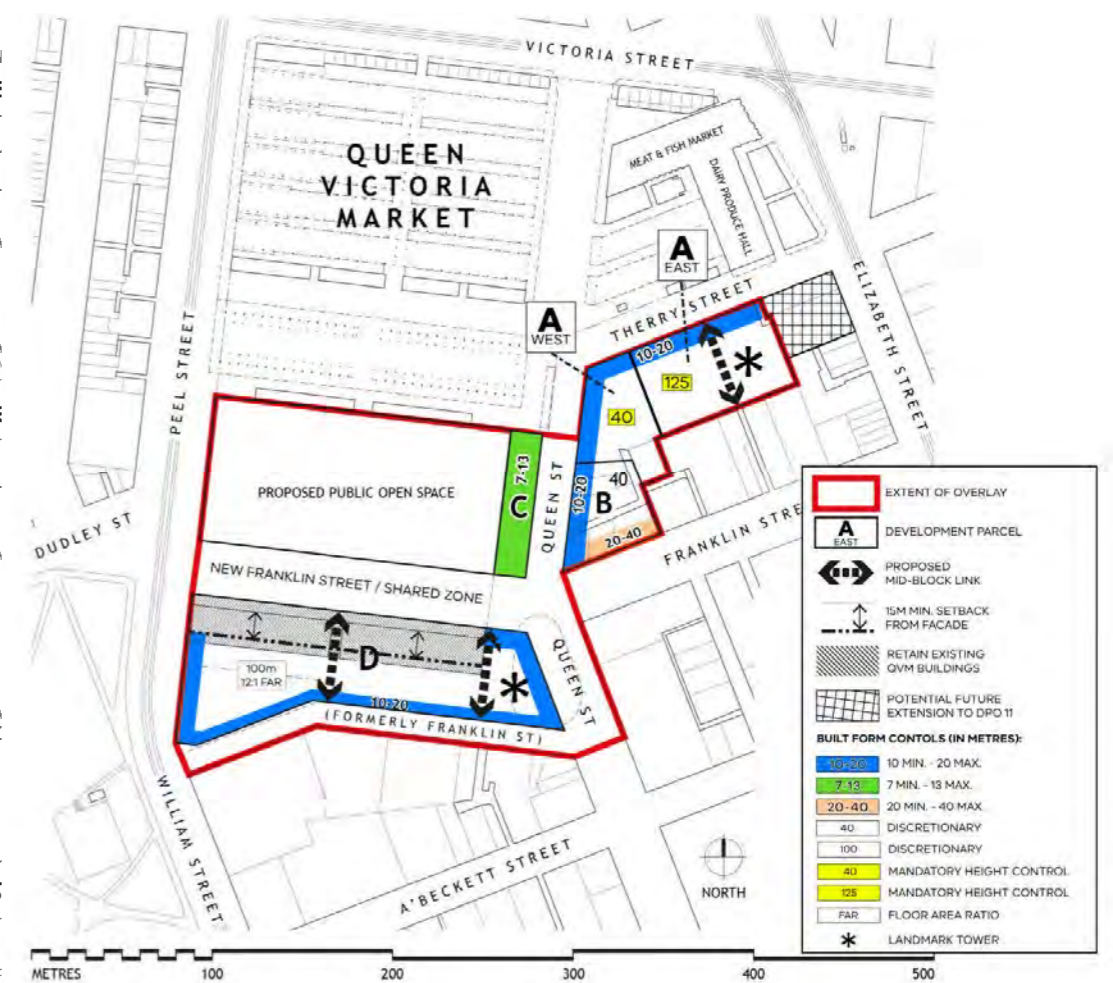


Figure 3 : Queen Victoria Market Precinct Framework Plan 2016

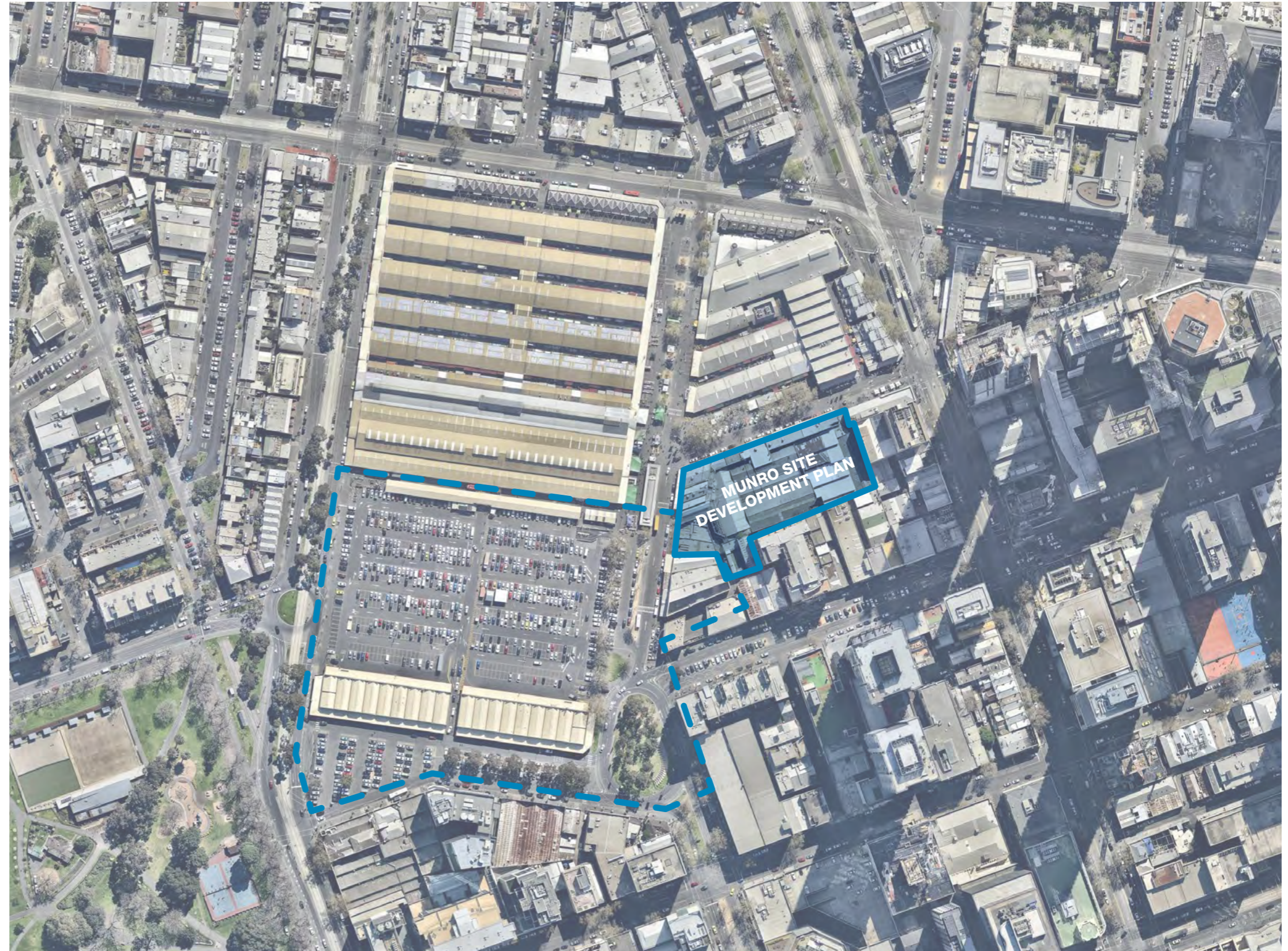
1.3 DEVELOPMENT PLAN AREA

THE DEVELOPMENT PLAN

This Development Plan has been prepared specifically with respect to the land nominated as 'Parcel A' in Figure 1: Queen Victoria Market Precinct Framework Plan 2016 and comprises the following sites:

- 93-141 Therry Street, Melbourne;
- 143-151 Therry Street, Melbourne; and
- Rear 128-130 Franklin Street, Melbourne.

Collectively for the purposes of this Development Plan the site is referred to as the 'Munro Site'. This development plan has been titled the 'Munro Site Development Plan'.



1.4 QVM PRECINCT RENEWAL MASTER PLAN



KEY IMPROVEMENTS

- 1 Queen Street between Victoria and Therry streets (C2')**
 - Enhance as a public space for casual use with opportunities to gather, eat and relax.
 - Accommodate temporary market stalls and programmed events.
 - Remove parking and vehicular traffic.
 - Separate service vehicle operation from public activity.
 - Increase shade and public seating.
- 2 Therry Street and Queen Street, between Therry and Franklin streets (C1, C3')**
 - Enhance as a public space for casual use and small scale programmed events with opportunities to gather, sit, eat and relax.
 - Minimise vehicular traffic, eliminate through traffic, and increase pedestrian space.
 - Separate service vehicle operation from public activity.
 - Increase shade and public seating.
 - Remove the existing toilet building (to be replaced elsewhere).
 - Provide bicycle parking.
- 3 J Shed**
 - Enhance J Shed as a pedestrian connection and continue to support flexible market trading.
- 4 New pavilions for customer services (E3, E4')**
- 5 Bike parking**
- 6 Public seating**
- 7 Infrastructure upgrade**
 - Improve sustainable precinct-wide infrastructure including power, water, waste and recycling systems.
 - Improve lighting and directional signage.

/ The Queen Victoria Market Precinct Renewal Master Plan, July 2015 is a reference document under Schedule 11 to the Development Plan Overlay. This document set out the terms of the formal agreement between the State Government and the City of Melbourne regarding the realignment of Franklin Street and the transfer of crown land, including key development timing obligations.

/ The document also set out some of the background to the preparation of the master plan, including the purchase of the 'Munro site' by the City of Melbourne, community and trade consultation and feedback and the need for a review of development controls in the area.

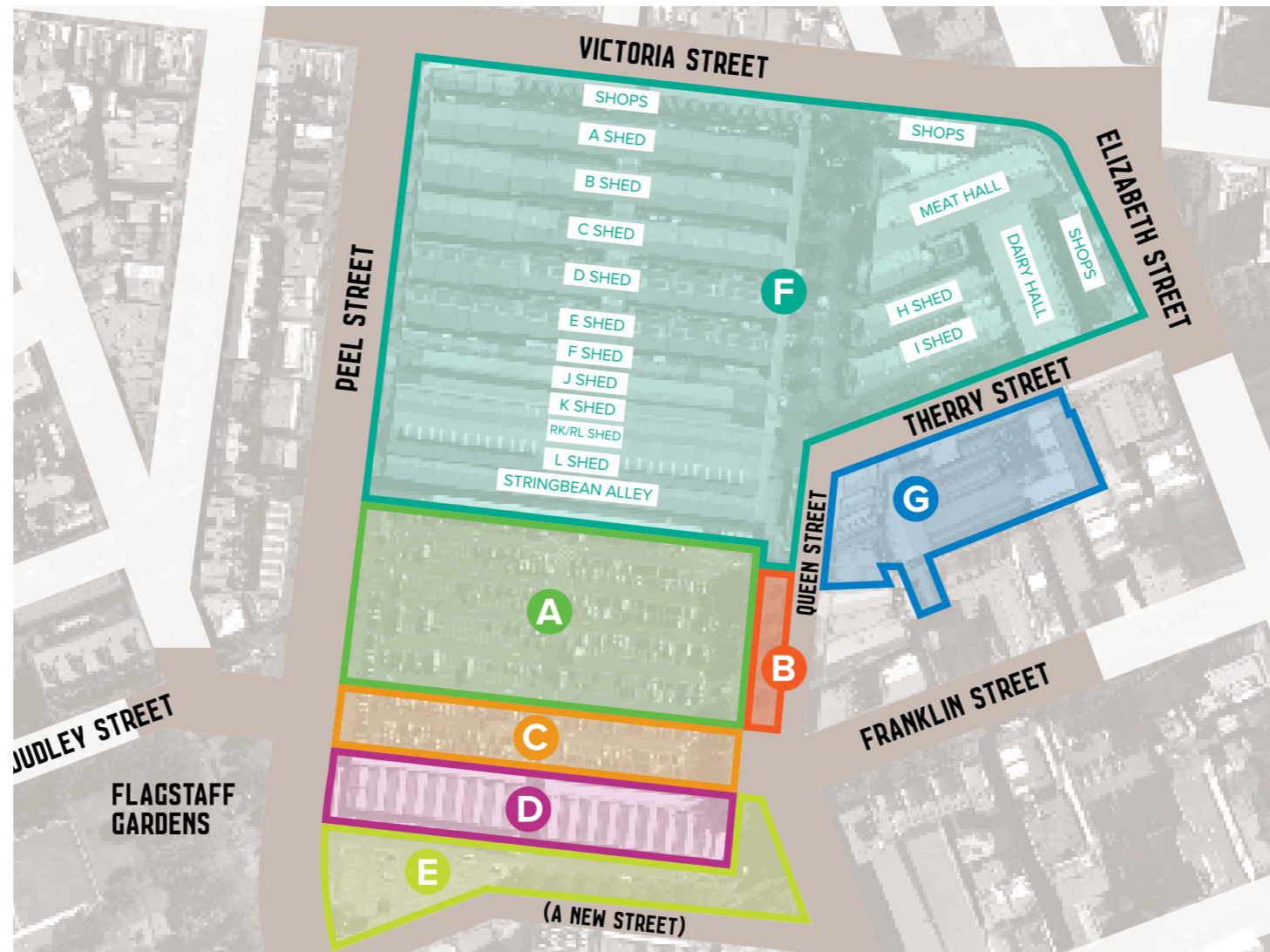
/ The master plans also set a broad strategic vision for the QVM as well as three strategic directions to guide delivery of the vision.

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

Strategic Direction 1: A market of markets. A place that supports and encourages sustainable market trading in all its varieties.

Strategic Direction 2: A Melbourne experience. A place to experience Melbourne's local character, liveability and identity.

Strategic Direction 3: A community meeting place. A place to meet and connect with the diverse and vibrant communities of Melbourne.



Key development timing obligations

- A** Replace current car spaces within the existing at grade car park (A) elsewhere within the market precinct by 2019, and convert the existing car park to a high quality public space by 2022.
- B** Construct a new Queen's Corner building within a portion of the Queen Street road reserve (B) for the Victoria Visitor Centre and new market management facilities by 2026.
- C** Construct New Franklin Street by 2019 (C).
- D** Reconfigure land parcels
- E** Including the retained Franklin Street stores (D) and portions of the Franklin Street road reserve (E) to create mixed use development sites by 2026.
- F** Enhance and renovate northern Upper Market Sheds to support trading and incorporate new market trading services and facilities by 2019.
- G** Upgrade streetscapes adjoining Queen Victoria Market (Elizabeth, Peel, Queen, Therry and Victoria streets) and public transport infrastructure by 2026.
- G** Corner Queen and Therry streets (commonly known as the Munro site)*

1.4 QVM PRECINCT RENEWAL MASTER PLAN

/ The master plans conceived of four quarters, each linked to the other by a market cross of public spaces within the heart of the precinct.
 / The subject site falls within Q4, the future state Vision for which is:

Mixed-use development, fine grained retail, hospitality and community facilities complementary to Queen Victoria Market.

/ The priorities for Q4 included the provision of customer car parking to replace existing spaces in the open-air car park, the creation of active frontages, the provision of a child care facility and family hub, enhancement of the character of Therry Street and responsiveness to the pedestrian scale of the market environment.

/ The 'Market Cross' is the street network in the heart of the precinct, with Queen Street (running north-south), Therry Street (to the east) and the J Shed pedestrian connection (to the west). With respect to Therry Street and Queen Street the key improvements sought under the master plan included (inter alia): the enhancement as a public space; minimisation of vehicle traffic; elimination of through traffic; and increase in pedestrian space.

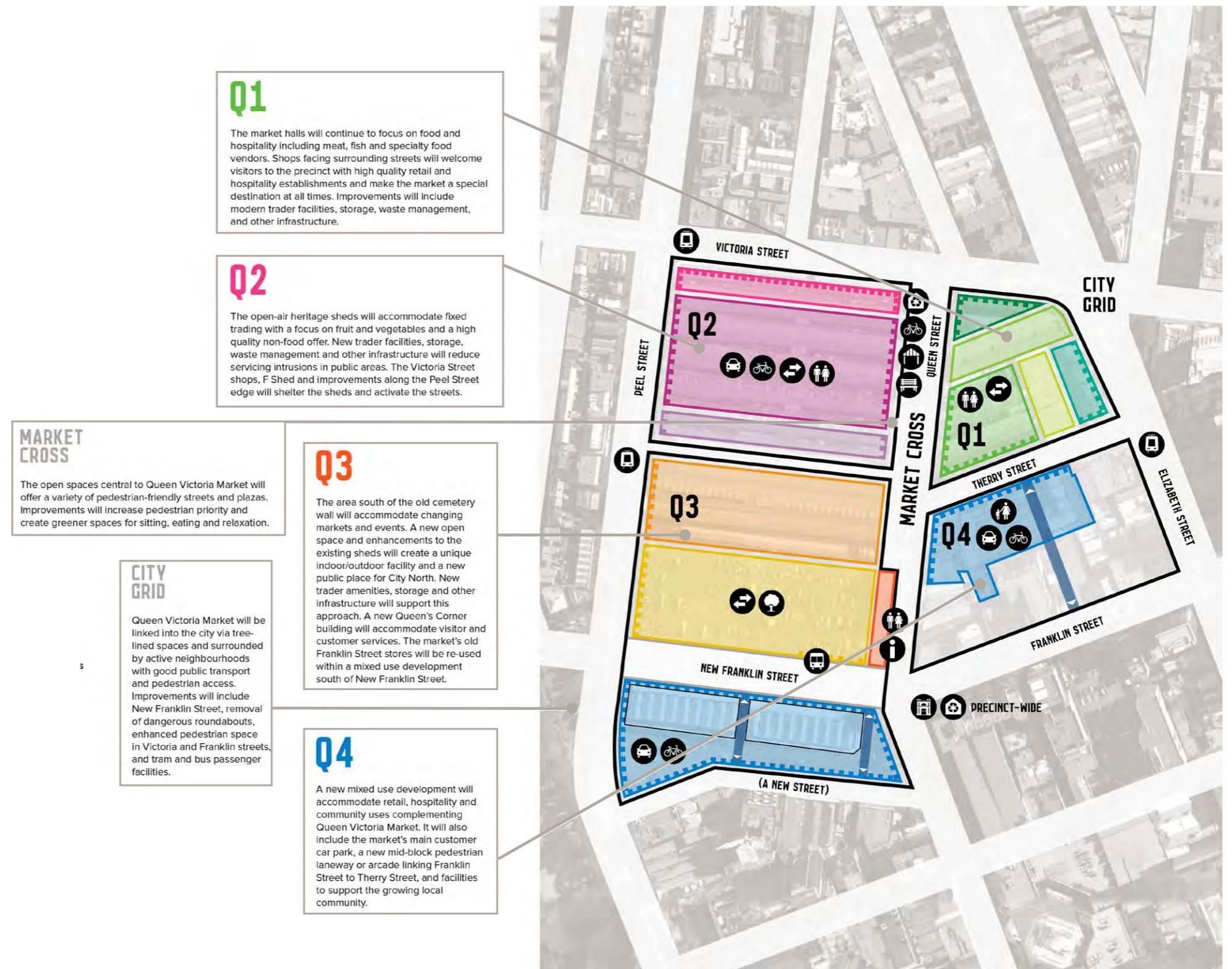


Figure 4 : Queen Victoria Markets Precinct Renewal Master Plan

1.5 VISION

DPO11 PRECINCT VISION

As set out in the amendment C245 Development Plan Overlay Schedule 11 provisions, the vision for the Development Plan Overlay area includes;

- / That the Development contributes to the Melbourne CBD's distinctive character by reinforcing the distinction between the Hoddle Grid and adjoining areas whilst not adversely affecting the heritage significance of the Queen Victoria Market.
- / The use and development contributes to safe and activated streets and public spaces via appropriately scaled podiums that incorporate ground floor uses that foster interaction with the street and uses at upper levels that achieve passive surveillance of public spaces.
- / The use and development defines and activates the Queen Victoria Market's edge as a special place by creating a taller built form around, and oriented towards, the Queen Victoria Market, which does not overwhelm the public domain and does not adversely affect its heritage significance.
- / Solar access to the proposed public open space shown on Figure 1 to this Schedule is protected.
- / That development is configured and designed to minimise negative amenity impacts of shadows on the Flagstaff Gardens.
- / Public spaces are protected from adverse wind impacts so they are comfortable to use for outdoor cafes, window shopping and walking.
- / That development respects the future development potential of adjacent sites including access, privacy, sunlight, daylight and an outlook from habitable interiors and allow for an equitable spread of development potential on these sites.
- / Development achieves a high standard of architectural quality and provides a high level of amenity for building occupants.
- / Existing numbers of car parks associated with the Queen Victoria Market are relocated and maintained to service the ongoing viability of the Queen Victoria Market.

- / Parcel A will be a new mixed use development complementing the Queen Victoria Market and proposed public open space. This parcel will accommodate fine grain retail, hospitality and community uses, commercial and residential apartments.
- / Parcel B will provide a moderating transition to the public open space, the Market Cross and the future visitor centre.
- / Parcel C will be a new building that will help to activate the new open space, and provide a home for visitor services. The building will be sympathetic to its setting.
- / Parcel D will be a mixed use development incorporating the Market's old Franklin Street stores. It will have active street frontages to all streets and new public pedestrian links through the block.



PICTURED
1/ Queen Victoria Market 2016

1.6 REQUIREMENTS

DPO11 PRECINCT REQUIREMENTS

The following urban design principles and requirements detail a response to the Development Plan Overlay Schedule 11 provisions and the Queen Victoria Market Precinct Framework Plan 2017. The Queen Victoria Market Precinct Framework Plan 2017 is the outcome of extensive analysis and consultation. It establishes a clear urban design strategy in terms of structural changes to movement, open space, streetscapes local amenity and built form response that will integrate the future development into its context.

MOVEMENT AND OPEN SPACE

/ Queen Street: Queen Street between Franklin Street and Market Cross to be approx. 15 metre road reserve with 2 way traffic and pedestrian focus.

/ New Franklin Street: Better connect west and east of the city with the market by realigning and constructing Franklin Street as a oneway street (shared zoned). Flexible design to allow festivals, street markets and community events.

/ Little Franklin Street: New Franklin Street will be a local access street that provides a positive interface with the public open space as its northern boundary and will be designed and managed so not to appear as an attractive east - west link. The street is to be an approx. 10m wide oneway local access street on the model of other 'little streets' of the Hoddle grid.

/ Peel Street: Peel Street's through traffic function downgraded following the removal of the round-about at the intersection. Opening of the new street linking Peel and Franklin Streets will improve pedestrian paths, bicycle lanes, tram passenger platforms and provide opportunities for tree planting.

/ Therry Street: Therry Street is enhanced as a public space for casual use and small scale programmed events. Vehicular traffic is minimised and pedestrian space is increased and improved with seating and shade.

/ Market Square: New community open space (Market Square) to provide a congregation and meeting space for the city north area. Flexible design to allow extension to Market Square during busy events and festivals.

/ Queen's Corner Building: New Queen's Corner building to provide pedestrian permeability and connectivity through the building from Queen Street to new Market Square.

/ Mid Block Links: Provide continuous straight alignment pedestrian link directly through the block. It is anticipated that this be a covered arcade through a building. The Pedestrian link must create a high quality public and retail environment. It should feature;

- A preferred minimum width of 6m (equivalent to Royal Arcade,

Howey Place, Block Arcade)

- At least double storey ceiling height of the majority of the length of the link

- A high level of amenity including natural daylight.

The required north-south pedestrian link may be used for access to private lift lobbies etc, but any lift lobbies or foyers must be set off from the link and be able to be secured separately in order to allow maintenance of 24/7 public access through link, and to limit any impacts of fire doors on the public thoroughfare.

/ Access and Parking:

- Minimise the impacts of through traffic on the 'Market Cross' area of the Queen Victoria Market Precinct.
- Minimise vehicular traffic generation through the surrounding precinct.
- Encourage walking, bicycling and use of public transport.
- The quantity of car parking spaces to comply with the Parking Limitation policy in the Melbourne Planning Scheme.
- Any vehicle entry or exit to Parcel D to be located off Little Franklin Street.

- Existing numbers of car parks associated with the Queen Victoria Market are relocated and maintained to service the ongoing viability of the Queen Victoria Market.

/ Loading and Servicing: Goods deliveries, waste removal and other servicing should occur off street in facilities screened from public access areas

ACTIVATION AND STREETScape AMENITY

/ Queen Street / Therry Street: Ground floor frontages should be activated with a fine grain of shop fronts that is consistent in character with the Queen Victoria Market precinct. Facades should contribute to a rich streetscape experience with material and detailing:

- windows framed within solid architectural elements rather than wide expanses of glass
- facades that provide edges to sit and lean on, etc.

Retail or hospitality premises that average at least 15m in depth from the facade

At least 80% of ground level street frontages should be active. Upper building levels to 20m high should be activated with uses such as offices, residential and accommodation, achieving passive surveillance of public spaces.

Activation of adjacent Market Square by active frontages of Parcel C.

A building of outstanding architectural design fully integrated into its setting.

Car parking and other uses such as storerooms, windowless

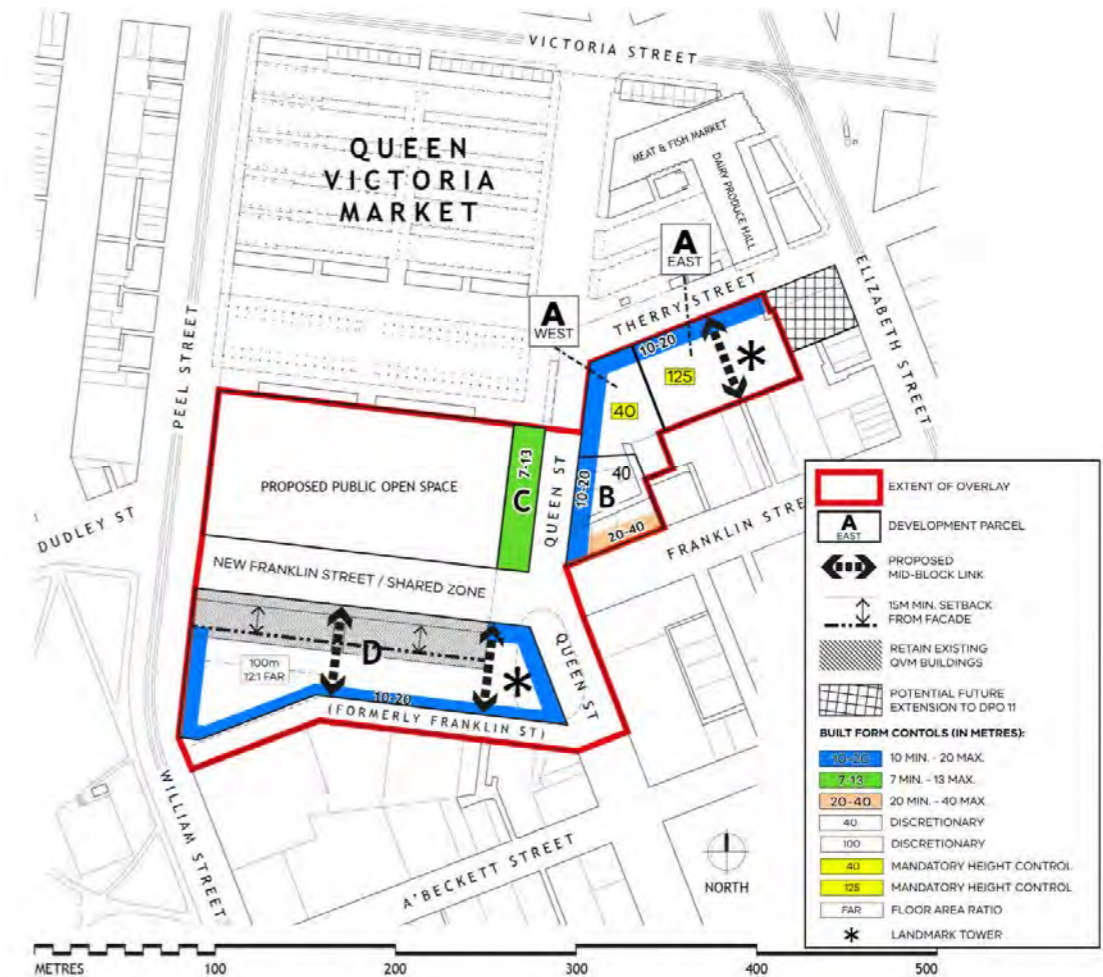


Figure 3 : Queen Victoria Market Precinct Framework Plan 2016

performance spaces etc. that do not directly contribute to streetscape activation should be sleeved in active uses.

/ New Franklin Street: Existing Franklin Street stores revitalised to allow new retail / hospitality frontage that average at least 15m in depth from the facade. At least 80% of street frontage should be active.

/ Little Franklin Street: At least 80% of ground level street frontages should be active.

Upper building levels to 20m high should be activated.

/ Peel Street / William Street: At least 80% of ground level street frontage should be active.

Upper building levels to 20m high should be activated with uses such as offices, residential and accommodation, achieving passive surveillance of public spaces.

/ Mid Block Links: Frontage activation along both sides with retail, hospitality and other uses and universal 24/7 public access.

At least 60% of the ground level frontages should be active.

Block linkages should be able to mitigate wind impacts at street level and should be designed to be generally acceptable for short term stationary wind exposure. Public spaces are to be protected from adverse wind impacts so they are comfortable to use for cafe seating, window shopping and walking.

/ Public Realm Works: As part of the Queen Victoria Market precinct renewal project, footpaths and the frontages of the parcels will be repaved and improved to provide more pedestrian space and to

enhance the streetscape amenity.

In general terms this design is expected to entail works finished to a high quality typical of other important pedestrian precincts in the Melbourne CBD, including new bluestone kerb and channel, bluestone paving, new street lighting, street tree planting, seating and other street furniture.

The design and construction of these streetscape works will be undertaken by the City of Melbourne. The development on the subject site should be designed to match into existing footpath levels and general allow for coordination with the streetscape enhancement project.

Market Square will be a major public space and designed to support largescaled programmed markets and events. The design of Market Square will integrate New Franklin Street.

/ Queen's Corner Building: To accommodate a Victoria visitor centre with a potential for a range of other services as precinct entry point.

Provide accessible public amenities for this quarter (separate from market traders) with baby / adult change facilities.

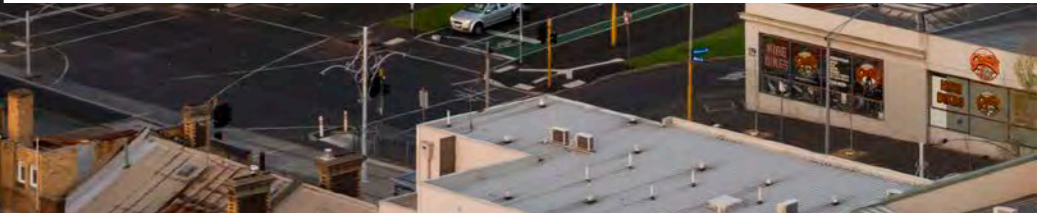
Provide active retail street edge at ground level with pedestrian permeability from Queen Street to open space to markets beyond.





2.0

SITE CONTEXT AND ANALYSIS



2.1 SITE LOCATION

THE MUNRO SITE

The Munro Site is located on the south-east corner of the intersection of Queen Street and Therry Street. The site forms part of the broader Queen Victoria Market precinct, which sits within the central city and is picked up in the Municipal Strategic Statement as being within the 'Hoddle Grid'.

The QVM precinct occupies a pivotal location between:

- The City North Urban Renewal Precinct to the north
- The education and health precinct associated with RMIT, Melbourne University and various hospital facilities to the north and north-east.
- The central city and the broader 'Hoddle Grid' to the south-east.
- An emerging high density residential neighbourhood to the south-west
- Flagstaff Gardens to the west.
- The generally lower scale mixed use neighbourhoods to the north-west.



PICTURED
1/ Queen Victoria Market 2016

2.2 EXISTING CONDITIONS PLAN

SUBJECT SITE

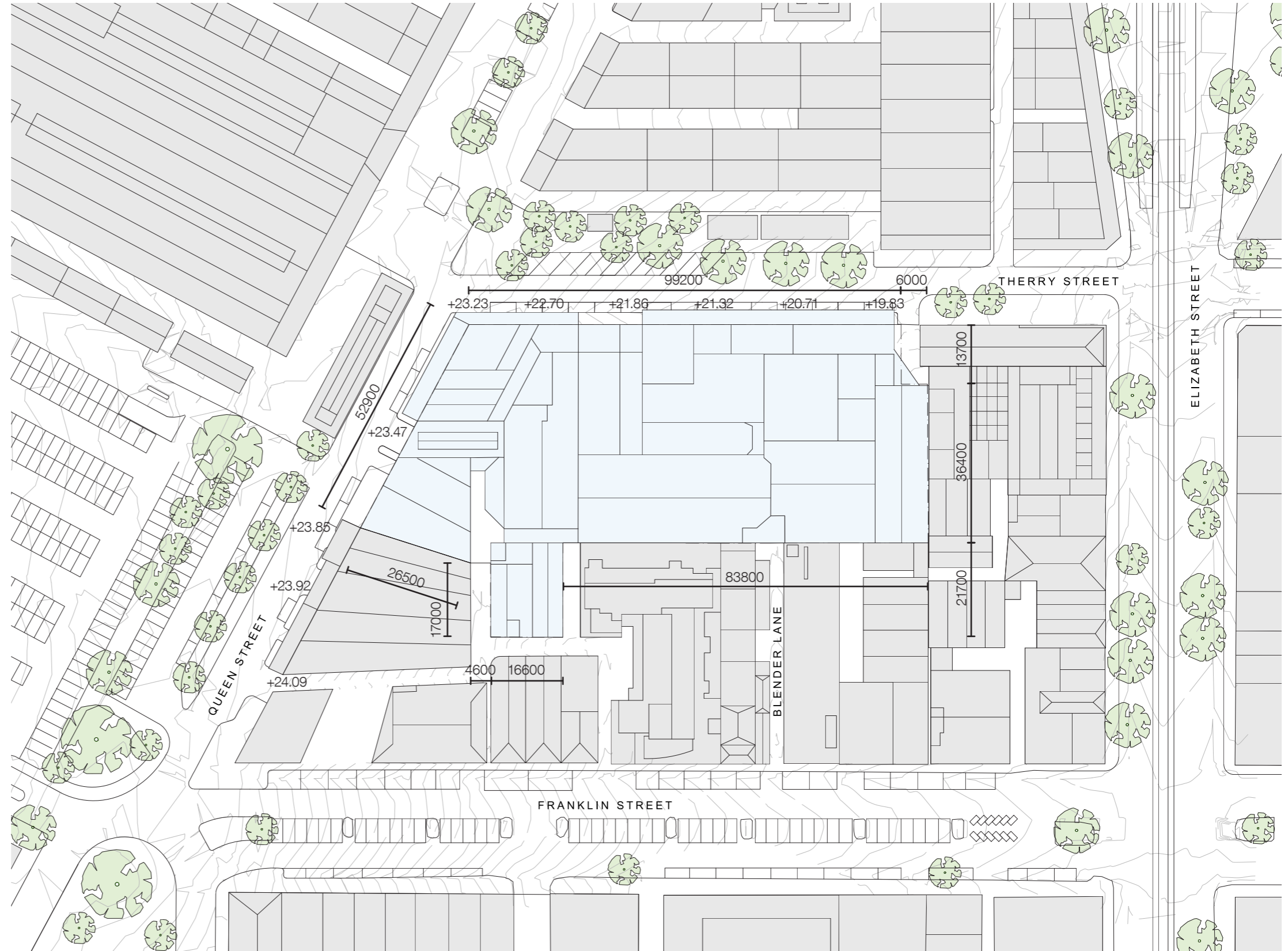
The subject site is comprised of three parcels of land at 93-141 Therry Street, 143-151 Therry Street and 452-464 Queen St, and at Rear 128-130 Franklin Street, Melbourne. These parcels are identified as Lots 1,2,3, and 4 on Title Plan 249073U and also Lot 1 on Plan Of Subdivision 812421X, both section 42 City of Melbourne Parish of Melbourne North.

93-141 Therry Street comprises a two storey brick building fronting Therry Street with workshops, stores and parking to the rear. It has a site area of approximately 4,036sqm and is currently occupied by a range of shops, food and drink premises, and retail outlets. It is proposed to demolish this building.

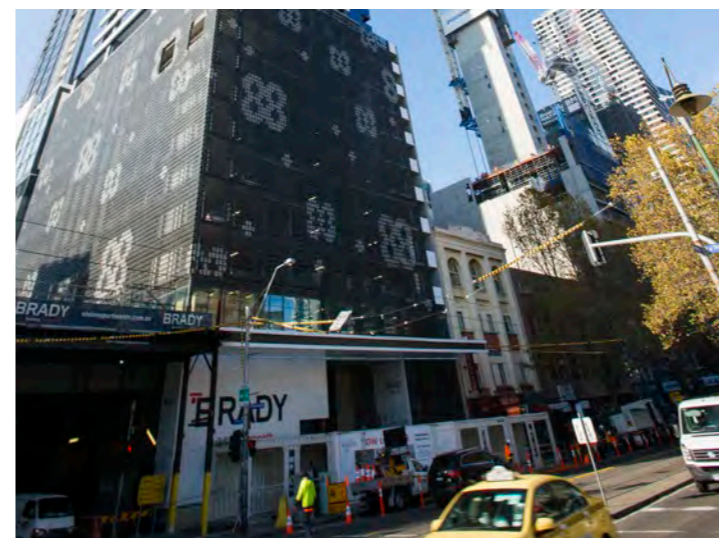
143-151 Therry Street, 452-464 Queen St comprises a slightly higher two storey brick building that sits on the south-east corner of the intersection of Queen Street and Therry Street. This site is approximately 1,933sqm in area and is currently occupied by the Mercat Cross Hotel and a range of other commercial uses. It is proposed to retain the façade of this building.

Rear, 128-130 Franklin Street, Melbourne comprises a two storey brick warehouse. It is proposed to retain and adaptively reuse this building.

The site has an overall frontage to Therry Street of approximately 100m in length, to Queen Street of around 54m and generally has a depth of around 50m (extending to 75m inclusive of the warehouse at rear 128-130 Franklin Street, Melbourne). The overall site area is 6,235sqm.



2.3 EXISTING CONDITIONS PHOTOS



2. **PICTURED**
 1/ View towards site from market sheds
 2/ View towards site down Queen street
 3/ Vision Apartments, Elizabeth street
 4/ Mercat Cross Hotel



1.



2.



3.



4.

PICTURED
 1/ View towards site from rproposed public space
 2/ View of skyline behind site
 3/ View down Queen Street towards site
 4/ View down queen Street towards site

2.3 EXISTING CONDITIONS PHOTOS



1.



2.



3.



4.



5.

PICTURED
1/ Existing Therry Street Interface
2/ Neighbouring Therry street buildings
3/ Therry street
4/ Elizabeth Street shopfronts
5/ Mercat Cross Hotel



1.



2.



3.



4.

- PICTURED**
 1/ Adjoining lots behind site
 2/ Adjoining Lots behind site
 3/ QVM Laneways
 4/ Therry street

2.4 PRECINCT ANALYSIS

MARKET PRECINCT

The subject site is adjacent the Queen Victoria Market, 520 metres from Flagstaff Train Station, 400m from Melbourne Central Train Station and 900 metres from the University of Melbourne.

The subject site is positioned within close proximity to both Eades Place (park and playground 600m) and Flagstaff Gardens (gardens, playground, lawn bowls and tennis 350m).

The subject site is well serviced by public transport. Aside from its proximity to Flagstaff Train Station and Melbourne Central Train Station (all metropolitan lines), the subject site is approximately 50m from the Queen Victoria Market/Elizabeth street tram stop (tram number 19/57/59).



- KEY**
- Site
 - Queen Victoria Market
 - High Density Infrastructure
 - Swanston Street Retail Precinct
 - Etihad Stadium
 - RMIT

2.5 INTEGRATED TRANSPORT

BACKGROUND AND EXISTING CONDITIONS

The subject site is currently occupied by a number of retail and commercial uses, and is located within the Capital City Zone 1 (CCZ1) of the Melbourne Planning Scheme. The subject site has a street frontage to Queen Street to the west and Therry Street to the north, and is generally surrounded by retail and commercial uses. Of particular note, the Queen Victoria Markets are located to the north and west of the site.

The subject site currently has vehicle access via a number of crossovers to Queen Street and Therry Street, both of which have a one way traffic arrangement in the vicinity of the site. On-street car parking within the vicinity of the subject site is generally time restricted. The existing QVM car park, located to the west of the site, has a capacity of approximately 720 spaces, with pricing varying depending on the duration of stay and the day of the week. On market days, parking is priced to encourage short term parking.

SUSTAINABLE TRANSPORT ACCESS

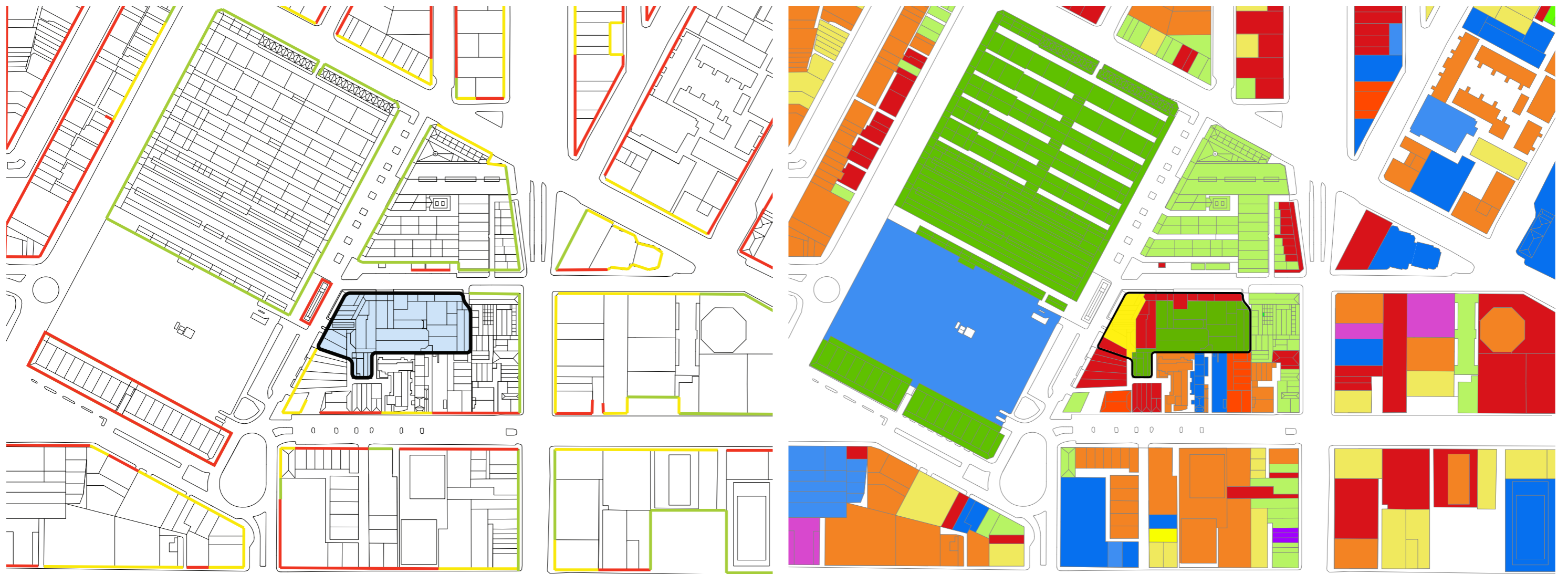
The subject site currently has excellent public transport accessibility, with particular note to the frequently serviced major tram stop on Elizabeth Street, located approximately 90m to the northeast of the site.

The site has excellent walkability, and is well located to take advantage of commercial and retail uses within convenient walking distance. The site also has excellent access to the surrounding bicycle network, and is located in close proximity to a significant number of share cars.



- KEY**
- Queen Victoria Market
 - Melbourne Metro Line
 - Melbourne Metro Station
 - Tram Lines

2.6 PRECINCT FRONTAGES AND LAND USE



KEY
 — Inactive
 — Semi-Active
 — Active

KEY
 ■ Retail
 ■ Carpark
 ■ Food
 ■ Commercial
 ■ Residential
 ■ Institutional

■ Hotel
 ■ Mixed Use Market
 ■ Tavern

2.7 EXISTING CEMETERY EXTENTS

OLD MELBOURNE CEMETERY

The Old Melbourne Cemetery was established in 1837, and the first burial took place in that year. Its location is illustrated in Figure 56. The Cemetery was officially closed on 1854 shortly after the opening of the much larger Melbourne General Cemetery in Parkville.

The Old Melbourne Cemetery continued to be used for the burial of those who had already purchased plots, with the last burial taking place in 1917.

MINIMISE DISTURBANCE

To prevent potential disturbance of human remains, subsurface works in the area of the former cemetery should be avoided. In proposed open space areas above the cemetery, some form of sealed surfaces or landscape features should be used to protect burials from inadvertent disturbance.

APPROPRIATE USE OF LAND ABOVE BURIALS

- It is important that land above burials is used sensitively and appropriately.
- The use of land above burials as public open space (with an appropriate buffer between the surface and any burials) is a positive and suitable outcome, and is a better use of the place than the current market car-park function.
- The use of land containing burials for other (non-open space) purposes, such as road or building construction is complex and problematic. This may be an issue for the proposed new FranklinDudley Street road alignment which is likely to run through the Episcopalian (Anglican) and Presbyterian burial areas. The proposed 'development zone' which may incorporate the footprint of the Franklin Street stores will also be located above burials, and any development works are likely to impact burials and human remains.
- Further specific detail is provided on the proposed road and development zone in section 10 of this report. However, a fundamental principle for all works above burials is that archaeological investigations must take place before and during all sub-surface works to ensure that all affected remains are appropriately managed, and provision must be made for reburial of all recovered remains.

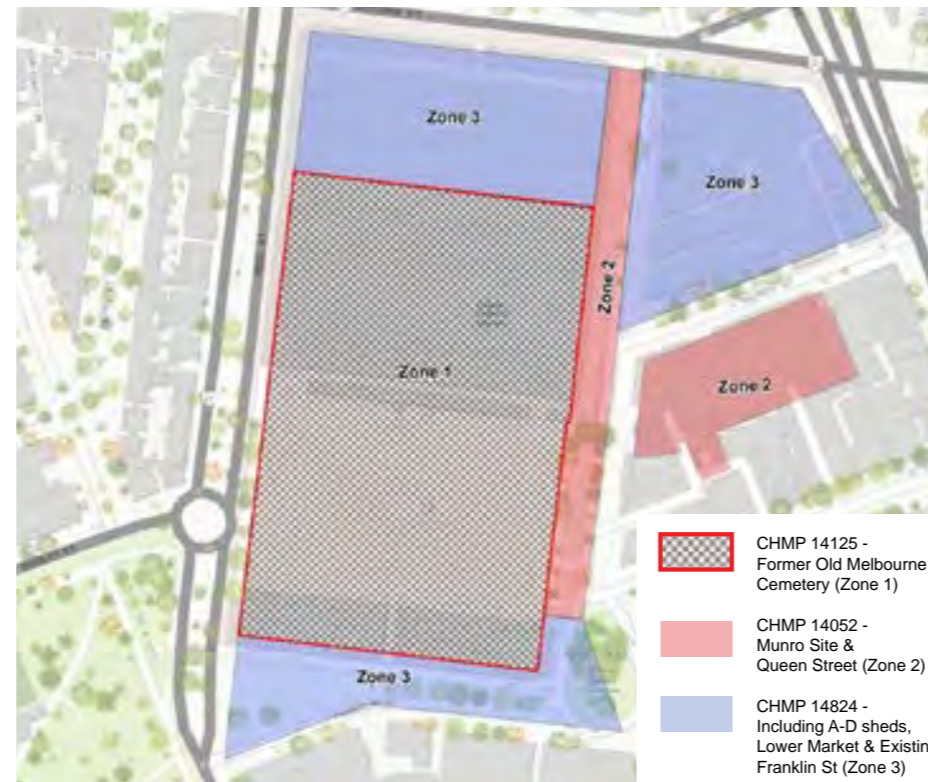


Figure 57: Locations of QVM Precinct Renewal CHMPs



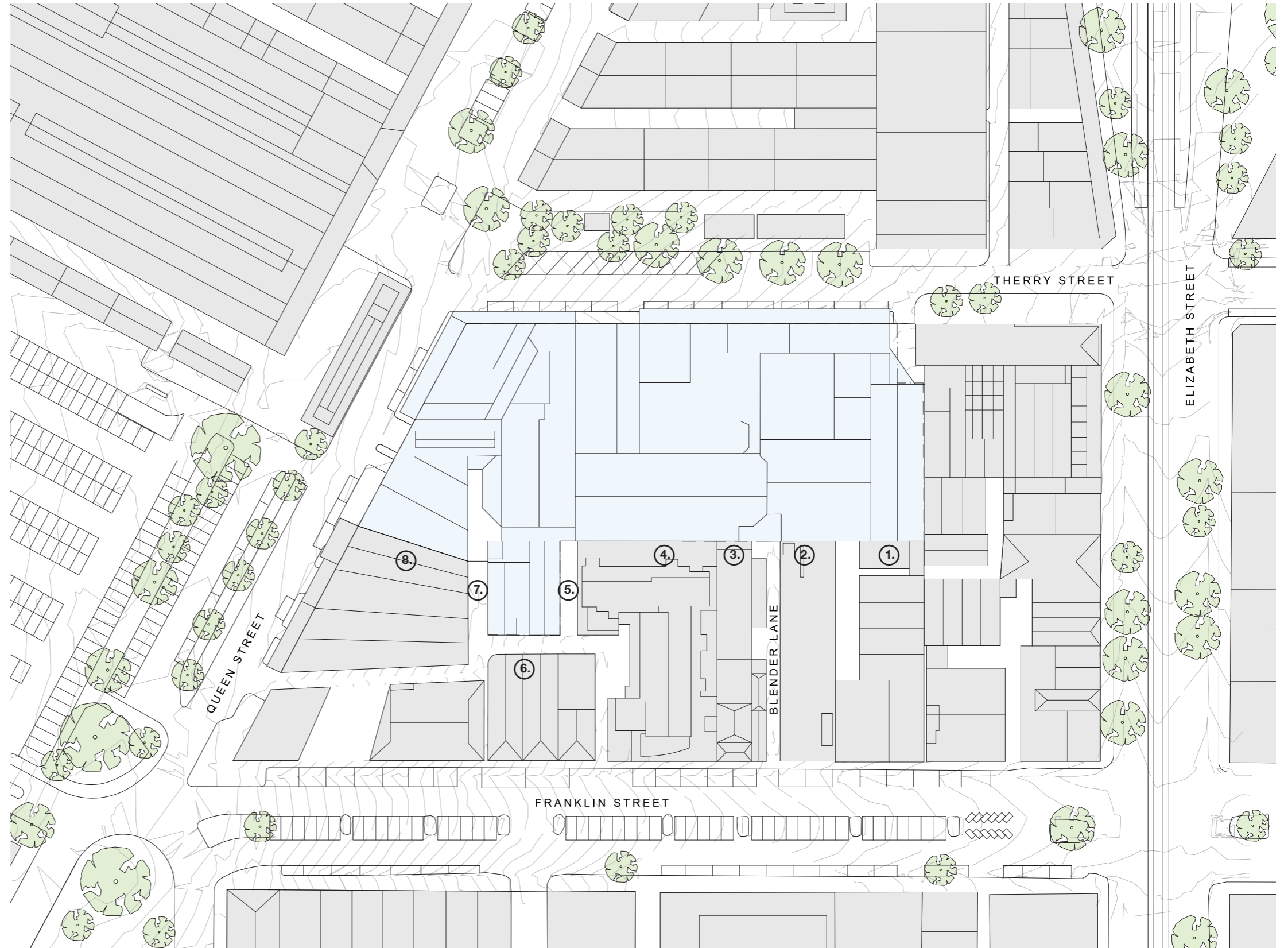
Figure 56: Cemetery Boundary

2.8 SURROUNDING BUILT FORM ANALYSIS

EXISTING CONTEXT

To the north of the site is Therry Street, a wide street with approximately 20m wide road reservation and footpaths along both sides. This is a one-way street with traffic moving from west to east. There is parallel parking along the southern side of the street and 45 degree angle parking on the northern side. On the far side of Therry Street are a number of well-established mature street trees, beyond which is an open plaza area adjacent to 'Shed I' of the Queen Victoria Market and the side elevation of a brick substation. To the north-east is the entrance to the QVM Dairy Hall.

To the east on Therry Street is a small laneway on the far side of which is the property on the corner of Elizabeth Street and Therry Street at 501-503 Elizabeth Street (a three storey early Victorian brick and bluestone shop currently occupied by McDonalds). Also to the east is 489 Elizabeth Street (Jasper Hotel - A nine storey concrete building with basement parking and ground level retail) and 473-481 Elizabeth Street, Melbourne (Queen Victoria Mews). Further to the east is Elizabeth Street, on the far side of which are a number of very tall residential towers that are currently under construction.



KEY

- 1/ 100 Franklin Street (Burbank House- a five storey brick former warehouse and workshop with a basement);
- 2/ 104 Franklin Street (Association House – a three storey brick former warehouse renovated and converted to offices and ground level retail);
- 3/ 110 Franklin Street (a two storey brick warehouse);

- 4/ 114-122 Franklin Street (Stargate Apartments – an eleven storey concrete apartment building with two levels of parking and ground level retail),
- 5/ The northern end of Private Lane (PL5133) which connects to Franklin Street to the south
- 6/ 126-130 Franklin Street (Franklin Apartments – a three storey brick

- former warehouse building comprising 11 residential properties and a ground level shop).
- 7/ The northern end of Private Lane (PL5266) which runs south, before turning westward to connect back onto Queen Street.
- 8/ The side elevation of 450 Queen Street, a single storey brick shop currently occupied by Sweeney Luggage Centre.

2.8 SURROUNDING BUILT FORM ANALYSIS

EXISTING CONTEXT

To the south of the site the site shares a boundary with a number of properties as listed opposite.

To the west is Queen Street, which in this location is around 15m in width. On the far side of Queen Street is a single storey brick building comprising public toilets and ATM facilities. There are footpaths on either side of the one way street, with some parallel parking provided on the eastern side. Further to the west is the Queen Victoria Market Sheds K, L and M. To the south-west is the large open-air car park.



- KEY**
- 1/ Swanston Central, 168 Victoria Street. 236.8m
 - 2/ Victoria One, 452 Elizabeth Street. 241m
 - 3/ Lighthouse, 450 Elizabeth Street. 218m
 - 4/ Burbank House, 96-102 Franklin Street. 177m
 - 5/ Aurora Melbourne Central, 224 La Trobe Street. 267.1m
 - 6/ Empire Melbourne, 398 Elizabeth Street. 198m

- 7/ EQ. Tower, 127 A'Beckett Street. 202m
- 8/ Queens Place, 350 Queen Street. 246.2m
- 9/ VU Tower, 364 Little Lonsdale. 135m
- 10/ 478-488 Elizabeth Street. 208m

- KEY**
- █ Under construction
 - █ Approved
 - █ Submission





3.0

BUILT FORM REQUIREMENTS



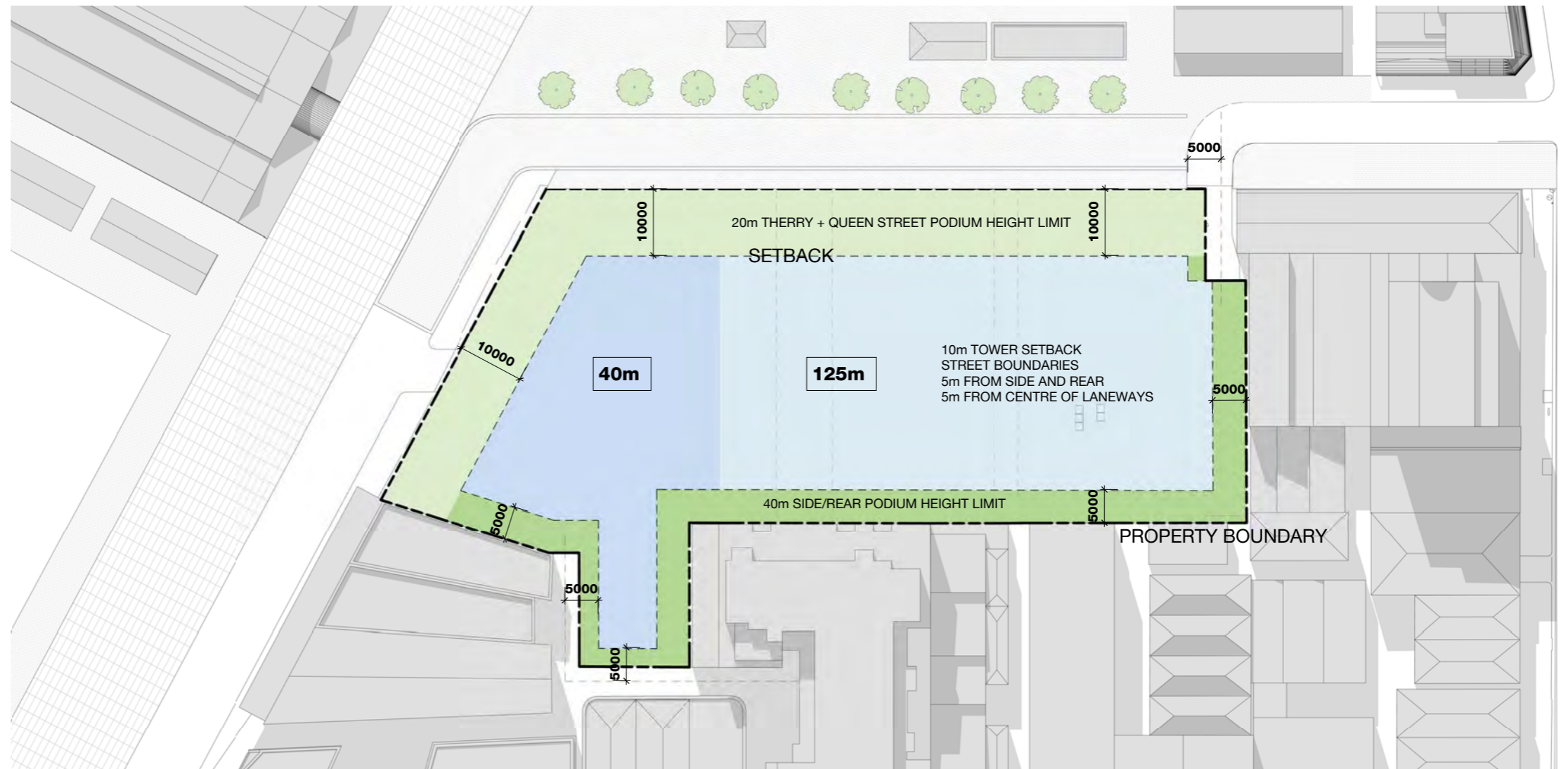
3.1 BUILT FORM REQUIREMENTS

BUILDING HEIGHTS AND SETBACKS

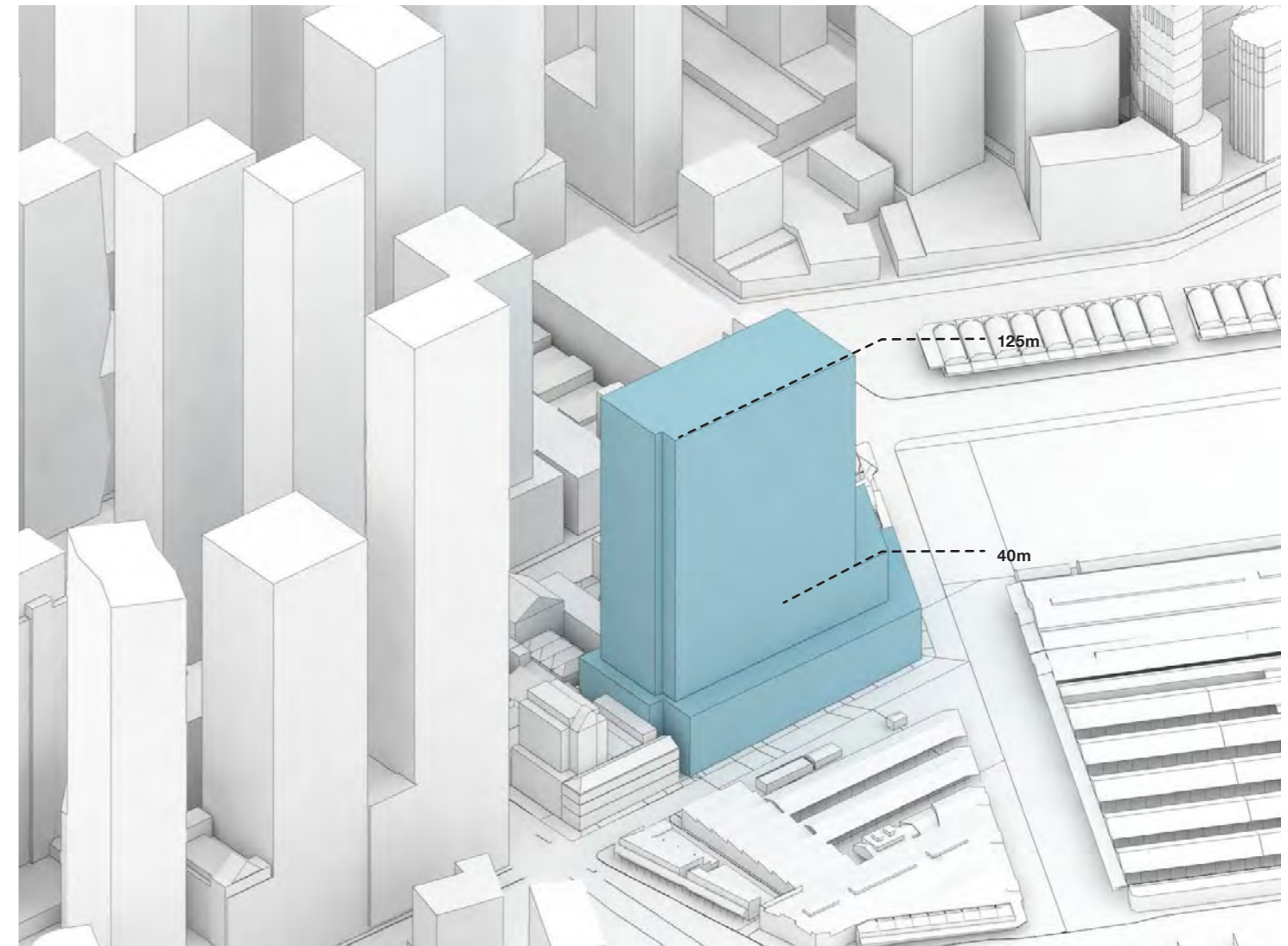
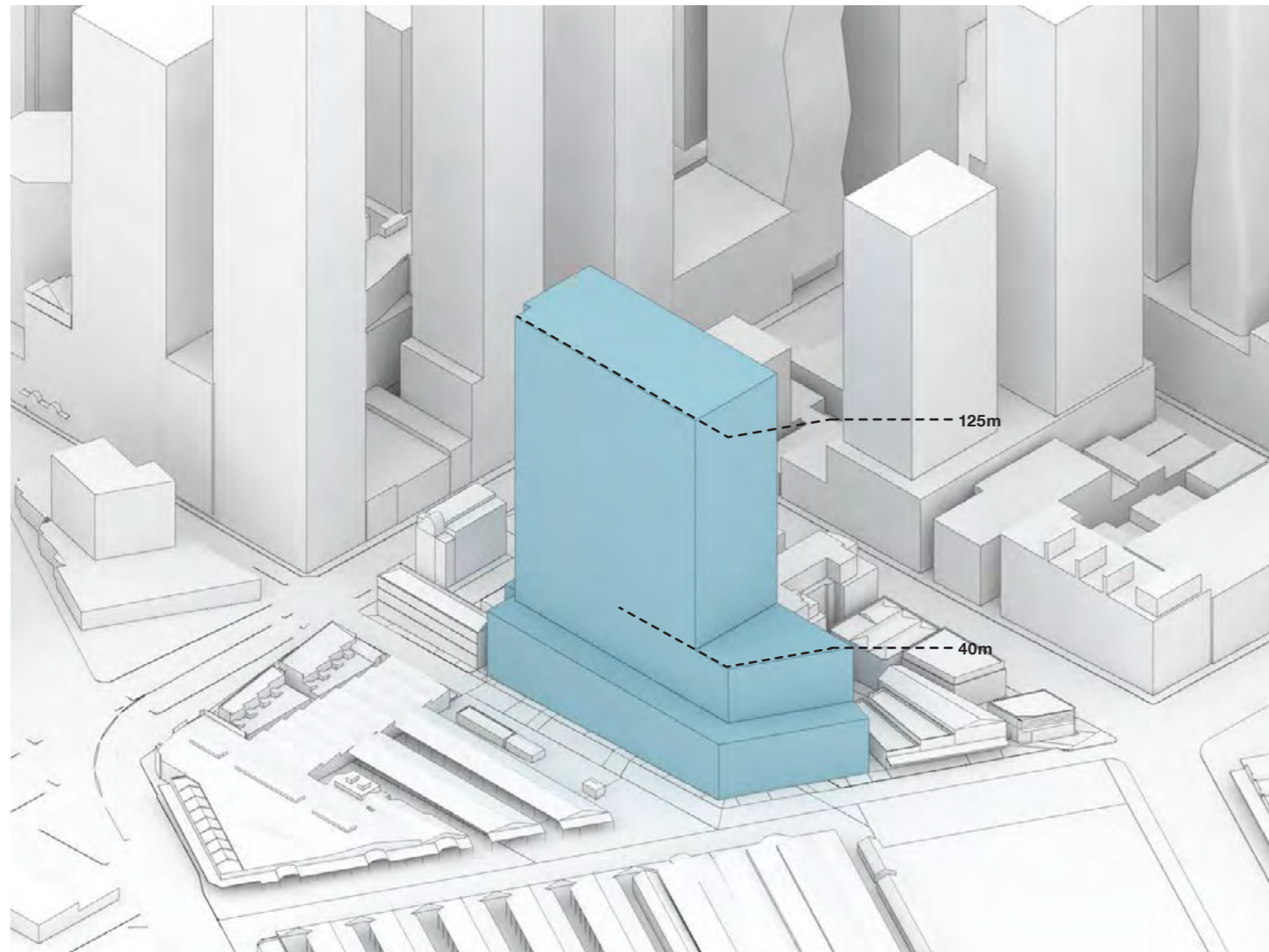
Table 1 to Schedule 11 of the Development Plan Overlay sets out a series of built form requirements and outcomes relating to podium height, tower setbacks, tower separation and building height.

With respect to 'Parcel A' the requirements are:

- Podium Height - Therry St minimum height of 10m and maximum of 20m. Queen St minimum height 20m and maximum of 40m.
- Tower Setbacks – A mandatory minimum setback of 10m from front of podium to Queen Street and Therry Street. A mandatory minimum tower setback from side and rear boundaries (or from the centre line of an adjoining lane) of 5m.
- Tower Separation – A discretionary minimum tower separation within a site and from existing or approved towers on adjoining sites of 24m, and a mandatory minimum tower separation of 10m.
- Building Heights – Parcel A East: 125 metres, Parcel A West: 40 metres. Any application to exceed the discretionary heights must be supported by 3D modelling and an assessment of the visual impact on the proposed public open space shown on Figure 1: Queen Victoria Market Precinct Framework Plan 2016, Flagstaff Gardens and on the public realm.



3.1 BUILT FORM REQUIREMENTS

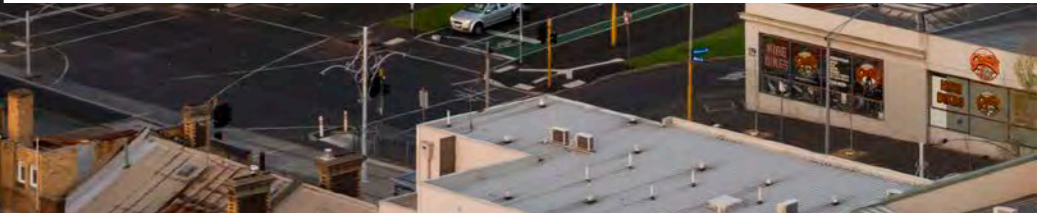






4.0

URBAN DESIGN PRINCIPLES



4.1 LAYOUT AND MOVEMENT

LAYOUT, MOVEMENT AND OPEN SPACE

The development plan proposes a new north-south pedestrian laneway through the centre of the subject site, breaking the site into two development parcels (Munro Site West and Munro Site East) and connecting to a 5m wide east-west laneway that runs from PL1533 (to the east) through to Queen Street (to the west).

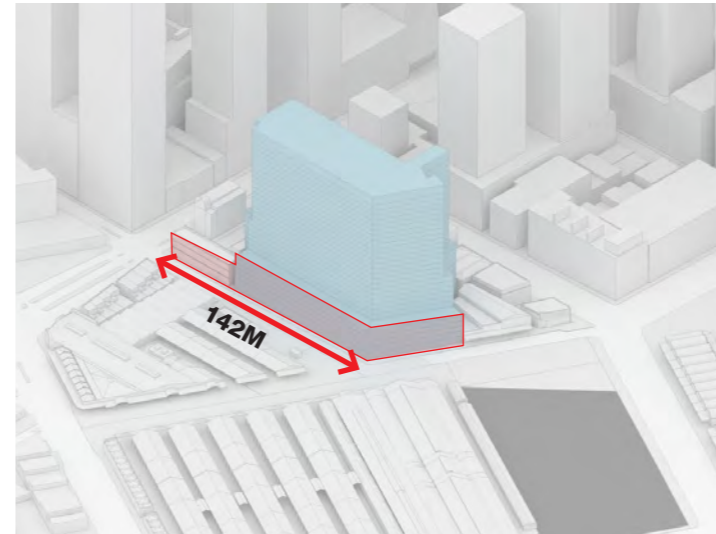
It is anticipated that this may be a covered arcade. This pedestrian link will create a high quality public and retail environment with:

- A preferred minimum width of 6m (equivalent to Royal Arcade, Howey Place, Block Arcade);
- At least a double storey ceiling height for the majority of the length of the link.
- A high level of amenity including access to natural daylight.

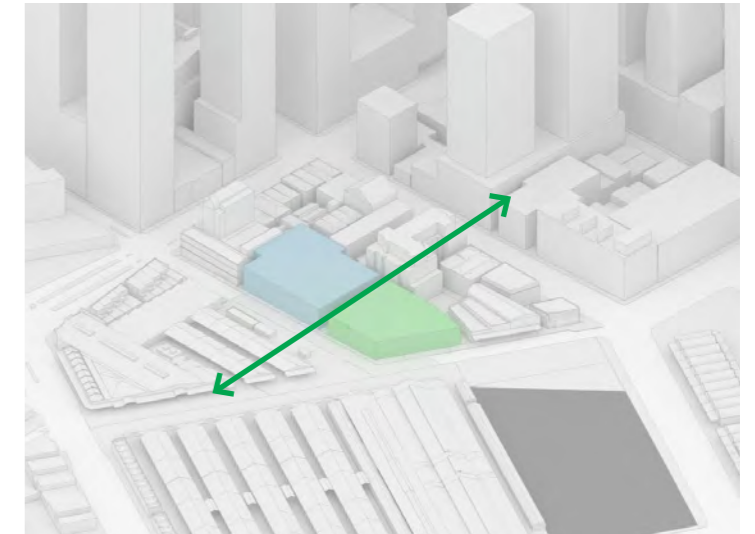
The north-south pedestrian link may be used for access to private lift lobbies, etc. but these must be set off from the link and be able to be secured separately to allow maintenance of 24/7 public access and to limit any impacts on fire doors on the public thoroughfare.

Therry Street to be enhanced as a public space for casual users and small scale programmed events. Vehicular traffic is minimised and pedestrian space is increased with improved seating and shade.

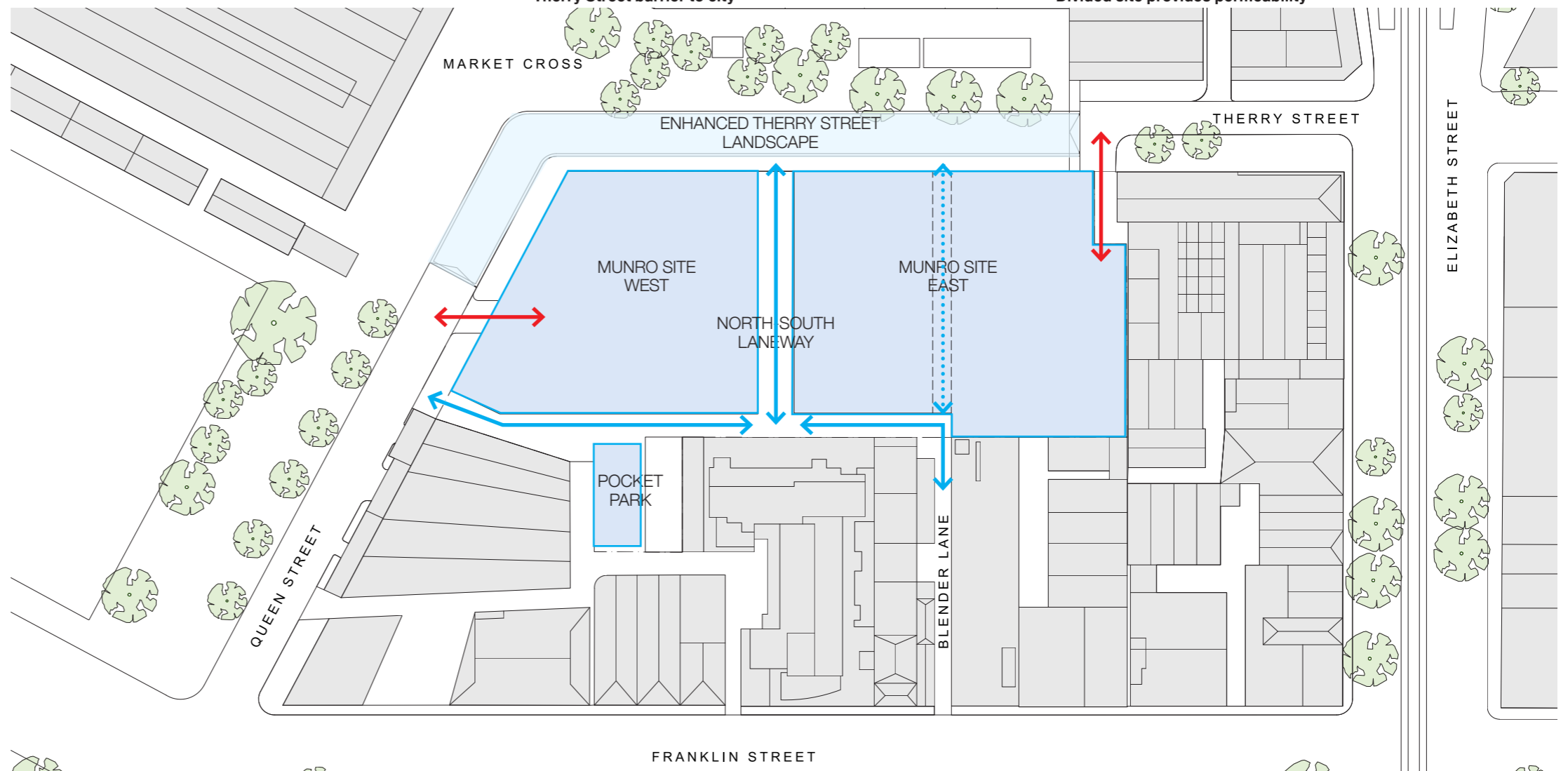
The new pocket park 'Munro Square' is proposed to the south of the site.



Therry Street barrier to city



Divided site provides permeability



KEY
 Vehicle Entry/Exit Point
 Pedestrian Circulation

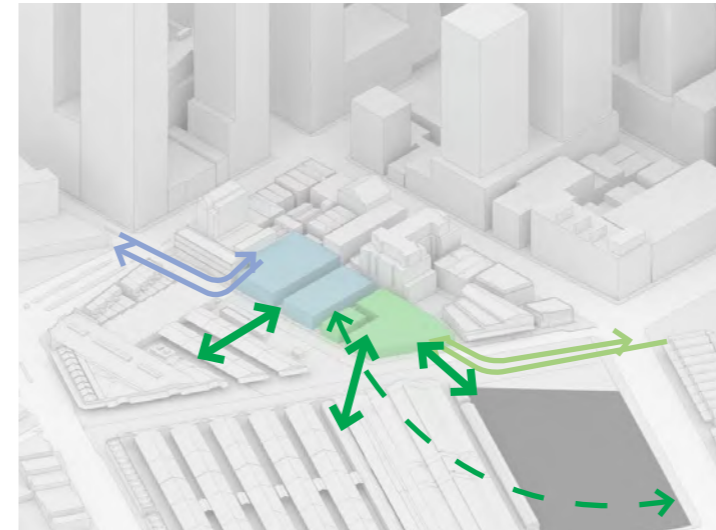
4.2 LAND USE AND ACTIVATION

LAND USE AND ACTIVATION

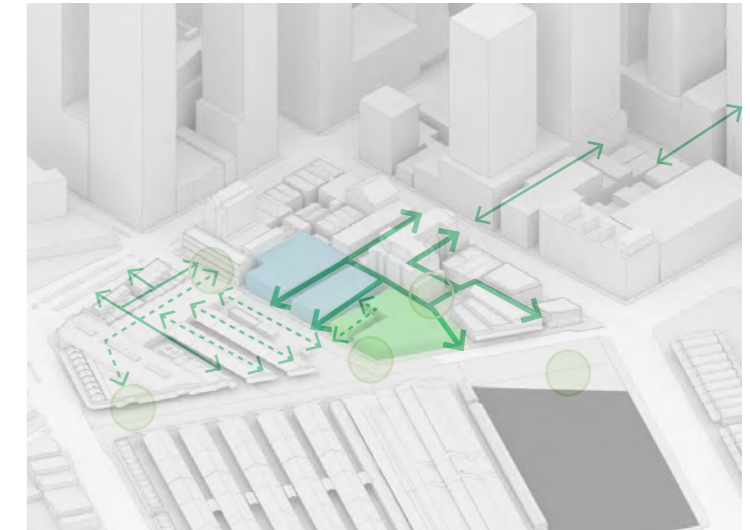
Munro Site West will house a 'Community Hub' comprising a mix of community related land uses including a childcare centre, provision of family services, community meeting rooms and event spaces. At ground floor frontages of this building to Queen Street, Therry Street and to the internal laneway will be activated with a fine grain of shop fronts. Facades should contribute to a rich streetscape experience with material and detailing. Munro Site West will also incorporate a range of retail and hospitality related land uses including the adaptive re-use of the warehouse building at Rear 128-130 Franklin Street and the creation of the Munro Square. It is proposed that this building will provide for affordable housing.

Munro Site East will comprise a mixed use building comprising opportunities for ground level commercial activity and residential land uses above.

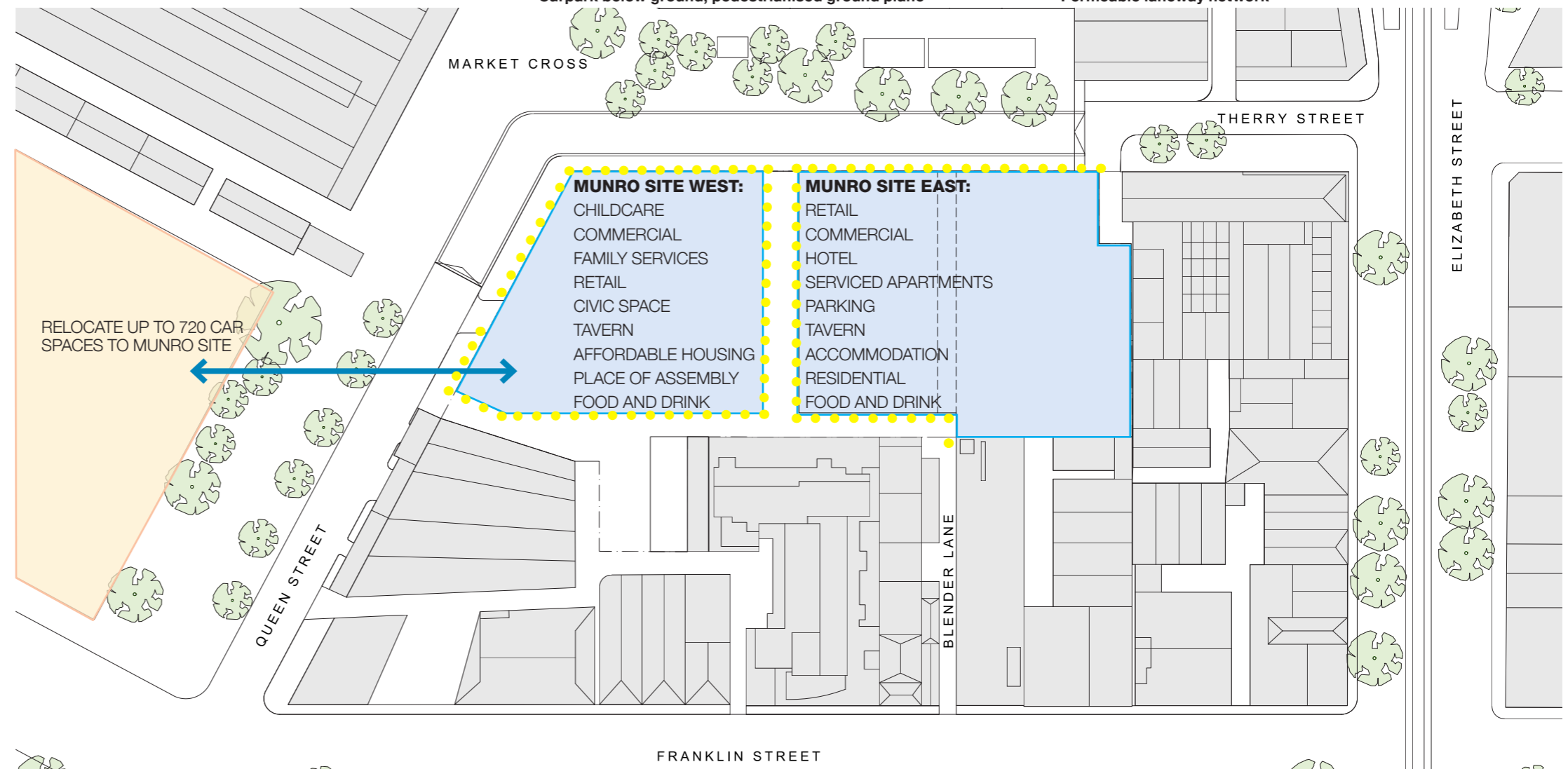
It is proposed that 503 of the approximately 720 car parking spaces that are currently associated with the Queen Victoria Market will be located at basement level across the whole of the Munro site. The balance of existing customer car parking (217 spaces) will be relocated elsewhere in the precinct.



Carpark below ground, pedestrianised ground plane



Permeable laneway network



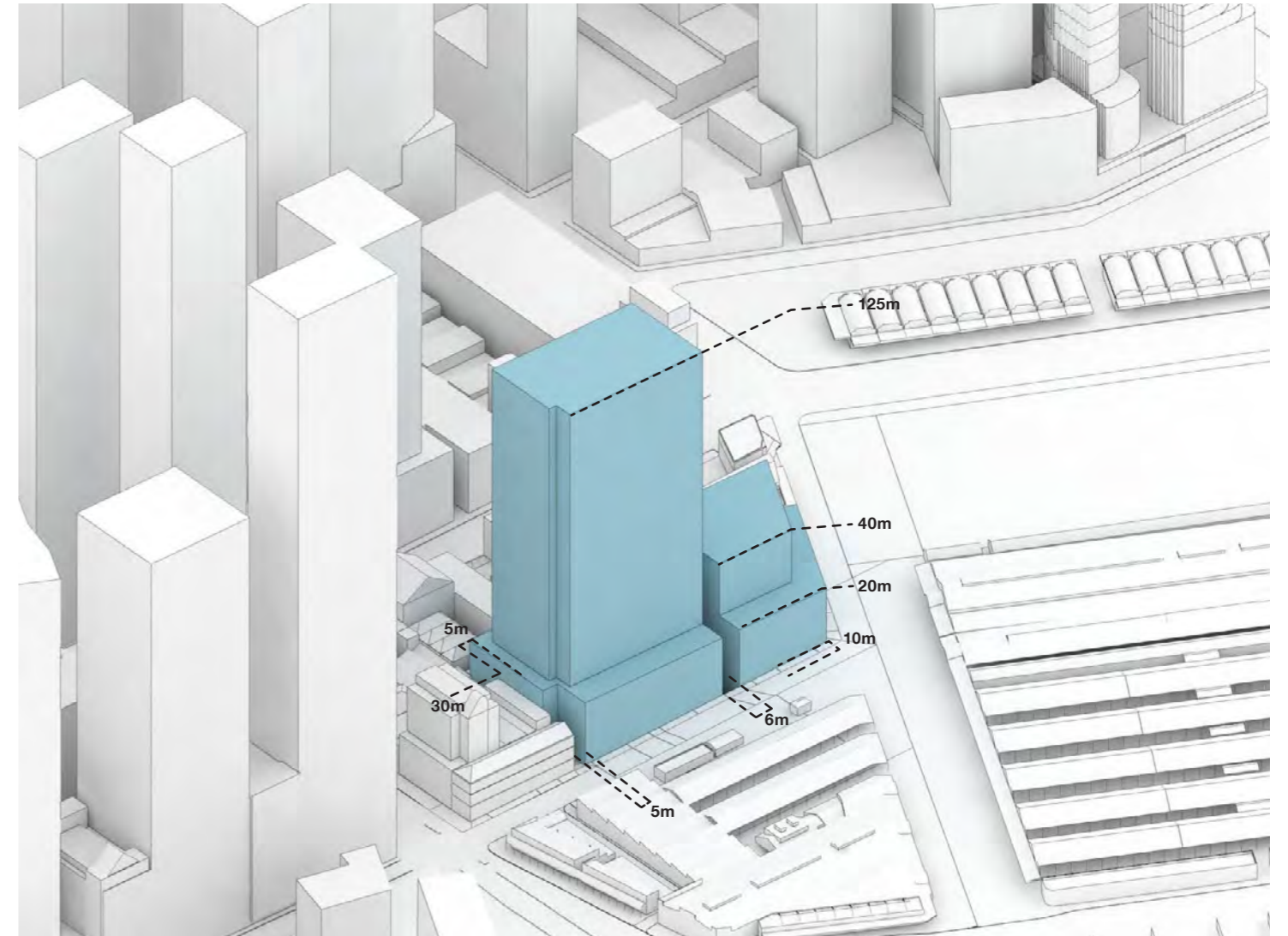
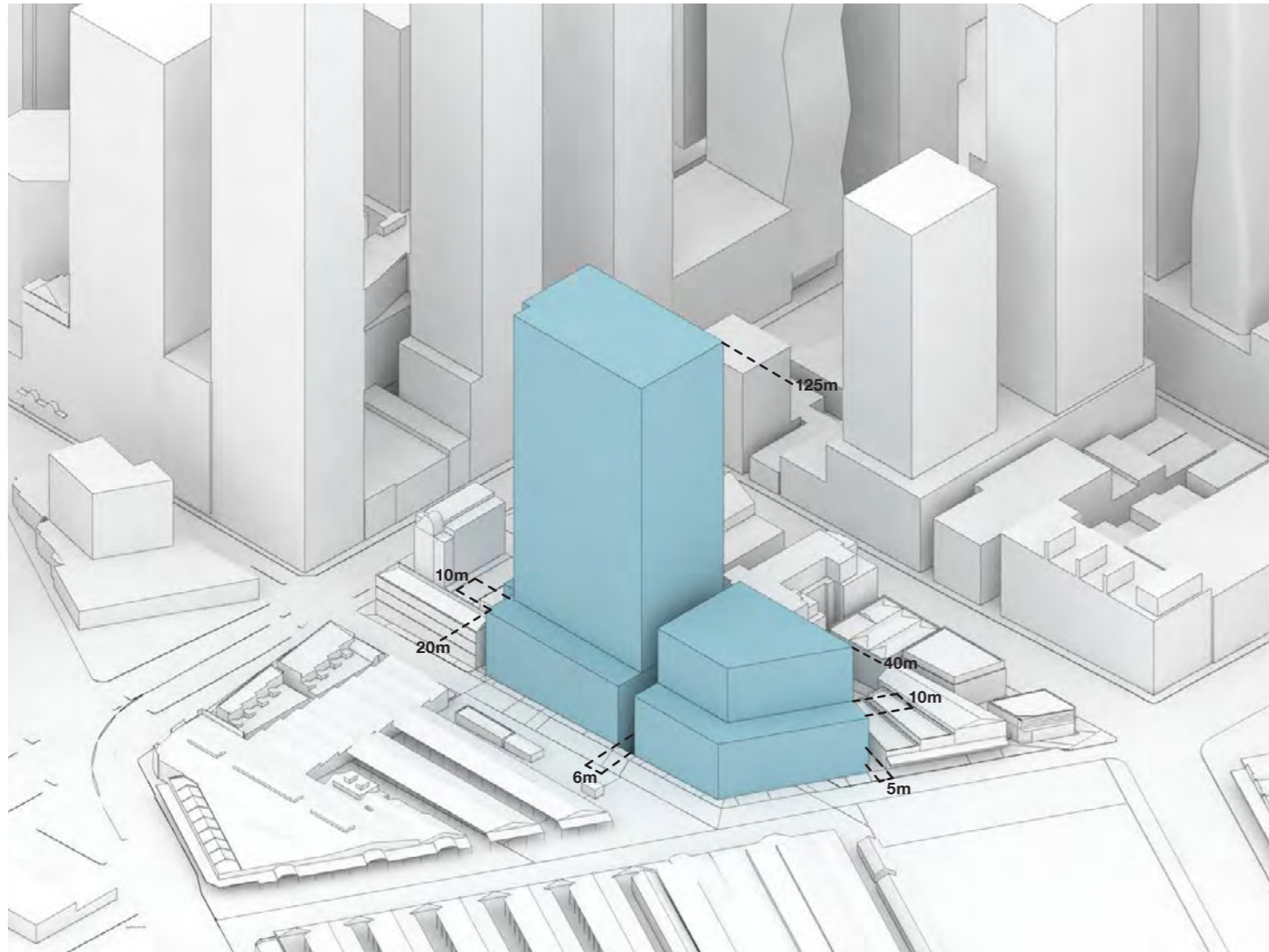
4.3 BUILT FORM

BUILT FORM AND ENVELOPES

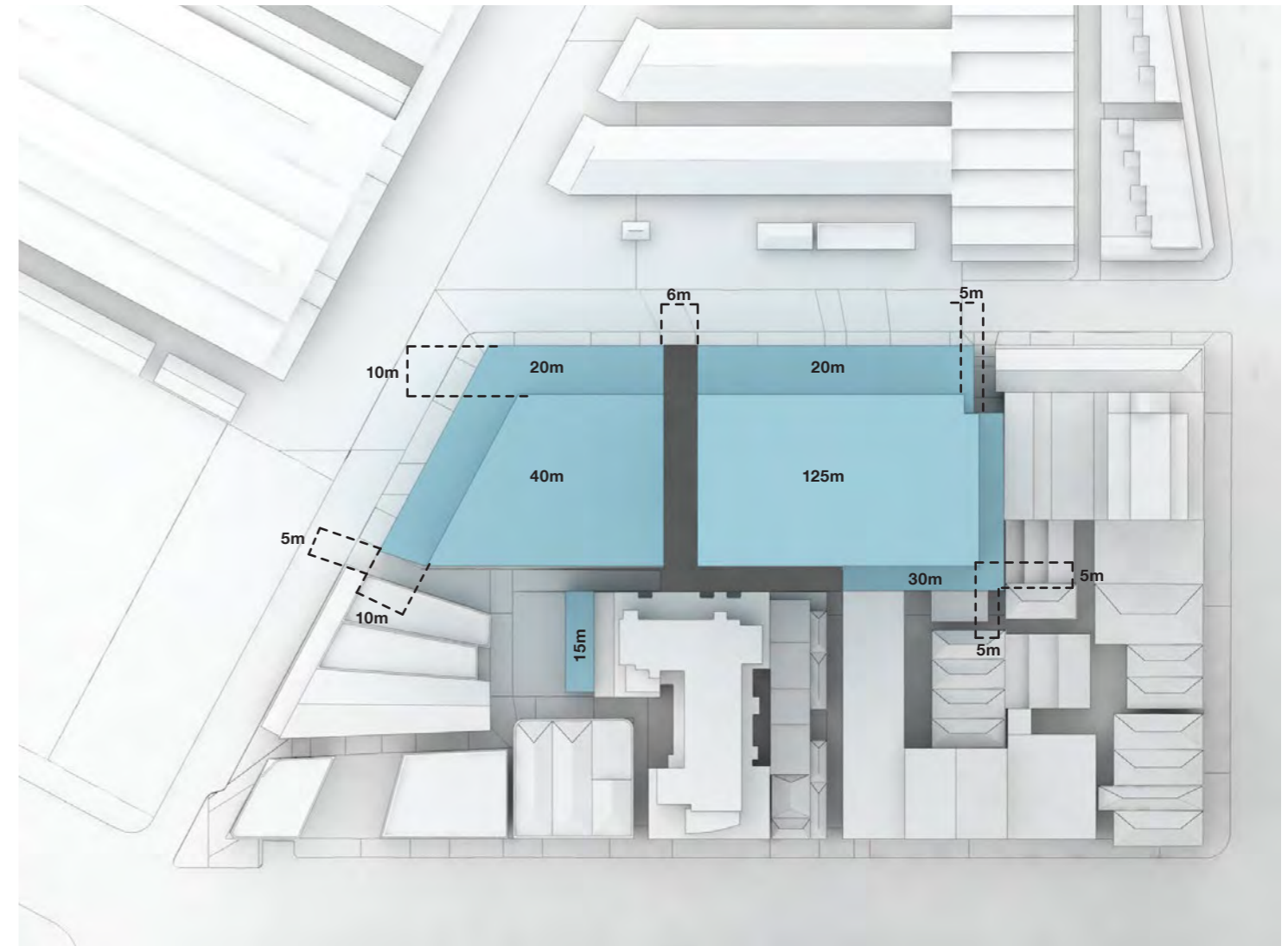
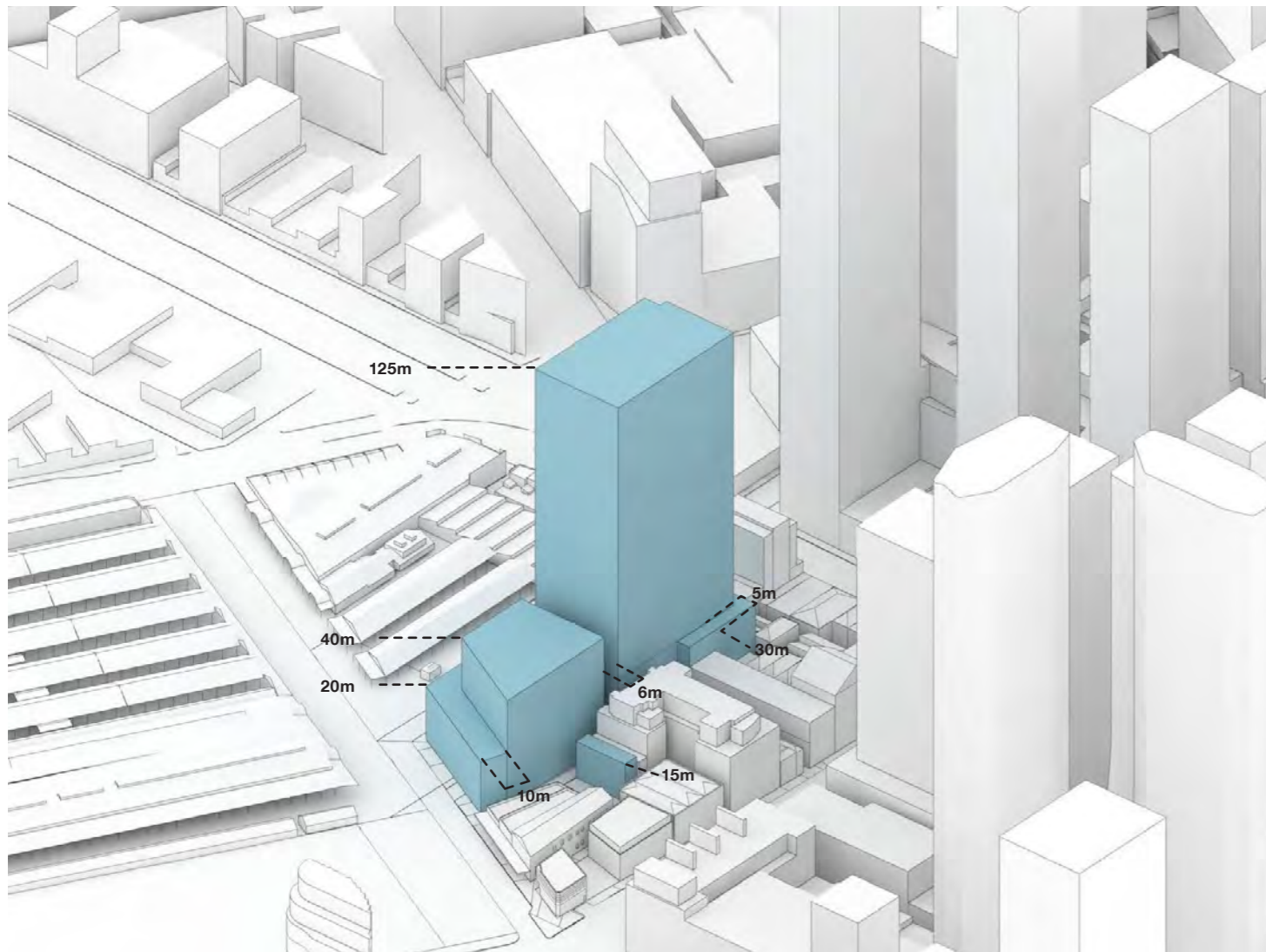
This section outlines the proposed built form and envelope for the Munro Site having regard to the built form requirements of DPO11. As outlined above it is proposed to break the site into two development parcels separated by a 6m wide north-south pedestrian laneway. These parcels have been nominated as Munro Site West and Munro Site East.

It is proposed that there be a redistribution of the building mass anticipated under the requirements of DPO11, reducing the building height on the Munro Site West and creating a mid-rise podium form on this site, and increasing the building height on Munro Site East to create the landmark tower anticipated by the framework plan. More particularly:

- Munro Site West is proposed to comprise a 20m podium height to Queen Street and Therry Street, with a 10m setback for built form above to a maximum height of 40m. A new pocket park is proposed to the south of the site with a 15m building height nominated to the east of this space. A 5m setback is proposed to the south.
- Munro Site East is proposed to comprise a 20m podium height to Therry Street with a tower above setback a minimum of 10m from Therry Street and 5m from the east and south boundaries (or from the centreline of the laneway to the east). Towards the south-east boundary of the site the podium is proposed to be 30m in height. The tower form above is proposed to have a total height of 125m.



4.3 BUILT FORM

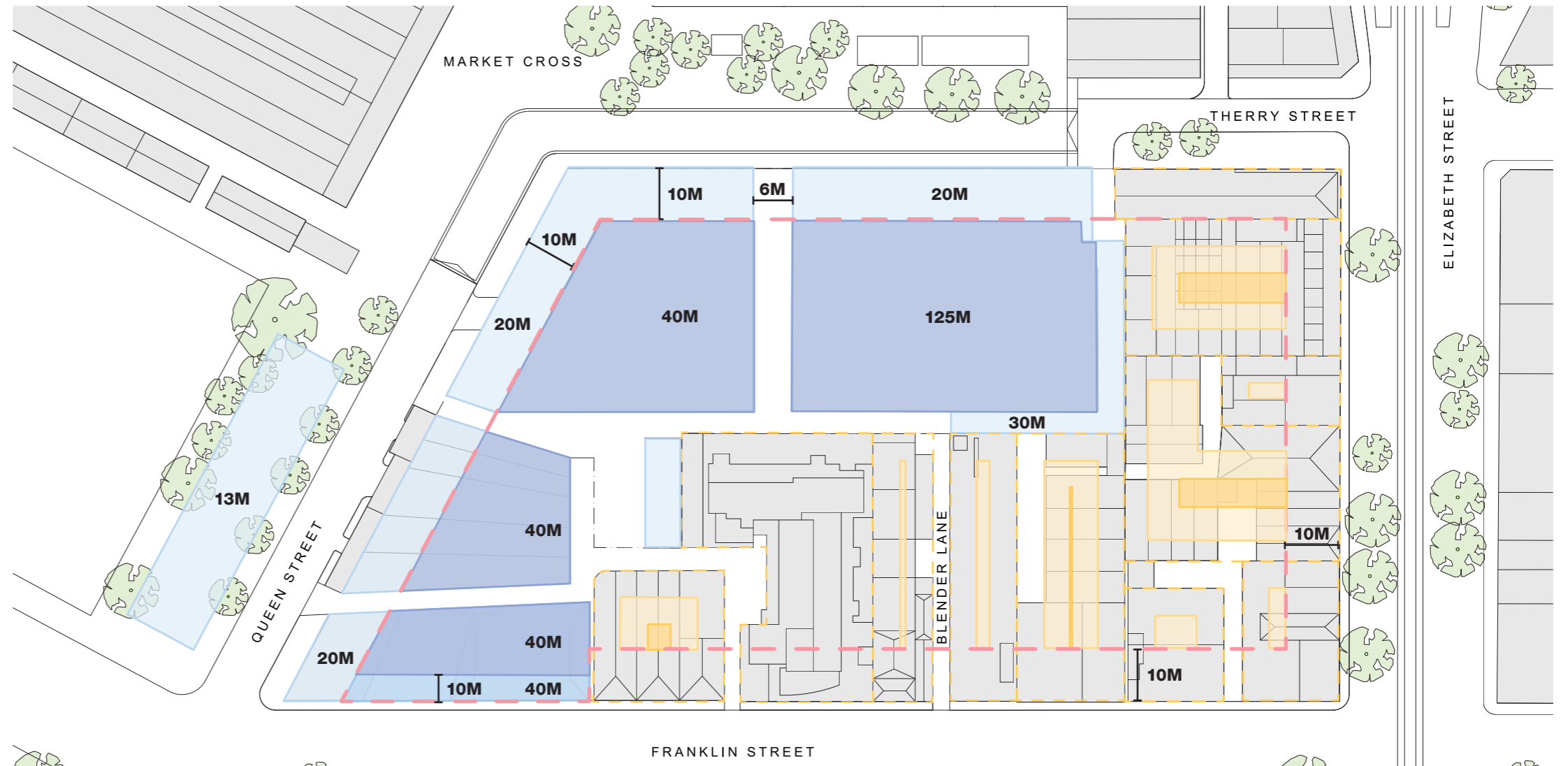


4.4 EQUITABLE DEVELOPMENT OPPORTUNITY

ADJOINING PROPERTIES

Parcel B (to the south-west of the site) is located within the Queen Victoria Market precinct and covered by DPO11. This parcel has a maximum discretionary building height of 40m. Land otherwise to the south and east of the subject site is located outside DPO11 and is covered by Design and Development Overlay – Schedule 14 (DDO14). DDO14 calls for towers to be setback 10m from side and rear boundaries (with mandatory setback requirements of 5m for buildings up to 100m and 5% of overall building height for buildings over 100m).

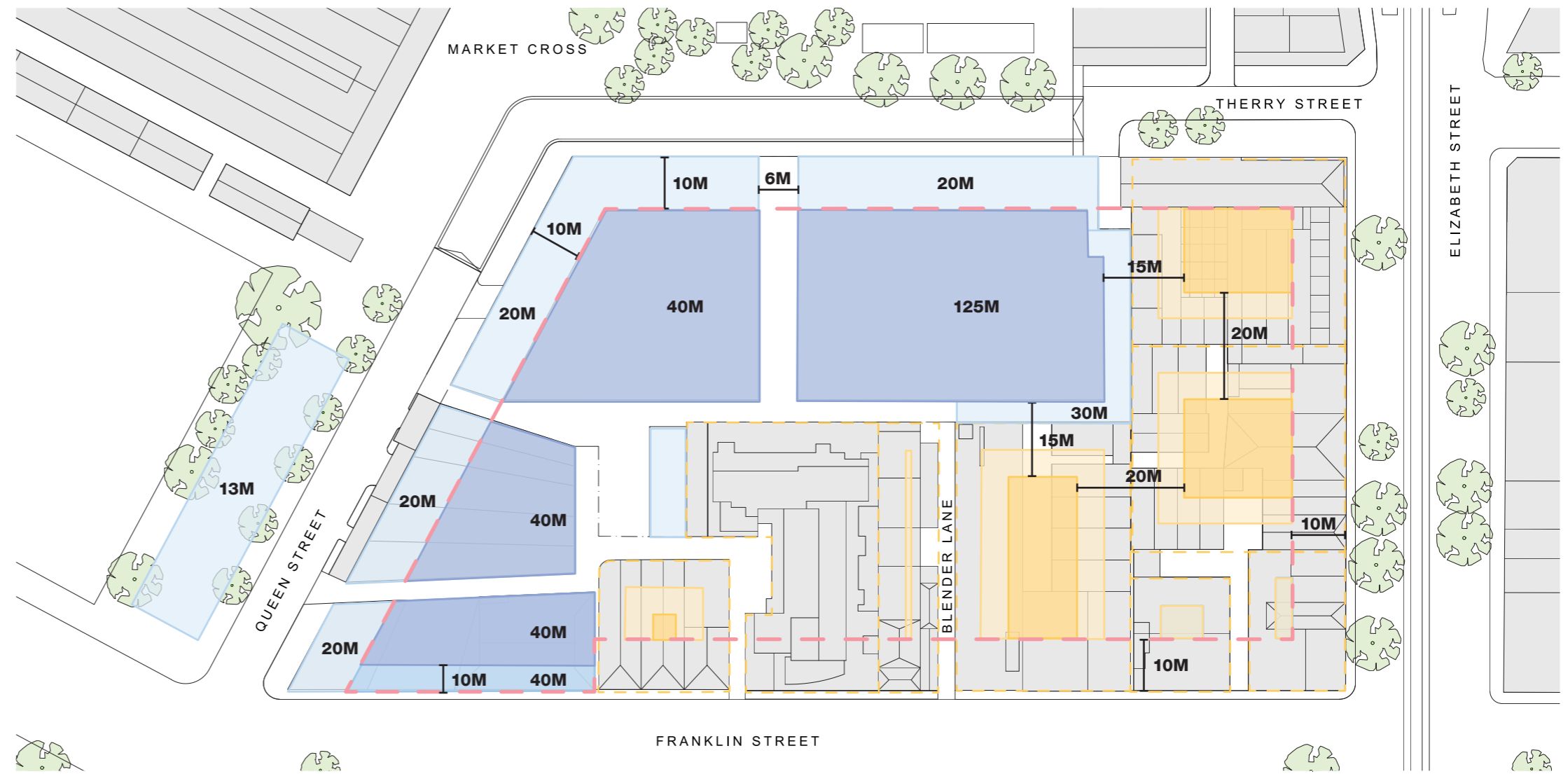
The built form envelope proposed has maximised opportunities for equitable development by providing a mid-rise podium form on Munro Site West, a 6m 'break' in the form to the north of the Stargate apartments, and the taller 'tower' form located on Munro Site East in a location where there is limited potential for tower development to the south.



- KEY**
- Tower Setback Line
 - DPO Podium Massing
 - DPO Discretionary Setback
 - DPO Mandatory Setback
 - Surrounding Property Boundary
 - Discretionary Envelope Development Potential
 - Key Dimensions
 - Mandatory Envelope Development Potential

4.4 EQUITABLE DEVELOPMENT OPPORTUNITY

AMALGAMATED SITE OPPORTUNITIES



- KEY**
- Tower Setback Line
 - DPO Podium Massing
 - DPO Discretionary Setback
 - DPO Mandatory Setback
 - Surrounding Property Boundary
 - Discretionary Envelope Development Potential

- Mandatory Envelope Development Potential
- Key Dimensions





5.0

ADDITIONAL INFORMATION



5.1 DESIGN QUALITY

DESIGN QUALITY

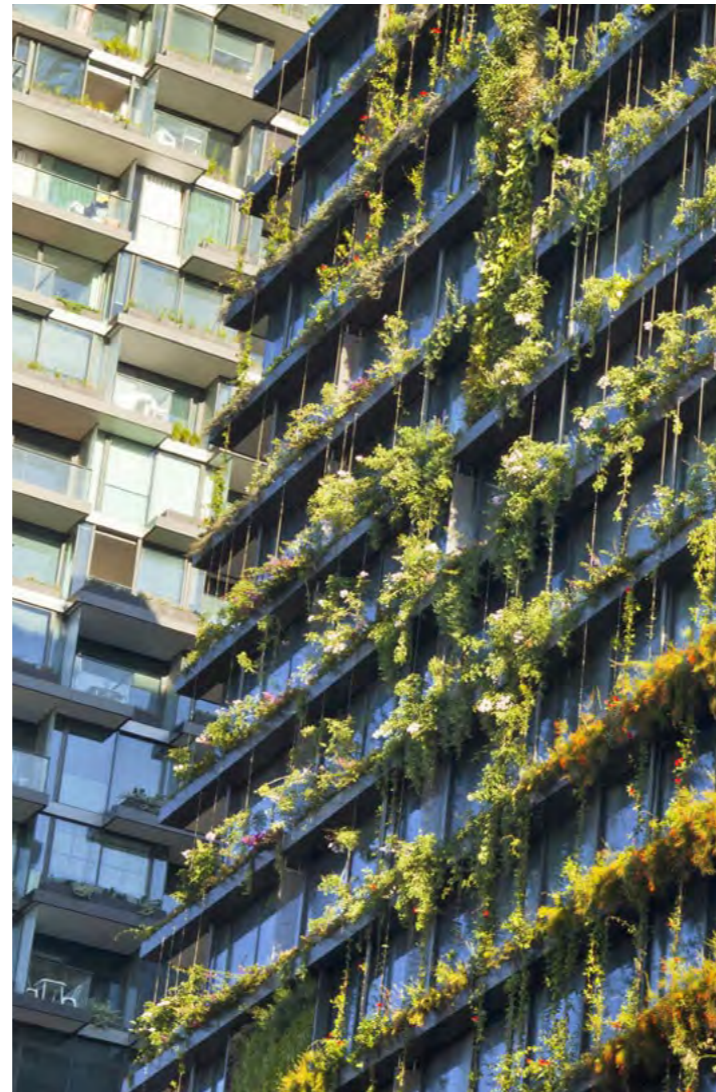
Proposed development should achieve an exemplary quality of contemporary design that:

- Is engaging, diverse and inclusive
- Is environmentally, economically and socially sustainable
- Promotes confidence and well being in the community
- Is culturally rich and poetic
- Provides high level of amenity

The development should support the good design principles and values as identified by the Office of the Victorian Government Architect ('Good Design', Issue 01, The office of the Victorian Government Architect). The office of the Victorian Government Architect will be involved with the City of Melbourne in review of the proposed development.

INNOVATION

The development should support the Melbourne City Council Plan (2013-2017) Goal 2: A Creative City: 'Melbourne will be a place that inspires experimentation, innovation and creativity and fosters leaders of ideas and courage. It will build upon long-standing heritage and embrace Aboriginal and Torres Strait Islander history and culture.



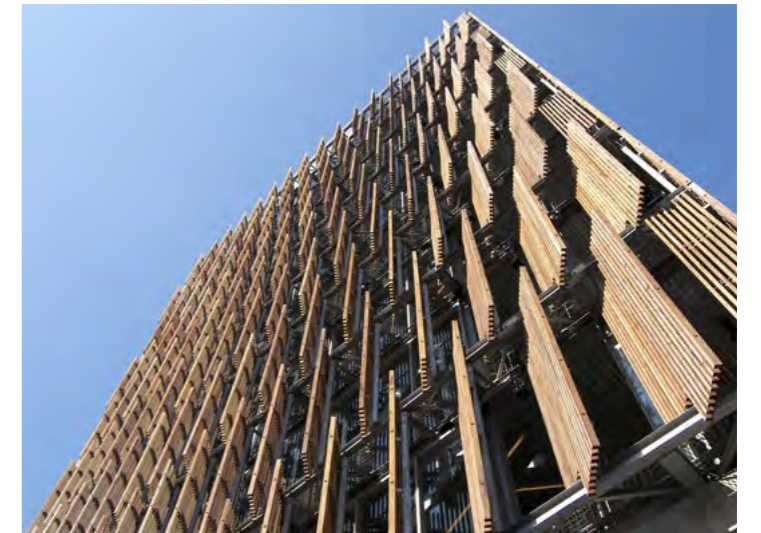
1.

PICTURED

- 1/ Central Park, Sydney
- 2/ Melbourne City Library
- 3/ Council House 2
- 4/ Federation Square



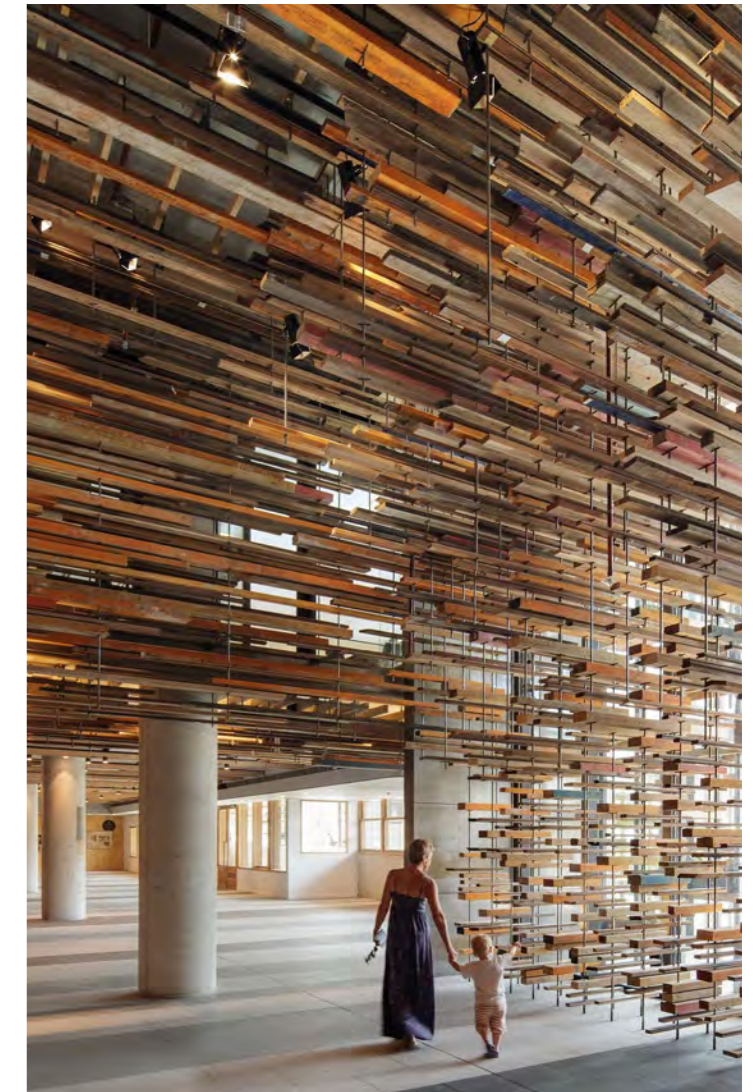
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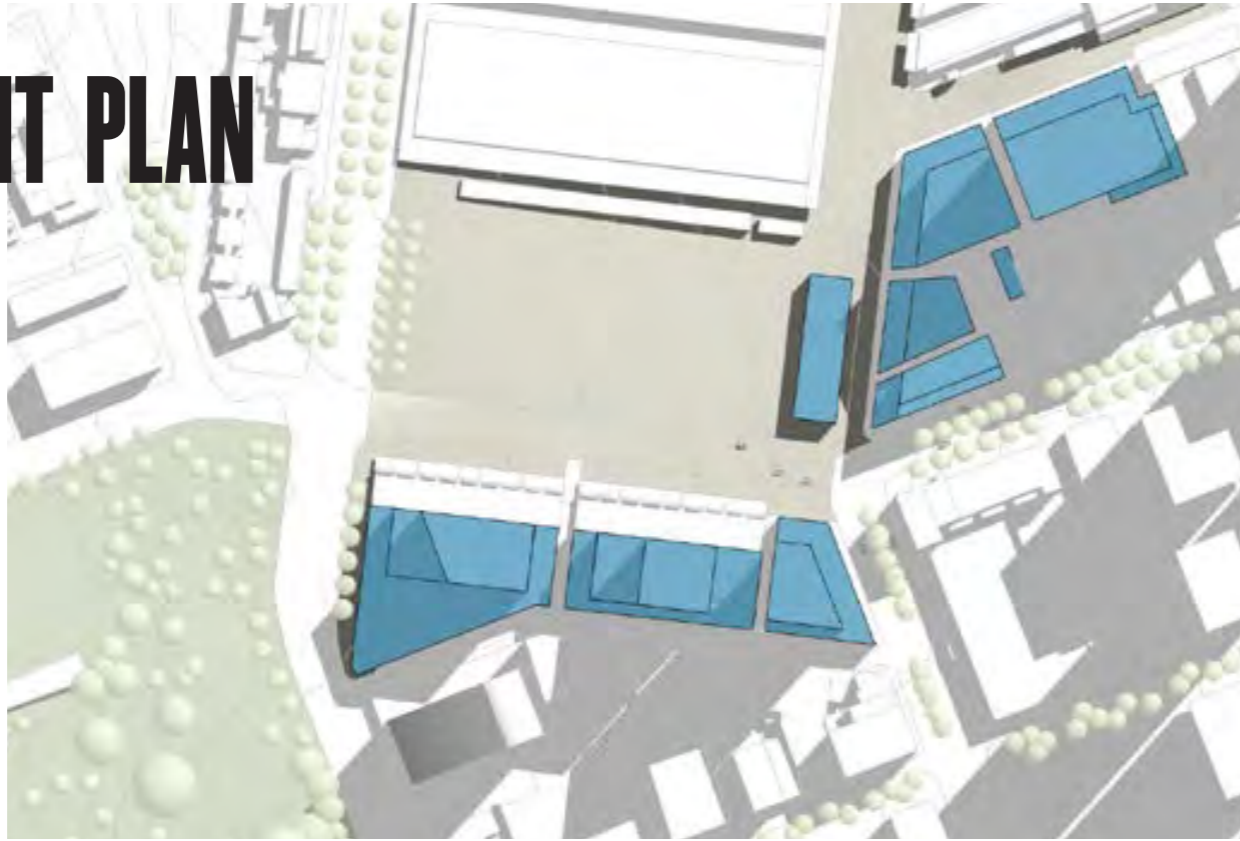


4.



5.2 DEVELOPMENT PLAN SHADOWS EQUINOX

SEPTEMBER 22



10am



12pm



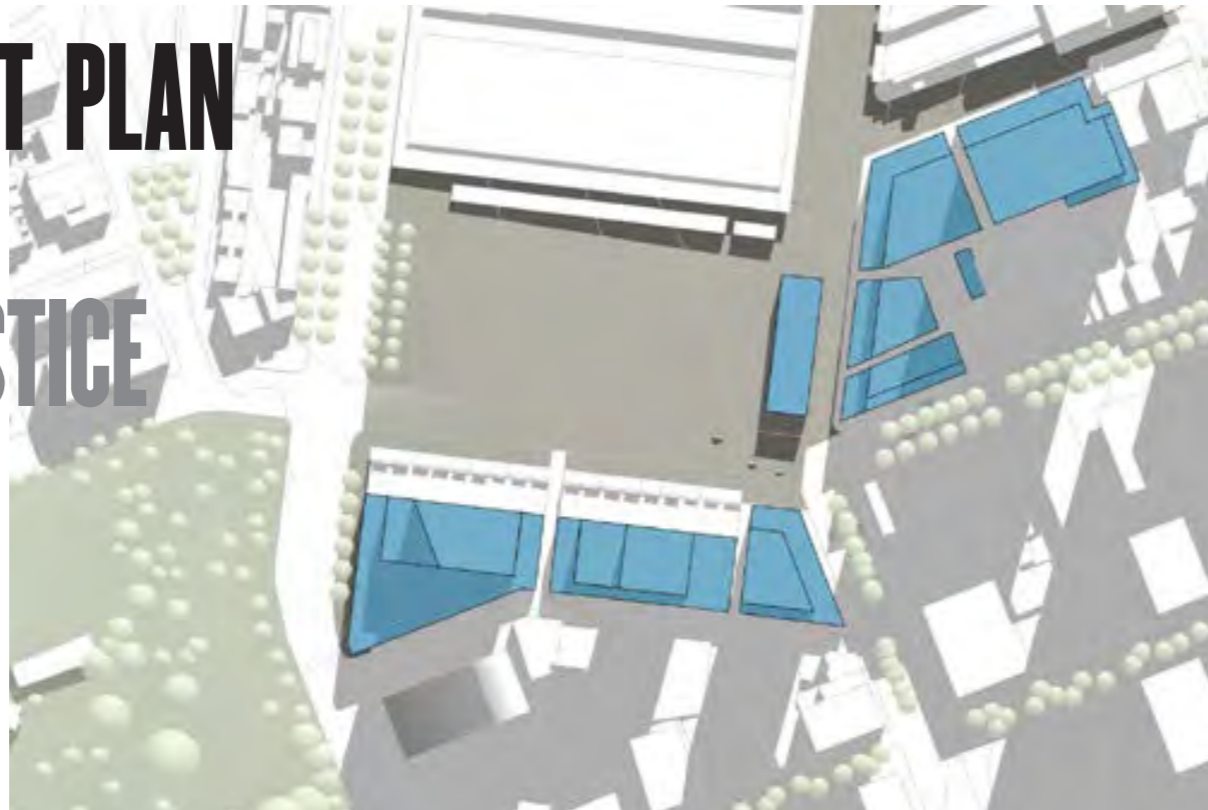
1pm



2pm

5.2 DEVELOPMENT PLAN SHADOWS WINTER SOLSTICE

JUNE 22



11am



12pm



1pm



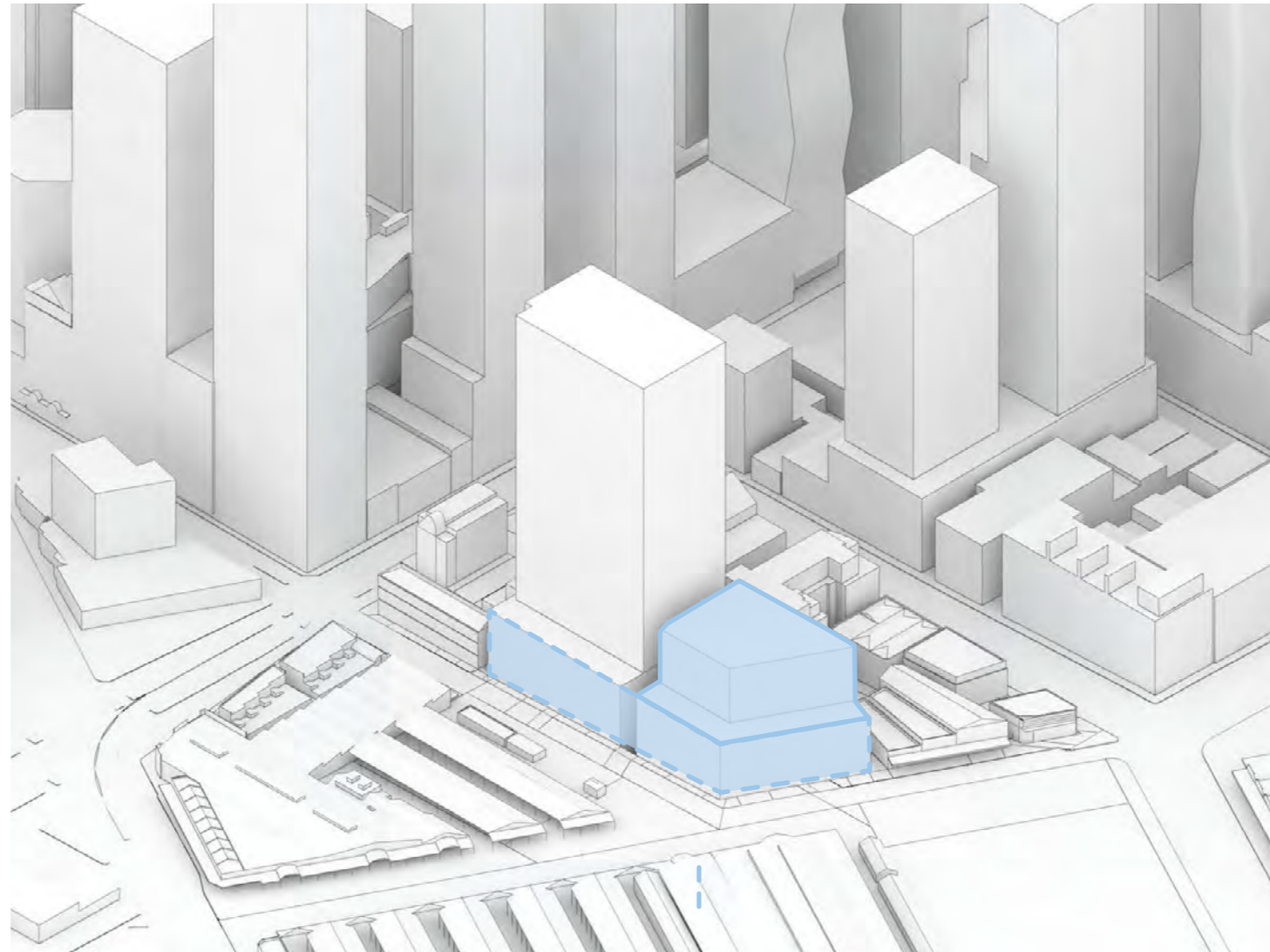
2pm

5.3 STAGING DIAGRAMS

STAGING SCENARIO

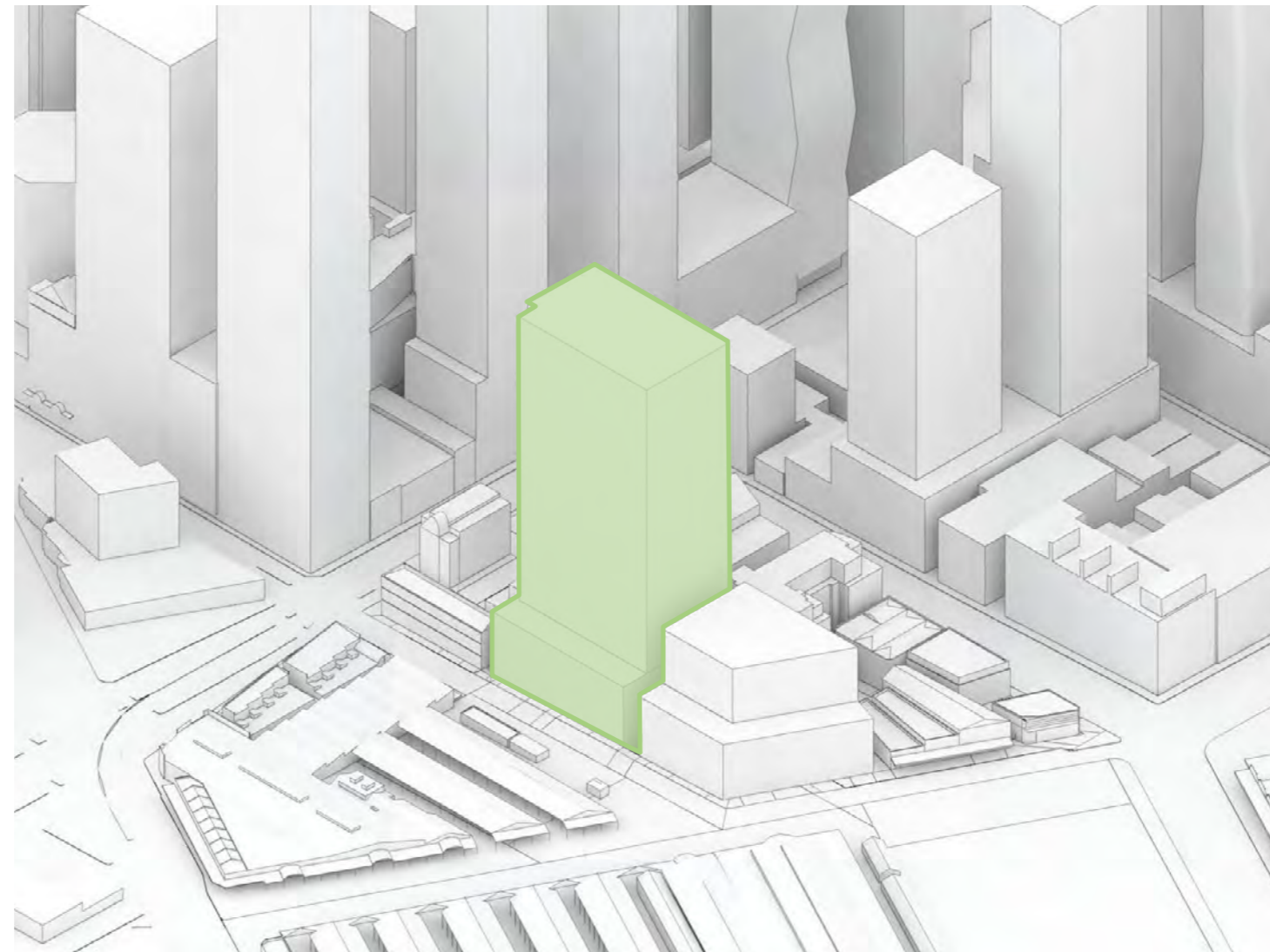
It is proposed to deliver the use and development anticipated under 'Parcel A' (Munro Site) as a single development.

In the event that a staged development is required it is proposed that the Munro Site West component (comprising the Community Hub, Munro Square, adaptive re-use of Rear 128-130 Franklin Street) the north-south lane and the basement (including the provision of relocated car parking) would be delivered as Stage 1, with the podium and tower development on Munro Site East delivered as Stage 2.



STAGE 1: CARPARK AND COMMUNITY HUB

5.3 STAGING DIAGRAMS



STAGE 2: MIXED USE TOWER

5.4 TRANSPORT MANAGEMENT REPORT

BACKGROUND AND EXISTING CONDITIONS

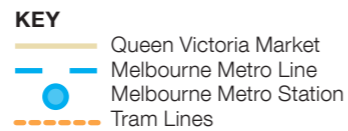
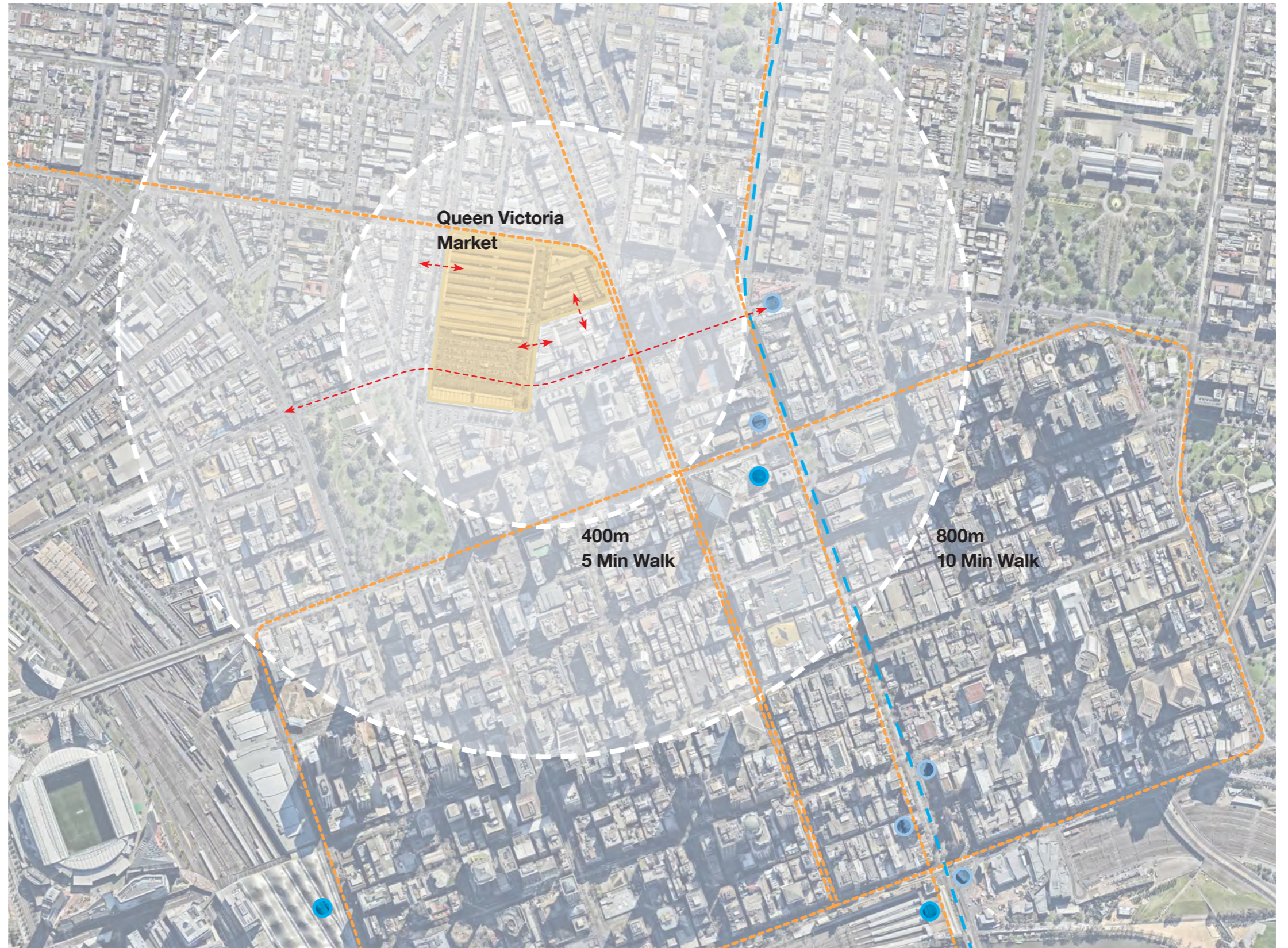
The subject site is currently occupied by a number of retail and commercial uses, and is located within the Capital City Zone 1 (CCZ1) of the Melbourne Planning Scheme. The subject site has a street frontage to Queen Street to the west and Therry Street to the north, and is generally surrounded by retail and commercial uses. Of particular note, the Queen Victoria Markets are located to the north and west of the site.

The subject site currently has vehicle access via a number of crossovers to Queen Street and Therry Street, both of which have a one way traffic arrangement in the vicinity of the site. On-street car parking within the vicinity of the subject site is generally time restricted. The existing QVM car park, located to the west of the site, has a capacity of approximately 720 spaces, with pricing varying depending on the duration of stay and the day of the week. On market days, parking is priced to encourage short term parking.

SUSTAINABLE TRANSPORT ACCESS

The subject site currently has excellent public transport accessibility, with particular note to the frequently serviced major tram stop on Elizabeth Street, located approximately 90m to the northeast of the site.

The site has excellent walkability, and is well located to take advantage of commercial and retail uses within convenient walking distance. The site also has excellent access to the surrounding bicycle network, and is located in close proximity to a significant number of share cars.



5.4 TRANSPORT MANAGEMENT REPORT

DEVELOPMENT PLAN PROPOSAL

With respect to transport the development plan consists of the following key proposals:

- Munro Site West - A mixed use community hub development with street frontage to Queen Street and Therry Street;
- A public basement car park running under the overall Munro site (accessed via Queen Street) providing for up to 503 of the 720 car parking spaces as part of the relocation of the existing QVM at-grade car parking area.
- Munro Site East - A mixed-use development with street frontage to Therry Street consisting of ground level commercial activities with residential land uses above. It is intended that there would be some podium level car parking provided for residents.

PROPOSED ROAD NETWORK

As part of the QVM Renewal Precinct Masterplan, and in order to facilitate the subject development, the City Of Melbourne (CoM) will deliver a number of changes to the road network in the vicinity of the site. The details of these arrangements have not yet been finalised, however, for the purposes of the assessment of the subject development, Cardno has provided high level details of the proposed road network. The key changes to the road network in the vicinity of the subject site are as follows:

- The northern end of Queen Street and western end of Therry Street will be largely closed to vehicular traffic and converted into a pedestrianised zone;
- Queen Street will be modified to facilitate two-way traffic flow;
- Therry Street will be modified to facilitate two-way traffic flow;
- A new north-south and east-west laneway / pedestrian link will be created, providing greater permeability through the subject site.

PEDESTRIAN AND CYCLE ACCESS

As shown on Figure 1-1 below, the proposed development will significantly improve pedestrian connectivity, safety and amenity for the area surrounding the site. The new laneways running through the subject site will provide connections to the existing RoW's to the south, linking Franklin Street to the south, Queen Street to the west, and Therry Street to the north.

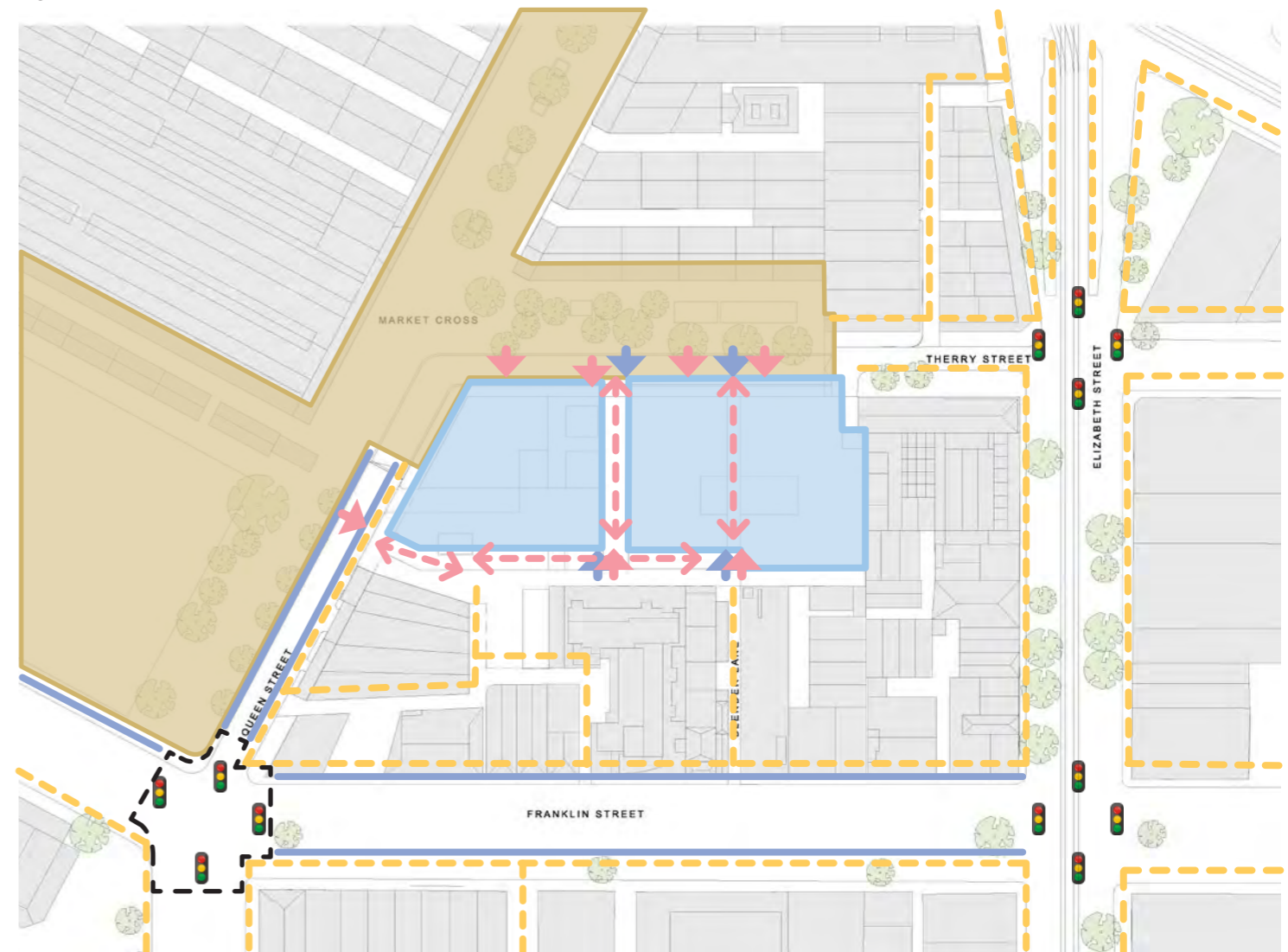
The pedestrianisation of Therry Street will also greatly improve pedestrian access and safety in the area, particularly improving connections between the overall QVM precinct and the highly utilised Elizabeth Street tram stop (north of Therry Street).

It is also understood that a number of improvements are proposed by the CoM to better accommodate cyclists within the vicinity of the site as part of the QVM Renewal Precinct Master Plan, including the provision of on-street bike lanes along Queen Street, Franklin Street, and 'New Franklin Street'.

VEHICULAR ACCESS

Vehicular access to Munro Site West will be achieved via Queen Street, with vehicles accessing Munro Site East via Therry Street. The vehicular access arrangements to each of the car parking areas located on the site, along with the loading and waste collection vehicle access arrangements are shown on Figure 1-2 and Figure 1-3 respectively.

Figure 1-1. Site Pedestrian and Cyclist Access



- KEY**
- Existing Pedestrian Network
 - Signalised Crossing
 - Main Pedestrian Access
 - Cyclist Access
 - Proposed Pedestrian Connection
 - Proposed Pedestrian Zone
 - Indicative Signalised Intersection
 - Indicative On Street Cycle Lanes
 - Subject Site

5.4 TRANSPORT MANAGEMENT REPORT

CAR PARKING

The Munro Site West proposal will provide a public basement car parking area consisting of 503 car parking spaces, which will partially replace the existing QVM at-grade car park located on the opposite side of Queen Street. It is understood that City of Melbourne will construct the remaining 217 spaces (approx.) on Parcel A and or D or within the wider Queen Victoria Market area.

The proposed car parking provision therefore complies with the requirements of both Schedule 1 to the Parking Overlay (maximum car parking provision) and Schedule 11 to the Development Plan Overlay (which seeks the provision of a minimum of 720 spaces to replace the existing QVM public car park on Parcels A and / or D or within the wider Queen Victoria Market area at Figure 1: Queen Victoria Market Precinct Framework Plan 2017).

The Munro Site East proposal will provide for 163 car parking spaces (all allocated to residents) over five podium levels. The proposed car parking provision will be well within the maximum number of spaces allowed by Schedule 1 to the Parking Overlay. Both sites development proposals will allow motorcycle parking in excess of the requirements at Schedule 1 to the Parking Overlay.

BICYCLE PARKING

Both developments propose that the proposal should provide supply bicycle parking and end-of-trip facilities in excess of the requirements of Clause 52.34 of the Melbourne Planning Scheme.

Secure employee bicycle parking and end-of-trip facilities will be provided on the ground level of the Munro Site West. The Munro Site East will provide secure bicycle parking for residents and employees on the podium levels in the podium. Visitor bicycle parking areas will be provided in Munro Square for the Munro Site West, and on Therry Street for the Munro Site East.

LOADING

Both development sites will provide on-site areas for loading and waste collection. The Munro Site West will be serviced by vehicles up to a 6.4m in size (Small Rigid Vehicle), and the Munro Site East will be serviced by vehicles up to 10.2m in size (Heavy Rigid Vehicle). The proposed loading areas are considered to comply with the requirements of Clause 52.07 of the Melbourne Planning Scheme.

TRAFFIC CONSIDERATIONS

The development traffic demand was forecast for the following uses based upon the likely quantum of and allocation of car parking spaces proposed:

- QVM basement car park;
- Childcare use;
- Residential apartments.

The development development anticipated by this development plan is forecast to generate up to 100 additional trips in the morning and evening peak hour periods, which is equivalent to between one and two additional vehicle trips every minute. This level of traffic generation is considered to be a low volume in traffic engineering terms,. Nevertheless, an analysis of the nearby intersections was undertaken in SIDRA

Intersection 7.

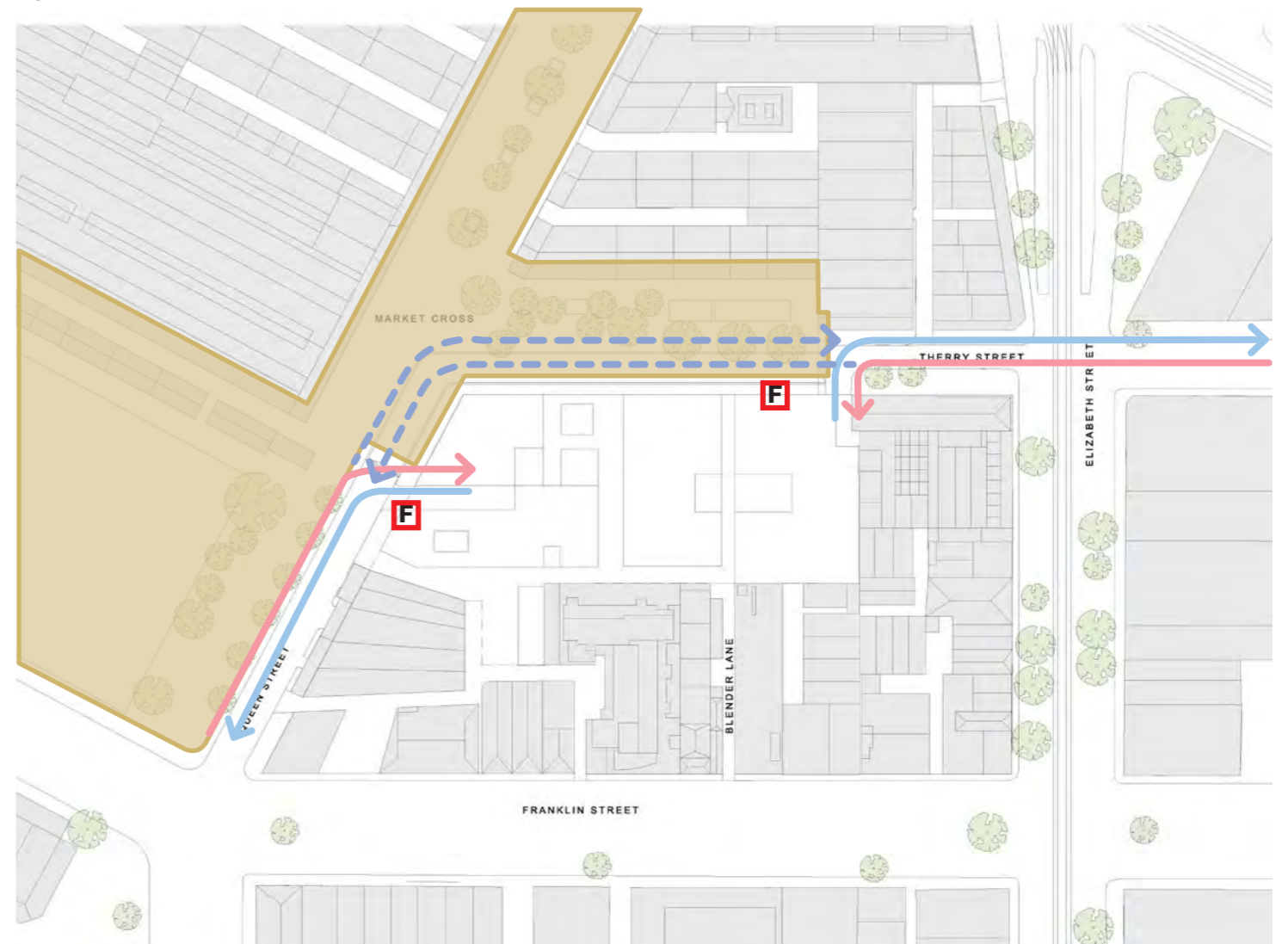
The SIDRA analysis of the Elizabeth Street/Therry Street intersection shows that a modified intersection layout would be able to accommodate traffic generated by the proposed development, and that the performance of the intersection will not be detrimentally affected when compared to that of the existing intersection form.

The SIDRA analysis of the northern and southern Queen Street intersections with 'New Franklin Street' and 'Little Franklin Street' (provided as part of the QVM Renewal Precinct Master Plan road network) show that development generated traffic can be accommodated by the modified road network with suitable intersection design.

BASEMENT CAR PARKING OPERATION

Queuing analysis was conducted for the proposed car park access using the traffic demand forecast for the proposal, establishing that the proposed car park access arrangements are acceptable. It is recommended that a 'frictionless' parking control system and external dynamic signage be implemented by the car park operators in order to limit the impact of the car park on the operation of the external road network.

Figure 4-2. Site Car Park Vehicular and MFB Access



- KEY**
- Vehicle Ingress
 - ← Vehicle Egress
 - - - MFB Vehicle Egress
 - Proposed Pedestrian Zone
 - Fire Booster Pump Access
 - Subject Site

5.5 ROAD MANAGEMENT PLAN

DPO11 REQUIREMENTS

Schedule 11 to the Development Plan Overlay specifies the following requirements relating to a Road Management Plan:

- > A development plan must include the following:

- A road management plan which provides details of the alignment, design and finish to new public roads (including the shared zone of the realigned Franklin Street) as illustrated on Figure 1 to this Schedule.

Additional details of the proposed road network are provided in the subsequent sections of this document.

OVERVIEW

As part of the QVM Renewal Precinct Masterplan, and in order to facilitate the subject development, the CoM will deliver a number of changes to the road network in the vicinity of the site. The details of these arrangements have not yet been finalised by the CoM, however, for the purposes of the assessment of the subject development, Cardno has prepared a 'Road Management Plan' providing details of the proposed road network.

As shown on Figure 5-1, the key changes to the road network proposed in the vicinity of the subject site are as follows:

- > The northern end of Queen Street and western end of Therry Street will be largely closed to vehicular traffic and converted into a pedestrianised zone;
- > Queen Street and Therry Street will be modified to facilitate two-way traffic flow;
- > A number of new laneways and pedestrian links will be created through the subject site.

The Road Management Plan shows the location of the new laneways proposed for the subject site, and also displays conceptual designs for the following elements:

- > Queen Street and Therry Street two-way traffic arrangements;
 - > Indicative arrangement for the interface of Queen Street and a new Queen Street/Franklin Street/'New Franklin' Street signalised intersection;
 - > Elizabeth Street/Therry Street intersection modifications;
 - > Turnaround treatments at the northern end of Queen Street and the western end of Therry Street.
- Further details of the proposed road network change are provided below.

THERRY ST

The design of the new two-way traffic arrangement for Therry Street, pedestrian zone, and Elizabeth Street/Therry Street signalised intersection is ultimately at the discretion of the CoM, and will be delivered as part of the QVM Renewal Precinct Master Plan. The Road Management Plan included at Appendix A shows a conceptual design for the subject section of Therry Street and the Elizabeth Street/Therry Street intersection. Further details of the conceptual design for Therry Street are provided in Table 5-1 below.

TABLE 5-1. THERRY STREET CONCEPTUAL DESIGN

Element	Details	
Interfaces	Western	Munro Site Western Tower car park vehicular access Small area allowing for B99 design vehicle three-point turnaround at the western end of Therry Street, immediately to the west of the Munro Site Western Tower car park access. Swept paths have been prepared and are included at Appendix B.
	Eastern	Modified Elizabeth Street/Therry Street intersection
Access Functions		Local access (no thoroughfare) for vehicles travelling to the QVM public basement car park and other properties along Queen Street
		Local access (no thoroughfare) for loading and waste collection vehicles
Cross Section (from Elizabeth Street up to Munro Site Eastern Tower access)	Traffic lanes	One ~3.2m wide lane in each direction
	Footpath	Maintain existing arrangements
	Finish	Asphalt
Elizabeth Street/Therry St signalised intersection		Through movement only (i.e. no left or right turns)
		No turns from Elizabeth Street into the western leg of Therry Street (as per the existing arrangements)
		Reduce kerb radius on the northwest corner of intersection to discourage left turns from the Therry Street western approach Remove traffic island on the eastern Therry Street approach to the intersection to allow a short auxiliary left turn lane and full length shared through/right lane.
Signage and Linemarking		Remove existing linemarking
		'No stopping' signage on both sides of Therry Street (west of Elizabeth Street)
		'Local access only'/'No through road' signage on the eastern approach to the Elizabeth Street/Therry Street intersection 'No left turn' and 'No right turn'/or 'Through only' on the western approach to the Elizabeth Street/Therry Street intersection
Pedestrian Zone	Access Functions	Pedestrian thoroughfare
		Pedestrian access to buildings
		Public space
	Interfaces	Vehicular access by MFB only
Collapsible/removable bollards with hazard markers to prevent vehicle access Ramps/semi-mountable kerbs to provide MFP access from Queen Street (south) and Therry Street (east)		
Finish	Bluestone pavement, potentially without kerb and channel	

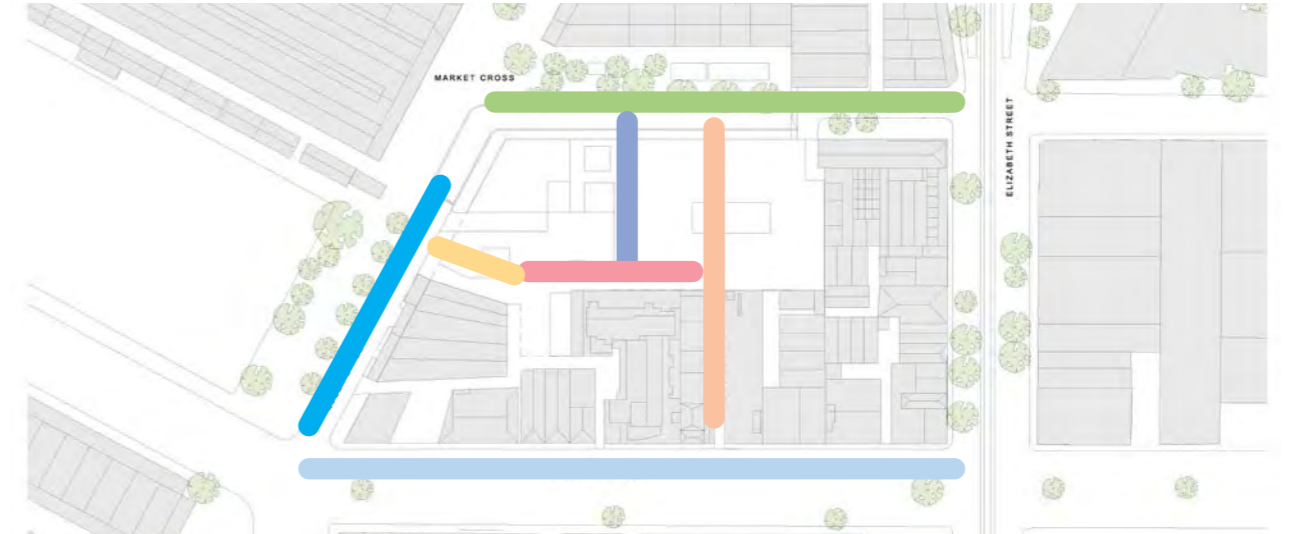
5.5 ROAD MANAGEMENT PLAN

QUEEN STREET

The design of the new two-way traffic arrangement for Queen Street is ultimately at the discretion of the CoM, and will be delivered as part of the QVM Renewal Precinct Master Plan. Furthermore, at the southern end, Queen Street will be required to interface with a new signalised intersection at the junction of Queen Street, Franklin Street and 'New Franklin' Street, the details of which have not been finalised. Further details of the conceptual design for Queen Street are provided in Table 5-2 below.

TABLE 5-2. QUEEN STREET CONCEPTUAL DESIGN

Element	Details	
Interfaces	Northern	QVM public basement car park vehicular access Small area allowing for B99 design vehicle three-point turnaround at the top of Queen Street, immediately to the north of the QVM basement car park access. Swept paths have been prepared and are included at Appendix B.
	Southern	New signalised intersection (Franklin Street/ Queen Street/'New' Franklin Street signalised intersection).
Access Functions	Local access (no thoroughfare) for vehicles travelling to the QVM public basement car park and other properties along Queen Street	
	Local access (no thoroughfare) for loading and waste collection vehicles	
Cross Section	Traffic lanes	One ~3.1m wide lane in each direction
	Bicycle Lanes	One ~1.8m - 2m wide lane in each direction
	Finish	Asphalt
Pedestrian Zone	See Table 5.1 above (Therry Street) for details	
Signage and Linemarking	Remove existing linemarking and parking spaces	
	New 'Keep clear' linemarking in front of the southwest RoW crossover and basement car park access	
	'No stopping' signage on both sides	
To be resolved by the CoM	Queen Street/Franklin Street signalised intersection design	
	Vehicular access and on-street parking/loading arrangements for the properties located on the eastern side of Queen Street between the subject site and Franklin Street	
	Dynamic car park signage/directional signage etc.	



NEW FRANKLIN STREET

Might be worth inserting a new page for 'New Franklin Street', which was not required under the draft DPO.

City of Melbourne Council proposes to construct a new road link, 'New Franklin Street', through the existing QVM at-grade car parking area, which will extend from Peel Street in the west to Queen Street in the east where it will intersect Franklin Street (east) at a new signalised intersection.

City of Melbourne has since advised that it would like for New Franklin Street to operate in a one-way (eastbound) direction.

New Franklin Street is not proposed to operate as a permanent shared zone, but one where the road space is shared by different road users at different periods of the day. The new road can be closed to through traffic at particular times of the day/week when events or other activities are planned to take place that require the use of the New Franklin Street carriageway.

Conceptual details of the new road alignment are provided at Table 5-3.

TABLE 5-3. NEW FRANKLIN STREET DESIGN

Element	Details	
Interfaces	Western	Proposed inbound access located south of a new three-leg signalised intersection with Dudley Street, William Street and Peel Street Entry only access from Dudley Street (west) and Peel Street (north). No turning provision into New Franklin Street from William Street (south)
	Eastern	Proposed signalised four-leg Intersection with Queen Street and Franklin Street.
Access Functions	Through route from William Street to Queen Street.	
Cross Section (from Dudley St to Queen St)	Traffic lanes	One ~4m wide eastbound lane
	Bicycle Lanes	One ~2m wide eastbound lane
	Footpath	Varies – Generally no less than ~4.5m
	Finish	Asphalt
Dudley St, William St, Peel St signalised intersection	Roundabout to be removed. Existing tram track alignment to be modified to allow new central super stop maintained. Pedestrian crossings to be provided on all intersection legs	
Queen St, Franklin St signalised intersection	Roundabout to be removed. Queen Street carriageway alignment pushed to east of reservation to allow additional land for 'Parcel D' No access into New Franklin Street from any approach Pedestrian crossings to be provided	
Signage and Linemarking	Statutory signage and line-marking to be prepared as part of detailed design, including "No entry" signage at the eastern end of New Franklin Street	

5.5 ROAD MANAGEMENT PLAN

NEW LANEWAYS

The proposed development will provide a number of new private and public laneways, all of which will facilitate 24-hour-a-day, 7-days-a-week public access for pedestrian. Table 5-3 through Table 5-7 below provide further details of each of the laneways including access functions, connectivity, and finish.

TABLE 5-4. 'WEST' LANEWAY

Element	Details	
Ownership	Private	
Connections	West	Small area allowing for B99 design vehicle three-point turnaround at the top of Queen Street, immediately to the north of the QVM basement car park access. Swept paths have been prepared and are included at Appendix B.
	East	Southwest RoW (existing) East-west laneway (new)
Access Functions	Pedestrian thoroughfare - unrestricted 24 hour access Access for loading and waste collection vehicles	
Dimensions	Width (minimum)	~4.0m
	Length	~26m
	Grade (maximum)	1:14 (landings provided at a maximum spacing of 10m)
Other	Open/Covered	Open
	Finish	Bluestone Paving

TABLE 5-5. 'NORTHWEST' LANEWAY

Element	Details	
Ownership	Public	
Connections	North	Therry Street (pedestrianised zone)
	South	East-west laneway (new)
Access Functions	Pedestrian thoroughfare - unrestricted 24 hour access Pedestrian access to buildings Pedestrian access to basement car park Potentially outdoor dining	
Dimensions	Width (minimum)	~8.0m
	Length	~45m
	Grade (maximum)	Flat
Other	Open/Covered	Partially covered
	Finish	Bluestone Paving

TABLE 5-6. 'NORTH' LANEWAY

Element	Details	
Ownership	Public	
Connections	North	Therry Street (pedestrianised zone)
	West	East-west Laneway (new)
	South	Southeast Row (existing)
Access Functions	Pedestrian thoroughfare - unrestricted 24 hour access Pedestrian access to buildings	
Dimensions	Width (minimum)	~3.5m
	Length	~45m
	Grade (maximum)	Flat
Other	Open/Covered	Partially covered
	Finish	Bluestone Paving
	Bollards	Provided at the interface with the southwest laneway to prevent vehicle access

TABLE 5-7. 'EAST-WEST' LANEWAY

Element	Details	
Ownership	Private	
Connections	North	North laneway (new)
		Northwest laneway (new)
	West	West laneway (new)
		Southeast Row (existing)
South	Southeast Row (existing)	
Access Functions	Pedestrian thoroughfare - unrestricted 24 hour access Pedestrian access to buildings	
Dimensions	Width (minimum)	~4m
	Length	~70m
	Grade (maximum)	1:20 (landings provided at a maximum spacing of 15m)
Other	Open/Covered	Partially covered
	Finish	Bluestone Paving
	Bollards	Provided at the western end adjacent to Munro Square to prevent vehicle access

5.6 HERITAGE IMPACT STATEMENT

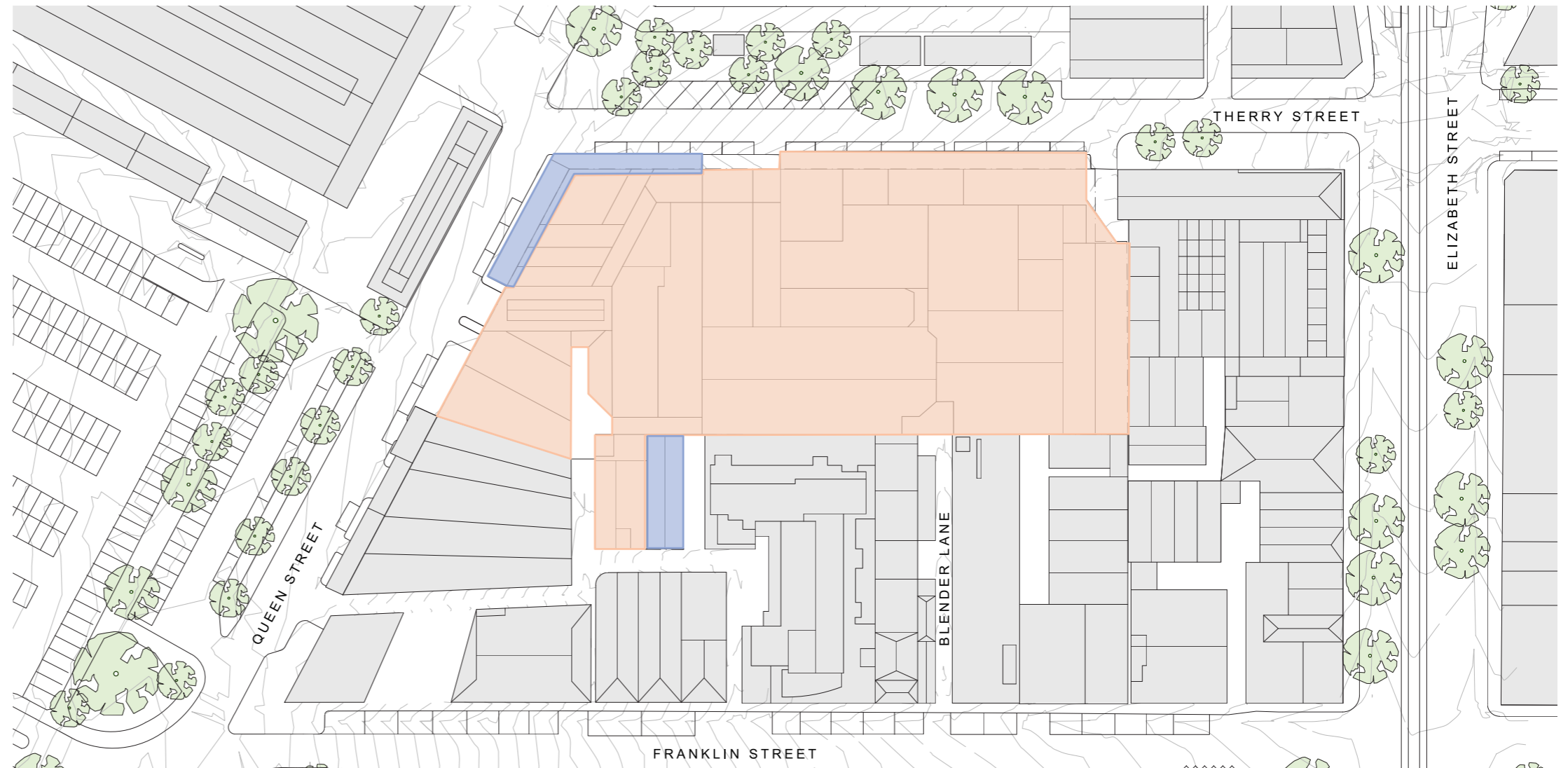
THE PROPOSAL

Overview of the Site and the Proposal

The Munro Site comprises land Parcel A which is part of the Queen Victoria Market precinct. It is a large site within the context of the broader QVM site and also the CBD and is at a sensitive interface with the Dairy (delicatessen) Hall, Sheds H and I, the shops fronting Elizabeth Street, including the Market shops north of Therry Street, and McDonalds on the south-west corner of Therry and Elizabeth Streets.

The C245 Panel described the Therry Street interface as: Parcels A and B comprise land with an immediate interface to the QVM, although the boundary conditions vary between Therry and Queen Streets.

Parcel A includes the 'Munro Site' purchased by Council in 2015 and now included in the State Agreement as part of the QVM Renewal Project which includes the Mercat Cross Hotel and a number of other smaller commercial properties. The land has a direct and intimate relationship to the QVM Dairy Hall, Deli Lane and H and I sheds across Therry Street. The Mercat Cross Hotel addresses the corner of Therry and Queen Streets, which is proposed to become the new 'Market Cross' public gathering place. (p. 47) and the large Munro site on Parcel A may present the most substantial development scale potential, but is in the most sensitive location adjacent to the Market (p. 52) and the Therry Street interface has the most sensitive heritage values, and is fundamental to the experience of the character, charm and amenity of the QVM. ... In this location, the weight of consideration must go to ensuring the heritage values are protected. (p. 52) This portion of Parcel A, also known as the Munro site, contains a row of inter-War, double-storey brick shops fronting Therry Street, between the rear of McDonalds to the east and the Mercat Cross Hotel to the west. Despite their grading of "C", the shops are quite unprepossessing architecturally. Further back into the site (south towards Franklin Street) is a lane containing the backs of utilitarian buildings, a fenced yard(s) and generally nothing of any heritage consequence. The Munro site will be redeveloped with a series of distinct elements viz.: the residential tower, the community hub, the demolition and re-building of the Mercat Cross Hotel façade and the adaptive re-use of the small warehouse building to the rear.



KEY
— Existing heritage elements to be retained or rebuilt
— Existing building elements to be demolished

5.6 HERITAGE IMPACT STATEMENT

DEMOLITION OF THE TERRY STREET SHOPS

The “C”-graded shops fronting Therry Street will be demolished. The heritage policy at Cl. 22.04 states that demolition “should not be supported unless it can be demonstrated that that action will contribute to the long-term conservation of the significant fabric of the heritage place”. Despite the “C” grading of the shops in a Level 2 streetscape, their actual architectural contribution to the significance of Therry Street and the broader QVM precinct, is minimal if any, and the consequent loss of fabric will have no appreciable, and certainly no adverse, effect on the heritage significance of the QVM Precinct or Therry Street. The City North Heritage Review, entry for the shops simply describes them and the only heritage attribute which is mentioned is that they form “Part of major Interwar development phase creating a consistent streetscape”. While their demolition will remove the inter-War element, a new consistent streetscape will be formed by the new podium level of the tower which will need to appropriately reference the architectural design of the shops. Weighing up the heritage objective to conserve significant fabric, the actual contribution of the shops to the precinct and streetscape and also the Vision contained in DPO11, on balance their loss is acceptable.

MUNRO SITE EAST

The residential tower will be constructed on the south side of Therry Street between the rear of McDonalds to the east and the proposed new community hub site to the west.

Vehicular Ingress and Egress

The redevelopment plan proposes four levels of basements under the whole of the Munro site and with vehicle entries/exits from the middle of the site in Queen Street, and at east end of the site in Therry Street, entering from and exiting to Elizabeth Street. In relation to vehicle ingress and egress, the requirement in DPO11 is to have no access from Therry and Queen Street frontages where “an alternative frontage is possible”. In this case there is no alternative frontage.

The façade of the car park entry has been designed to complement the mixed use development and the Market. The design has been integrated with the overall design of the Queen Street elevation and subject to appropriate resolution of this, apart from actual vehicle movements, signage and an open ramp entry, the car park will be an inconspicuous element in the overall architectural and design treatment of the podium and would be acceptable from a heritage perspective and in accord with DPO11.

Therry Street is a one-way street existing to Elizabeth Street. It is proposed to change Therry Street to a pedestrian zone and to locate the new residential vehicle entry from Therry Street at the east end of the site where it will have the least visual and physical impact. This is acceptable from a heritage perspective and accords with DPO11.

THE TOWER

The massing proposed in the Development Plan anticipates a tower form of 125 metres in height over Munro Site East.

Munro Site East will be separated from Munro Site West (community hub) by lane thus breaking the site up into smaller components instead of being monolithic along the street frontage and podium levels.

The Tower: Podium Level

Under the Development Plan massing diagram the tower is proposed to have a podium height of up to 20 metres along Therry Street which is shown as built to the boundaries of Munro Site East. From a heritage perspective all of these side setbacks are appropriate.

The podium height in the Development Plan complies with the preferred minimum podium height indicated in Table 1 of DPO 11 which is 10 metres. It also complies with the Mandatory maximum podium height of 20 metres. Given the acknowledged intimate scale of Therry Street this height is appropriate of itself and also in relation to the generally double-height Market buildings opposite. However this height also needs to be considered in relation to the height of McDonalds (corner of Therry and Elizabeth Streets), the element at the corner of Therry and Queen Streets (the Mercat Cross Hotel) and the podium façade treatments which will eventually form the streetscape. The façade of McDonalds is in the range of 12 - 14 metres and the rear wing is approximately 10 – 11 metres.

The Mercat Cross Hotel (Munro’s corner) is generally of a similar height, possibly slightly higher. Leaving aside the proposed community hub building which will be constructed immediately east of the Mercat Cross Hotel, the height of the podium and also in combination with the setbacks, will be a comfortable element in the heritage streetscape and will have an architecturally polite relationship with the Market buildings on the north side of Therry Street and the heritage buildings (McDonalds and Munro’s corner) on the south side. This is a critical achievement of the design given the low-rise scale and intimacy of the comparatively narrow streetscape, which is considered to be a significant heritage element, and which must be considered carefully and responded to appropriately. The height and siting of the podium is a highly appropriate response to the generally low-scale of the QVM buildings opposite and in the broader QVM precinct.

The proposed streetscape and façade treatment of the podium and the tower is also critical given the sensitive context of the Therry Street - QVM interface. The podium façade comprises three elements. The street level is comprised principally of retail and lobby façades and will be mostly glazed but with some solid elements. This would comply with the DPO11 requirement for 80% of façades to provide an active street frontage, in this case through shop windows and glazed entries, which will interest pedestrians. Podium levels should include red face brick or a similar material and of a similar colour to the façade of the Mercat Cross Hotel. Red face brick is also the principal material used in the upper level façade and side elevations of the Dairy Hall opposite and is also a material used in the substation which is adjacent to west of the Dairy Hall. The use of red face brick, or a similar material, would be an appropriate design response in references to the requirement of DPO 11 in that the detailed design and façade treatment within the first 10 metres rise of podiums should directly reference the Queen Victoria Market opposite and provide an appropriate pedestrian experience. Exposed floor plates and vertical blades could be used to delineate the façade into smaller sections to create a finer grained façade rather than a single long façade which is more appropriate for the small-scale and intimacy of the Therry Street streetscape which is an important part of the pedestrian experience in this part of the QVM precinct. A solid balustrade similar to the cornice frieze of the Mercat Cross Hotel would be appropriate. It would emphasize the continuity and horizontality of the façade similarly to that of the Hotel.

The pattern and rhythm of the Munro’s corner façade fenestration should be echoed also in the new tower podium façade. The two façades should be separated by the Hub building and while the new façade should be an interpretation of the historical façade of Munro’s corner it should be clearly identifiable as new. That is to say: one should reflect the other rather than being a copy. Upper levels of the podium should have a contemporary balustrade and glazed elevation treatments as a transition between the brick wall below and the glazed and textured surface of the tower above. In addition the façade should incorporate some form of a landscape treatment to create a reference to the produce offerings of the Market. The low-scale height, siting and orientation parallel to the street edge successfully manages the heritage sensitivities of Therry Street by directly referencing the Queen Victoria Market opposite but this can be achieved in an interpretative manner. It also appropriately references and complements the bookend elements (McDonalds and Munro’s corner) in Therry Street and maintains the existing scale which reinforces the sense of enclosure and intimacy of Therry Street. The podium literally complies with the Requirements of Table 1 in DPO11 and as a consequence achieves the Built Form Outcomes which are expected.

5.6 HERITAGE IMPACT STATEMENT

THE TOWER: UPPER LEVELS

The mandatory tower setbacks from the podium for Parcel A as set out in Table 1 is 10 metres. This mandatory setback is reflected in the Development Plan. There should be variation in the setbacks to the street with elements of the tower set further back than the 10 metre requirement and also there should be a consideration of the adoption of a shadowline, or rebate, which will break up any potential sheerness of the towers.

In terms of height, the tower is proposed to be 125 metres. The proposed height is comfortable and enables a proportional relationship with the low-rise Market buildings across Therry Street to the north. The Mandatory maximum building height for Parcel A is 125 metres as set out in Table 1 to DPO11. The expected Built Form Outcome in DPO11 is to “Ensure that development responds appropriately to the new public open space and the public realm”. To achieve this and to avoid a blocky and solid form where there would be a greater tendency to overwhelm the proposed open space and the Market buildings on the north side of Therry Street, Bates Smart have designed the proposed tower as a curved form rather like a silo and with distinct lower and upper levels. The curved, or silo, form is separated from the podium by a rebated shadowline. It comprises two conjoined towers which are visually separated to a degree by a “pinching in” of the centre, thus the form reads as two slender components as opposed to a large block.

The materiality and detailing of the tower should also reinforce the separate components into smaller-scaled elements. At the lower tower levels visual interest and coherence is provided by the diagonal glazing pattern which contrasts with the horizontal balcony balustrades. Additional contrast is provided in the upper tower levels where the treatment is visually plain.

From vantage points in the Market, a long, flat wall would be a visually impervious barrier which would be considerably more intrusive, and probably oppressive, in views through and around the Market, including upward views. Separating the tower into two visual components achieves a more elegant and less dominating form overall and the rounding of the edges provides a softer visual element which is complementary to the Market sheds and which is a more successful way of managing the visual and physical interfaces with regard to the pedestrian experience.

In my opinion, the proposed massing and detailing of the tower in the Development Plan satisfies the intent of the expected Built Form Outcome set out in Table 1 to DPO11 because:

- Therry Street is a reasonably narrow street and the pedestrian’s view from this streetscape will be of the podium rather than the tower;
- The setbacks behind the podium will visually extend the width of Therry Street at this level, and hence the distance to the tower, and will therefore lessen any impact when viewed from street level.
- Any view of the actual tower above the podium from within Therry Street is only available by looking directly upwards. In such a view two separate forms rather than one large form is comfortable and not overbearing.
- In any view of the actual tower above the podium from further afield within the broader QVM precinct, such as the lane (behind the Elizabeth Street shops) east of the Dairy Hall or from Queen Street will reveal the tower against a backdrop of existing towers to the south and east. In other views, such as from north of Queen Street, from the lane behind the shops fronting Victoria Street or generally from the north-west, the lower level component of any view will comprise Market sheds, low-rise buildings and the like which will be the more visually-dominant elements and which will visually separate the tower from the QVM precinct.

- The Therry Street tower will have no greater effect than the existing towers in the immediate viewshed from the Market. The effect is more likely to be less and more comfortable.

In summary, the proposed tower will not overwhelm the public domain and nor will it adversely affect the heritage significance of the Queen Victoria Market precinct and as such accords with DPO11. The proposed tower achieves the built form outcome required by the DPO.

MUNRO SITE WEST

The portion of the broader site on which the Community Hub, Childcare and affordable housing Building is proposed to be constructed is the western portion of the Munro site which fronts Therry and Queen Streets.

Like the tower, given the scale and intimacy of Therry Street and the incorporation of the Mercat Cross Hotel in the Community Hub site, the façade treatment will be similarly critical to that of the tower.

This arrangement facilitates views into and out from the community facilities which is appropriate. The façade treatment should add texture to what might otherwise be a utilitarian façade and should be carefully crafted to ensure that it is not out-of-keeping with the abutting decorative façades. It should also provide a streetscape link which visually connects the tower podium façade with the Mercat Cross Hotel façade.

The Mercat Cross Hotel façade is proposed to be retained and restored (see diagrams). Any upper level additions or new fabric should read as a contemporary interpretation which references the hotel façade.

Along both facades of the Hotel it would be possible to construct a verandah which will reflect, but not copy the existing verandah. Behind (south) the Community Hub building is Munro Square, which will comprise an outdoor area at street level and a café in a warehouse building at Rear 128 – 130 Franklin Street. The adaptive re-use of this building is appropriate from a heritage perspective.

MERCAT CROSS HOTEL

It is proposed to retain the Moderne-style façade of the Mercat Cross Hotel and to undertake conservation works, although a schedule has not been prepared at this time. The heritage policy (Cl. 22.04) states that “The demolition or alteration of any part of a heritage place should not be supported unless it can be demonstrated that that action will contribute to the long-term conservation of the significant fabric of the heritage place”. As stated above, the intent is not to demolish the Mercat Cross Hotel. By accurately documenting the existing fabric to enable reconstruction, the long-term conservation of the significant fabric of the heritage place, i.e. the QVM Market precinct and this part of it, will be achieved as the appearance of the Munro corner will be the same as existing insofar as the heritage fabric is concerned.

PRESERVING THE SIGNIFICANCE OF THE QUEEN VICTORIA MARKET

A Statement of Significance for the Queen Victoria Market has been prepared by Heritage Victoria and is available on the Victorian Heritage Database. A summary of the reasons why the Market is of significance to the State of Victoria is:

The Queen Victoria Market is of historical significance as one of the great nineteenth century markets of Victoria and the only one surviving from a group of important central markets built by the corporation of the City of Melbourne and remains in operation from the 1870s. The Queen Victoria Market is of historical significance as the site of Melbourne’s first official cemetery, which was in use between 1837 and 1854, and intermittently from 1854 until its final closure in 1917.

5.6 HERITAGE IMPACT STATEMENT

The former cemetery site is of archaeological significance because it contains an estimated 6,500 to 9,000 burials.

The Queen Victoria Market is of social significance for its ongoing role and continued popularity as a fresh meat and vegetable market, shopping and meeting place for Victorians and visitors alike.

The Queen Victoria Market is of architectural significance for its remarkably intact collection of purpose built nineteenth and early twentieth century market buildings, which demonstrate the largely utilitarian style adopted for historic market places.

The Elizabeth Street and Victoria Street terraces are of aesthetic significance for their distinctive demonstration of an attempt to create a more appealing 'public' street frontage and increase revenue by enclosing the market and concealing the stalls behind a row of nineteenth century shops.

Attracting people to the Queen Victoria Market ensures that its original use continues. Increasing the number of visitors will ensure that the Market remains relevant as part of the daily life of Melburnians and is an attraction to tourists. The redevelopment of Parcel A will create new opportunities for the public right next to the Dairy Hall, meat and fish hall and the produce and novelties sheds and as a result it is expected that there will be a crossover of the user and visitor population. The proposed redevelopment will complement the history, social significance and activity of the Market.

The heritage structures will continue to be used as originally envisaged by the corporation of the City of Melbourne, albeit in accordance with modern standards. Where they may require alterations, repairs and maintenance and the like they are subject to Heritage Victoria's permit process and any conservation management plan which has been prepared. Any decisions affecting physical fabric will necessarily reference the nature of the market's significance and conservation principles, practices and procedures.

At this time there is no proposal which would affect the Cemetery which is also subject to Heritage Victoria's permit process.

There is nothing in the proposed redevelopment which would adversely impact on the heritage significance of the Queen Victoria Market. If anything its significance will be enhanced through greater use which in turn will cement and increase its relevance and attraction.

CONCLUSIONS

From a heritage policy perspective the critical considerations are:

- Whether it is respectful of historic precedent and whether it will create a worthy legacy for future generations. (Cl. 15.3-01)
- Whether it recognises distinctive urban forms and layout and their relationship to landscape and vegetation. (Cl. 15.01-5)
- Whether the location, bulk, form and appearance of the proposed building will adversely affect the significance of the heritage place. (Cl. 43.01)
- Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place. (Cl. 43.01)
- Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place. (Cl. 43.01)

As is evident from the discussion above, demolition of the Therry Street shops is acceptable in the broader policy context which applies to the Queen Victoria Market precinct. While graded "C" they make a minimal architectural contribution to the Market precinct and have no particular attributes which have been identified in any citation, other than for forming a continuous streetscape. The proposed new built form and resulting streetscape is acceptable in terms of the DPO and conservation principles e.g. The Australia ICOMOS Burra Charter.

The proposed vehicle ingress and egress will have no impact on the heritage values of the Queen Victoria Market site and are also compliant with the requirements of DPO11.

The separation of sites by a pedestrian lane at ground level is compliant with the requirements of DPO11. The podium of the tower will be oriented to be parallel to the property line and will comply with the requirements of DPO11 in terms of height and setbacks. As outlined above, detailing should provide for an appropriate heritage response to the market buildings opposite and also the Munro's corner building

The height of the tower also complies with DPO11. The design of the tower consciously seeks to reduce any visual impact it may have. To this end it has been designed as two conjoined cylindrical towers which will create a softer form with less visual bulk than a single rectangular or long façade building.

Being located at the east end of the site at the closest part to the CBD towers e.g. those in Elizabeth Street, a balance in relation to the height of those taller elements will be maintained. The western portion of the Munro site will be retained and developed as lower scale which is a more appropriate relationship for the Market buildings. In this regard, it is intended to retain the Mercat Cross Hotel.

The heights of Munro Site West should be stepped to respond to the tower at the east and the Munro's corner at the west. The section adjacent to the tower should be the tallest section and then built form should step down to the Mercat Cross Hotel. The elements on this part of the site, including the return into Queen Street, should be conceived as a series of smaller juxtaposed elements which break up the mass so as to avoid any domination of one element over another. This approach would also tie the elements together in a geometrically neat manner. The façade treatment could be both dramatic, on the Hub itself, and also a carefully considered response to the brick work of the tower podium and the Mercat Cross Hotel.

In my opinion, the massing shown in the Development Plan has been carefully and cleverly conceived, first to comply with the heritage requirements and those of DPO11 and secondly to achieve an elegant design and balanced outcome across the whole of the site which respects the heritage values of the Queen Victoria Market. In a tangible way they are about the scale, form and historical character of the Market and in an intangible they are about engaging the visitor and pedestrian in the Market experience. Both of these aspects will be achieved by this proposal.

5.7 WASTE MANAGEMENT SUMMARY

SUMMARY

The following provides a high level summary of the waste operations for Munro Site West and Munro Site East within the proposed development of both the Western Hub and Eastern Tower at the Queen Victoria Market Munro Site. The waste management provisions for each section of the development have been considered within Irwinconsult reports "17ME0412-QVM Hub Waste Management Plan" and "17ME0412-QVM Tower Waste Management Plan".

Best practice waste engineering has been implemented throughout the development site, with emphasis on increased diversion from landfill and reduction in collection vehicle movements. Innovative technologies such as aerobic digesters and waste compactors have will be used to meet these desired design outcomes.

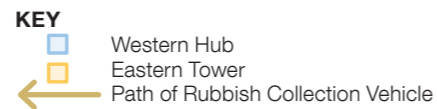
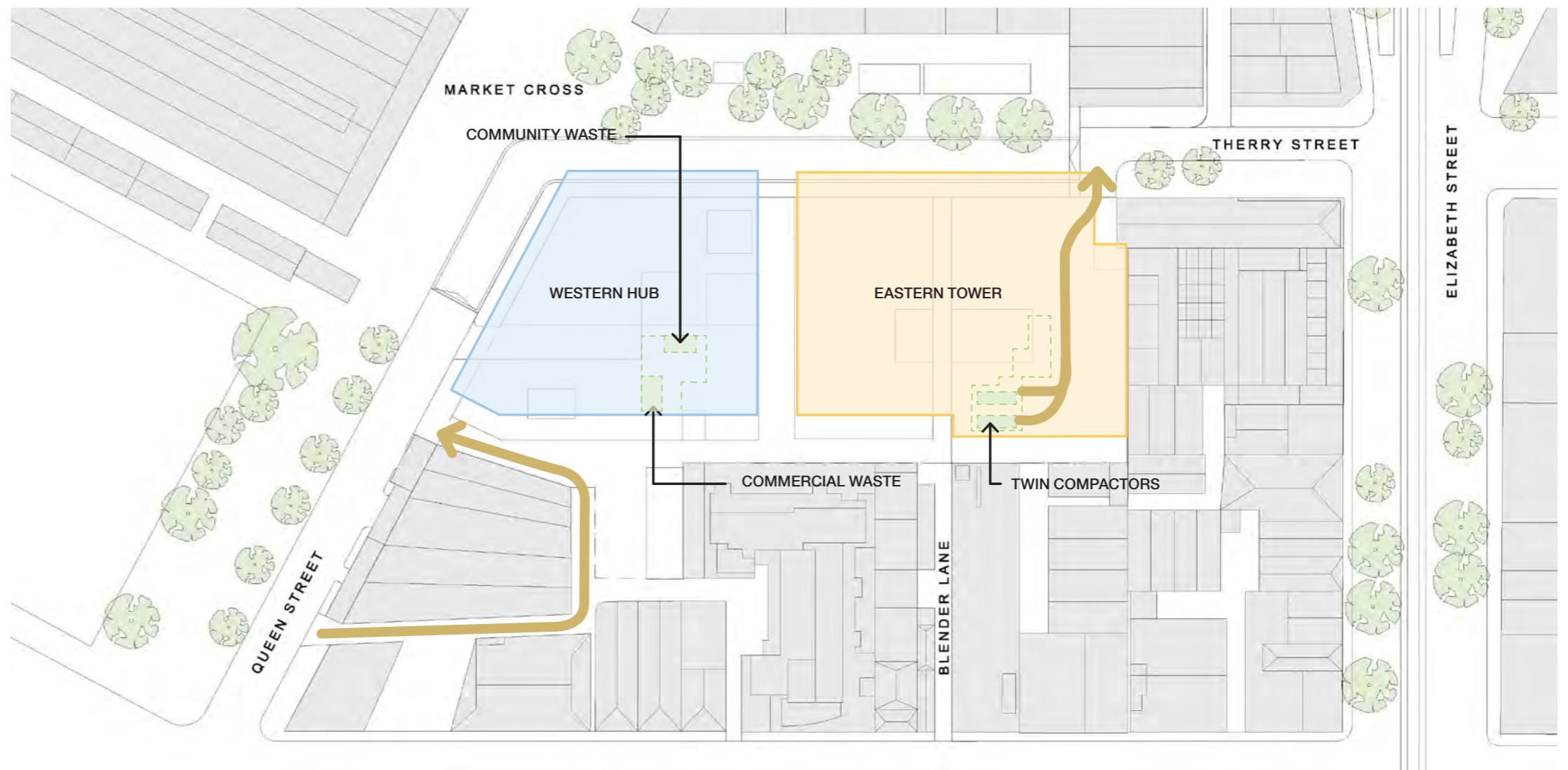
Please note that detailed Waste Management Plans The provided Irwinconsult Operational Waste Management Plans (OWMPs) have been created in accordance with City of Melbourne Guidelines for Preparing a Waste Management Plan (2017) and the Green Star: Design and As Build v1.1 documentation, Credit 8A: Operational Waste: Performance Pathway: Specialist Plan for future development applications.

COLLECTION OPERATIONS

As illustrated in Figure 1, the Western Hub Munro Site West is proposed to have two separate waste rooms: one for waste generated throughout the community facilities and one for waste generated throughout the commercial tenancies. Secure measures will be put in place to ensure tenants dispose of waste within the appropriate waste room.

Both garbage and recyclable waste of the Western Hub Munro Site West is to be stored within 1100L bins, with the exception of the Hub tavern which will make use of 660L recycling bins. Collection will occur directly from the alleyway laneway that runs along the southern border of the subject site. Collection vehicles are to both enter and exit the site in a forwards direction via the alleyway laneway network that runs along the south western border of the site.

The Eastern Tower Munro Site East is proposed to utilise twin compactors for the collection of both garbage and recyclable waste. There is to be a compactor for garbage and a compactor for commingled recycling. Both residential and commercial waste is to be stored within the twin compactors. Compactors will be collected via hook lift truck using the loading bay accessed via Therry Street. Collection vehicles will enter in a forward direction from Therry Street and exit in a forward direction onto Therry Street. All vehicle turning and collection movements will be contained to the waste loading area. onto Therry Street. All vehicle turning and collection movements will be contained to the waste loading area.



5.7 WASTE MANAGEMENT SUMMARY

MUNRO WEST

The Munro Site West will comprise of primarily community facilities, with the addition of some commercial facilities operated independently. An inclusion of note within this facility is the proposed implementation of two aerobic digester systems, which will aid in diverting a significant portion of waste from landfill. Aerobic digesters utilise natural microorganisms and the presence of oxygen to decompose organic substances. The microorganisms feed on the organic substances within the digester unit, decomposing them into a product of just CO2 and greywater (with no residual food waste).

Waste collection operations for the Western Hub are proposed to be as follows:

TABLE 1 WESTERN HUB EXPECTED WASTE COLLECTION OPERATIONS

Use	Stream	Collections Per Week	Bin Size	Number of Bins
Community Facilities	Garbage	3 (City of Melbourne)	1100L	4
	Commingled Recycling	3 (City of Melbourne)	1100L	4
Commercial Tenancies	Garbage	4 (Private)	1100L	5
	Commingled Recycling	3 (Private)	1100L	3
Tavern Only	Commingled Recycling	3 (Private)	660L	2

/ The following diversion from landfill targets have been set for the development in accordance with the Green Star: Design and As Build v1.1 documentation.

TABLE 2 WESTERN HUB DIVERSION FROM LANDFILL TARGETS

Use	Typical Diversion from Landfill	Target Diversion from Landfill
Residential	50%	56%
Retail (non-food)	50%	85%
Retail (food sales)	40%	40%
Restaurant	23%	72%
Office	50%	78%
Child Care Centre	50%	63%

MUNRO EAST

/ The Munro Site East will comprise of primarily residential facilities, with the addition of commercial facilities operated independently on the ground floor. Large waste compactors will be utilised to reduce operational burdens and collection vehicle movements. Both the residential and commercial waste will be deposited into the compactors, with an arrangement to be reached between City of Melbourne and the building management to ensure City of Melbourne is responsible for a waste volume equivalent to the residential entitlement only (see Irwinconsult report "17ME0412-QVM Tower Waste Management Plan" for further detail).

/ Waste collection operations for the Eastern Hub are proposed to be as follows:

TABLE 3 EASTERN TOWER EXPECTED WASTE COLLECTION OPERATIONS

Use	Stream	Collections Per Week	Bin Size	Number of Bins
Residential & Commercial Facilities	Garbage	1 (City of Melbourne 3 times per month; private once per month)	16m³	1
	Commingled Recycling	1 (City of Melbourne)	16m³	1

/ The following diversion from landfill targets have been set for the development in accordance with the Green Star: Design and As Build v1.1 documentation.

TABLE 4 EASTERN TOWER DIVERSION FROM LANDFILL TARGETS

Use	Typical Diversion from Landfill	Target Diversion from Landfill
Hotel (non-food)	50%	54%
Retail (non-food)	50%	85%
Retail (food sales)	40%	40%
Residential Dwellings	50%	58%





6.0 PLANNING REPORT

6.1 PLANNING REPORT

**QUEEN VICTORIA MARKET (QVM) DEVELOPMENT PLAN
PARCEL A (MUNRO SITE) 111-151 THERRY STREET,
MELBOURNE**

Development Plan Overlay Schedule 11 (DPO11) requires that a Development Plan must include a 'Planning Report' that demonstrates how the development plan is consistent with the design requirements and Vision of this schedule.

These matters are addressed in some detail throughout the body of the Development Plan document, however for completeness, the tables below provide a specific response to the built form requirements and outcomes (Table 1) and the broader vision statements (Table 2) of DPO11 in relation to Parcel A (Munro Site) – 111-151 Therry Street, Melbourne.

TABLE 1 - BUILT FORM REQUIREMENTS AND OUTCOMES

Built Form	Requirements	Built Form Outcomes	Response
Podium Height	<p>Discretionary minimum podium heights:</p> <ul style="list-style-type: none"> • Podiums fronting Therry Street and Queen Street north of laneway CL1184 - 10 metres. • Podiums fronting Queen Street south of laneway CL1184 - 10 metres. • Podiums fronting Franklin Street south of the laneway CL1184 - 20 metres. • Podiums fronting Little Franklin Street (labelled "Formerly Franklin Street" on Figure 1), New Franklin Street (as labelled on Figure 1), William Street and Queen Street - 10 metres. <p>Mandatory maximum podium heights:</p> <ul style="list-style-type: none"> • Podiums fronting Therry Street and Queen Street north of the laneway CL1184 - 20 metres. • Podiums fronting Queen Street south of the laneway CL1184 and fronting Franklin Street – 20 metres. • Podiums fronting Franklin Street south of the laneway CL1184 - 40 metres. • Podiums fronting Little Franklin Street (labelled "Formerly Franklin Street" on Figure 1), New Franklin Street (as labelled on Figure 1), William Street and Queen Street - 20 metres. 	<p>All building podiums should:</p> <ul style="list-style-type: none"> • Be oriented to complement the street system and constructed to the street edge. • Be of a scale that provides an appropriate level of street enclosure having regard to the width of the street. • Complement adjoining building podiums. • Include high quality treatments to side walls where visible above adjoining buildings. • Be of a height, siting and detailing that does not adversely affect the heritage significance of the Queen Victoria Market or any adjoining heritage building(s). • Be designed to internalise above ground car parking. 	<p>Section 4.3 – Built Form and Envelopes</p> <p>Demonstrates a podium height of 20m to Therry Street and Queen Street for the land north of laneway CL1184 (which includes all of the Parcel A land), thereby achieving the discretionary minimum podium heights and not exceeding the mandatory maximum podium heights set out in the requirements of this table.</p> <p>The massing diagrams, when read in conjunction with the urban design principles and requirements section, the heritage impact statement and the preliminary wind assessment of this development plan demonstrate that the podium is:</p> <ul style="list-style-type: none"> • Oriented appropriately; • Constructed to the street edge; • Of a scale that will ensure an appropriate level of street enclosure (noting the 20m road reservation width of Therry Street and the more open character of Queen Street to the west). • Split into two parts by a central 6m wide pedestrian lane – providing opportunity to modulate podium height for Munro Site East and Munro Site West in a manner that complements adjoining building podiums. • Appropriate in terms of scale having regard to surrounding built form and will include high quality wall treatments if and where required. • Appropriate in terms of height and siting from a heritage perspective and will be designed to ensure the detailing is complementary to the wider heritage place. • Activated along all of its street edges, providing opportunities for passive surveillance and ensuring that any above ground car parking is appropriately internalised. • Able to be designed to mitigate any potential wind impacts.
Tower	<p>Discretionary minimum tower setbacks from front of podium:</p> <ul style="list-style-type: none"> • Parcel B (as shown on Figure 1) fronting Queen Street – 10 metres. <p>Mandatory minimum tower setbacks from front of podium:</p> <ul style="list-style-type: none"> • Parcel A (as shown on Figure 1) – 10 metres. • Parcel B (as shown on Figure 1) fronting Franklin Street – 5 metres. • Parcel D (as shown on Figure 1) fronting the former alignment of Franklin Street – 6 metres. • Mandatory minimum tower setback from the northern masonry facades of the existing Franklin Street Stores (Parcel D as shown on Figure 1) – 15 metres. • Mandatory minimum tower setback from side boundaries and rear boundaries (or from the centre line of an adjoining lane) – 5 metres. • All other streets - 10 metres. <p>On Parcel B only (as shown on Figure 1) mandatory minimum tower setback from side boundaries and rear boundaries (or from the centre line of an adjoining lane*) on buildings up to 40 metres in height, where the applicant can demonstrate to the satisfaction of the responsible authority that the reduction will not cause an unreasonable impact on the future development potential or amenity of adjoining sites. * lane means a road reserve of a public highway 9 metres or less wide</p>	<p>Towers should be designed and spaced to:</p> <ul style="list-style-type: none"> • Equitably distribute access to an outlook, sunlight between towers and to ensure adequate sun penetration at street level. • Ensure habitable room windows do not directly face one another and that consideration has been given to the development potential of adjoining lots. • Ensure sunlight, good daylight and privacy and an outlook from habitable rooms for both existing and proposed development can be provided. • Encourage the reasonable sharing of access to daylight and an outlook, and the mitigation of wind effects. • Ensure towers do not appear as a continuous wall at street level. 	<p>Section 4.3 – Built Form and Envelopes</p> <p>Demonstrates front setbacks to the tower element proposed on Munro Site East of 10m from the street in a manner consistent with the requirements of this schedule.</p> <p>The development plan also nominates minimum 5m setbacks from side and rear boundaries (or to the centreline of a lane) as required under DPO11.</p> <p>The lower built form on Munro Site West, combined with the height proposed for the tower on Munro Site East, the 6m separation (afforded by the proposed laneway), the 10m street setbacks, and 5m minimum side and rear boundary setbacks (to the east and south) – all provide an envelope with the opportunity to ensure appropriate orientation of habitable room windows to maximise amenity and minimise potential conflicts in terms of privacy and outlook.</p> <p>Having regard to the orientation of the site and the proposed massing on Munro Site West this will minimise any potential for shadow impact on the public realm (including the proposed public open space). This is best understood by a review of the Development Plan Shadows.</p>

TABLE 1 - BUILT FORM REQUIREMENTS AND OUTCOMES

Built Form	Requirements	Built Form Outcomes	Response
Tower Separation	<p>Discretionary minimum tower separation within a site and from existing or approved towers on adjoining sites – 24 metres.</p> <p>Mandatory minimum tower separation within a site and from existing or approved towers on adjoining sites – 10 metres.</p>	<p>Towers should be designed and spaced to:</p> <ul style="list-style-type: none"> • Equitably distribute access to an outlook, sunlight between towers and to ensure adequate sun penetration at street level. • Ensure habitable room windows do not directly face one another and that consideration has been given to the development potential of adjoining lots. • Ensure sunlight, good daylight and privacy and an outlook from habitable rooms for both existing and proposed development can be provided. • Encourage the reasonable sharing of access to daylight and an outlook, and the mitigation of wind effects. • Ensure towers do not appear as a continuous wall at street level. 	<p>The development plan nominates only one tower on the Site which is proposed to be located on Munro Site East, as such, there is no discretionary minimum or mandatory minimum tower separation requirement that would apply 'within' the site.</p> <p>The provision of only a single tower on the site removes the potential for the appearance of a single continuous 'wall' of towers when viewed from street level.</p> <p>Section 4.3 – Built Form and Envelopes</p> <p>Demonstrates minimum 5m setbacks from side and rear boundaries (or to the centreline of a lane) as required under DPO11 – which would result in compliance with the mandatory minimum tower separation required.</p> <p>Section 4.4 – Equitable Development Opportunities</p> <p>Outlines the manner in which surrounding sites could be designed to ensure an appropriate level of equitable development, noting that Parcel B (to the south-west) is located within the Queen Victoria Market precinct (and covered by DPO11) whereas land to the east and south of the tower proposed on Munro Site East is affected by Design and Development Overlay – Schedules 10 (DDO10 General Development Area – Built Form). The controls include requirements relating to tower and podium form (including setback and separation requirements), when read in conjunction with the setbacks proposed under the development plan these will ensure appropriate tower separation is achieved.</p>
Building Height	<p>Mandatory maximum building heights:</p> <ul style="list-style-type: none"> • Parcel A East (as shown on Figure 1) – 125 metres. • Parcel A West (as shown on Figure 1) – 40 metres. • Parcel C (as shown on Figure 1) – 13 metres. <p>Discretionary building heights:</p> <ul style="list-style-type: none"> • Parcel B (as shown on Figure 1) – 40 metres. • Parcel C (as shown on Figure 1) – 7 metres. • Parcel D (as shown on Figure 1) – 100 metres with a floor area ratio of 12:1 <p>New development should not cast a shadow across the Flagstaff Gardens or the proposed public open space in Figure 1 between 11.00 am and 2.00 pm on 22 June, unless the Responsible Authority considers the overshadowing will not significantly prejudice the amenity of the open space. **Any application to exceed the discretionary heights must be supported by 3D modelling and an assessment of the visual impact on the proposed public open space shown on Figure 1 to this schedule, Flagstaff Gardens and on the public realm</p>	<ul style="list-style-type: none"> • Parcel A: Ensure that development responds appropriately to the new public open space and the public realm. • Parcel B: Ensure that development provides a moderating transition to the proposed public open space and the future visitor centre. • Parcel C: Ensure that development is of a modest scale and form, is transparent and sympathetic to its setting. • Parcel D: Ensure that development responds appropriately to the new public open space and the Franklin Street stores. 	<p>Section 4.3 – Built Form and Envelopes</p> <p>Demonstrates a variation in building height across the broader Munro Site. This ranges from a mid-rise 40m height (on Munro Site West) to a tower form of 125m (on Munro Site East).</p> <p>These heights are in keeping with the mandatory maximum heights contained within the Schedule to this overlay.</p> <p>Section 4.3 – Built Form 3D Views</p> <p>provides a series of 3D massing views illustrating the massing anticipated under DPO11; which is a being a 125m high building across the eastern section of Parcel A and a 40m building across the western section of Parcel A.</p> <p>These massing diagrams demonstrate that the massing adopted in the development plan is in keeping with the massing anticipated under DPO11, particularly having regard to the building heights contained within this schedule.</p> <p>Having regard to the relevant built form objective for Parcel A we note that the massing on the site will not cast any shadow over the new public open space, and has been sensitively designed in relation to its treatment of the public realm. The proposed treatment is in keeping with the controls in the schedule to this overlay as well as generally in accordance with the Queen Victoria Market Precinct Framework Plan 2017.</p> <p>Parcel's B, C and D do not form part of this development plan.</p>

6.1 PLANNING REPORT

TABLE 2 - VISION

Vision	Response
<p>Development will contribute to the Melbourne CBD's distinctive character by reinforcing the distinction between the Hoddle Grid and Queen Victoria Market.</p>	<p>The relationship between the Queen Victoria Market Precinct and the surrounding city has changed, and what was once a transitional zone between the central city and the lower scale 'suburban' character to the north is now an integral part of the central city.</p> <p>The Municipal Strategic Statement identifies the Queen Victoria Market precinct as forming part of the 'Hoddle Grid' and the land to the north as part of the 'City North' precinct, an urban renewal area that is expected to undergo significant change.</p> <p>Section 4.4 – Equitable Development Opportunities provides a series of diagrams, including an axonometric view of the proposed massing on the Munro Site, the existing nature of the Queen Victoria Market and surrounding built form (both existing, under construction, approved and proposed buildings). This provides an understanding of the scale, height and form proposed for the site in terms of both Munro Site East and Munro Site West.</p> <p>The massing adopted under this development plan will contribute to the distinctive character of Melbourne's CBD and the Queen Victoria Market precinct, providing a lower scale form on Munro Site West and a higher scale form on Munro Site East (in keeping with the Queen Victoria Market Precinct Framework Plan 2017)</p>
<p>Development will preserve and enhance the heritage significance of the Queen Victoria Market</p>	<p>Section 5.7 – Heritage Impact Statement provides a heritage assessment of the massing and form proposed across the Munro Site under this development plan and makes recommendations regarding future development of the site to ensure that this will have no adverse effect on the heritage significance of the Queen Victoria Market.</p>
<p>Use and development contributes to safe and activated streets and public spaces via appropriately scaled podiums that incorporate ground floor uses that foster interaction with the street and uses at upper levels that achieve passive surveillance of public spaces.</p>	<p>Section 4.2 – Land Use and Activation provides an indication of the range of active uses proposed at lower levels of the building, and within the podium that will ensure a good level of passive surveillance of public spaces.</p> <p>Section 4.3 – Built Form and Envelopes provides for street edge / podium conditions that are consistent with those set out within DPO11 and on the Queen Victoria Market Precinct Framework Plan 2017.</p> <p>Section 4.0 – Urban Design Principles and Requirements provides for a arrange of design principles and objectives to ensure a fine grained presentation of ground floor land uses to public streets and the internal pedestrian routes to ensure an intimate and pedestrian friendly scale.</p>
<p>Use and development defines and activates the Queen Victoria Market's edge as a special place by creating a taller built form around, and oriented towards, the Queen Victoria Market, which does not overwhelm the public domain and does not adversely affect its heritage significance.</p>	<p>Section 4.2 – Land Use and Activation provides an indication of the mix of land uses proposed across the Munro Site. This proposes a range of active uses along both Therry and Queen Streets along the market's edge which will enhance the sense of activity around the market and assist in better defining the precinct.</p> <p>Section 4.3 – Built Form and Envelopes nominates Munro Site East as the location for taller built form. The tower envisaged by the massing proposed on this part of the site would be staggered in terms of height, setback in accordance with the DPO11 provisions, and would nestle below the height of the many of the taller towers elsewhere in the CBD (including the range of taller towers immediately to the east along Elizabeth Street). Munro Site West would provide for a significantly lower built form than anticipated under DPO11, and would propose the retention of the façade of the existing Mercat Cross Hotel, creating a more intimate scale at the intersection of Therry and Queen Streets.</p> <p>As outlined above Section 5.7 – Heritage Impact Statement provides a heritage assessment and support for the proposed height and scale; and includes recommendations relating to future development.</p> <p>This concludes that the redevelopment of the Munro Site in the manner proposed under this development plan would not adversely affect the heritage significance of the Queen Victoria Market.</p>
<p>Development will be configured and designed to ensure that appropriate solar access to the proposed public open space shown on Figure 1 and Flagstaff Gardens is provided.</p>	<p>Section 5.2 – Shadow Studies provides an assessment of shadow impacts as a result of the massing proposed under this development plan.</p> <p>These demonstrate that having regard to the built form and massing nominated for the Munro Site under this development plan that there is no overshadowing of the proposed public open space area shown on Figure 1 – Queen Victoria Market Precinct Framework Plan 2016 between 11am and 2pm at the Spring Equinox (22 September) or Winter Solstice (21 June).</p>
<p>Development is configured and designed to minimise negative amenity impacts of shadows on the Flagstaff Gardens</p>	<p>Section 5.2 – Shadow Studies provides an assessment of shadow impacts as a result of the massing proposed under this development plan.</p> <p>These demonstrate that having regard to the built form and massing nominated for the Munro Site under this development plan that there is no overshadowing of Flagstaff Gardens between 11am and 2pm at the Spring Equinox (22 September) or Winter Solstice (21 June).</p>
<p>Public spaces are protected from adverse wind impacts so they are comfortable to use for outdoor cafes, window shopping and walking.</p>	<p>Section 5.3 – Preliminary Wind Assessment provides an analysis of potential wind impacts and notes that all of the public spaces around the site, and those anticipated within the site, will be comfortable for use in terms of outdoor cafes, window shopping or walking. A wind tunnel model study has been undertaken in order to reach these conclusions.</p>

TABLE 2 - VISION

Vision	Response
<p>Development respects the future development potential of adjacent sites including access, privacy, sunlight, daylight and an outlook from habitable interiors and allow for an equitable spread of development potential on these sites.</p>	<p>Section 2.0 – Site Context and Analysis provides for a comprehensive understanding of the existing site and its context, including the nature of surrounding built form and land use.</p> <p>Section 4.4 – Equitable Development Opportunities provides a series of diagrams that demonstrate the proposed massing on the Munro Site having regard to the development potential of nearby sites. Munro Site West provides for a mid-rise building with a maximum height of 40m. This building will comprise a range of largely non-residential land uses. This building is not of a scale that would warrant setbacks in order to respect the future development potential of nearby sites. Munro Site East provides for taller built form, a tower element of 125m in height. The setbacks proposed to the tower form to the east and south are consistent with those outlined in Table 1 of Schedule 11 of the Development Plan Overlay, providing a benchmark for ensuring an appropriate relationship between the subject site and ensuring an equitable approach with respect to the potential future development of nearby sites. It is considered that the proposal will not have any unreasonable adverse impacts on the access, privacy, sunlight. Daylight or outlook from properties adjacent the site.</p> <p>Section 1.5-1.6 – Urban Design Principles and Requirements provides for design guidelines and principles of design for the Munro Site which will provide for a high level of amenity for future occupants and ensure no unreasonable impacts on nearby sites.</p>
<p>Development achieves a high standard of architectural quality and provides a high level of amenity for building occupants.</p>	<p>Section 5.1 – Design Quality provides guidance with respect to design quality and innovation for the Munro Site which will ensure a high standard of architectural quality in terms of building form, composition and materiality, and which will provide for a high level of amenity for future occupants.</p>
<p>All existing 720 car parking spaces associated with the Queen Victoria Market will be relocated within Parcel A or Parcel D as shown on Figure 1 or within the Queen Victoria Market Precinct area and maintained to service the ongoing viability of the Queen Victoria Market.</p>	<p>Section 4.2 – Land Use and Activation provides for the relocation of up to 520 car parking spaces that are currently associated with the Queen Victoria Market to be located at basement level on the Munro site. This car park would continue to be managed and maintained by the City of Melbourne and will service the car parking needs of the market to ensure its ongoing viability. While we understand that a further 200 car parking spaces will be incorporated into any development undertaken for Parcel D, this area is outside the remit of this Development Plan.</p>
<p>Parcel A will be a new mixed use development complementing the Queen Victoria Market and proposed public open space. This parcel will accommodate fine grain retail, hospitality and community uses, commercial and residential apartments.</p>	<p>This Development Plan covers the area nominated as Parcel A in Figure 1 – Queen Victoria Market Precinct Framework Plan 2016, which includes 93-141 Therry Street, the Mercat Cross Hotel at 143-151 Therry Street, and the building at Rear 128-130 Franklin Street, Melbourne.</p> <p>Section 4.2 – Land Use and Activation provides an indication of the mix of land uses proposed across the Munro Site. It identifies a range of retail, hospitality and community related uses what will complement the role and function of the Queen Victoria Market. The proposal for Munro Site West envisages the provision of childcare facilities, community meeting rooms and event spaces in a ‘Community Hub’ as well as the provision of affordable housing. Munro Site East will comprise a residential hotel and residential apartments. The ground plane interfaces of both Munro Site East and Munro Site West (including the areas either side of the new pedestrian connection) provide excellent opportunities for substantial street activation through finer grained retail spaces.</p>
<p>Parcel B will provide a moderating transition to the proposed public open space shown on Figure 1.</p>	<p>N/A - Parcel B does not form part of this development plan.</p>
<p>Parcel C will be a new building that will help to activate the new open space, and provide a home for visitor services. The building will be sympathetic to its setting.</p>	<p>N/A - Parcel C does not form part of this development plan.</p>
<p>Parcel D will be a mixed use development incorporating the Market’s old Franklin Street stores. It will have active street frontages to all streets and new public pedestrian links through the block.</p>	<p>N/A - Parcel D does not form part of this development plan.</p>
<p>Proposals on land owned or controlled by the City of Melbourne, will give consideration to incorporating affordable housing.</p>	<p>Section 4.2 - Land Use and Activation shows that consideration has been given to the provision of affordable housing and this will be provided as part of the development of Munro Site A (West).</p>

DEVELOPMENT APPLICATION PLANS



DEVELOPMENT SUMMARY													
LEVEL	Commercial	Apartments	Terrace	Storage	Landscape	Service Lane	Public Lane	Carpark	Plant	Common	Services & Core	Community	GFA
WAREHOUSE GFL	145.1 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	145.1 m ²
GROUND	612.7 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	1183.5 m ²	0.0 m ²	0.0 m ²	160.7 m ²	671.4 m ²	167.6 m ²	2795.8 m ²
WAREHOUSE L1	145.1 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	145.1 m ²
LEVEL 1	428.9 m ²	0.0 m ²	238.9 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	206.1 m ²	1422.0 m ²	2295.8 m ²
LEVEL 2	0.0 m ²	0.0 m ²	35.5 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	187.9 m ²	1605.6 m ²	1829.0 m ²
LEVEL 3	0.0 m ²	0.0 m ²	1001.8 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	155.1 m ²	1025.9 m ²	2182.8 m ²
LEVEL 4	0.0 m ²	0.0 m ²	105.1 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	188.0 m ²	1111.2 m ²	1404.2 m ²
LEVEL 5	0.0 m ²	474.5 m ²	121.5 m ²	19.6 m ²	298.3 m ²	0.0 m ²	0.0 m ²	0.0 m ²	121.4 m ²	115.2 m ²	126.2 m ²	0.0 m ²	1276.6 m ²
LEVEL 6	0.0 m ²	512.6 m ²	116.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	127.1 m ²	110.8 m ²	0.0 m ²	866.4 m ²
LEVEL 7	0.0 m ²	512.6 m ²	116.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	127.1 m ²	110.8 m ²	0.0 m ²	866.4 m ²
LEVEL 8	0.0 m ²	512.6 m ²	116.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	127.1 m ²	110.9 m ²	0.0 m ²	866.5 m ²
LEVEL 9	0.0 m ²	512.6 m ²	116.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	127.1 m ²	110.8 m ²	0.0 m ²	866.4 m ²
PLANT ROOF	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	451.9 m ²	0.0 m ²	96.4 m ²	0.0 m ²	548.3 m ²
	1331.9 m ²	2524.8 m ²	1966.6 m ²	19.6 m ²	298.3 m ²	0.0 m ²	1183.5 m ²	0.0 m ²	573.2 m ²	784.2 m ²	2074.3 m ²	5332.2 m ²	16088.5 m ²

AFFORDABLE HOUSING DEVELOPMENT							
LEVEL	Apartments	Terrace	Services & Core	Plant	Common	No of Units	GFA Housing
GROUND	0.0 m ²	0.0 m ²	671.4 m ²	0.0 m ²	160.7 m ²	0	832.0 m ²
LEVEL 5	474.5 m ²	121.5 m ²	126.2 m ²	121.4 m ²	115.2 m ²	8	958.7 m ²
LEVEL 6	512.6 m ²	116.0 m ²	110.8 m ²	0.0 m ²	127.1 m ²	10	866.4 m ²
LEVEL 7	512.6 m ²	116.0 m ²	110.8 m ²	0.0 m ²	127.1 m ²	10	866.4 m ²
LEVEL 8	512.6 m ²	116.0 m ²	110.9 m ²	0.0 m ²	127.1 m ²	10	866.5 m ²
LEVEL 9	512.6 m ²	116.0 m ²	110.8 m ²	0.0 m ²	127.1 m ²	10	866.4 m ²
PLANT ROOF	0.0 m ²	0.0 m ²	96.4 m ²	451.9 m ²	0.0 m ²	0	548.3 m ²
	2524.8 m ²	585.4 m ²	1337.2 m ²	573.2 m ²	784.2 m ²	48	5804.7 m ²

GFA HOUSING TOTAL = 5800.2 - 672.7m2 (Ground level Services) = 5127.5m2

TP DRAWING LIST DOCUMENTATION			
No.	TITLE	REV	DATE
TP-001	DEVELOPMENT SUMMARY	P4	22.01.2018
TP-002	MASTER PLAN	P1	17.01.2018
TP-100	GROUND FLOOR PLAN	P2	28.06.2017
TP-101	LEVEL 1 PLAN	P4	17.01.2018
TP-102	LEVEL 2 PLAN	P4	17.01.2018
TP-103	LEVEL 3 PLAN	P8	07.07.2017
TP-104	LEVEL 4 PLAN	P9	07.07.2017
TP-105	LEVEL 5 PLAN	P9	07.07.2017
TP-106	LEVEL 6 PLAN	P9	07.07.2017
TP-107	LEVEL 7 PLAN	P1	07.07.2017
TP-300	BUILDING ELEVATIONS	P4	22.01.2018
TP-301	BUILDING ELEVATIONS	P4	22.01.2018
TP-302	BUILDING ELEVATIONS	P2	22.01.2018
TP-303	DETAIL ELEVATION		
TP-304	ELEVATION EXTRACT	P1	19.01.2018
TP-305	ELEVATION EXTRACT	P1	19.01.2018
TP-306	ELEVATION EXTRACT	P1	19.01.2018
TP-307	ELEVATION EXTRACT	P1	19.01.2018
TP-308	MATERIALS	P1	19.01.2018
TP-309	MATERIALS	P1	19.01.2018
TP-310	MATERIALS	P1	19.01.2018
TP-311	MATERIALS	P1	19.01.2018
TP-320	SECTION	P4	22.01.2018
TP-400	APARTMENT DIAGRAM	P1	17.01.2018

P4 Planning RFI - podium RL 22.01.2018
P3 Planning RFI 17.01.2018
P2 Issued for information only 07.07.2017
P1 Issued for information only 22.06.2017

No.	REV.	DATE.

STATUS **PRELIMINARY**
NOT FOR CONSTRUCTION

PROJECT QVM
STREET
SUBURB
CITY

CLIENT

PROJECT No.

PLOT DATE

SCALE @A1

NORTH

DRAWING TITLE **DEVELOPMENT SUMMARY**

DRAWING No. **TP-001** REVISION **P4**

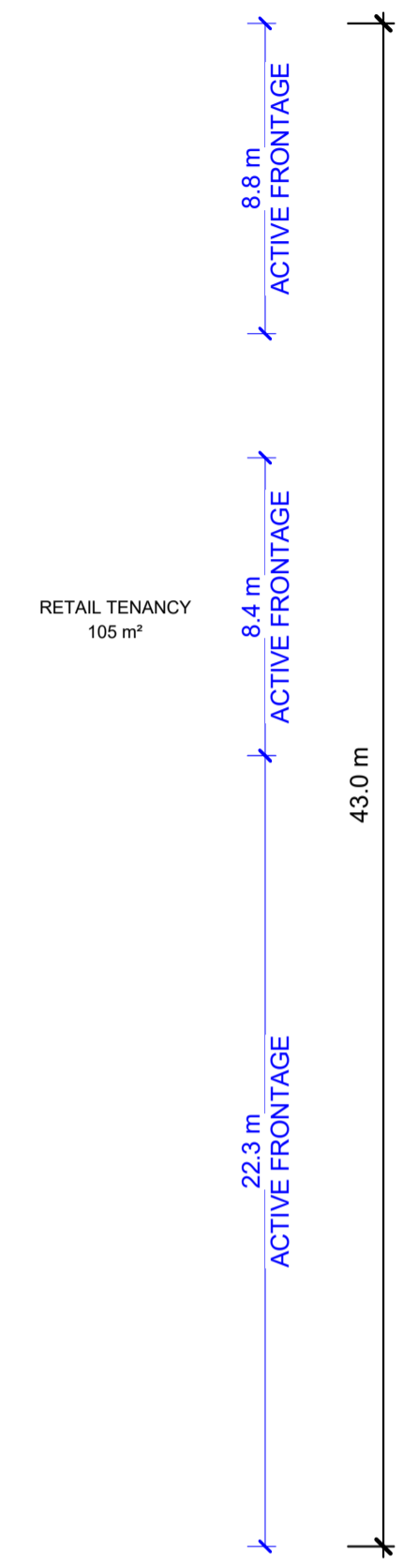


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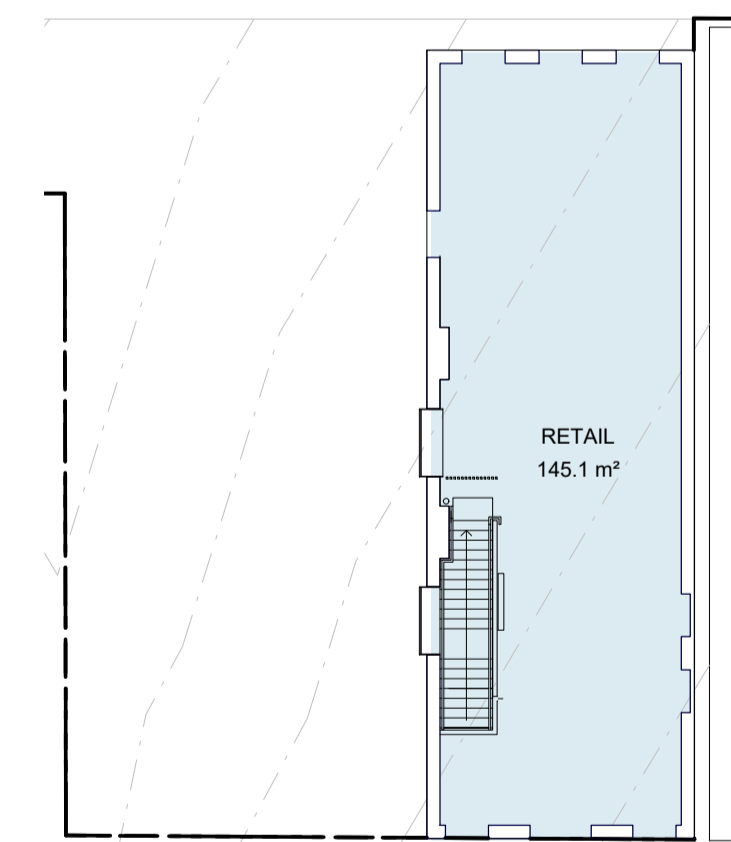


TOTAL - 177.7m / 100%
ACTIVE - 145m / 81.6%

P1
Item 16



1:13 SOUTH ELEVATION



WAREHOUSE L1
1:200

P1 Planning RFI 17.01.2018
No. REV. DATE

STATUS **PRELIMINARY**
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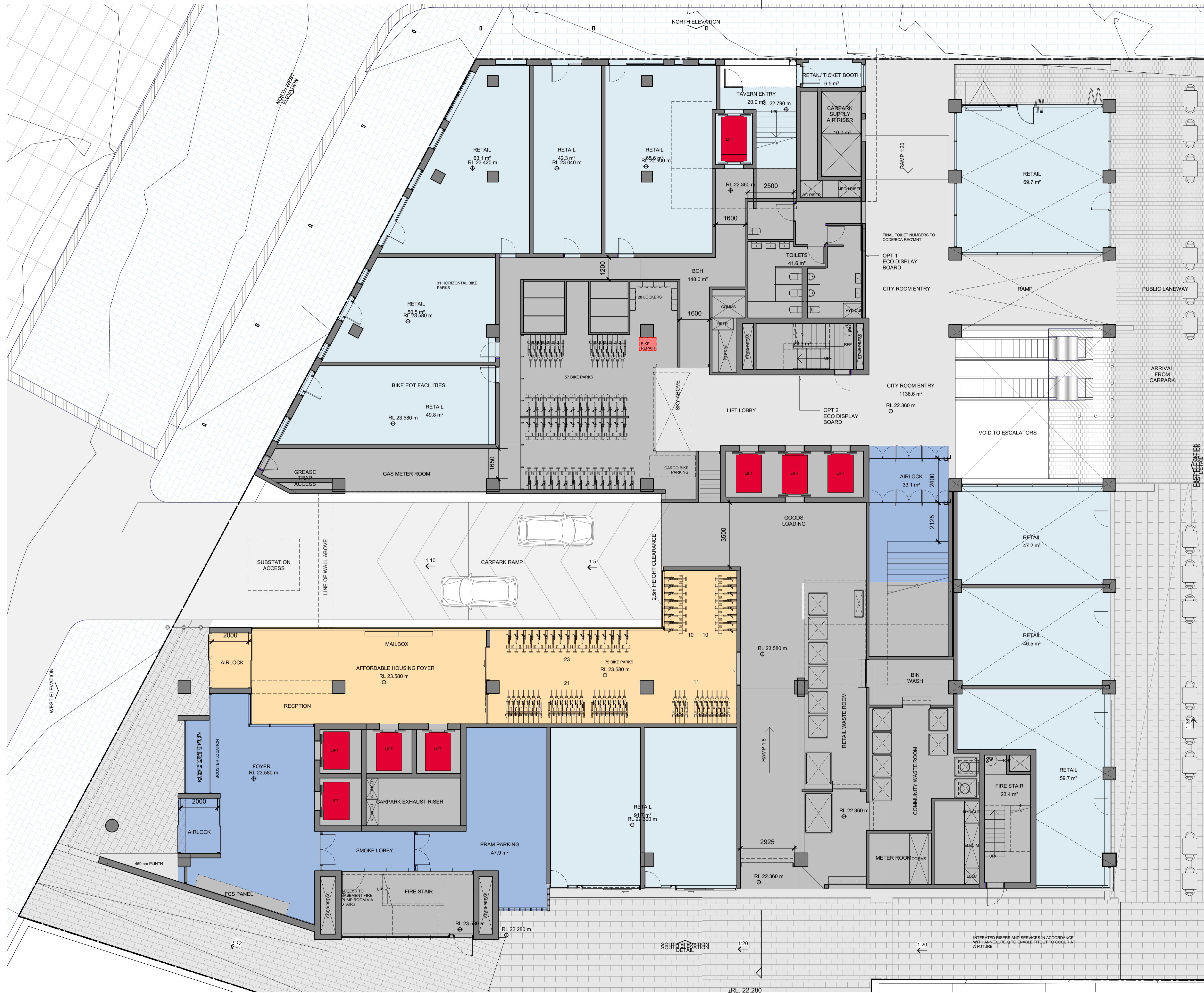
CLIENT

PROJECT No.
PLOT DATE
SCALE 1 : 200 @A1

DRAWING TITLE **MASTER PLAN**

DRAWING No. TP-002 REVISION P1

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P2 Issued for information only 28.06.2017
 P1 Issued for information only 22.06.2017
 No. REV. DATE

STATUS **PRELIMINARY**
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PROJECT No.
 PLOT DATE
 SCALE 1 : 100 @A1

DRAWING TITLE **GROUND FLOOR PLAN**

DRAWING No. TP-100 REVISION P2



P4	Planning RFI	17.01.2018
P3	Issued for information only	07.07.2017
P2	Issued for information only	28.06.2017
P1	Issued for information only	22.06.2017
No.	REV.	DATE

STATUS **PRELIMINARY**
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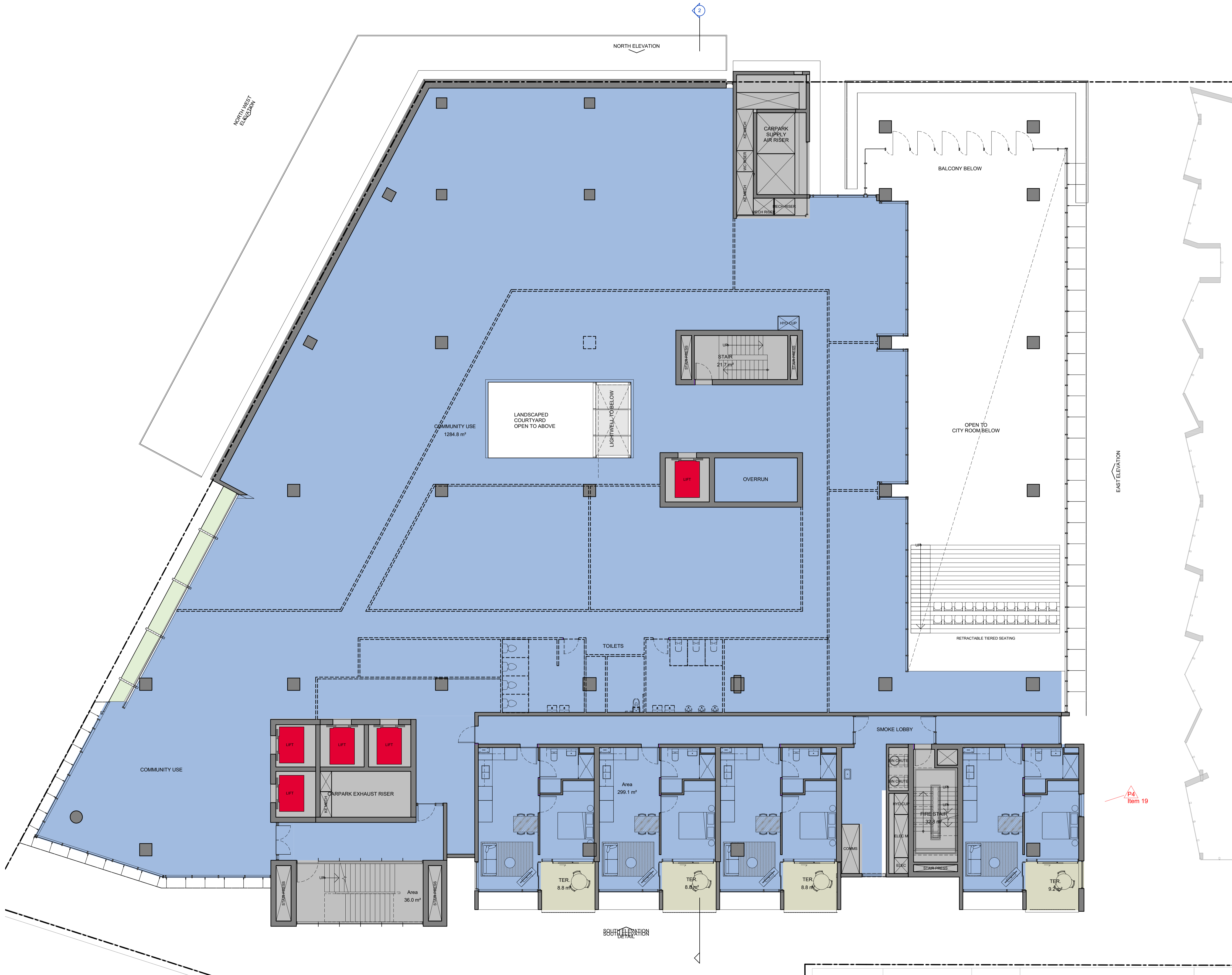
CLIENT _____

PROJECT No. _____
PLOT DATE _____
SCALE 1 : 100 @A1

DRAWING TITLE **LEVEL1 PLAN**

DRAWING No. **TP-101** REVISION **P4**

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P4	Planning RFI	17.01.2018
P3	Issued for information only	07.07.2017
P2	Issued for information only	28.06.2017
P1	Issued for information only	22.06.2017

No.	REV.	DATE

STATUS **PRELIMINARY**
NOT FOR CONSTRUCTION

PROJECT QVM
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CLIENT _____

PROJECT No. _____
PLOT DATE _____
SCALE 1 : 100 @A1

DRAWING TITLE **LEVEL2 PLAN**

DRAWING No. **TP-102** REVISION **P4**

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P4 Item 19

NORTH ELEVATION



P3	Issued for information only	07.07.2017
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No.	REV.	DATE.

STATUS **PRELIMINARY**
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PROJECT No.
PLOT DATE
SCALE 1 : 100 @A1

DRAWING TITLE **LEVEL3 PLAN**

DRAWING No. **TP-103** REVISION **P3**

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NORTH ELEVATION

NORTH WEST ELEVATION

EAST ELEVATION

SOUTH ELEVATION



P3	Issued for information only	07.07.2017
P2	Issued for information only	28.06.2017
P1	Issued for information only	22.06.2017
No.	REV.	DATE.

STATUS **PRELIMINARY**
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PROJECT QVM
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CLIENT

PROJECT No.
PLOT DATE
SCALE 1 : 100 @A1

DRAWING TITLE **LEVEL4 PLAN**

DRAWING No. **TP-104** REVISION **P3**

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NORTH ELEVATION

NORTH WEST ELEVATION

EAST ELEVATION

SOUTH ELEVATION



P3	Issued for information only	07.07.2017
P2	Issued for information only	28.06.2017
P1	Issued for information only	22.06.2017
No.	REV.	DATE.

STATUS **PRELIMINARY**
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PROJECT QVM
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PROJECT No.
PLOT DATE
SCALE 1 : 100 @A1

DRAWING TITLE **LEVEL5 PLAN**

DRAWING No. **TP-105** REVISION **P3**

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NORTH ELEVATION

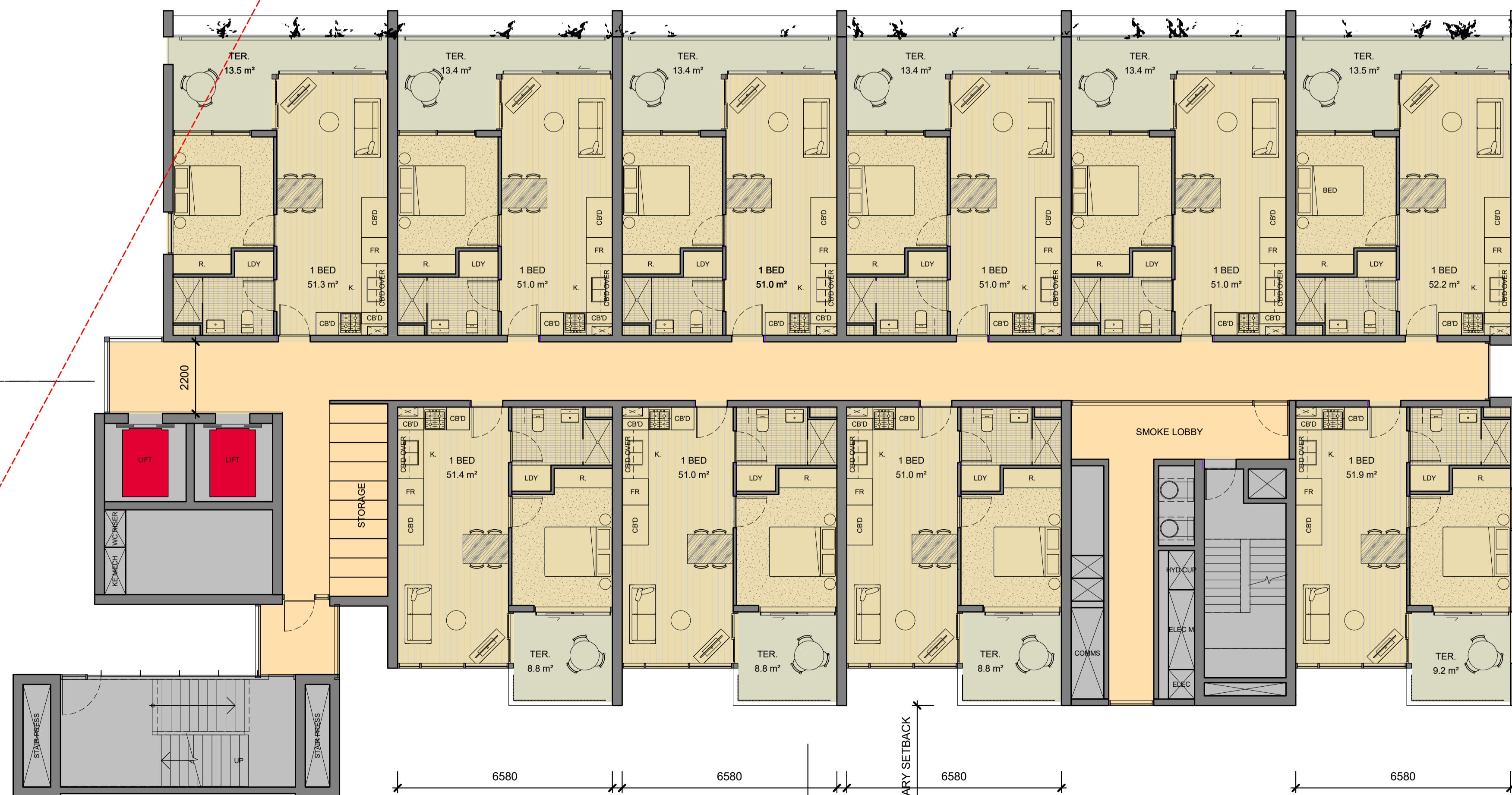
NORTH WEST ELEVATION

10000

6580 6580 6580 6580 6580 6580

10 Mtr SETBACK

EAST ELEVATION



SOUTH ELEVATION

5m BOUNDARY SETBACK

6580 6580 6580 6580

P3	Issued for information only	07.07.2017
P2	Issued for information only	28.06.2017
P1	Issued for information only	22.06.2017
No.	REV.	DATE.

STATUS **PRELIMINARY**
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PROJECT QVM
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CLIENT

PROJECT No.
PLOT DATE
SCALE 1 : 100 @A1

DRAWING TITLE **LEVEL6-9 PLAN**

DRAWING No. **TP-106** REVISION **P3**

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