

URBIS

# 607-623 COLLINS STREET, MELBOURNE TOWN PLANNING REPORT

PREPARED FOR

**SIX TWO THREE  
DEVELOPMENTS  
PTY LTD**

OCTOBER 2023

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Appendix A	Clause 58 Assessment
Appendix B	DDO1 Assessment
Appendix C	Strategic Documents, Planning Policy Framework & Planning Controls
Appendix D	Zone and Overlay Maps

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# EXECUTIVE SUMMARY

This report has been prepared by Urbis Pty Ltd on behalf of the permit applicant in support of a planning permit application for a proposed multi-level, mixed-use development at No. 607-623 Collins Street & 66-70 Spencer Street, Melbourne.

This proposal comprises a high-quality 42-level mixed use (accommodation, residential hotel, commercial office and retail) building and associated services and facilities, including on-site basement car parking located on a highly prominent central city corner site. Particular attention has been paid to the existing heritage buildings on site, to ensure that the proposed development results in an appropriate design and built form outcome that respects the significance of the existing buildings.

The proposal is a collaborative design response developed by architects Carr Design Group for a key site in the Melbourne CBD. The proposed design seeks to build upon and enhance the existing heritage buildings on site, with the applicant strongly committed to the refurbishment and redevelopment of the historical structures located at the prominent intersection of two of Melbourne's key roads - Spencer Street and Collins Street.

The design reflects an appreciation of the 'old' and the 'new', which sensitively develops the new recessed tower form above the heritage structures. This highly refined building design, incorporating modern sustainability measures, will enhance the growing 'West End' precinct of the CBD and responds to the site's central city context.

Overall, the proposal is an appropriate and acceptable outcome for the site with substantial public benefits. The proposal warrants support given:

- It is consistent with the statutory and strategic frameworks of the Melbourne Planning Scheme.
- It provides substantial public benefit through the provision of new A-Grade office space in the CBD.
- It is of high architectural quality and design and will positively contribute to this part of Melbourne's Central Business District.
- It is appropriate to the heritage significance of the site, ensuring that no adverse effects to its significance will occur, and the proposed conservation works seek to improve the standing of the heritage places.
- It achieves a high level of compliance with the Better Apartment Design Guidelines.
- The building will incorporate environmentally sustainable design initiatives.
- No unreasonable amenity impacts will occur to the surrounding area, and waste, car parking and traffic will be appropriately managed on site.

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# 1. INTRODUCTION

This report addresses the planning merits of the proposal for No. 607-623 Collins Street & 66-70 Spencer Street, Melbourne and its consistency with the relevant planning controls and policies of the Melbourne Planning Scheme. It is supported by the accompanying Architectural Plans and Urban Context Report prepared by Carr Design Group which detail the proposed layout and building design.

This detailed assessment of the proposal should be read in conjunction with the following enclosed information:

- Architectural Plans prepared by Carr Design Group, dated 13 October 2023
- Urban Context Report prepared by Carr Design Group, dated April 2023
- Urban Context Report Appendix B prepared by Carr, dated 30 June 2023
- Landscape Design Response prepared by Tract, dated April 2023
- Heritage Impact Statement prepared by Lovell Chen, dated October 2023
- Heritage Conservation Schedule prepared by Lovell Chen, dated April 2023
- Acoustic Assessment prepared by Acoustic Logic, dated 17 October 2023
- Wind Report prepared by MEL Consultants, dated April 2023
- Traffic Impact Assessment prepared by Traffix Group, dated October 2023
- Waste Management Plan prepared by WSP, dated October 2023
- Sustainable Management Plan prepared by Ark Consultants, dated 19 October 2023
- WSUD Response prepared by Ark Consultants, dated April 2023
- FAR Calculation Letter prepared by WT Partnership, dated 24 October 2023

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## 1.1. PLANNING CONTROLS

The subject site is affected by following Zone and Overlay controls.

- Capital City Zone – Schedule 1 (Outside the Retail Core) (CCZ1)
- Design and Development Overlay – Schedule 1 (Urban Design in Central Melbourne) (DDO1)
- Design and Development Overlay – Schedule 10 (Built Form Controls) (DDO10)
- Parking Overlay – Precinct 1 Schedule (Capital City Zone – Outside the Retail Core) (PO1)
- Heritage Overlay – Schedule 1013 (HO1013)
- Heritage Overlay – Schedule 1076 (HO1076)

Further detail of these controls can be found at **Appendix C** of this report.

## 1.2. PLANNING PERMIT TRIGGERS

Subject to the provisions of the Melbourne Planning Scheme a planning permit is required for the following:

- To demolish and construct a building and carry out works pursuant to the Capital City Zone Schedule 1 (**Clause 37.04-4**).
- To construct a building or carry out works pursuant to Design and Development Overlay Schedule 1 & 10 (**Clause 43.02-2**).
- To demolish or remove a building, pursuant to the Heritage Overlay (**Clause 43.01-1**)
- To construct a building or construct or carry out works pursuant to the Heritage Overlay (**Clause 43.01-1**)
- To create or alter access to a road in a Transport Zone 2. (**Clause 52.29-2**)

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## 2. SUBJECT SITE AND SURROUNDS

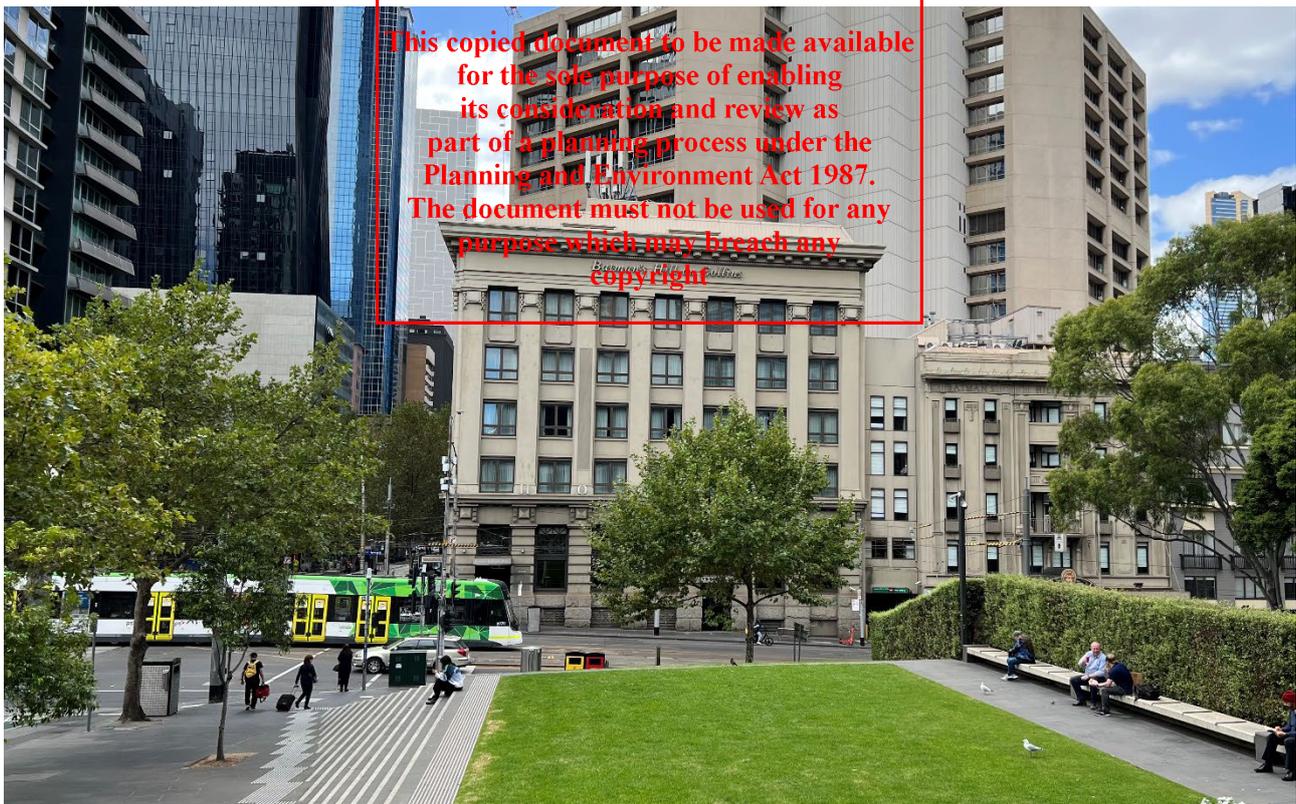
The subject site is known as 607-623 Collins Street & 66 Spencer Street, Melbourne, comprising a single parcel identified on title as Plan of Consolidation 363358.

The site is a rectangular shaped parcel, located at the south-western corner of the prominent Collins Street and Spencer Street intersection, diagonally opposite to Southern Cross Railway Station. The frontages to Collins Street and Spencer Street are 40 metres and 48 metres respectively, which are mirrored to abutting lots at 589-605 Collins Street to the east and 44-64 Spencer Street to the south. The topography of the site falls approximately 2 metres in a southwardly direction.

The subject site currently occupied by a collection of three (3) buildings with varying heritage gradings under the City of Melbourne Heritage Inventory, namely:

- 623 Collins Street: A 5-storey hotel building, the 'Batman's Hill on Collins' and former State Savings Bank, directly on the corner of Collins and Spencer Street – **Significant**.
- 66-70 Spencer Street: A smaller 5-storey hotel building along Spencer Street, also part of the Batman's Hill Hotel, connected to the above building with a modern extension constructed between the two buildings. Also contained within is the Platform 66 bar – **Significant**.
- 607-613 Collins Street: A 4-storey commercial building with frontage to Collins Street and a food and drink outlet at the ground floor, currently a Krispy Kreme, and a vehicle crossover to the basement garage. – **Non-Contributory**

Vehicle entry to the site is from two single-width crossovers on Collins Street and Spencer Street, respectively, with ramps down to an existing basement area.



Picture 1: View of subject site, looking west.

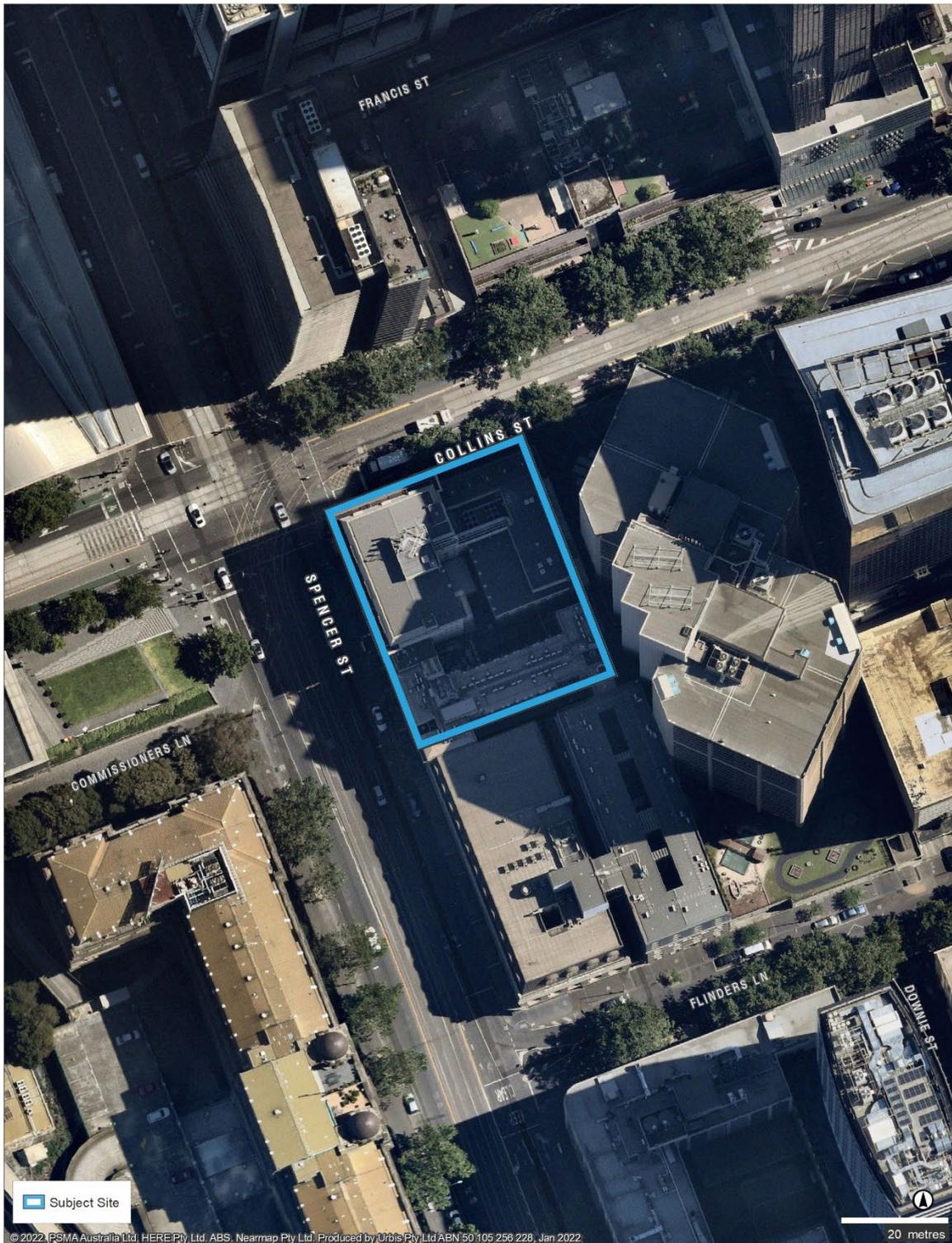
Source: Urbis

### 2.1. CERTIFICATE OF TITLE

A 2.44m carriageway easement is registered adjacent to Plan of Consolidation 363358, running from the southern title boundary to Flinders Lane. This easement does not impact the proposed development.

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Figure 1: Aerial view of Subject site



## 607-623 COLLINS STREET, MELBOURNE SITE LOCATION

Source: Nearmap

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## 2.2. ADJOINING INTERFACES

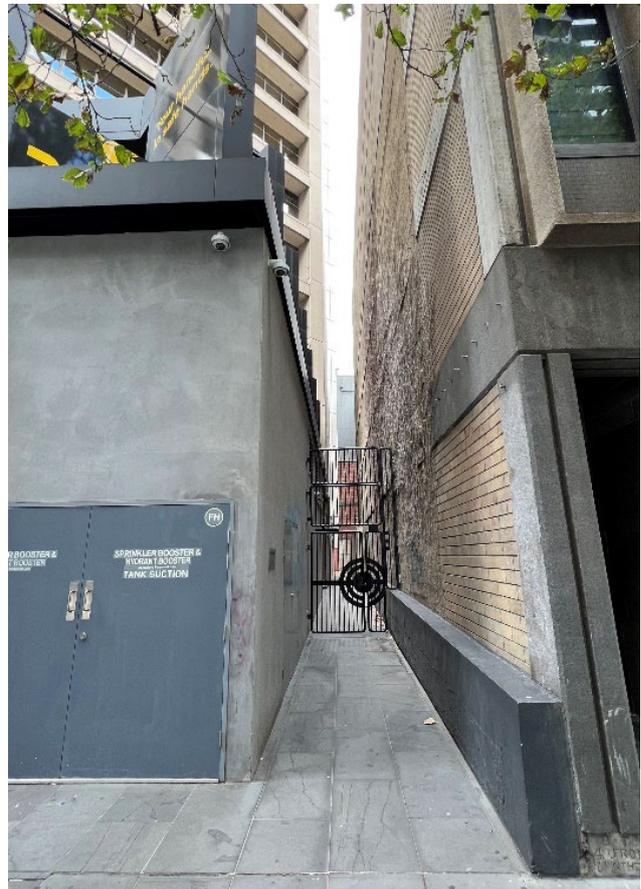
### 2.2.1. Eastern Interface

To the east, the site abuts a single lot of approximately 1900m<sup>2</sup> at 589-605 Collins Street, which extends from Collins Street to Flinders Lane. The site is occupied by 20-storey concrete office block, dating to 1960s, with a modern podium area containing food and drink outlets. The tower form of the building is set back a minimum of 4m to the eastern property boundary of the subject site and a small access laneway is located on the site along the boundary with the subject site.



Picture 2: View of 589 Collins Street, looking south

Source: Urbis



Picture 3: View of laneway interface, looking south

Source: Urbis

### 2.2.2. Southern Interface

To the south, the site abuts 44-64 Spencer Street, the Great Southern Hotel, a 6-storey hotel building with ground floor retail. A modern extension to the hotel is located above the eastern portion. The interface to the subject site creates an internal T-shaped courtyard space between the subject site and the Great Southern Hotel, through which also runs a small north-south private laneway that connects to Flinders Lane.

The exit of this laneway is visible in Picture 4 below, located between the older hotel building and the newer rear extension. It is noted this building has no identified heritage significance.

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Picture 4: View of Great Southern Hotel, looking N.E from Spencer Street

Source: Urbis

### 2.2.3. North/West Interface

To the north and west, the subject site abuts Collins Street and Spencer Street respectively. These interfaces are primarily clearways, however a portion of the interface along Spencer Street outside the Platform 66 bar area provide for limited short-term parking spaces. Spaces for outdoor dining have also been made available along the Collins Street frontage. There is also a small public plaza and outdoor seating area to the west of Spencer Street, adjacent to The Age building.

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Picture 5: View east along Collins Street adjacent to subject site

Source: Urbis

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## 2.3. SURROUNDING CONTEXT

The subject site's location within the central CBD provides numerous employment, retail, leisure, commercial and other facilities within walking distance. At street level the area maintains a highly active pedestrian environment. Buildings within the area are typically built to the street boundaries. The built form scale is primarily recent higher density developments, interspersed with older office buildings and hotels less than 10 storeys in height.

### 2.3.1. Transport

The site is well serviced by public transport including, namely:

- Southern Cross Railway Station directly opposite the site, on the corner of Collins and Spencer Streets.
- Tram Routes 11, 12, 48, 69 & 109 along Collins Street and Spencer Streets with two trams super stops servicing these routes within 50m of the subject site.
- Tram routes 35, 70 & 75 along Flinders Street, within 200m of the subject site.
- Bus routes 232, 235 & 237 along Collins Street.

### 2.3.2. Recent Developments

The subject site is located within the 'West End' of the Central Business District and exhibits a large amount of new high-rise development on surrounding lots to cater to the changing demands of the Melbourne CBD. The west end of the CBD has undergone a shift from a primarily commercial area to a more mixed-use precinct, accommodating many new high-density apartment towers, replacing older low-rise commercial stock. Of note is also the presence of a number of new or permitted hotel developments. Notable developments proximate to the subject site include:

- 555 Collins Street - a 35-Storey office development currently under construction
- 600 Collins Street - with a permit for a 46-storey office development
- 9-27 Downie Street - a recently completed hotel development
- 595 Little Collins Street - a recently completed 32-storey hotel development
- 2-8 Spencer Street - proposed 26-storey residential/hotel development
- 539-545 Flinders Lane - with a permit for a 32-storey hotel development
- Premier Tower at 134-160 Spencer Street - a 78-storey apartment tower
- 140 King Street - currently under construction with a 58-storey apartment development
- 568 Collins Street - a 65-storey apartment tower, completed in 2015

The proposed development is therefore considered to be consistent with the context of the high-density precinct of the vibrant west-end of the CBD.

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### 3. PLANNING POLICY

A full list of these planning controls, as well as policies, objectives, requirements relevant to this development have been included at **Appendix C** of this report, with mapping of planning controls at **Appendix D**.

#### 3.1. ZONE AND OVERLAYS

The site is located within the Capital City Zone Schedule 1 – Outside the Retail Core (CCZ1) and is also affected by the following overlays:

- Design and Development Overlay – Schedule 1 (Urban Design in Central Melbourne) (DDO1)
- Design and Development Overlay – Schedule 10 (Built Form Controls) (DDO10)
- Parking Overlay – Precinct 1 Schedule (Capital City Zone – Outside the Retail Core) (PO1)
- Heritage Overlay – Schedule 1013 (HO1013)
- Heritage Overlay – Schedule 1076 (HO1076)

The site is not within an area of Aboriginal Cultural Heritage.

#### 3.2. PARTICULAR & GENERAL PROVISIONS

The following particular provisions of the Melbourne Planning Scheme apply to the site:

- Clause 52.06 – Car Parking
- Clause 52.29 – Land adjacent to the Principal Road Network
- Clause 52.34 – Bicycle Facilities
- Clause 53.18 – Stormwater Management in Urban Development
- Clause 58 – Apartment Developments
- Clause 65 – Decision Guidelines
- Clause 72.01 – Responsible Authority

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#### 3.3. RELEVANT PLANNING POLICY

There are a number of relevant Strategic Documents, as well as state and local planning policies that have been considered when assessing the proposed development. These include:

##### Strategic Documents

- Plan Melbourne 2017
- Central Melbourne Design Guide

##### Municipal Planning Strategy

- Clause 02.01 – Context
- Clause 02.03 – Strategic Directions

##### Planning Policy Framework

- Clause 11 – Settlement
- Clause 15 – Built Environment and Heritage
- Clause 16 – Housing
- Clause 17 – Economic Development
- Clause 18 – Transport

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## 4. PROPOSED DEVELOPMENT

It is proposed to construct a 42-storey, mixed-use building comprising retail, office, residential hotel and apartment uses. The proposal includes demolition and partial demolition of the existing buildings on site.

Designed by Carr Design Group, the architectural response seeks to revitalise the existing heritage buildings on site and involves conservation works and internal refurbishment of the Batman's Hill Hotel as part of the overall development. The prominent placement of the hotel along the highly visible corner of Collins and Spencer Street is maintained, with the tower recessed behind the parapet, allowing the heritage structures space to maintain their prominence without being diminished by a tower form above.

Proposed architectural expression of the tower seeks to avoid a curtain-wall glass façade, instead utilising architectural sunshades that protrude from the finished floor level of every level of the building, that adds visual interest to the tower form. When viewed from vantages on the street level, the façade will appear as a serrated form against the sky.

Please refer to the Architectural Plans and Urban Context Report prepared by Carr Design Group for further detail.

Figure 2: Images of the 3D Model of the Proposed Development



Source: Carr Design

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## 4.1. DEVELOPMENT SUMMARY

Table 1: Development Summary

Design Component	Proposed
Proposed Uses	<ul style="list-style-type: none"> <li>▪ Hotel: 229 rooms</li> <li>▪ Residential: 175 apartments</li> <li>▪ Office: Four levels of open plan floorspace</li> </ul>
Site Area	1973m <sup>2</sup>
Development Area	<ul style="list-style-type: none"> <li>▪ GFA: 41,240m<sup>2</sup> (Not including 7,893 m<sup>2</sup> basement)</li> <li>▪ Residential NSA: 17,550m<sup>2</sup></li> <li>▪ Commercial (Office) NLA: 2,717m<sup>2</sup></li> <li>▪ Hotel Rooms Area: 6,705m<sup>2</sup></li> <li>▪ Food and Beverage Area: 69m<sup>2</sup></li> </ul>
Floor Area Ratio (F.A.R.) & Floor Area Uplift	<ul style="list-style-type: none"> <li>▪ 20.91:1 FAR</li> <li>▪ 5,726m<sup>2</sup> FAU sought</li> </ul>
Total Height	<ul style="list-style-type: none"> <li>▪ 42 Levels</li> <li>▪ 153.76 AHD to top of LMR</li> <li>▪ 152.06m AHD to roof</li> <li>▪ 143.0m above ground, measured from the threshold of Collins Street entrance (8.75m RL)</li> </ul>
Street wall (Podium Height)	Existing buildings and façade retained to 623 Collins Street & 66 Spencer Street. 25.8m podium height to new podium structure along Collins St
Car Parking	148 spaces + 13 motorbike spaces
Bicycle Parking	269 spaces

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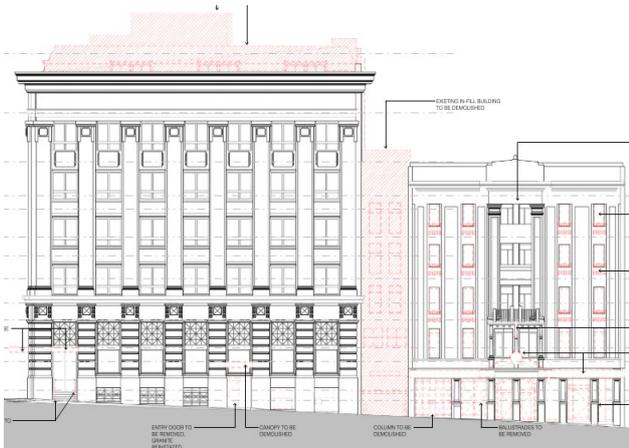
## 4.2. DEMOLITION WORKS

The proposal involves the demolition of the following existing structures and elements to the subject site:

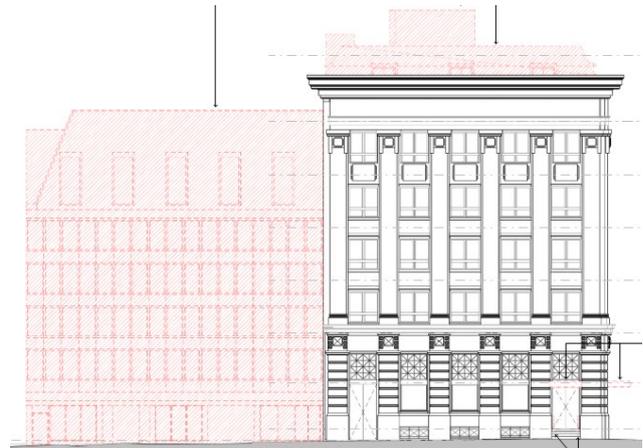
- Full demolition of 607-613 Collins Street
- Full demolition of in-fill structure between 66-70 Spencer Street and 623 Collins Street
- Part demolition of 66 Spencer Street, with retention of the Spencer Street façade, subject to the removal of the following from the façade:
  - Existing windows and Juliette balconies
  - Ground floor balustrades, as well as setback doors and windows
  - Signage and canopy structure

- Removal of mansard roof and plant room to 623 Collins Street and rear façade elements
- Internal demolition works to 623 Collins Street, including partial works to slabs.

Figure 3: Podium Elevations showing extent of demolition in red to north and west elevations.



Source: Carr Design



Source: Carr Design

### 4.3. BASEMENT

The proposal contains a 5-level basement car park with 148 spaces. Within the basement level 1 are back of house services to the hotel and loading areas. Access to the basement car parking and loading bay will be from an upgraded vehicle crossover from Spencer Street.

### 4.4. STREET LEVEL

At the street level, the ground floor experience, inviting the public into the site with a new hotel lobby along Collins Street. Facing the existing 1987 (4) storey commercial building at 607 Collins Street. Further BOH services are located to the south-east corner alongside end of trip facilities and bike storage areas. A 69m<sup>2</sup> food and beverage tenancy will be located towards the ground floor of the retained façade of 66 Spencer Street, masking the void to substations and the vehicle loading area to the rear.

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The ground floor of the Batman’s Hill Hotel at 623 Collins Street will be refurbished with a new double-height 501m<sup>2</sup> restaurant space. This will remove the existing mezzanine addition and bring back the grand lobby and restaurant space to the hotel. The existing vehicular crossover located along Spencer Street is proposed to be maintained and widened, providing convenient access to the underground car parking spaces, loading bay and back of house services, with the crossover from Collins Street removed and replaced with a new outdoor courtyard.

### 4.5. PODIUM LEVELS

The existing two buildings of the Batman’s Hill hotel (623 Collins Street & 66 Spencer Street) will be retained as the podium of the development, whilst proposing to demolish the non-contextual connecting structure between the two buildings. In addition, in place of the demolished 4-storey commercial building (607 Collins Street), it is proposed to construct a new podium building to match the height of the Batman’s Hill Hotel.

Within the podium, new hotel rooms of varying sizes are located from levels 1 through 5, accessible from the Hotel Lobby at Collins Street, locating the lift core to the centre of the site, with further BOH services to the hotel scattered along these floors.

The roof of the podium is split between levels 5-7, reflecting the additional height of 623 Collins on the corner of the intersection. On level 5, the executive hotel suite will have a private terrace area above the roof of the façade of 66 Spencer Street. Level 6 is proposed as a transition floor, with a number of east-facing hotel rooms, plant services for the hotel, and a set down area for a pool on the floor above.

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Level 7 completes the podium, with two outdoor rooftop terrace areas facing Collins Street and amenities are placed within the start of the tower form to the south. This includes a 189m<sup>2</sup> rooftop bar, 127m<sup>2</sup> Function room, a 57m<sup>2</sup> Gym, and a combined Pool/Spa area of 273m<sup>2</sup> containing a 20m lap pool.

## 4.6. TOWER FORM

Within the tower form, hotel suites continue from levels 8 through to 12, and thereafter three levels of Commercial office space on levels 13 - 15. Level 16 is split between office space and a 385m<sup>2</sup> residential facilities space. Apartments begin from levels 17 to 36.

On level 37, the floorplate transitions to a smaller tower form to the north, locating a rooftop terrace area and associated pool and gym area to the south, with views towards the river and Port Phillip Bay. Apartments continue in this smaller tower form from levels 38 to 41, terminating at a plant and roof at level 42.

## 4.7. PARKING AND ACCESS

Access to the site will remain from a widened Spencer Street crossover, leading to a 5-level basement carpark area and loading bay. An existing crossover to Collins Street is proposed to be removed. Overall, the development incorporates 148 car parking spaces, as well as thirteen motorcycle spaces, and 269 bike spaces with end of trip facilities.

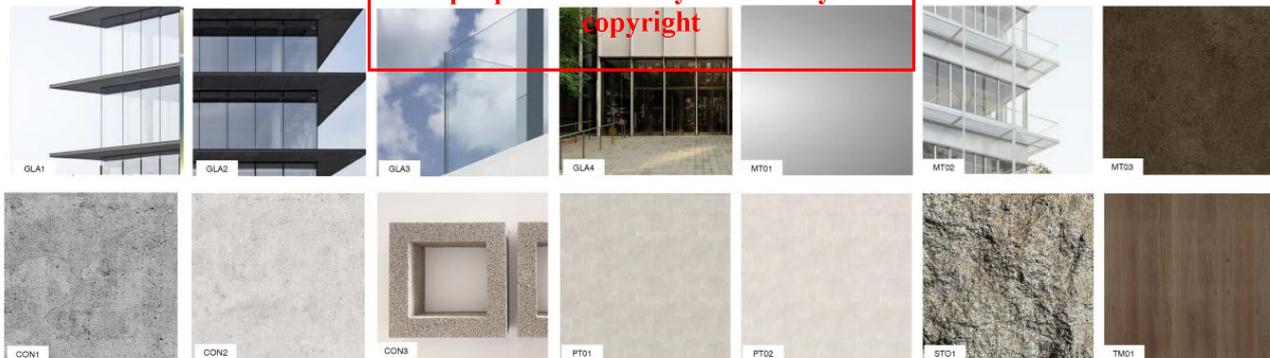
Pedestrian access to the site will be from hotel and residential lobbies accessible from Collins Street and the entry to the refurbished restaurant space will be from an alcove to the Collins Street frontage, connected to the hotel lobby. Further access to a retail tenancy will be from Spencer Street, with no further connections through the site.

Please refer to Traffic Impact Assessment prepared by Traffix Group for further detail.

## 4.8. FAÇADE AND MATERIALITY

Proposed materiality incorporates exposed concrete and masonry block elements across the site, interspersed with clear glazing and metal panels. The palette expresses as smooth, modernist-style materials, that provides contrast with the granite building below the tower form.

Figure 4: Proposed Materiality



Source: Carr

## 4.9. LANDSCAPING

Landscaping and 'green space' treatment is proposed across multiple spaces on the subject site to improve the sites permeability and sense of place. Each landscaped space seeks to provide 'green' amenity and refuge, blurring internal and external boundaries and integration of deep soil planting treatments wherever structurally viable.

On the ground level, at the lobby entrance and the public realm, new landscaping treatment is proposed for the new hotel lobby and new street trees at the public realm along Spencer Street. Deep soil planters with space for canopy trees and garden beds are proposed on the podium rooftop terraces on level 7 to act as outdoor spaces to the pre-function room and the rooftop bar on each respective level.

Further landscaping is proposed on an outdoor terrace adjacent to the residential lounge/amenity area on Level 37, with deep soil planting areas.

Please refer to the Landscape Plans prepared by Tract for further design detail and planting schedules.

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## 5. PLANNING CONSIDERATIONS

Based on the site's planning controls and urban context, the key considerations relevant to this proposal are:

- Planning policy support for the proposal (**Section 6**)
- Appropriateness of the proposed uses (**Section 7**)
- Built Form Considerations (**Section 8**)
- Heritage Considerations (**Section 9**)
- Internal Amenity Considerations (**Section 10**)
- Provision of Public Benefit (**Section 11**)
- Environmental Considerations (**Section 12**)
- Building Services and Performance (**Section 13**)

This following section includes a considered response to the policy directions and controls of the Melbourne Planning Scheme. The assessment confirms that the proposal satisfies the principal aims and requirements of all the relevant policy frameworks and controls.

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## 6. CONSISTENCY WITH PLANNING POLICY FRAMEWORK

The Planning Policy Framework provides guidelines to achieving the City of Melbourne's vision, which is for Melbourne to become a **'bold, inspirational and sustainable city'**.

Key directions for development within the Central City are to appropriately facilitate increased development on sites that can capitalise on the excellent access to facilities, amenity and transport that the Central City offers. The Municipal Planning Strategy and the PPF provide Council's vision for the development of the Central City as an area where a diversity of uses is to be strongly pursued, by increasing residential and working populations, business visitors, and tourists to the city.

Having reviewed the relevant policy it is considered that the development is highly consistent with the overarching directions of Strategic Documents and the PPF as outlined in the following section.

### 6.1. RESPONSE TO PLAN MELBOURNE

Plan Melbourne, referenced in **Clause 9** of the Melbourne Planning Scheme, outlines the vision and strategy for metropolitan Melbourne's growth to 2050. The growth of the central city is a key pillar of the strategy as a method of protecting existing suburbs and responding to changing economic structures with an emphasis on knowledge-based service industries. Direction 1.4 of Plan Melbourne 'for the expanded Central City to become Australia's largest commercial and residential centre by 2040'.

Plan Melbourne has a policy aspiration of facilitating new housing within established areas close to existing jobs, services and public transport. Direction 2.1 looks at population projections that add a further 215,000 to 230,000 net additional dwellings within the central Melbourne area which includes the City of Melbourne. This development provides high quality dwellings within an established area close to jobs, services and active recreation.

Plan Melbourne also places significant emphasis on strengthening the local economy. The proposal will be providing a vast number of jobs in the construction and operations sectors. In conclusion, the development strongly aligns with the key objectives and directions of Plan Melbourne

### 6.2. RESPONSE TO PLANNING POLICY FRAMEWORK

There is clear support for proposal as demonstrated in the Municipal Strategic Statement and the Planning Policy Framework of the Melbourne Planning Scheme, with the following demonstrating the consistency with the relevant Clauses:

- Located within the central city, the proposal represents the redevelopment and intensification of an existing landholding resulting in a greater mix of uses that take advantage of the site's excellent connectivity and accessibility in accordance with Clause 11 and Clause 02.03-1.
- This proposal further supports Clause 11.03-6L-09 through the strengthening of the Hoddle grid and the central city's position through ongoing improvements in its sustainable access and the achievement of high-quality urban design and architecture.
- The development will incorporate high-quality design, enhancing the character of the area and positively contributing to the appeal of the public realm, in accordance with Clause 15 (Built Environment and Urban Design).
- The proposal accords with Clause 15.03-1S (Heritage Conservation) by respecting the identified heritage values of the subject site, through their retention in the redevelopment, and as an adaptive re-use of the buildings into a cohesive new tower development.
- The proposal provides for new housing to meet expected demand in the growth of the municipality, being located within the Hoddle Grid, and achieves a high standard of building design with a diversity of housing choices (Clause 02.03-5, Clause 11.03-6L-09).
- The proposal contributes to the economic development and growth of the City of Melbourne (Clause 17, Clause 02.03-6). This is achieved by:
  - Improving jobs close to where people live and facilitates growth in the tourism sector through the provision of hotel accommodation (Clause 17.01-1S).

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- Meeting the community’s needs for retail, entertainment, office and other commercial services (17.02-1S).
- Enhancing Melbourne as a competitive destination for domestic and international tourism through the provision of new high-quality hotel accommodation (Clause 17.04-1S)
- Reinforcing the City’s role as Victoria’s principal centre for commerce by supplying new office space (Clause 02.03-6).
- The proposal closely aligns with Clause 18, enjoying convenient access to Southern Cross Station and a range of tram and bus services which connect the site to the wider Metropolitan area and Principal Public Transport Network. The proposal maximises the use of this existing infrastructure by providing additional hotel and office floor space, increasing the diversity and density of development within this area (Clause 18.02-2S).
- The proposal adds architectural interest to the city’s skyline with a high-quality design outcome by Carr Design that seeks to avoid the usage of glass-curtain façade elements, and retains the heritage context of the Spencer and Collins Street frontages (Clause 02.03-4, Clause 15.03-1L-02)

Overall, the Planning Policy Framework recognises the importance of ensuring that there is enough flexibility within planning policy to achieve design excellence and contribute to the overarching vision for the City.

### **6.3. RESPONSE TO ADDITIONAL RELEVANT CLAUSES**

Responses to additional relevant clauses of have been addressed in the remaining assessment sections. These include:

- **Clause 15.01-1L-03** – Sunlight to Public Spaces (**Section 12**)
- **Clause 15.01-2L-02** – Floor Area Uplift and Delivery of Public Benefits (**Section 11**)
- **Clause 15.03-1L-02** – Heritage (**Section 9**)
- **Clause 15.01-2L-01** – Energy and Resource Efficiency (**Section 12**)
- **Clause 19.03-3L** – Stormwater Management (Water Sensitive Urban Design) (**Section 12**).

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# 7. APPROPRIATENESS OF THE PROPOSED USES

The proposal is consistent with the purpose of the CCZ1 as it provides for a mix of uses which contribute to tourist, entertainment and commercial uses that complement the capital city function of the locality. Specifically, the proposal incorporates residential apartments, office spaces, a new residential hotel with ancillary restaurant/bar/event spaces, and a with retail space.

It is noted that each use proposed by the development is as-of- right under the controls of the Capital City Zone – Schedule 1 (CCZ1), which in itself demonstrates that such uses are encouraged in this location.

The overall offering of uses aligns with the key purposes of the CCZ1, to provide for uses that complement the capital city function of the CBD and will further aid in the provision of tourism to the central CBD to supplement cultural, recreational and entertainment venues.

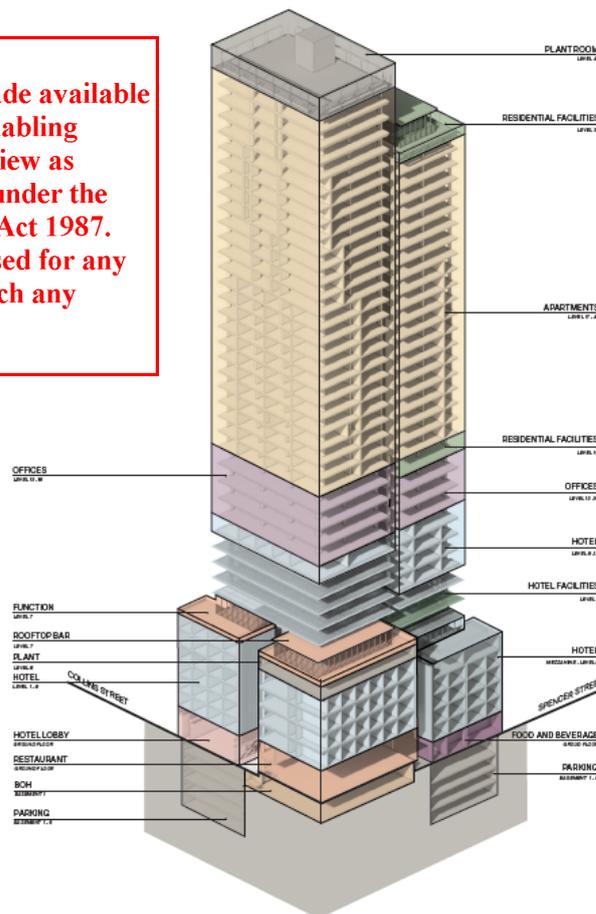
The uses have been arranged to ensure the apartments and offices benefit from views and amenity afforded at the upper levels. While the more accessible hotel use and retail use are proposed within the podium levels, providing activation at the lower levels.

The policy frameworks provide strong support for continued increases in the city’s provision of residential and residential hotel accommodation, to complement the tourism function of the City and increase the diversity of residents and visitors to the area.

Whilst the proposed residential, hotel, retail and office uses are as-of-right under the zone, it is important to recognise the contributions these uses will have to this part of the city. The introduction of such uses in this location will contribute to the 24-hour city vision and improve the safety of the area, including through the activation of this area after hours.

Figure 5: Proposed Uses

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Source: Carr Design

# 8. BUILT FORM CONSIDERATIONS

The site's location within the northern portion of the Central City presents an excellent opportunity to provide greater intensity of development on a site that is currently underutilised. The proposal will result in a greater level of interest, activity and vibrancy in this area of Melbourne and contributes to the growth of the city. The built form design presents a balanced response to the existing conditions and will contribute to the revitalisation of the site and improved amenity of Collins and Spencer Street.

The design and massing of the development carefully responds to the key urban design elements relating to the existing and preferred context, outlook, solar access and the requirements of Design and Development Overlay – Schedule 1, as well as the design objectives of the Design and Development Overlay – Schedule 10. The objectives are analysed in more detail below. Details of these controls are included in **Appendix C**.

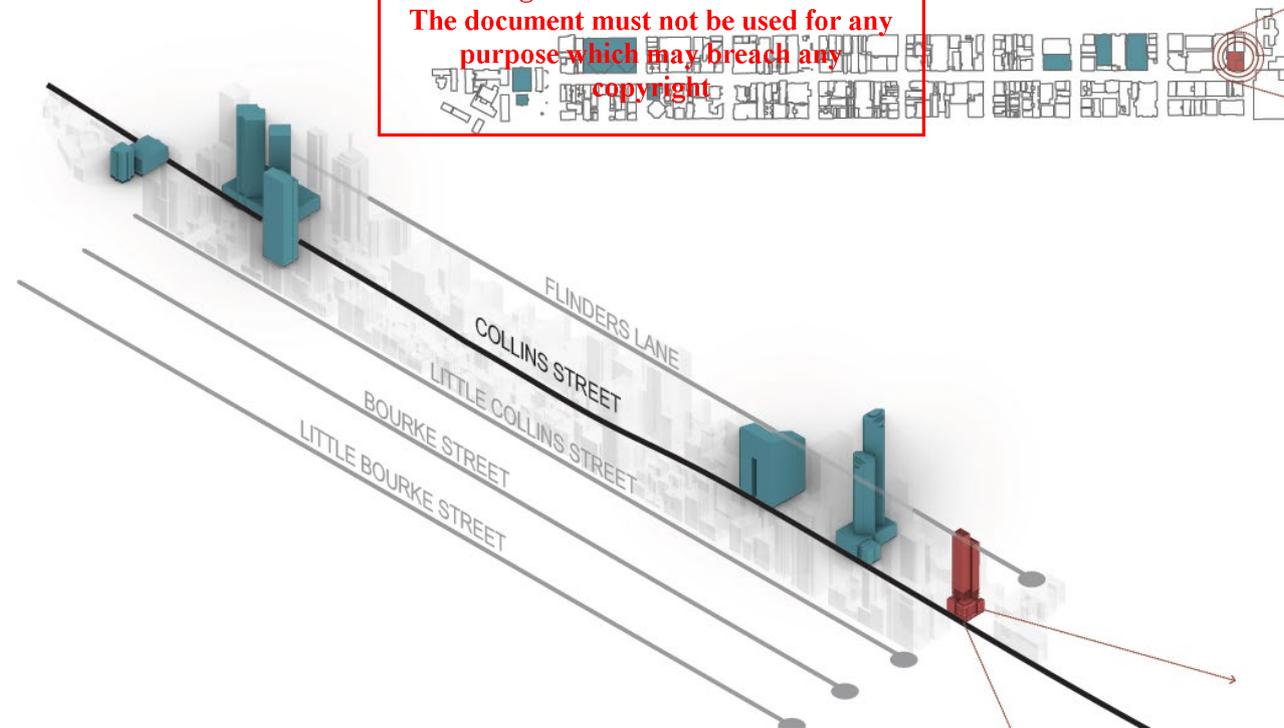
## 8.1. BUILDING HEIGHT

From a height perspective, the development will fit comfortably in its context when compared to other buildings in the immediate vicinity. Other recent tower development approvals within close vicinity, such as 555 Collins Street and 600 Collins Street, match the height of the proposal, being between 140 metres and 180 metres respectively in height.

As such, the proposed height of the development reinforces the robust built form character of the area, allowing the proposed building to sit comfortably at the western end of Collins Street. The site also occupies a 'gateway' position to the Hoddle Grid and provides a stepping up in built form from the south and west to more intense scale of development further within the core of the city.

The tower form is proposed to stand at a maximum height of 143m above ground, measured from the threshold of the Collins Street entrance. The proposed height has been shaped by the built form planning controls of DDO10, particularly overshadowing, and the surrounding context of heritage and high-rise buildings. Responding to the size of the site, while being carefully articulated, ensures the building height develops a contextual relationship with its surrounding post-levelling impact.

Figure 6: Prominent Collins Street frontage buildings, subject site in red



Source: Carr Design

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## 8.2. FLOOR AREA RATIO

The development exceeds the 18:1 FAR requirement of the Capital City Zone – Schedule 1 (CCZ1) for development in DDO10. As detailed in **Section 11**, the development includes a public benefit contribution, which is in excess of the provision required to achieve the proposed FAR uplift.

Overall, it is considered that proposed provision of public benefit provided by the development is appropriate to justify the slight increase in plot ratio and subsequent height of the proposed development.

## 8.3. PODIUM & STREET WALL HEIGHT

Proposed street wall height reflects the existing conditions of the subject site, with the retention of the significant heritage buildings as a ‘podium’ to the overall development, as well as the additional podium form from the new podium structure proposed on the north-east corner of the site. As a result, there are three different forms to the ‘podium’, depending on the interface, all of which comply with the modified requirement under DDO10 for a street wall height of 40m metres.

As outlined in **Section 9**, proposed demolition to the existing heritage structures involves demolition of non-contextual mansard roof and plant room/service structures above the parapet, and rear portions of the heritage place not visible from any street interface. In addition, the non-contextual connecting structure between the heritage buildings at 623 Collins Street and 66 Spencer Street is also being demolished and will not be replaced, resulting in an alcove that will aid in defining the two structures as separate buildings once again. Rooftop terraces are proposed atop the buildings, with setbacks to the tower form. These outcomes to the development result in the following street-wall heights across the subject site:

- Along the Collins Street interface, the height of the retained heritage building (623 Collins Street), in effect the street wall height, is 25.4 metres.
- Also, along Collins Street, the proposed new podium measures 25.8 metres from Collins Street, matching the height of the heritage building adjacent.
- Along the Spencer Street frontage, the existing heritage building on the corner at 623 Collins Street continues along this interface, height is 27.2 metres as the ‘street wall’ along its southernmost point, reflecting the slope of the site. The heritage building at 66 Spencer Street, also being retained in-lieu of a podium, measures 22.7 metres in ‘street wall’ height from the southernmost point of its interface to Spencer Street

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Overall, it is considered that this outcome to the street wall maintains a human scale, retains the prevailing street wall height and vertical rhythm through retention of the existing buildings, and continues to define the corner of Collins and Spencer Street with a prominent heritage building, unobstructed by additional podium height. The height of the proposed podium addition respects the scale of the adjoining heritage buildings by matching the height of the existing heritage building. As such, the proposal meets the built form outcomes necessary for a modified street wall height requirement.

Figure 7: Views of proposed podium structures



Source: Carr Design



Source: Carr Design

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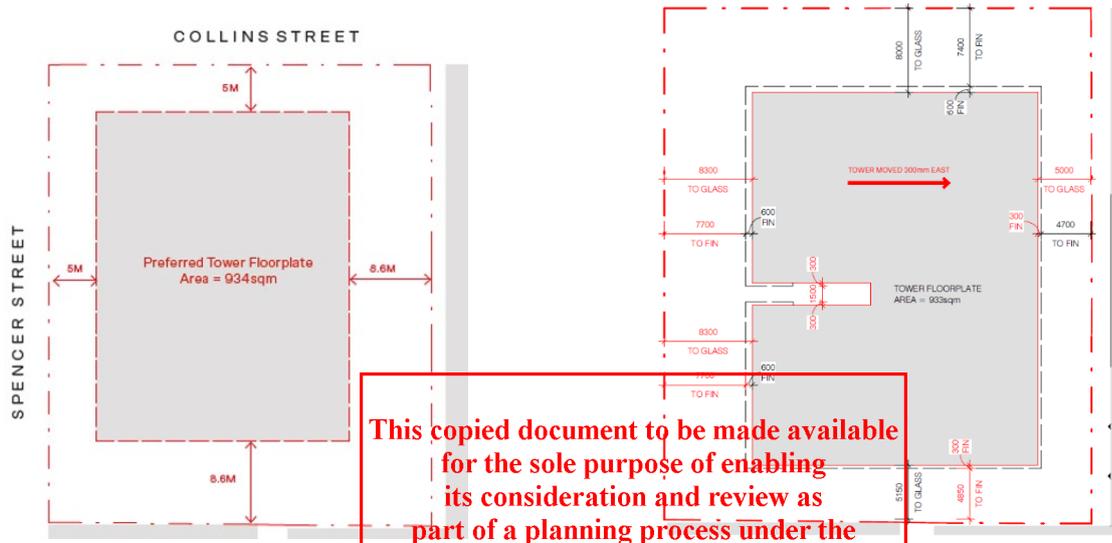
## 8.3.1. Tower Floorplate

The proposal seeks a modified tower floorplate, as outlined in the images below. This outcome provides an improved response to the significance of the heritage place whilst balancing the impact on future occupants and neighbouring buildings, in terms of outlook, daylight and sunlight access.

The main modification sought to the Spencer Street and Collins Street interfaces is setting back the tower floorplate to 8.3 metres to allow sufficient separation from the parapet of the heritage place below.

Minimum setbacks of 5metres are maintained to the side and rear property boundaries. This modified outcome results in a reduced tower floorplate from 934m<sup>2</sup> to 933m<sup>2</sup>. The proposal is thus considered to comply with the modified requirements and built form outcomes.

Figure 8 Proposed Tower Floorplate



Picture 6: Preferred

Picture 7: Proposed

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## 8.3.2. Tower Setbacks & Interfaces

The proposed tower form meets the Modified Requirements for setbacks and tower separation of DDO10 above the podium, resulting in a positive design outcome for future residents and those of adjoining developments. The building setbacks have been designed to appropriately respond to the immediate interfaces of the site and ensure the setbacks proposed will enable equitable development opportunities, sufficient separation between towers and allow ongoing amenity, including solar access, to surrounding properties and residents of the future development.

Table 2: Proposed Setbacks

Setback	Interface Type	Preferred Setback under DDO10	Modified Setback	Min. Proposed Setback (to glazing or 600mm fin)	Complies?
North	Street (Collins)	10 metres	5 metres	7.4 metres	Yes
South	Side/Rear	5 metres or 6% of the total building height	5 metres	5.15 metres	Yes
East	Side/Rear	5 metres or 6% of the total building height	5 metres	5 metres	Yes
West	Street (Spencer)	10 metres	5 metres	7.7 metres	Yes

The tower setbacks incorporate 600mm long 'fin' structures to the northern and western interfaces and 300mm long 'fin' structures to the eastern and southern interfaces, intended as architectural features and sunshades, that protrude from the finished floor level of every floor from levels 12 to the plant room. It is confirmed that none of these architectural features protrude more than 300mm into the compliant setback and that the minimum setback to the north and west boundaries is measured from the edge of the 600mm fin.

Figure 8: Cross-section showing detail of sunshades.



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**North:**

On levels 8-11 the proposal is setback from the Collins Street title boundary by 7.4m to the canopy mesh structure and 11m to the hotel room glazing. From levels 12 through to the plant level, the tower form is setback 7.4m to the 600m sunshade fins and 8m to the glazing.

**South:**

To the south, setbacks of 4.85m to the sunshade fins and 5.15m to the glazing are maintained along all tower levels from level 6 to level 36 where the southern portion of the tower terminates. From level 37 onwards, a setback in excess of 20m is provided to the north tower form to the southern title boundary.

**East:**

To the east, setbacks of 4.7m to the sunshade fins and 5m to the glazing are maintained along all tower levels from level 6 to the plant level.

Floorplate layouts along this interface, and of the neighbouring office building, are positioned such that apartments along the lower levels will continue to have access to the provision of sunlight, daylight, privacy and outlook from all habitable rooms. As outlined by Figure 10 below, apartment type 4 and 5 and directed to the south, or to the north-east, taking advantage of the diagonal-shape of the building at 505 Collins Street.

Furthermore, the building façade adjacent to apartment type 5 is primarily the lift core, presenting limited opportunities for views into or from adjacent office space (see Picture 6.) Only 5 dwellings of apartment type 5 are affected by this outlook.

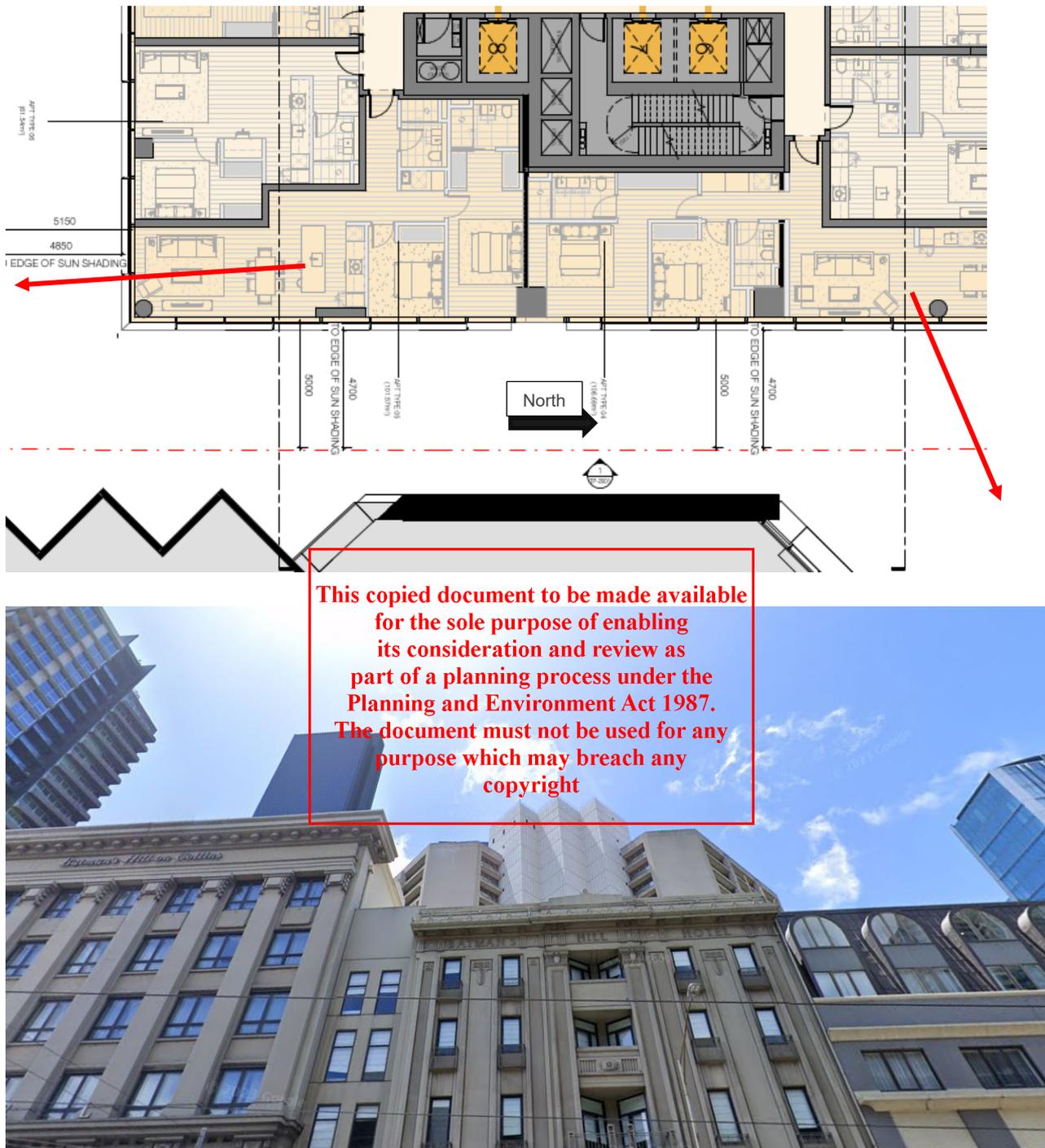
**West:**

Setbacks to the western title boundary to Spencer Street above the podium are 7.7m to the sunshade fins and 8.3m to the glazing.

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The floorplate between the two tower forms results in an 'indent' that provides a further setback along this interface, however this setback is imperceptible from most vantage points.

Figure 9: Apartment layouts & views, and 505 Collins Street; from levels 17-20.



Picture 8: View of upper-level western façade of 505 Collins Street

Source: Google Street View

## 8.4. RESPONSE TO DESIGN AND DEVELOPMENT OVERLAY – SCHEDULE 1

Schedule 1 to the Design and Development Overlay (DDO1) aims to ensure high quality urban design, architecture, and landscaping in development. The proposal aligns strongly with the design requirements of DDO1 and will deliver an exceptionally high-quality building at the important intersection of Collins Street and Spencer Street.

The infill building to Collins Street uses clear glazing and columns to break up the interface and draw passers-by into the space. By lifting the form, the ground plane extends into the building and expands the threshold between public and private space.

The porous masonry elements used above the ground floor is inspired by the masonry of the heritage structure adjacent.



Source: Carr Design Group

A detailed review of the way the proposal seeks to advance the design requirements of DDO1 is outlined at **Appendix B** of this report.

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# 9. HERITAGE CONSIDERATIONS

Key to the proposal, are the works to revitalise the existing significant heritage buildings on the subject site and new development in the form of new podium structure and a tower above the existing buildings. In summary, these works are:

- Full demolition of the modern infill building at 607-613 Collins Street.
- Partial demolition of 623 Collins Street and 66-70 Spencer Street and removal of the later infill between the two buildings.
- Alterations to the principal facades of the 623 Collins Street, including the addition of glass infill to the principal corner entrances and boosters to the two southernmost window bays on Spencer Street.
- Additions to the heritage place in the form of a new infill podium building at 607-613 Collins Street.
- Additions to the heritage place in the form of a tower development.

## 9.1. STATEMENT OF SIGNIFICANCE

The heritage place on the subject site has been identified as being of historical, social and aesthetic significance to Melbourne, with the statement of significance described the place as:

- *Historically and socially as a well-preserved long-term hotel use, possessing elements from the Victorian-era to the inter-war period, and has acted as a social gathering place since its inception; and Aesthetically as a well-preserved and good example of the Greek Revival style as applied to a City hotel building. The hotel complements the Greek Revival detailing of the former bank at the Collins Street corner and is one of a series of Victorian, Edwardian-era and inter-war hotels along Spencer and Flinders Streets, fed by river and railway traffic.*

The following gradings are identified to each building within the heritage place:

- 623 Collins Street– Significant
- 66-70 Spencer Street– Significant
- 607-613 Collins Street– Non-Contributory

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## 9.2. RESPONSE TO CLAUSE 15.03-1L-02

### 9.2.1. Demolition

General policy for demolition under **Clause 15.03-1L-02** notes that, full demolition of a non-contributory place will generally be permitted and partial demolition in the case of significant buildings, and of significant elements will not generally be permitted. In response:

- The full demolition of 607-613 Collins Street, as a non-contributory place, can be supported. Its demolition will not detract from the appearance of the heritage place and will have no adverse impact on its significance.
- Proposed partial demolition to 66-70 Spencer Street and 623 Collins Street retains the principal facades and primary building volume and maintains the ability to understand the original three-dimensional form as viewed in the round.

A full assessment of the extent of demolition works is outlined in the accompanying Heritage Impact Statement prepared by Lovell Chen.

### 9.2.2. Alterations

A full outline of the proposal's response to policy considerations for alterations at **Clause 15.03-1L-02** is found in the accompanying Heritage Impact Statement prepared by Lovell Chen. In summary, the alteration works are minor in nature and will not alter or remove any external fabric which contributes to the cultural significance of the heritage place.

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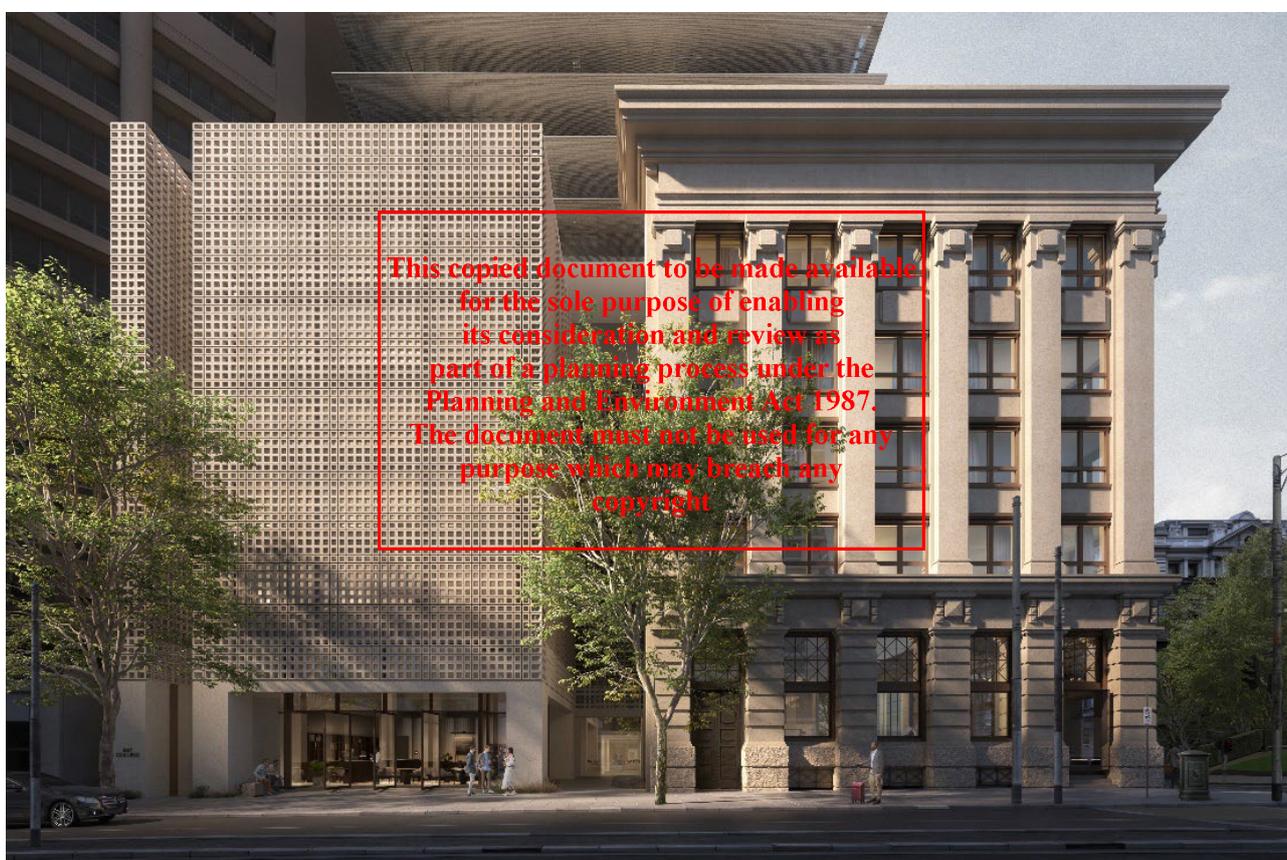
### 9.2.3. Additions

As outlined above and in this report, the additions to the heritage place are the proposed infill podium building and the new tower development. The proposal is consistent with policy directives for additions and new buildings under **Clause 15.03-1L-02** as:

- The proposal is consistent with the heights, scale and form of buildings found within the immediate area for the reasons outlined in this report.
- As shown in Figure 11 below, the proposed tower form and infill podium are visually distinct from the retained significant heritage buildings.
- The proposed tower will not obscure views from the street of the front or principal part of the heritage place, nor will it visually dominate the appreciation of the heritage place given the significant setbacks incorporated.

Given the above, the proposal provides an appropriate response to the heritage significance of the site. Please see the accompanying Heritage Impact Statement prepared by Lovell Chen for further detail.

Figure 10: Rendering view from Collins Street



Source: Carr Design

## 9.3. CONSERVATION WORKS

In addition to the above works, conservation works are also proposed to 66-70 Spencer Street and 623 Collins Street, intended to reverse later alterations and restore the earlier presentation of the buildings, contributing to the revived presentation of the overall heritage place as part of the proposal. These works include:

- Render repairs throughout the retained external fabric to both buildings, including crack repairs, flat and moulded render repairs, poultrice efflorescence and the preparation & repainting of previously painted surfaces.

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- Localised repairs to the timber bronze clad windows to the ground floor of the former State Savings Bank.
- Repairs to metal balustrades to balconies throughout and introduction of new entrances, centralised on the building facades.

These works are designed to comply with policy at **Clause 15.03-1L-02**, regarding restoration and reconstruction of heritage places. Please see the External Conservation Works Schedule, prepared by Lovell Chen for more detail.

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# 10. INTERNAL AMENITY CONSIDERATIONS

Pursuant to **Clause 37.04-4** (CCZ) an application for an apartment development must meet the requirements of **Clause 58**. The purpose of **Clause 58** is to encourage apartment development that provides reasonable standards of amenity for existing and new residents and to encourage apartment development that is responsive to the site and the surrounding area. An apartment development should meet all the standards and must meet all the objectives.

The proposed development has been designed to ensure future occupants of the building will be provided with a high level of internal amenity. The floor plan of each apartment has been designed to generally align with the requirements of the *Better Apartment Design Standards*, with a full assessment against **Clause 58** provided at **Appendix A**.

The following is a summary of the key aspects relating to amenity:

- Consistent with Standard D5, the proposed residential entrance is oriented to Collins Street, providing a clearly identifiable entrance to the building for future residents and their visitors.
- Each apartment incorporates a functional layout, with each bedroom and living areas meeting the minimum dimensions of Standard D26 and make space for wardrobes and other features.
- All habitable rooms within each dwelling are provided with direct daylight access, consistent with Standard D28.
- All apartments have been designed to meet the accessibility requirements of Standard D18.
- All apartments are provided with opportunities for natural ventilation, in accordance with the requirements of Standard D29.
- A single apartment type requires a variation under Standard D27. Type 21 is in excess of 9m in depth. This type, though technically not single-aspect due to the western façade indent, is also a larger 3-bedroom type. The additional depth is due to the placement of kitchen space. Daylight modelling prepared by Ark Resources demonstrate these dwellings receive appropriate daylight access to the living space.
- In accordance with Standards D12, secure carparking facilities will be provided within the basement of the development. Convenient access between the residential and basement levels is provided through a dedicated lifts between the basement and upper levels.
- Each dwelling is provided with storage in accordance with the requirements of Standard D21. This includes adequate storage space within each dwelling to meet the needs of future residents.

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# 11. PROVISION OF PUBLIC BENEFIT

Under **Clause 15.01-2L-02** (Floor Area Uplift and Delivery of Public Benefits) local policy seeks to ensure that development delivers a commensurate public benefit when Floor Area Uplift is sought. The policy applies to land within Schedules 1, 2 and 3 of the Capital City Zone that are also subject to Schedule 10 to the Design and Development Overlay.

The Public Benefit contribution made by this proposal has been assessed using the 'How to Calculate Floor Area Uplifts and Public Benefits' guidelines (the Guidelines). The Public Benefit provided with this proposal is categorised within the Guidelines as a **'Strategically Justified Use'**, under which office use is specifically identified. This is defined as:

*'Office use (or desirable educational or community related use, agreed with the Responsible Authority) secured by legal agreement for a period of at least 10 years.'*

## 11.1.1. Floor Area Ratio and Uplift

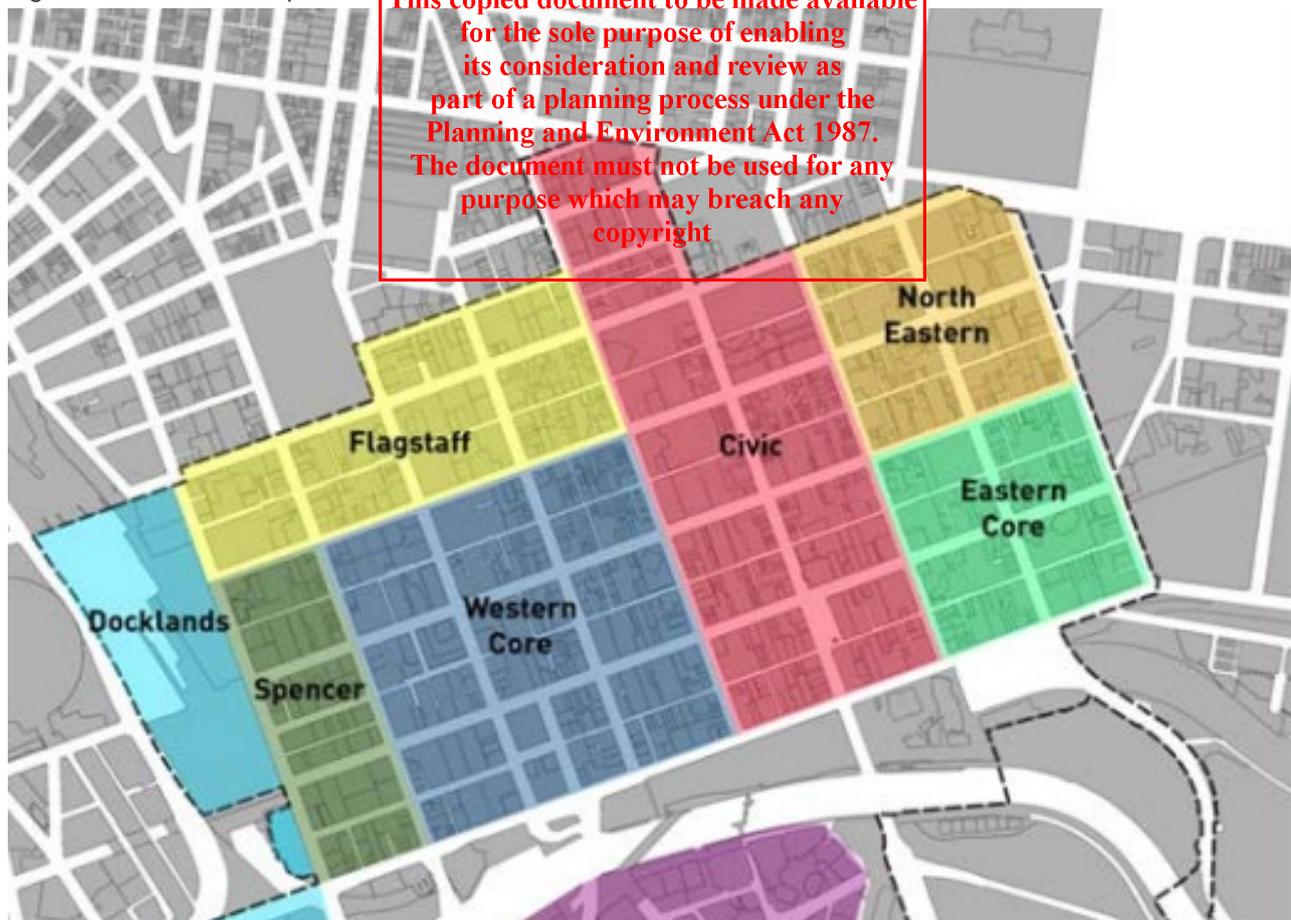
The applicable maximum Floor Area Ratio (FAR) for the area is 18:1. This FAR may be exceeded where a public benefit (as calculated and specified in a manner agreed to by the responsible authority) is provided.

### Floor Area Uplift

The application proposes a total FAR of 20.91:1 FAR with a FAU of 5,726m<sup>2</sup> sought. The floor area uplift has been calculated in accordance with the relevant practice note 'How to calculate Floor Area Uplifts and Public Benefits'. This has been confirmed with the submitted Quantity Surveyor Report prepared by WTP Australia.

The subject site is located within 'Spencer' precinct as per Figure 12 below.

Figure 11: Floor Area Uplift Precinct Map



Source: DELWP

The calculation for Floor Area Uplift has been provided as per below:

Table 3: Floor Area Uplift Calculation

<b>Floor Area Uplift Calculation</b>	
<b>Base GFA:</b>	1,973m <sup>2</sup> x 18 = 35,514m <sup>2</sup>
<b>Proposed GFA (above ground)</b>	41,240m <sup>2</sup>
<b>FAU sought</b>	5,726m <sup>2</sup>
<b>Base data</b>	Spencer, Residential (\$6,500 per m <sup>2</sup> )
<b>Value of each sqm of FAU</b>	6,500 x 10% = \$650 per m <sup>2</sup>
<b>Total value of FAU</b>	5,726m <sup>2</sup> x 650 = \$3,721,900
<b>Value of public benefit to be provided:</b>	At least \$3,721,900
<b>Agreed Public benefit to be provided:</b>	Strategically Justified Use (Office)
<b>Total Value of Public Benefits</b>	Difference b/w residential and commercial uses GRV per sqm in Spencer precinct: (\$6,500 – \$5,000) = \$1,500
<b>Office NLA</b>	2,717m <sup>2</sup>
<b>Value of Office in Spencer</b>	2,717m <sup>2</sup> x \$1,500 = \$4,075,500
<b>Difference between public benefit provided and public benefit proposed</b>	\$4,075,500 – \$3,721,900 = <b>\$353,600 excess</b>

As outlined above, the development provides a public benefit in excess of **\$353,600** over the Floor Area Uplift required. As such, this is considered to comply with the policy at **Clause 15.01-2L-02**.

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# 12. ENVIRONMENTAL CONSIDERATIONS

The environmental impact of the proposed development has been assessed against the relevant criteria for overshadowing, wind, noise and Environmentally Sustainable Design. A response to each of these considerations is outlined below.

## 12.1. OVERSHADOWING

**Clause 15.01-1L-03** (Sunlight to Public Spaces) and DDO10 are key policies that set out a number of objectives that relate to the protection of public spaces and development from overshadowing. **Clause 15.01-1L-03** applies to public spaces throughout the municipality including parks, gardens, squares, streets and laneways and DDO10 contains a number of specific places (and times) that new development cannot cast shadow.

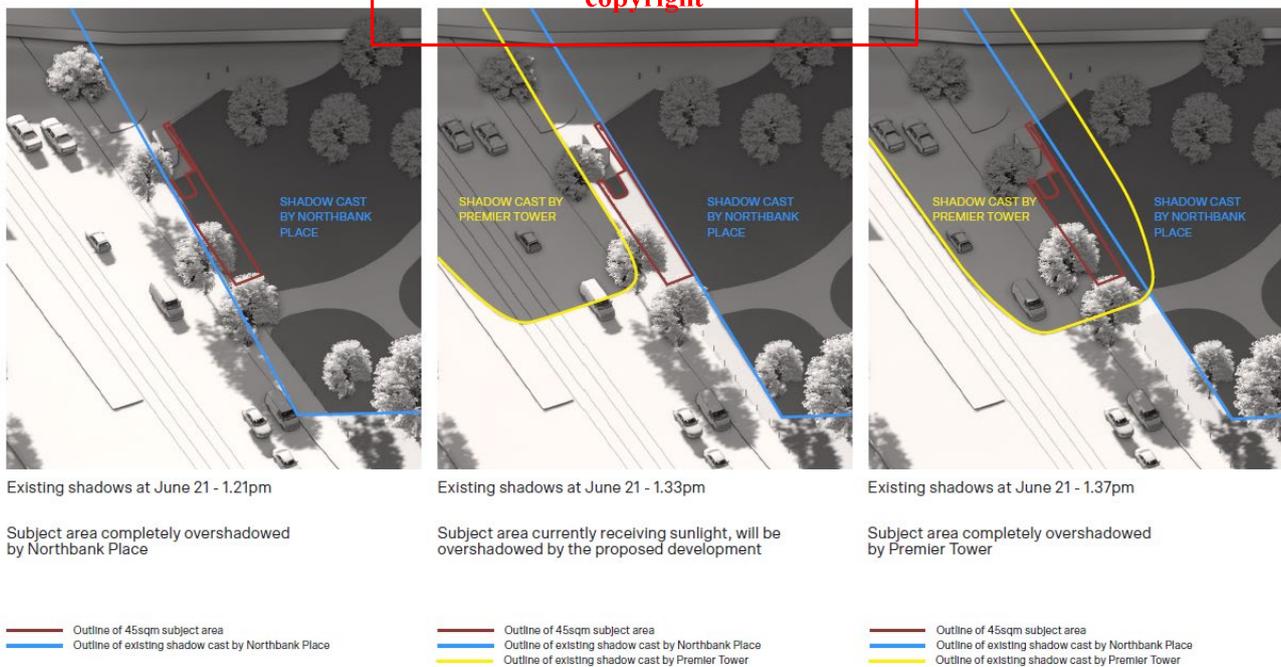
Pursuant to **Clause 2.3** of DDO10, a permit must not be granted for buildings and works which would cast any additional shadow across Batman Park during the hours and date(s) specified, unless the overshadowing will not unreasonably prejudice the amenity of the space. The identified date and hours for Batman Park are between 11am and 2pm from the 22<sup>nd</sup> of April to the 22<sup>nd</sup> of September.

Shadow diagrams prepared by Carr Design outline that the proposal results in a very small amount of additional overshadowing to Batman Park during this timeframe, located within a thin sliver of park area between two existing shadows. The furthest extent of this shadowing occurs on June 21, resulting in a new shadow being cast for 16 minutes, up to a maximum of 45sqm shadow (0.33% of the total area of the park).

Of importance, this overshadowing is not proposed to any 'primary' area of parkland, but rather only results in shadowing to the furthest extremity of the space, immediately adjacent to Spencer Street. This space, as identified below, is an uninviting space, where passers-by are highly unlikely to dwell at for any extent of time to enjoy sunlight, the area close to the noise and disturbance of Spencer Street and the Rail overpass, as well as a public toilet block.

As such, it is considered that the proposed additional overshadowing will not result in any unreasonable prejudice to the amenity of the space. No further overshadowing is proposed to other parts of Batman Park, the Yarra River corridor, or any other public open space.

Figure 12: Proposed Extent of Overshadowing



Source: Carr Design

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## 12.2. WIND

Wind tunnel tests were conducted on a 1/400 scale model of the proposed development by MEL Consultants to test for wind conditions of the proposed development. The report concludes that the wind conditions for the proposed configuration on the ground and upper levels pass all the relevant safety criterion at all the identified test locations for sitting, standing and walking comfort criteria.

Please refer to the Wind Impact Assessment prepared by MEL Consultants for further detail.

## 12.3. NOISE

An Acoustic Assessment of the subject site has been prepared by Acoustic Logic, with noise measurements carried out at multiple points close to the subject site to ascertain noise levels. The dominant source of noise recorded on the subject site is from traffic and trains from the nearby trainline and road network.

Pursuant to Clause 3.0 of the CCZ1, the following performance measure should be met:

- *Habitable rooms of new dwellings adjacent to high levels of external noise should be designed to limit internal noise levels to a maximum of 45dB in accordance with relevant Australian Standards for acoustic control.*

Internal noise levels within habitable rooms will be minimised according to the above performance measure with:

- Heavy weight IGU glazing and acoustic seals to all guest rooms and apartments within the development.
- Mechanical plant and equipment shall be designed to ensure compliance with the EPA Publication 1826.4.

Please refer to Acoustic Report prepared by Acoustic Logic for further detail on noise mitigation responses.

## 12.4. ESD AND WSUD MEASURES

Sustainable design initiatives have been incorporated into the proposal and are described in the submitted Sustainable Management Plan and WSUD Report prepared by Ark Consultants. This report demonstrates the applicant's commitment to achieving a highly sustainable design which will incorporate a 5 Star Green Star rating to meet key ESD measures and meets the *Best Practice* standard for Urban Stormwater Quality and is therefore also consistent with the Melbourne City Council's Stormwater Management objectives. The following ESD and WSUD Measures are achieved and incorporated:

- NatHERS energy rating of 7.0 Stars.
- Rainwater harvesting system for irrigation and toilets from a 1,139sqm catchment area.
- A peak capacity 56.4kW rooftop photovoltaic system, located on the roof of the tower form.
- MUSIC results indicate the proposal exceeds pollutant load reduction targets.

Please refer to the Sustainable Management Plan and WSUD report prepared by Ark Consultants for further detail.

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## 13. BUILDING SERVICES & PERFORMANCE

### 13.1. TRAFFIC

A response to the parking, traffic generation and access requirements of the Melbourne Planning Scheme is outlined below. A Traffic Engineering Assessment has been prepared for the development by Traffix Group.

#### 13.1.1. Car Parking

Applying the car parking rates of **Parking Overlay – Schedule 1** to the proposal results in the following requirements:

Use	#	Rate	Maximum Amount
Apartments	175 apartments	No more than one space per dwelling	175 spaces
Residential Hotel & Office	11,733m <sup>2</sup>	5 spaces per 1000m <sup>2</sup> of net floor area	58 spaces
Total			<b>233 spaces</b>

Thus, the proposal results in a requirement of no more than 233 parking spaces across the development. The proposal includes a total of 148 car spaces within the basement levels, intended only for residents. Therefore, there is no excess and no permit is required for a reduction in the statutory car parking requirements.

The proposed parking rate is also justified for the following reasons:

- The site has excellent access to public transport, with numerous train, tram and bus services in the immediate vicinity, providing convenient access options for tenants of the office floors and hotel guests.
- Reduced car parking is in line with the function of the Melbourne CBD as a central city and assists with the desired reduction in private vehicle usage, minimising traffic impacts in the vicinity.
- The peak hour traffic generation rate of up to 18 vehicles per hour can be suitably absorbed into the existing traffic network.

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A comparison of the proposed car parking rate against other recently completed residential developments has also been outlined in the table below. It demonstrates that the proposed car parking rate is lower to comparable residential towers in the Melbourne CBD and is being sought to align the parking offering of the proposed development with expected market demand.

Please refer to the Traffic Engineering Assessment prepared by Traffix Group for further detail on the appropriateness of the proposed car parking outcome.

Development	No. Dwellings	No. Car Spaces	Rate per dwelling
17 Spring Street	84	148	1.8
35 Spring Street	180	306	1.7
308 Exhibition Street	318	289	0.9
Seafarers - 731 Flinders Street	120	181	1.5
Collins Arch – 433 Collins Street	200	172	0.9
<b>Proposed (623 Collins Street)</b>	<b>175</b>	<b>148</b>	<b>0.85</b>

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## 13.1.2. Bike Parking

Applying the bike parking rates of **Clause 52.34** to the proposal results in the following requirements:

Use	#	Rate	No. of Spaces
Apartments	175	1 space per 5 dwellings for residents	35 residential spaces
	Apartments	1 space per 10 dwellings for visitors	18 visitor spaces
Residential Hotel	229 Hotel Rooms	1 space to each 10 lodging rooms for staff and the same for guests	23 staff spaces
			23 guest spaces
Office	2736m <sup>2</sup>	1 space to each 300 square metres of area for staff	9 staff spaces
		1 space to each 1,000 square metres of area for visitors	3 visitor space
<b>Total</b>			35 resident spaces, 32 staff spaces, 44 visitor spaces – Total 111 Spaces

The proposal includes a total of 269 bike parking spaces, split to 175 spaces for residents, 50 spaces for staff (office and hotel), 44 spaces for residential visitors and hotel guests. Therefore, there is no shortfall, and no permit is required for a reduction in the statutory bike parking requirements.

## 13.1.3. Traffic Generation

The Traffic Engineering Assessment prepared by Traffic Group provides that the proposal will result in a maximum of 18 vehicle movements per hour. This generation is low impact and is expected to be easily absorbed in the existing road network.

## 13.1.4. Access

### Vehicle Access

Vehicle access is proposed via a widened crossover from Spencer Street, to access the basement car parking and loading bay areas. Swept path diagrams prepared by Traffix Group indicate that vehicles are able to comfortably undertake required turning movements to enter and exit the site along this access point.

### Pedestrian & Bike Access

Pedestrian access will be from the entry portal to the hotel and restaurant from Collins Street as well as the pedestrian lobby entrance further along to the east. Bike access will be provided from Collins Street through the ground level entrances, or via the rear lane entrance abutting the south of the site through Basement 1.

## 13.2. WASTE MANAGEMENT

A Waste Management Plan has been prepared by WSP that outlines the proposed waste management measurements for the future development and operation of the site. In summary, the report notes:

- The proposal (including the residential, hotel and commercial subcomponents) is expected to generate 44,019 litres of garbage, 18,439 litres of co-mingles, 9,747 litres of food organic waste and 7,734 litres of glass (recycling) per week.
- Other than levels 38-41, all residential dwellings will have access to dual waste chutes for garbage and comingled recycling on each level of the building. Separate disposal methods are proposed for glass and organic waste. Waste from the hotel rooms will be collected by the operator and stored in temporary bins until disposed of in the larger site bins.
- The total bin area provided is 125.5m<sup>2</sup>, in excess of the required space, to be stored across mezzanine levels. A secure bin storage area of 4m<sup>2</sup> for residential waste is noted on the Basement level 1 plans.

- Bins will be collected thrice per week by a private contractor for all waste.
  - All waste will be collected from the basement loading zone. Swept paths demonstrate appropriate access arrangements for waste trucks, proposed to be an SRV sized collection vehicle or smaller.
- Please refer to the Waste Management Plan for further design detail and swept path diagrams.

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## 14. CONCLUSION

This report has examined the merits of a proposal for works and redevelopment of the site at 607-623 Collins Street and 66 Spencer Street, Melbourne. The assessment has found the proposal to be highly consistent with Planning Policy, including urban design policies. The proposal also demonstrates a high degree of compliance with the key design objectives of these applicable planning controls, which provides clear guidance for built form and development within the Central City.

Specifically, the proposal should be supported as:

- It is consistent with the statutory and strategic frameworks of the Melbourne Planning Scheme.
- Is of high architectural quality and design and will positively contribute to the west end of Melbourne's Central Business District, appropriately responding to the controls of DDO10 and DDO1.
- Appropriate regard has been given to the heritage significance of the site, ensuring that no adverse effects to its significance will occur. Conservation works seek to improve the standing of the heritage places.
- Provides the required benefit to meet the proposed floor area uplift.
- Achieves a high level of compliance with the Better Apartment Design Guidelines.
- No unreasonable amenity impacts, including from overshadowing, will occur to the surrounding area.
- The building will incorporate environmentally sustainable design initiatives.
- Waste, car parking and traffic will be appropriately managed on site.

For the above reasons, we respectfully request that a permit be granted.

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# APPENDIX A

# CLAUSE 58 ASSESSMENT

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Objectives (A development <b>must</b> meet all these objectives)	Standard (summary) (A development <b>should</b> meet all these standards)	Assessment
<b>CLAUSE 58-02: Urban Context</b>		
<p><b>Clause 58.02-1 Urban Context objectives</b></p> <p>To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.</p> <p>To ensure that development responds to the features of the site and the surrounding area.</p>	<p><b>Standard D1</b></p> <p>The design response must be appropriate to the urban context and the site.</p> <p>The proposed design must respect the existing or preferred urban context and respond to the features of the site.</p>	<p><b>Complies</b></p> <p>The proposal is responsive to the streetscape and type of development that exists in the immediate vicinity of this portion of the CBD.</p> <p>See Section 8 of the report and the Urban Context Report prepared by Carr Design for further detail.</p>
<p><b>Clause 58.02-2 Residential policy objectives</b></p> <p>To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</p> <p>To support higher density residential development where development can take advantage of public and community infrastructure and services.</p>	<p><b>Standard D2</b></p> <p>An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</p>	<p><b>Complies</b></p> <p>The proposal supports the overarching housing objectives of State and local policy which encourage high density residential development within the CBD, with excellent access to existing services, facilities and public transport.</p> <p>An assessment of the proposal against the PPF is contained in Section 6 of this report.</p>
<p><b>Clause 58.02-3</b></p>	<p><b>Standard D3</b></p>	<p><b>Complies</b></p>

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<p><b>Dwelling diversity objective</b></p> <p>To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</p>	<p>Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.</p>	<p>A diversity of dwelling sizes and types have been provided, as outlined in the table to the development summary prepared by Carr Architects.</p>
<p><b>Clause 58.02-4</b></p> <p><b>Infrastructure objectives</b></p> <p>To ensure development is provided with appropriate utility services and infrastructure.</p> <p>To ensure development does not unreasonably overload the capacity of utility services and infrastructure.</p>	<p><b>Standard D4</b></p> <p>Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity, and gas, if available.</p> <p>Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads.</p> <p>In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.</p>	<p><b>Complies</b></p> <p>The design and layout of the site allows for connection to reticulated services, and upgrades where required. Power, water, sewerage and communications infrastructure has been accounted for, and will be provided to each dwelling.</p>
<p><b>Clause 58.02-5</b></p> <p><b>Integration with the street objective</b></p> <p>To integrate the layout of development with the street.</p> <p><b>To support development that activates street frontage.</b></p>	<p><b>Standard D5</b></p> <p>Development should be oriented to front existing and proposed streets.</p> <p>Along street frontage, development should:</p> <p>Incorporate pedestrian entries, windows, balconies, or other active spaces.</p> <p>Limit blank walls.</p> <p>Limit high front fencing, unless consistent with the existing urban context.</p> <p>Provide low and visually permeable front fences, where proposed.</p> <p>Conceal car parking and internal waste collection areas from the street.</p> <p>Development next to existing public open space should be designed to complement the open space and facilitate passive surveillance.</p>	<p><b>Complies</b></p> <p>Limited opportunity for upgrades to street frontage are possible due to the retained heritage buildings, however the new podium structure along Collins Street is orientated towards pedestrian access and contains no blank walls, fencing or non-permeable elements.</p> <div style="border: 2px solid red; padding: 10px; margin-top: 10px;"> <p style="text-align: center; color: red;"><b>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</b></p> </div>

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## Clause 58.03:

### Site Layout

#### Clause 58.03-1

##### Energy efficiency objectives

To achieve and protect energy efficient dwellings and buildings.

To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.

To ensure dwellings achieve adequate thermal efficiency.

#### Standard D6

Buildings should be:

Oriented to make appropriate use of solar energy.

Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.

Living areas and private open space should be located on the north side of the development, if practicable.

Developments should be designed so that solar access to north-facing windows is optimised.

Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in the following table.

Table D1 - Cooling Load

NatHERS climate zone	NatHERS maximum cooling load MJ/M <sup>2</sup> per annum
Climate zone 21 Melbourne	30
Climate zone 22 East Sale	22
Climate zone 27 Mildura	69
Climate zone 60 Tullamarine	22
Climate zone 62 Moorabbin	21
Climate zone 63 Warrnambool	21
Climate zone 64 Cape Otway	19
Climate zone 66 Ballarat	23

#### Complies

The development has been oriented so far as possible to maximise solar access for future occupants, with north, west and south aspects maximised.

All dwellings have been designed to achieve a minimum individual compliance of 7.0 Star NatHERS score. The proposal will not impact energy efficiency of existing surrounding dwellings.

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**Clause 58.03-2**

**Communal open space objective**  
**To provide communal open space that meets the recreation and amenity needs of residents.**

To ensure that communal open space is accessible, practical, attractive, easily maintained.

**To ensure that communal open space is integrated with the layout of the development and enhances resident amenity.**

**Standard D7**

A development of 10 or more dwellings should provide a minimum area of communal outdoor open space of 30 square metres.

If a development contains 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is the lesser. This additional area may be indoors or outdoors and may consist of multiple separate areas of communal open space.

Each area of communal open space should be:

Accessible to all residents.

A useable size, shape, and dimension.

Capable of efficient management.

Located to:

Provide passive surveillance opportunities, where appropriate.

Provide outlook for as many dwellings as practicable.

Avoid overlooking into habitable rooms and private open space of new dwellings.

Minimise noise impacts to new and existing dwellings.

Any area of communal outdoor open space should be landscaped and include canopy cover and trees.

**Complies**

Communal outdoor open space is provided in the form of an approximately 340 sqm rooftop terrace and facility located on Level 37.

The rooftop terrace is a combination of indoor and outdoor space, and contains a pool, gym and landscaped outdoor terrace.

The space is intended to be accessible by all residents and avoids noise and overlooking impacts to other dwellings in the building.

The proposed communal facilities ensure a good mix of spaces to meet the need of residents and can be used in all weather conditions.

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**Clause 58.03-3**

**Solar access to communal outdoor open space objective**

To allow solar access into communal outdoor open space.

**Standard D8**

The communal outdoor open space should be located on the north side of a building, if appropriate.

**Complies**

The communal terrace is south facing but will receive appropriate sunlight access during the afternoon hours.

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	<p>At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.</p>	
<p><b>Clause 58.03-4</b> <b>Safety objective</b> To ensure the layout of development provides for the safety and security of residents and property.</p>	<p><b>Standard D9</b> Entrances to dwellings should not be obscured or isolated from the street and internal accessways. Planting which creates unsafe spaces along streets and accessways should be avoided. Developments should be designed to provide good lighting, visibility, and surveillance of car parks and internal accessways. Private spaces within developments should be protected from inappropriate use as public thoroughfares.</p>	<p><b>Complies</b> The residential access is direct from Collins Street and will not be publicly accessible. Additional access to the residential apartments is via the shared hotel entrance, which will include 24/7 surveillance.</p>
<p><b>Clause 58.03-5</b> <b>Landscaping objectives</b> To <b>provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of buildings on the streetscape.</b>  To <b>preserve existing canopy cover and support the provision of new canopy cover.</b>  To <b>ensure landscaping is climate responsive, supports biodiversity, wellbeing and amenity and reduces urban heat.</b></p>	<p><b>Standard D10</b> Development should retain existing trees and canopy cover. Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made. Development should: Provide the canopy cover and deep soil areas specified in Table D2. Existing trees can be used to meet the canopy cover requirements of Table D2. Provide canopy cover through canopy trees that are: Located in an area of deep soil specified in Table D3. Where deep soil cannot be provided trees should be provided in planters specified in Table D3. Consistent with the canopy diameter and height at maturity specified in Table D4.</p>	<p><b>Complies</b> No trees are proposed to be removed as part of this development and new landscaping opportunities along the ground floor plane are limited due to the retention of the heritage place. Appropriate, climate sensitive planting, including canopy trees, will be located on rooftop terrace areas. Refer to the Landscape Plan prepared by Tract for further detail.</p>

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	<p>Located in communal outdoor open space or common areas or street frontages.</p> <p>Comprise smaller trees, shrubs, and ground cover, including flowering native species.</p> <p>Include landscaping, such as climbing plants or smaller plants in planters, in the street frontage and in outdoor areas, including communal outdoor open space.</p> <p>Shade outdoor areas exposed to summer sun through landscaping or shade structures and use paving and surface materials that lower surface temperatures and reduce heat absorption.</p> <p>Be supported by irrigation systems which utilise alternative water sources such as rainwater, stormwater, and recycled water.</p> <p>Protect any predominant landscape features of the area.</p> <p>Take into account the soil type and drainage patterns of the site.</p> <p>Provide a safe, attractive, and functional environment for residents.</p> <p>Specify landscape themes, vegetation (location and species), irrigation systems, paving and lighting.</p>	<div data-bbox="1496 347 2040 691" style="border: 2px solid red; padding: 10px; text-align: center;"> <p><b>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</b></p> </div>
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**Clause 58.03-6**

**Access objective**

To ensure **that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists, and other vehicles.**

**To ensure the vehicle crossovers are designed and located to minimise visual impact.**

**Standard D11**

Vehicle crossovers should be minimised.

Car parking entries should be consolidated, minimised in size, integrated with the façade and where practicable located at the side or rear of the building.

Pedestrian and cyclist access should be clearly delineated from vehicle access.

The location of crossovers should maximise pedestrian safety and the retention of on-street car parking spaces and street trees.

Developments must provide for access for service, emergency, and delivery vehicles.

**Complies**

The proposal seeks to reduce the existing amount of vehicle crossovers to a single existing crossover from Spencer Street.

Pedestrian access is clearly delineated from all vehicle access.

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<p><b>Clause 58.03-7</b></p> <p><b>Parking location objectives</b></p> <p>To provide convenience parking for resident and visitor vehicles.</p> <p>To protect residents from vehicular noise within developments.</p>	<p><b>Standard D12</b></p> <p>Car parking facilities should:</p> <p>Be reasonably close and convenient to dwellings.</p> <p>Be secure.</p> <p>Be well ventilated if enclosed.</p> <p>Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.</p>	<p><b>Complies</b></p> <p>Car parking is provided across five basement levels, with secure access from Spencer Street. The basement will be well-lit and ventilated providing reasonable amenity and sense of safety for residents. Convenient access is provided via lifts and stairs into each building across the development.</p>
<p><b>Clause 58.03-8</b></p> <p><b>Integrated water and stormwater management objectives</b></p> <p>To encourage the use of alternative water sources such as rainwater, stormwater, and recycled water.</p> <p>To facilitate stormwater collection, utilisation, and infiltration within the development.</p> <p>To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.</p>	<p><b>Standard D13</b></p> <p>Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.</p> <p>Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.</p> <p>The stormwater management system should be:</p> <p>Designed to meet the current best practice performance objectives for stormwater quality as contained in the <i>Urban Stormwater – Best Practice Environmental Management Guidelines</i> (Victorian Stormwater Committee 1999).</p> <p>Designed to maximise infiltration of stormwater, water, and drainage of residual flows into permeable surfaces, tree pits and treatment areas.</p>	<p><b>Complies</b></p> <p>Rainwater catchment measures are proposed to contain water for toilet flushing.</p> <p>The proposal will be connected to existing non-potable water supply.</p> <p>The development and landscaping incorporate water sensitive urban design initiatives and meets best practice in line with relevant standards.</p> <p>Refer to the ESD Report for detail.</p>
<p><b>Clause 58.04</b></p> <p><b>Amenity Impacts</b></p>		
<p><b>Clause 58.04-1</b></p> <p><b>Building setback objectives</b></p>	<p><b>Standard D14</b></p> <p>The built form of the development must respect the existing or preferred urban context and respond to the features of the site.</p>	<p><b>Complies</b></p>

This is designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use. It is designed for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose without copyright.

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To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area.

To allow adequate daylight into new dwellings.

To limit views into habitable room windows and private open space of new and existing dwellings.

To provide a reasonable outlook from new dwellings.

To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.

Buildings should be set back from side and rear boundaries, and other buildings within the site to:

Ensure adequate daylight into new habitable room windows.

Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views.

Provide an outlook from dwellings that creates a reasonable visual connection to the external environment.

Ensure the dwellings are designed to meet the objectives of Clause 58.

Response of the development to setback requirements of DDO10 are outlined in Section 8 of this report.

Setbacks will allow adequate daylight access and all dwellings have reasonable outlook, owing to the location of the site with no existing development along 3 of its 4 frontages.

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<p><b>Clause 58.04-2</b> <b>Internal views objective</b> To limit views into the private open space and habitable room windows of dwellings within a development.</p>	<p><b>Standard D15</b> Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the private open space of a lower-level dwelling directly below and within the same development.</p>	<p><b>Complies</b> No overlooking of POS of any adjacent dwelling is proposed.</p>
<p><b>Clause 58.04-3</b> <b>Noise impacts objectives</b></p>	<p><b>Standard D16</b> Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings.</p>	<p><b>Complies</b></p>

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To contain noise sources in developments that may affect existing dwellings.

To protect residents from external and internal noise sources

The layout of new dwellings and buildings should minimise noise transmission within the site.

Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas, and other dwellings.

New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.

Buildings within a noise influence area specified in Table D5 should be designed and constructed to achieve the following noise levels:

Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.

Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.

Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.

Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.

Noise impacts have been assessed by the accompanying Acoustic Report prepared by Acoustic Logic.

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**Clause 58.04-4**

**Wind impacts objectives**

**To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.**

**Standard D17**

Development of five or more storeys, excluding a basement should: not cause unsafe wind conditions specified in Table D6 in public land, publicly accessible areas on private land, private open space, and communal open space; and achieve comfortable wind conditions specified in Table D6 in public land and publicly accessible areas on private land within a distance of half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building façade, whichever is greater.

**Complies**

A Wind Impact Assessment prepared by MEL Consultants, please see the accompanying report for further detail on compliance with all wind measures.

	<p>Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements.</p> <p>Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.</p>	
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**Clause 58.05  
On-Site Amenity and Facilities**

<p><b>Clause 58.05-1 Accessibility objective</b></p> <p>To ensure the design of dwellings meets the needs of people with limited mobility.</p>	<p><b>Standard D18</b></p> <p>At least 50 per cent of dwellings should have:</p> <p>A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom.</p> <p>A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom, and the living area.</p> <p>A main bedroom with access to an adaptable bathroom.</p> <p>At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D7.</p> <p>Table D7 – Bathroom Design</p> <table border="1" data-bbox="669 1015 1471 1347"> <thead> <tr> <th></th> <th>Design option A</th> <th>Design option B</th> </tr> </thead> <tbody> <tr> <td>Door opening</td> <td>A clear 850mm wide door opening.</td> <td>A clear 820mm wide door opening located opposite the shower.</td> </tr> <tr> <td>Door design</td> <td>Either: A slide door, or A door that opens outwards, or</td> <td>Either: A slide door, or A door that opens outwards, or</td> </tr> </tbody> </table>		Design option A	Design option B	Door opening	A clear 850mm wide door opening.	A clear 820mm wide door opening located opposite the shower.	Door design	Either: A slide door, or A door that opens outwards, or	Either: A slide door, or A door that opens outwards, or	<p><b>Complies</b></p> <p>A total of 76% of dwellings meet the minimum accessibility requirements, easily exceeding the requirements of the standard.</p> <div data-bbox="1496 842 2040 1185" style="border: 2px solid red; padding: 10px; text-align: center;"> <p><b>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</b></p> </div>
	Design option A	Design option B									
Door opening	A clear 850mm wide door opening.	A clear 820mm wide door opening located opposite the shower.									
Door design	Either: A slide door, or A door that opens outwards, or	Either: A slide door, or A door that opens outwards, or									

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		A door that opens inwards that is clear of the circulation area and has readily removable hinges.	A door that opens inwards and has readily removable hinges.
	Circulation area	A clear circulation area that is: A minimum area of 1.2 metres by 1.2 metres. Located in front of the shower and the toilet. Clear of the toilet, basin, and the door swing. The circulation area for the toilet and shower can overlap.	A clear circulation area that is: A minimum width of 1 metre. The full length of the bathroom and a minimum length of 2.7 metres. Clear of the toilet and basin. The circulation area can include a shower area.
	Path to circulation area	A clear path with a minimum width of 900mm from the door opening to the circulation area.	Not applicable.
	Shower	A hobless (step-free) shower.	A hobless (step-free) shower that has a removable shower screen and is located on the furthest wall from the door opening.
	Toilet	A toilet located in the corner of the room.	A toilet located closest to the door opening and

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	clear of the circulation area.	
<p><b>Clause 58.05-2</b></p> <p><b>Building entry and circulation objectives</b></p> <p>To provide each dwelling and building with its own sense of identity.</p> <p>To ensure the internal layout of buildings provide for the safe, functional, and efficient movement of residents.</p> <p>To ensure internal communal areas provide adequate access to daylight and natural ventilation.</p>	<p><b>Standard D19</b></p> <p>Entries to dwellings and buildings should:</p> <p>Be visible and easily identifiable.</p> <p>Provide shelter, a sense of personal address and a transitional space around the entry.</p> <p>The layout and design of buildings should:</p> <p>Clearly distinguish entrances to residential and non-residential areas.</p> <p>Provide windows to building entrances and lift areas.</p> <p>Provide visible, safe, and attractive stairs from the entry level to encourage use by residents.</p> <p>Provide common areas and corridors that:</p> <p>Include at least one source of natural light and natural ventilation.</p> <p>Avoid obstruction from building services.</p> <p>Maintain clear sightlines.</p>	<p><b>Complies</b></p> <p>The building is provided with a clearly identifiable residential entry from the street, which will be visible and support a sense of safety. Each dwelling will have a clear point of access and sense of identity within the development.</p> <p>Common areas and corridors are provided with natural light and will maintain clear sightlines.</p>
<p><b>Clause 58.05-3</b></p> <p><b>Private open space objective</b></p> <p>To provide adequate private open space for the reasonable recreation and service needs of residents.</p>	<p><b>Standard D20</b></p> <p>A dwelling should have private open space consisting of at least one of the following:</p> <p>An area of 25 square metres, with a minimum dimension of 3 metres and convenient access from a living room.</p> <p>A balcony with at least the area and dimensions specified in Table D8 and convenient access from a living room.</p> <p>An area on a podium or other similar base of at least 15 square metres, with a minimum dimension of 3 metres and convenient access from a living room.</p> <p>An area on a roof of 10 square metres, with a minimum dimension of 2 metres and convenient access from a living room.</p>	<p><b>Complies</b></p> <p>All proposed dwellings are located above a finished floor level of 40m above ground.</p> <p>No balconies or other P.O.S are proposed to dwellings; however, all dwellings contain additional living/bedroom area in accordance with Table D19.</p>

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If a cooling or heating unit is located on a balcony, the minimum balcony area specified in Table D8 should be increased by at least 1.5 square metres.

If the finished floor level of a dwelling is 40 metres or more above ground level, the requirements of Table D8 do not apply if at least the area specified in Table D9 is provided as living area or bedroom area in addition to the minimum area specified in Table D11 or Table D12 in Standard D25.

Table D8 – Balcony Size

Dwelling Type	Minimum area	Minimum dimension
Studio or 1 bedroom dwelling	8 sqm	1.8 metres
2 bedroom dwelling	8 sqm	2 metres
3 + bedroom dwelling	12 sqm	2.4 metres

Table D9 – Additional Living Area or Bedroom Area

Dwelling Type	Additional area
Studio or 1 bedroom dwelling	8 sqm
2 bedroom dwelling	8 sqm
3 + bedroom dwelling	12 sqm

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**Clause 58.05-4**

**Storage objective**

To provide adequate storage facilities for each dwelling.

**Standard D21**

Each dwelling should have convenient access to usable and secure storage space.

The total minimum storage space (including kitchen, bathroom, and bedroom storage) should meet the requirements specified in Table D10.

Table D10 – Storage

**Complies**

All proposed dwellings meet minimum storage dimension and area.

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Dwelling type	Total minimum storage	Minimum storage volume within the dwelling
Studio	8 cubic metres	5 cubic metres
1 bedroom dwelling	10 cubic metres	6 cubic metres
2 bedroom dwelling	14 cubic metres	9 cubic metres
3 or more bedroom dwelling	18 cubic metres	12 cubic metres

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Clause 58.06 Detailed Design		
<p><b>Clause 58.06-1</b> <b>Common property objectives</b></p> <p>To ensure that communal open space, car parking, access areas and site facilities are practical, attractive, and easily maintained.</p> <p>To avoid future management difficulties in areas of common ownership.</p>	<p><b>Standard D22</b></p> <p>Developments should clearly delineate public, communal, and private areas.</p> <p>Common property, where provided, should be functional and capable of efficient management.</p>	<p><b>Complies</b></p> <p>Communal open space will be located within a rooftop terrace area, only accessible to residents of the building.</p> <p>Layout of the restaurant access and hotel lobby at the ground floor plane will provide clear delineation for guests to access and does not overlap with the residential lobby area.</p>
<p><b>Clause 58.06-2</b> <b>Site services objectives</b></p> <p>To ensure that site services are <b>accessible and</b> can be installed and maintained.</p>	<p><b>Standard D23</b></p> <p>Development should provide adequate space (including easements where required) for site services to be installed and maintained efficiently and economically.</p>	<p><b>Complies</b></p> <p>Provision has been made within the development for all required services. Service areas are provided within the basement where possible, providing required access for relevant</p>

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<p>To ensure that site <b>services and facilities are visually integrated into the building design or landscape.</b></p>	<p>Meters and utility services should be designed as an integrated component of the building or landscape.</p> <p>Mailboxes and other site facilities should be adequate in size, durable, water-protected, located for convenient access and integrated into the overall design of the development.</p>	<p>authorities and concealing them from the public realm.</p> <p>Site services such as mail will be managed via concierge from the residential dwelling lobby</p>
<p><b>Clause 58.06-3</b></p> <p><b>Waste and recycling objectives</b></p> <p>To ensure dwellings are designed to encourage waste recycling.</p> <p>To ensure that waste and recycling facilities are accessible, adequate, and attractive.</p> <p>To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health, and the public realm.</p>	<p><b>Standard D24</b></p> <p>Developments should include dedicated areas for:</p> <p>Waste and recycling enclosures which are:</p> <p>Adequate in size, durable, waterproof and blend in with the development</p> <p>Adequately ventilated</p> <p>Located and designed for convenient access by residents and made easily accessible to people with limited mobility.</p> <p>Adequate facilities for bin washing. These areas should be adequately ventilated.</p> <p>Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate.</p> <p>Collection, storage, and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing.</p> <p>Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing.</p> <p>Adequate internal storage space within each dwelling to enable the separation of waste, recyclables, and food waste where appropriate.</p> <p>Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and:</p> <p>Be designed to meet the better practice design options specified in <i>Waste Management and Recycling in Multi-unit Developments (Sustainability Victoria, 2019)</i>.</p>	<p><b>Complies</b></p> <p>Waste Management measures have been incorporated throughout the development to ensure appropriate recycling and disposal of waste from dwellings, hotel and commercial areas.</p> <p>Please see the accompanying Waste Management Plan has been prepared by WSP for further detail.</p>

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Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.										
<p><b>Clause 58.06-4</b></p> <p><b>External walls and Materials objectives</b></p> <p><b>To ensure external walls use materials appropriate to the existing urban context or preferred future development of the area.</b></p> <p><b>To ensure external walls endure and retain their attractiveness.</b></p>	<p><b>Standard D25</b></p> <p>External walls should be finished with materials that:</p> <p>Do not easily deteriorate or stain.</p> <p>Weather well over time.</p> <p>Are resilient to the wear and tear from their intended use.</p> <p>External wall design should facilitate safe and convenient access for maintenance.</p>	<p><b>Complies</b></p> <p>Proposed external walls to all dwellings are the proposed glazing elements to the façade.</p> <p>The façade will be accessible for cleaning from the rooftop BMU.</p>								
<b>Clause 58.07: Internal Amenity</b>										
<p><b>Clause 58.07-1</b></p> <p><b>Functional layout objective</b></p> <p>To ensure dwellings provide functional areas that meet the needs of residents.</p>	<p><b>Standard D26</b></p> <p>Bedrooms should:</p> <p>Meet the minimum internal room dimensions and area specified in Table D11.</p> <p>Provide an area in addition to the minimum internal room dimensions and area to accommodate a wardrobe.</p> <p>Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D12.</p> <p>Table D11 – Bedroom Dimensions</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="text-align: center;">Bedroom type</th> <th style="text-align: center;">Minimum width</th> <th style="text-align: center;">Minimum depth</th> <th style="text-align: center;">Minimum area</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Main bedroom</td> <td style="text-align: center;">3 metres</td> <td style="text-align: center;">3.4 metres</td> <td style="text-align: center;">10.2 sqm</td> </tr> </tbody> </table>	Bedroom type	Minimum width	Minimum depth	Minimum area	Main bedroom	3 metres	3.4 metres	10.2 sqm	<p><b>Complies</b></p> <p>All proposed bedrooms and living rooms meet minimum internal room dimension and area, as outlined in the BADs compliance schedule, in the Urban Context report prepared by Carr Design.</p> <div style="border: 2px solid red; padding: 10px; margin-top: 20px; text-align: center; color: red;"> <p><b>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</b></p> </div>
Bedroom type	Minimum width	Minimum depth	Minimum area							
Main bedroom	3 metres	3.4 metres	10.2 sqm							

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	All other bedrooms	3 metres	3 metres	9 sqm	
Table D12 - Living Area Dimensions					
	Dwelling type	Minimum width	Minimum area		
	Studio and 1 bedroom dwelling	3.3 metres	10 sqm		
	2 or more bedroom dwelling	3.6 metres	12 sqm		

**Clause 58.07-2**

**Room depth objective**

To allow adequate daylight into single aspect habitable rooms.

**Standard D27**

Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height.

The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met:

The room combines the living area, dining area and kitchen.

The kitchen is located furthest from the window.

The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen.

The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.

**Variation Required**

The majority of dwellings proposed are not single aspect.

One apartment type (Type 21) are in excess of 9m in depth. This type, though technically not single-aspect due to the western façade indent, is also a larger 3-bedroom type. The additional depth is due to the placement of kitchen space. Daylight modelling prepared by Ark Resources demonstrate these dwellings receive appropriate daylight access to the living space. There are 5 dwellings overall of this type, less than 3% of the total.

Refer to the BADs compliance schedule, in the Urban Context report prepared by Carr Design.

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**Clause 58.07-3**

**Windows objective**

To allow adequate daylight into new habitable room windows.

**Standard D28**

Habitable rooms should have a window in an external wall of the building.

A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky.

The secondary area should be:

**Complies**

All proposed habitable rooms, including bedrooms have direct window access.

	<p>A minimum width of 1.2 metres.</p> <p>A maximum depth of 1.5 times the width, measured from the external surface of the window.</p>	
<p><b>Clause 58.07-4</b></p> <p><b>Natural ventilation objectives</b></p> <p>To encourage natural ventilation of dwellings.</p> <p>To allow occupants to effectively manage natural ventilation of dwellings.</p>	<p><b>Standard D29</b></p> <p>The design and layout of dwellings should maximise openable windows, doors, or other ventilation devices in external walls of the building, where appropriate.</p> <p>At least 40 per cent of dwellings should provide effective cross ventilation that has:</p> <p>A maximum breeze path through the dwelling of 18 metres.</p> <p>A minimum breeze path through the dwelling of 5 metres.</p> <p>Ventilation openings with approximately the same area.</p> <p>The breeze path is measured between the ventilation openings on different orientations of the dwelling.</p>	<p><b>Complies</b></p> <p>Cross ventilation requirements are achieved to 53% of all dwellings.</p>

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## **APPENDIX B**

## **DDO1 ASSESSMENT**

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Table 4: DDO1 Response

Design Outcome	Design Requirement	Response
<b>Urban Structure</b> – <i>Urban Structure relates to the network of main streets, streets, laneways and open spaces which define the size and shape of urban blocks.</i>		
<p><b>An urban block structure that:</b></p> <p>Is sufficiently fine grained to support walking as the primary mode of transport.</p>	<p>Where the average urban block length is greater than 100 metres, development should provide a new through-block pedestrian connection. In Southbank these pedestrian connections should be open to the sky.</p> <p><i>Note: Urban blocks with an average length of more than 100 metres are identified on Map 1 to the Appendix of the Central Melbourne Design Guide.</i></p> <p>Within 200 metres of a rail station, more frequent pedestrian connections should be provided to manage high pedestrian volumes.</p> <p>Where possible, pedestrian connections should be located less than 70 metres from the next intersection or pedestrian connection.</p> <p>Development with an abuttal to two or more streets or laneways should provide a pedestrian connection between those abuttals where this improves the walkability of the urban block.</p>	<p>The proposal is not required to provide pedestrian connections as:</p> <ul style="list-style-type: none"> <li>▪ The length of the street block along the Spencer Street frontage of the site is less than 100m.</li> <li>▪ The subject site is located on a corner lot, along two primary roads through the CBD. Provision of a through block link will not aid pedestrian connections at this location</li> </ul> <div style="border: 2px solid red; padding: 10px; text-align: center; margin-top: 20px;"> <p><b>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</b></p> </div>
<p><b>A pedestrian network that:</b></p> <p>Reduces walking distances.</p> <p>Completes existing connections and laneways.</p>	<p>Where a development could deliver part of a pedestrian connection that is able to reduce the average urban block length to less than 100 metres, but does not extend the full depth of the block, the development should include a connection that can be completed when a connection is provided through an adjoining site.</p>	<p>The subject site is located on a corner lot. As such, no improvements to pedestrian network and walkability can be reasonably expected for the site</p>

Design Outcome	Design Requirement	Response
<p>Retains and improves existing connections.</p> <p>Provides partial connections which can be completed when adjacent site development occurs.</p>	<p>Where a development has the potential to achieve a through-block connection by extending an existing or proposed connection on an adjoining site, the development should provide for the completion of the through-block connection.</p> <p>Development should retain and improve the quality of existing pedestrian connections.</p>	
<p><b>Pedestrian connections that are:</b></p> <p>High Quality.</p> <p>Safe and attractive</p> <p>Accessible by people of all abilities.</p> <p>Easily identified and legible</p> <p>Designed to enable stationary activities</p>	<p>Pedestrian connections that reduce (or when completed will reduce) an average urban block length to less than 100 metres should be:</p> <ul style="list-style-type: none"> <li>▪ Open 24 hours a day.</li> <li>▪ Open to the sky, an arcade or a through-building connection.</li> </ul> <p>Pedestrian connections should be:</p> <ul style="list-style-type: none"> <li>▪ Direct, attractive, well-lit and provide a line of sight from one end to the other.</li> <li>▪ Safe and free of entrapment spaces and areas with limited passive surveillance.</li> <li>▪ Publicly accessible at ground level and appropriately secured by legal agreement.</li> <li>▪ Lined by active frontages.</li> <li>▪ Laneways should be:</li> <li>▪ At least six metres wide.</li> </ul> <p>Laneways may be less than six metres wide where, either:</p>	<p>N/A</p> <div style="border: 2px solid red; padding: 10px; text-align: center;"> <p><b>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</b></p> </div> <p style="text-align: center; font-size: 24px; font-weight: bold; color: red;">ADVERTISED PLAN</p>

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Design Outcome	Design Requirement	Response
	<ul style="list-style-type: none"> <li>▪ The laneway is the same width or wider than an existing laneway that it continues.</li> <li>▪ The laneway does not provide for vehicle access.</li> </ul> <p>Arcades should:</p> <ul style="list-style-type: none"> <li>▪ Adopt vertical proportions with a height greater than the width.</li> <li>▪ Be a minimum of two storeys in height.</li> <li>▪ Incorporate high quality exterior grade materials and finishes to all surfaces including paving, walls, ceilings and lighting.</li> <li>▪ Have highly legible entries including any doors or gates.</li> </ul>	
<p><b>Site Layout</b> – Site layout refers to the arrangement of buildings and spaces, including the position of entries, building services and circulation cores and how these elements respond to and reinforce the character of streets and laneways.</p>		
<p><b>Site layout that:</b></p> <p>Reinforces the valued characteristics of streets and laneways</p> <p>Delivers a well-defined public realm</p>	<p>Building should be aligned to the street at ground level unless they provide for a plaza.</p> <p>Development should avoid narrow publicly accessible alcoves and recesses that lack a clear public purpose.</p> <p>Development should avoid entrapment areas and areas with limited passive surveillance.</p> <p>Development should cater for anticipated pedestrian volumes.</p>	<p>The ground floor layout of the site is largely guided by the retention of the existing heritage buildings on site, with a new lobby area located in place of the non-contextual building along Collins Street.</p> <p>The proposal is aligned to Collins Street and Spencer Street.</p> <p>The proposal does not include any narrow, publicly accessible alcoves. A hotel lobby adjacent to the residential/hotel entrance will provide for passive surveillance of the entrance portal.</p>
<p><b>Plazas that:</b></p>	<p>Plazas should:</p>	<p>N/A – No plaza is proposed</p>

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Design Outcome	Design Requirement	Response
<p>Are accessible to people of all abilities.</p> <p>Are safe and attractive.</p> <p>Deliver opportunities for stationary activity</p> <p>Alleviate pedestrian congestion.</p>	<ul style="list-style-type: none"> <li>▪ Be open to the sky.</li> <li>▪ Be accessible to people of all abilities.</li> <li>▪ Provide opportunities for stationary activity.</li> <li>▪ Be lined with active frontages.</li> <li>▪ Incorporate soft and hard landscaping elements.</li> <li>▪ Have access to sunlight.</li> </ul> <p>Development should retain at least 50 per cent of any existing publicly accessible private plaza where:</p> <ul style="list-style-type: none"> <li>▪ It is oriented to a main street or street.</li> <li>▪ It helps reduce pedestrian congestion.</li> <li>▪ A high quality space with opportunities for stationary activity can be achieved.</li> </ul> <p>Where a plaza contributes to the significance of a heritage place, retention of more than 50 per cent of the plaza may be required to conserve the heritage values of the place.</p>	<div style="border: 2px solid red; padding: 10px; margin: 10px auto; width: fit-content;"> <p><b>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</b></p> </div>
<p><b>Vehicle entries that:</b></p> <p>Do not create traffic conflict</p> <p>Do not undermine the attractiveness or safety of pedestrian experience.</p>	<p>Vehicle access and loading bays:</p> <ul style="list-style-type: none"> <li>▪ Should not be located on main streets.</li> <li>▪ Should not be constructed on a traffic conflict frontage or in a lane leading off a traffic conflict frontage shown on Map 2.</li> <li>▪ In the Retail Core Area – Schedule 2 to the Capital City Zone must not be constructed on a traffic conflict frontage</li> </ul>	<p>The proposal utilises the existing vehicle access on Spencer Street, whilst removing the vehicle access along Collins Street. This outcome will result in a reduction of traffic conflict, in particular along the more crowded and movement heavy Collins Street frontage.</p> <p>The site is not located within the CCZ2, nor along a traffic conflict frontage.</p>

Design Outcome	Design Requirement	Response
	<p>shown on Map 2, or in a lane leading off a traffic conflict frontage.</p> <p>The location and width of car park entries should minimise the impacts on the pedestrian network.</p>	
<p><b>Colonnades that:</b></p> <p>Are safe and attractive.</p> <p>Are accessible to people of all abilities.</p>	<p>Colonnades should:</p> <ul style="list-style-type: none"> <li>▪ Adopt vertical proportions with a height greater than the width.</li> <li>▪ Incorporate high quality design detail to all publicly visible planes and surfaces.</li> <li>▪ Provide ground level spaces that are accessible to people of all abilities.</li> <li>▪ Have a clear public purpose.</li> <li>▪ Be well-lit and provide clear lines of sight from one end to another.</li> <li>▪ Be safe and free of entrapment spaces and areas with limited passive surveillance.</li> </ul>	<p>No colonnades are proposed.</p> <div style="border: 2px solid red; padding: 10px; text-align: center; margin: 20px auto; width: fit-content;"> <p><b>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</b></p> </div>
<p><b>Building Massing</b> – <i>Building Mass relates to the three dimensional form of a building, including its scale, height, proportions and composition.</i></p>		
<p><b>Building mass that:</b></p> <p>Distinguishes between different buildings where a development comprised multiple buildings.</p> <p>Respects the height, scale and proportions of adjoining places or</p>	<p>Development should adopt a diversity of forms, typologies and architectural language, within a cohesive design framework, on large site where a development comprises multiple buildings.</p>	<p>The proposal does not comprise multiple buildings, only a single tower form above a podium.</p>

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Design Outcome	Design Requirement	Response
<p>buildings within a Special Character Area.</p> <p>Reinforces the fine grain and visual interest of streetscapes.</p> <p>Maintains a diverse and interesting skyline through the design of roof profiles</p>		
<p><b>Street walls that:</b></p> <p>Adopt a variety of streetwall heights to reinforce the traditional fine grain, vertical rhythm and visual interest of streetscapes.</p> <p>Provided aesthetic interest to the public realm.</p> <p>Frame comfortable and attractive streets.</p>	<p>Street wall heights should be lower along laneways and streets less than 10 metres wide.</p> <p>Buildings with a street frontage greater than 25 metres in length should be broken into smaller vertical sections, with a range of parapet heights and rebates of sufficient depth to provide modulation in the street façade.</p> <p>Development should reinforce the ground floor and street wall as the dominant component within the Special Character Area through visually recessive upper level built form.</p> <p>Street wall heights, upper level setbacks and building separation should respond to the scale of adjacent heritage buildings.</p> <p>Transitions in height, scale or prominence to a heritage place should avoid relying solely on surface treatments or decorative effects.</p>	<p>The proposed street wall height is largely identical to current site conditions due to retention of the heritage buildings. The proposed podium addition matches the height of the adjacent heritage buildings on the subject site and is consistent with DDO10.</p> <div style="border: 2px solid red; padding: 10px; text-align: center; margin-top: 20px;"> <p><b>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</b></p> </div>
<p><b>Building Program</b> – <i>Building Program relates to the position and configuration of uses internal to a building. This is a key urban design consideration due to the direct relationship of internal areas to the public realm.</i></p>		

Design Outcome	Design Requirement	Response
<p><b>A building program that:</b></p> <p>Delivers safe and high quality interfaces between public and private realm.</p> <p>Maximises activation of the public realm</p> <p>Can accommodate a range of tenancy sizes, including a smaller tenancies in the lower levels of the building.</p> <p>Allows for adaption to other uses over time.</p> <p>Delivers internal common areas or podium-rooftop spaces that maximise passive surveillance and interaction with the public realm.</p> <p>Promotes a strong physical and visual and relation between any uses provided as part of a public benefit under the provisions of Schedule 1 to the Capital City Zone within the building, and the street.</p>	<p>Development should position active uses to address the public realm.</p> <p>Development should:</p> <ul style="list-style-type: none"> <li>▪ Maximise the number of pedestrian building entries.</li> <li>▪ Avoid long expanses of frontage without a building entry.</li> <li>▪ Large floorplate tenancies should be sleeved with smaller tenancies at ground level at a boundary to a street, laneway or pedestrian connection.</li> </ul> <p>Floor to ceiling heights should be a minimum of:</p> <ul style="list-style-type: none"> <li>▪ 4.0 metres at ground level</li> <li>▪ 3.8 metres for levels two and three</li> <li>▪ 3.5 metres above level three and up to 20 metres.</li> </ul> <p>Development should be designed so that any areas containing uses provided as part of a public benefit under the provisions of Schedule 1 to the Capital City Zone, are located in the lower levels of a building so that they have a direct visual and physical connection to the public realm.</p> <p>Development should be designed so that any areas containing new uses provided as part of a public benefit under the provisions of Schedule 1 to the Capital City Zone internal to a building co-located with adjacent public space or pedestrian connections.</p> <p>Ground floor tenancies should be configured so that they do not rely upon queuing within the public realm, except where</p>	<p>The proposed development proposes 1 pedestrian entry to Spencer Street and 2 pedestrian entries to Collins Street. Given the heritage constraints associated with the retention of the building to Spencer Street this is considered a positive outcome.</p> <p>The development proposes the following minimum ceiling heights:</p> <ul style="list-style-type: none"> <li>▪ 3.2 – 6.7 metres at ground level</li> <li>▪ 3.2 metres for levels two and three</li> <li>▪ 3.2 metres above level three and up to 20 metres</li> </ul> <p>Given the use of these spaces are associated with the residential hotel and respond to the retention of the existing heritage building, the proposed ceiling heights are considered appropriate in this instance.</p> <p>The proposed office floor levels, which contribute to the public benefit and FAR uplift calculation are located within the lower levels of the tower, ensuring a visual connection with the public realm.</p> <p>It is not envisaged that the hotel use or proposed retail tenancy will require reliance on queuing within the public realm.</p>

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Design Outcome	Design Requirement	Response
	this occurs on a pedestrian only laneway where this is the established character.	
<p><b>Building services that:</b></p> <p>Minimise impacts on the public realm</p> <p>Maximise the quality and activation of the public realm</p> <p>Do not dominate the pedestrian experience and are designed as an integrated design element.</p> <p>Provide waste collection facilities as an integrated part of the building design.</p>	<p>Ground floor building services, including waste, loading and parking access:</p> <ul style="list-style-type: none"> <li>▪ Should be minimised.</li> <li>▪ Must occupy less than 40 per cent of the ground floor area of the site area.</li> <li>▪ Internal waste collection areas should be sleeved.</li> <li>▪ Services, loading and waste areas should be located away from streets and public spaces, or within basements or upper levels.</li> <li>▪ Service cabinets should be located internally with loading, waste or parking areas where possible.</li> <li>▪ Undercroft spaces for waste or loading should not adversely impact safety and continuity of the public realm.</li> <li>▪ Access doors to any waste, parking or loading area should: <ul style="list-style-type: none"> <li>▪ Be positioned no more than 500 millimetres from the street edge.</li> <li>▪ Be designed as an integrated element of the building.</li> </ul> </li> <li>▪ Rooftop plant, services and antennae should be integrated into the overall building form.</li> </ul>	<p>Building services are predominantly located within the basement levels or are concealed from public view having been integrated into the design of the building.</p> <div data-bbox="1473 703 2018 1043" style="border: 2px solid red; padding: 10px; text-align: center; color: red; font-weight: bold;"> <p>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p> </div>

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Design Outcome	Design Requirement	Response
<p><b>Car parking that:</b></p> <p>Minimises the impact of car parking on the public realm.</p>	<p>In the Central City area shown in Map 1 to Schedule 1 to the Design and Development Overlay, all car parking must be located in a basement unless it is part of a development that removes existing open to sky at grade car parking.</p> <p>Car park ramps should be capable of removal for future adaptation.</p> <p>Avoid car parking entries on small sites, where they impact on the activation and safety of the public realm.</p> <p>Above ground car parking:</p> <ul style="list-style-type: none"> <li>• Must be located on the first floor or above.</li> <li>• Must be sleeved to streets.</li> <li>• Should have a front setback of at least 3 metres.</li> </ul>	<p>All car parking is proposed to be located within the basement levels.</p>
<p><b>Public Interfaces</b> – <i>Public Interfaces relates to the boundary between the internal program of a building and the public realm in main streets, streets, laneways and open spaces.</i></p>		
<p><b>Public interfaces that:</b></p> <p>Contribute to the use, activity, safety and interest of the public realm</p> <p>Provide continuity of ground floor activity along streets and laneways.</p> <p>Allow unobstructed views through opening into the ground floor of buildings.</p>	<p>The following ground level frontage requirements should be met for development in General Development Areas and laneways in Special Character Areas, and must be met for development in streets in Special Character Areas:</p> <ul style="list-style-type: none"> <li>▪ At least 80 per cent of the combined length of the ground level interfaces of a building to streets and laneways are an entry or window. This measurement excludes: <ul style="list-style-type: none"> <li>- Stall-risers to a height of 700mm.</li> <li>- Pilasters.</li> </ul> </li> </ul>	<p>Amendments to public interface along Collins Street and Spencer Street are limited by the retention of the heritage buildings.</p> <p>Where the new podium structure is proposed along the portion of Collins Street, glazing is provided along pedestrian frontages that provides clear sightlines into the hotel lobby.</p>

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Design Outcome	Design Requirement	Response
	<ul style="list-style-type: none"> <li>- Window and door frames.</li> <li>- Windows that have clear glazing without stickers or paint that obscures views.</li> </ul> <p>The ground level frontage requirements do not apply to the development of a building in a heritage overlay or heritage graded building. Development of a building in a heritage overlay or a heritage graded building should not reduce compliance with the public interface design outcomes.</p> <p>Security grills or mesh should:</p> <ul style="list-style-type: none"> <li>▪ Be transparent.</li> <li>▪ Not block views into tenancies at night.</li> <li>▪ Be mounted internally to the shop windows.</li> </ul> <p>Avoid tinted, opaque or high reflectivity glass which obscures views between the public realm and building interior.</p> <p>In flood prone areas or on sloping sites, a direct connection should be established at grade to usable space within ground level tenancies, with level transitions contained within the building envelope.</p> <p>In flood prone areas, transitions in floor levels should not rely on external stairs, ramps or platform lifts which disconnect interior spaces from the public realm.</p>	<div style="border: 2px solid red; padding: 10px; text-align: center;"> <p><b>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</b></p> </div> <p style="text-align: center; font-size: 2em; font-weight: bold; color: red;">ADVERTISED PLAN</p>
<p><b>Façade projections and balconies that:</b></p>	<p>Upper level projections and canopies should allow for the growth of existing and planned street trees.</p>	<p>There are no upper-level projections proposed over the streets.</p>

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Design Outcome	Design Requirement	Response
<p>Do not adversely impact the levels of daylight or views to the sky from a street or laneway.</p> <p>Do not obstruct the service functions of a street or laneway through adequate clearance heights</p> <p>Add activity the public realm</p> <p>From part of a cohesive architectural response to the public realm.</p>	<p>Upper level projections such as juliet balconies, adjustable screens or windows, cornices or other architectural features may project into streets or laneways:</p> <ul style="list-style-type: none"> <li>▪ On main streets up to 600 mm.</li> <li>▪ On streets and laneways up to 300 mm.</li> <li>▪ On main streets, balconies associated with an active commercial use may project up to 1.6 metres from the facade or 800 mm from the back of kerb.</li> </ul> <p>Balcony projections should be at least 5 metres above any public space measured from ground level.</p> <p>Development should not include enclosed balconies or habitable floor space projecting over the public realm.</p> <p>Ensure that public realm projections (excluding canopies) at the upper levels do not extend the full width of a building frontage.</p>	<div style="border: 2px solid red; padding: 10px; color: red; font-weight: bold;"> <p>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p> </div>
<p><b>Weather protection that:</b></p> <p>Delivers pedestrian comfort in the public realm and protection from rain, wind and summer sun.</p> <p>Uses canopies that are functional, of high quality design, and contribute to the human scale of the street.</p>	<p>Development should include continuous weather protection along main streets except where a heritage place warrants an alternative approach.</p> <p>Weather protection canopies should:</p> <ul style="list-style-type: none"> <li>▪ Be between 3.5 metres and 5 metres above ground measured to the underside of the soffit.</li> <li>▪ Provide for exposure to winter sun and shelter from summer sun.</li> <li>▪ Not enclose more than one third of the width of a laneway.</li> </ul>	<p>In this context, the heritage place warrants an alternative approach, as the retained buildings do not have existing weather canopies along their respective interfaces.</p>

Design Outcome	Design Requirement	Response
	<ul style="list-style-type: none"> <li>▪ Display a high design standard including material selection in the appearance of the soffit and fascia.</li> </ul>	
<p><b>Design Detail</b> - <i>Design Detail refers to the resolution of a contextually responsive building exterior that contributes to the quality of the public realm through its expression, materials and finishes.</i></p>		
<p><b>Exterior design that:</b></p> <p>Establishes a positive relationship between the appearance of new development and valued characteristics of its context.</p> <p>Is visually interesting when viewed up close and from a distance.</p> <p>Responds to the distance at which the building is viewed and experience from the public realm in the selection, scale and quality of design elements.</p> <p>Incorporates sufficient design detail in the lower levels of a building to deliver a visually rich and engaging pedestrian experience.</p> <p>Delivers high quality design on all visible sides of a building including rooftops, where visible from the public realm.</p> <p>At the ground level interface, provides visual connection between the public realm and interior spaces.</p>	<p>Facades should provide for depth and a balance of light and shadow on the street wall and upper levels through the use of balconies, integrated shading, rebates or expression of structural elements.</p> <p>Street wall facades should avoid a predominately glazed appearance.</p> <p>Street wall facades should establish a balance of transparency and solidity.</p> <p>Facades should avoid the use of surfaces which cause unacceptable glare to the public realm</p> <p>Materials should be durable, robust and low maintenance in the higher parts of a building.</p> <p>Blank walls that are visible from the public realm should be designed as an integrated component of the building composition.</p> <p>Materials should be natural, tactile and visually interesting at the lower levels near the public interface to reinforce a human scale.</p> <p>Ground level interfaces including shopfronts should provide thickness, depth and articulation and avoid long expanses of floor to ceiling glazing.</p>	<p>The proposed building design is of high architectural quality, positively responds to the character of the area and does not include any blank walls. Please refer to the enclosed design report for details.</p> <div data-bbox="1473 587 2018 928" style="border: 2px solid red; padding: 10px; text-align: center;"> <p><b>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</b></p> </div> <p style="text-align: center; font-size: 24pt; font-weight: bold; color: red;">ADVERTISED PLAN</p>

Design Outcome	Design Requirement	Response
	<p>Materials and finishes such as painted concrete or ventilation louvres should be avoided at the lower levels where they undermine the visually rich, tactile quality of streets and laneways.</p> <p>Service cabinets should not visually dominate street frontages and should use high quality materials.</p>	

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## APPENDIX C

# STRATEGIC DOCUMENTS, PLANNING POLICY FRAMEWORK & PLANNING CONTROLS

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## KEY STRATEGIC DOCUMENTS

The following section will detail key plans, guides and strategies which have been considered as part of this assessment, as well as

### PLAN MELBOURNE

Plan Melbourne, the Victorian Government's metropolitan planning strategy that will guide the city's growth to 2050 was released in May 2014 (updated 2017) and is currently referenced in the State Planning Policy framework. It is a strategy focussed on providing adequate employment, housing and transport around the central city and beyond.

The Strategy focuses on the following 9 key concepts:

- *Protecting the Suburbs by Delivering Density in Defined Locations*
- *A State of Cities*
- *Delivering a Pipeline of Investment Opportunity*
- *Better Use of Existing Assets*
- *20 Minute Neighbourhoods*
- *Housing Choice and Affordability*
- *Transitioning to a More Sustainable City*
- *Good Governance and Strong Partnerships*

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The report recognises Melbourne's population will increase to more than 6.5 million people by 2050. This additional population will require housing, employment and ancillary services and facilities.

Part of the direction is to ensure this increased population can be catered for without unreasonably impacting on the existing qualities of Melbourne's suburbs. The Strategy establishes five metropolitan subregions including a new expanded capital city zone. This expanded capital city zone will cater for "a large proportion of Melbourne's future housing needs and provide a variety of housing close to public transport and services."

The report provides a major focus on enhancing and unlocking the development potential of the central city area. It notes that Melbourne is "fortuitous with available and under-utilised land of a significant scale within and around the Hoddle Grid." Ultimately, the strategy highlights the following important directions:

- Transport integration throughout the city.
- Encouraging high density housing within the capital city zone.
- Making Melbourne the largest residential centre by 2040.
- Accommodate 100,000 dwellings within Central City urban renewal locations.
- Accommodate at least one million jobs and nearly one million people in the central subregion.
- Increase housing supply near services and public transport.
- Facilitate the supply of more affordable housing.
- Stimulate the economy through job creation and facilitation of employment land.

Plan Melbourne Refresh was released in March 2017 and has an overall increased emphasis on:

- Greater housing provision in established areas.
- Social and affordable housing.
- Environmental protection.
- Place-making.
- Realigning transport priorities.

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The Refresh includes a mixture of mooted changes such as realigning strategic planning principles, targeted regulatory response, adoption of a new metropolitan form along with adjustments to sub-regional and precinct planning.

Plan Melbourne is the Metropolitan Planning Strategy which outlines the Victorian Governments vision for the City of 2050. The document provides guidance on the direction of the city's growth and how it should be managed.

The strategy includes nine (9) principles, seven (7) outcomes, thirty-two (32) directions and ninety (90) policies.

## Directions of relevance include:

- Direction 1.1 – Create a city structure that strengthens Melbourne's competitiveness for jobs and investment.
- Direction 1.2 – Improve access to jobs across Melbourne and closer to where people live.
- Direction 4.3 – Achieve and promote design excellence.
- Direction 5.2 – Create neighbourhoods that support safe communities and healthy lifestyles.

The City of Melbourne is recognised as being within the 'inner' region of Metropolitan Melbourne which is projected to accommodate over 230,000 new jobs by 2031.

## CENTRAL MELBOURNE DESIGN GUIDE

The Central Melbourne Design Guide was prepared by the City of Melbourne to support the use and interpretation of the 'Urban Design in the Central City' Design & Development Overlay Schedule 1 (DDO1) within the Melbourne Planning Scheme. The guide is intended to raise the bar on the design quality of development outcomes in the Central Melbourne and Southbank.

Both the supporting policy and this Guide seek to shape the development of private land within the Central City and Southbank by focusing on the key components of design that contribute to inspiring and lively streets and places, with a particular emphasis on the interface of building within the City's public realm.

Key themes of the guide seek to:

- Provide pedestrian connections that are lined by active frontages to enhance safety and attractiveness and maximise activity.
- Respond to the hierarchy of streets and laneways.
- Avoid the creation of small, narrow, publicly accessible alcoves and recesses that lack a clear public purpose.

The guide also asks key questions which are relevant to the proposal, including:

- Does the configuration of ground level spaces and entrances contribute to the use and character of the streets and laneways?
- Does the building mass respond to the surrounding context and the pedestrian experience?
- Does the position of active uses, services, and parking ensure a high-quality public realm?
- Does the development promote safe and lively public spaces?
- Do the elevations and interfaces respond to the human scale with high quality detail?

## PLANNING POLICY

The following policies under the Municipal Planning Strategy and the Planning Policy Framework are relevant to the development.

## MUNICIPAL PLANNING STRATEGY

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## Clause 02.01 – Context

This clause notes that Melbourne contains the state's premier economic and cultural infrastructure and attracts a wide diversity of uses. It notes a rapidly expanding residential population.

## Clause 02.03-1 – Settlement

The subject site is located within the Hoddle Grid, which is described as:

- *The Hoddle Grid is known for its orderly grid and hierarchy of streets, lanes and arcades and is the main retail and office area in the state. Key functions are located in the Hoddle Grid, including government and public buildings, offices, cafes, education, retail and residential. A strong emphasis is placed on a quality public realm and good pedestrian amenity and connectivity.*

## Clause 02.03-4 – Built Environment and Heritage

This clause seeks to protect the City's distinct physical character and ensure the design, height and scale of development responds to the identified preferred built form character of an area.

This clause also sets out a number of objectives pertaining to heritage, urban design and sustainable development, and focuses on enhancing the public realm and creating an environmentally sustainable urban environment with reduced greenhouse emissions.

## Clause 02.03-5 - Housing

The City of Melbourne is expected to accommodate significant population growth through new high-density development. New housing should be diverse, affordable and provide a good standard of building design, as well as include good access to sunlight, daylight and privacy as well as protection from effects such as noise and light spill.

## Clause 02.03-6 – Economic Development

This clause recognises that the Central City is a prime location for commerce in metropolitan Melbourne, while also recognising that innovation within knowledge industries is central to Melbourne's economic vitality and its role as a globally competitive Capital City. It supports the dense co-location of business, education, medical and research centres which will strengthen the City's competitive and innovative capacity.

## PLANNING POLICY FRAMEWORK

The Planning Policy Framework seeks to develop the objectives for planning in Victoria (as set out in the Planning and Environment Act, 1987) to foster appropriate land-use and development planning and policies and practices that encompass relevant environmental, social and economic factors.

The overall theme of the Planning Policy for Melbourne is to recognise that the Central Activities District is distinct from other centres in Melbourne and has the greatest variety of uses and functions including commercial, retail, housing, highly specialised personal services, education, government and tourism.

## Clause 11 – Settlement

Settlement aims for planning in Victoria to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure. Moreover, it aims to facilitate sustainable development that takes full advantage of existing settlement patterns, and investment in transport and communication, water and sewerage and social facilities.

**Clause 11.02** and **11.03** further aims to create a city structure that drives productivity, attracts investment, supports innovation and creates jobs. Future development is to support the Central City in becoming Australia's largest commercial and residential centre by 2050.

## Clause 15 – Built Environment and Heritage

Built Environment and Heritage states that planning should ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value. The clause recognises that

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creating quality-built environments supports the social, cultural, economic and environmental wellbeing of communities, cities and towns.

**Clause 15.01-2S** specifically provides direction for the design of buildings to be responsive to the local context and environmentally efficient. It is also of note that responsible authorities must consider as relevant the Urban Design Guidelines for Victoria (2017) and the Apartment Design Guidelines (2019). **Clause 15.03-1S** (Heritage Conservation) encourages appropriate development that respects places with identified heritage values.

## Clause 16 – Housing

Housing broadly seeks to provide for housing diversity that meets the community needs, including affordable housing, and ensure the efficient provision of supporting infrastructure. It encourages higher density housing development on sites that are well located in relation to jobs, services and public transport.

## Clause 17 – Economic Development

This clause provides support for a diverse economy and encourages development meet the community's needs for a range of businesses and commercial services in relation to offering these for use by the population and for employment. Within **Clause 17.01 (Employment)**, **Clause 17.01-1S (Diversified economy in Metropolitan Melbourne)** seeks to facilitate growth of the Central City to become Australia's largest commercial and residential centre by 2050.

**Clause 17.02-1S** further aims to encourage development that provides an adequate supply of land that meets the communities need for office services, among others, makes use of existing and planned activity centres and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.

## Clause 18 – Transport

Transport seeks to create a safe and sustainable transport system by integrating land use and transport (18.01-1S), while also promoting the use of sustainable personal transport where adequate bicycle parking and related facilities are provided (18.02-1S). **Clause 18.02-3S (Public Transport)** has the overarching objective to facilitate greater use of public transport and increased development close to high-quality public transport routes, ensuring integration with walking and cycling networks.

**Clause 18.02-3R** seeks to maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network.

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## LOCAL POLICIES

### Clause 11.03-6L-09 – Hoddle Grid

This clause applies to all developments within the Hoddle Grid local area boundary (including the subject site) and provides strategic support for development within this central city context. Relevant policies are:

- *Support permanent and short-term residential development that accommodates a demographically diverse population.*
- *Ensure a clear building scale edge between the taller built form of the Capital City Zone and the Docklands Zone and the lower form of the surrounding areas.*
- *Ensure development minimises the adverse effects of wind and provides wind protection to public open spaces.*
- *Ensure development of towers that are well spaced and offset to provide good access to an outlook, daylight, sunlight and to minimise overlooking between habitable room windows.*
- *Protect the Yarra River and its south bank from overshadowing throughout the year.*
- *Ensure that the design of tall buildings in the Hoddle Grid:*
  - *Promote a human scale at street level (especially in narrow lanes).*
  - *Respects the street pattern through building placement.*

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- Adds architectural interest to the skyline through variation and building detail.
- Provides a context for heritage buildings through setbacks and height moderation.

## Clause 15.01-1L-03 – Sunlight to Public Spaces Policy

This policy recognises that a fundamental feature of Melbourne’s character, liveability, comfort and attractiveness is its ability to offer sunlight to its streets and public spaces at the times of year when the intensity of pedestrian activity is highest. This policy seeks to ensure that new buildings allow for good sun penetration to public spaces and to ensure that overshadowing from new buildings does not result in significant loss of sunlight and diminish the enjoyment of public spaces for pedestrians.

In particular, buildings must not cast any new shadows across The Yarra River corridor, including 15 metres from the edge of the north bank of the river to the south bank of the river, nor across Batman Park during specified dates and times in the planning scheme.

## Clause 15.01-2L-02 – Floor Area Uplift and Delivery of Public Benefits

This policy promotes the opportunity to increase the gross floor area provision on the account that a commensurate public benefit will be delivered. The responsible authority decides the appropriateness of public benefit provision based on its consistency with state and local policy, strategic policy and relevant guidelines, the appropriateness of the calculations, the reality of being able to provide said public benefit in a timely manner and whether the public benefit can be maintained for a reasonable period of time.

## Clause 15.01-2L-01 – Energy and Resource Efficiency

This clause is Council’s Environmentally Sustainable Design (ESD) policy and seeks to ensure that the design, construction and operation of buildings minimises its impact on the environment through sustainable practices. This is achieved through a number of application requirements and performance measures depending on the proposal to ensure developments are environmentally sustainable.

## Clause 19.03-3L – Stormwater Management (Water Sensitive Urban Design)

This policy seeks to achieve the best practice performance objectives. It is policy to:

- Require that development applications provide for the achievement of the best practice performance objectives for suspended solids, total phosphorus and total nitrogen, as set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended).
- Require the use of stormwater treatment measures that improve the quality and reduce the flow of water discharged to waterways.
- Encourage the use of measures to prevent litter being carried off-site in stormwater flows, including:
  - Appropriately designed waste enclosures and storage bins, and
  - The use of litter traps for developments with the potential to generate significant amounts of litter.
- Encourage the use of vegetation, where practicable, (to be irrigated with rainwater/stormwater) to manage the quality and quantity of stormwater.

This policy contains application requirements when applying for new buildings through a Water Sensitive Urban Design (WSUD) Response.

## ZONE

The site is included within the Capital City Zone Schedule 1 – Outside the Retail Core. The purpose of the zone is “to provide for a range of financial, legal, administrative, cultural, recreational, tourist, entertainment and other uses that complement the capital city function of the locality.”

Pursuant to **Clause 37.04-4**, a permit is required to construct a building or construct or carry out works. Furthermore, pursuant to Section 4 of Schedule 1 to the Zone (CCZ1) a permit for the redevelopment of the site is required prior to the demolition or removal of any existing buildings or works. Therefore, a permit is required for the demolition of the existing buildings on the site.

Under this zoning, applications for demolition and buildings and works are exempt from the usual third-party notice and review rights, provided they are Section 1 uses. Pursuant to the schedule to the CCZ, use of land for accommodation, office and retail premises is a section 1 use, with the use of land for a hotel being a section 2 use, with no further conditions.

A permit must not be granted or amended (unless the amendment does not increase the extent of non-compliance) to construct a building or construct or carry out works with a floor area ratio in excess of 18:1 on land to which schedule 10 to the Design and Development Overlay applies unless:

- a public benefit as calculated and specified in a manner agreed to by the responsible authority is provided; and
- the permit includes a condition (or conditions) which requires the provision of a public benefit to be secured via an agreement made under section 173 of the Planning and Environment Act 1987.

For the purpose of this schedule the floor area ratio is the gross floor area above ground of all buildings on a site, including all enclosed areas, services, lifts, car stackers and covered balconies, divided by the area of the site. Voids associated with lifts, car stackers and similar service elements should be considered as multiple floors of the same height as adjacent floors or 3.0 metres if there is no adjacent floor.

## OVERLAYS

The site is affected by the following overlays:

### DESIGN AND DEVELOPMENT OVERLAY – SCHEDULE 1 (URBAN DESIGN IN CENTRAL MELBOURNE) (DDO1)

This new overlay applies to all major developments within Central Melbourne and seeks to achieve high quality urban design, architecture and landscape outcomes. This Overlay introduces new discretionary and mandatory design outcomes that require compliance to:

- Urban Structure;
- Site Layout;
- Building Mass;
- Building Program;
- Public Interfaces;
- Design Detail.

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Pursuant to Schedule 1 of **Clause 43.02**, a permit is required for buildings and works.

### DESIGN AND DEVELOPMENT OVERLAY – SCHEDULE 10 (BUILT FORM CONTROLS) (DDO10)

This control seeks to ensure that development respects the built form scale and urban structure of the Central City and provide clear parameters to guide appropriate built form outcomes.

Specifically, the following controls apply:

- Mandatory maximum street wall height of 80 metres on the condition that it defines a street corner where at least one street is a main street and the 80 metre high street wall should not extend more than 25 metres along each street frontage, and/or fronts a public space including any road reserve wider than 80 metres.
- Above the street wall, towers must be setback a minimum of 5 metres from the title boundary.
- Towers and additions up to 80 metres in height may be constructed up to one side or rear boundary, noting that it may be constructed to a second side or rear boundary if an adjoining site cannot, by legal restriction benefitting the application site, be developed above the street wall height.

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- If an existing, approved, proposed or potential building on an adjoining site is built to that boundary and if a minimum setback of 5 metres is met to all other side and rear boundaries and the centre line of any adjoining laneway.
- An application for a permit for a building with a total building height in excess of 40 metres must be accompanied by a wind analysis report prepared by a suitably qualified person.

## PARKING OVERLAY – PRECINCT 1 SCHEDULE (CAPITAL CITY ZONE – OUTSIDE THE RETAIL CORE) (PO1)

This overlay applies parking rates to developments associated with residential and other uses. Specifically, the following relevant rates apply:

- Where no part of the site is used for dwellings the number of car parking spaces must not exceed the number calculated using one of the following formulas:
  - 5 x net floor area of buildings on the site in sqm  
1000 sqm
  - or
  - 12 x site area in sqm  
1000 sqm

It is also policy to provide motorcycle parking for the use of occupants and visitors, at a minimum rate of one motorcycle parking space at a discretionary rate for every 100 car parking spaces.

A permit is required to provide car parking spaces in excess of the car parking rates outlined in this policy.

## HERITAGE OVERLAY – SCHEDULE 1013

Heritage Overlay 1013 covers the northern portion of the site and relates to the building at the corner of Collins and Spencer Streets “615-623 Collins Street”, the former State Savings Bank of Victoria, Western Branch. External paint controls apply to this overlay.

Pursuant to **Clause 43.01-1** a permit is required to construct a building or construct or carry out works.

## HERITAGE OVERLAY – SCHEDULE 1076

Heritage Overlay 1076 covers the southern portion of the site, relating to the building on the site described as “66-70 Spencer Street” or the Batman’s Hill Hotel, constructed inter-war period in the neo-Egyptian/Greek revival style.

There is no statement of significance associated with the original listing however, the Central City Heritage Review Statements of Significance of June 2013 describes the building as:

- Historically and socially as a well-preserved long-term hotel use, possessing elements from the Victorian-era to the inter-war period, and has acted as a social gathering place since its inception; and Aesthetically as a well-preserved and good example of the Greek Revival style as applied to a city hotel building. The hotel complements the Greek Revival detailing of the former bank at the Collins Street corner and is one of a series of Victorian, Edwardian-era and inter-war hotels along Spencer and Flinders Streets, fed by river and railway traffic.

Pursuant to **Clause 43.01-1** a permit is required to construct a building or construct or carry out works.

## PARTICULAR PROVISIONS

The site is affected by the following Particular Provisions:

### Clause 52.06 – Car parking

**Clause 52.06** seeks to ensure an appropriate level of car parking is provided for a new use or an increase in the floor area of an existing use, as well as ensuring the design of access and parking areas is considered to ensure efficient and safe manoeuvrability throughout a site. Pursuant to **Clause 52.06-5**, the car parking

requirement specified in Table 1 does not apply as a schedule to the Parking Overlay specifies the number of car parking spaces required for the proposed uses.

### **Clause 52.29 – Land adjacent to the Principal Road Network**

The purpose of **Clause 52.29** is to ensure any new or altered access to a Road in Transport Zone 2 (Spencer Street) is appropriate and to ensure any subdivision of existing land parcels is appropriate.

The subject site currently has access from Spencer Street, which is to be maintained but will be widened, and the existing crossover to Collins Street will be removed. As such, a permit is required under this clause to create or alter access to a road in a Transport Zone 2.

### **Clause 52.34 – Bicycle facilities**

**Clause 52.34** specifies bicycle parking requirements new developments. Given the proposed uses, **Clause 52.34-3** requires a provision of 111 spaces be provided with the development, as well as 2 showers.

A total of 163 bicycle spaces have been provided, with End of Trip facilities for four (4) combined showers and changerooms at the Ground Floor.

Please see the Bicycle Parking Assessment within the Traffic Impact Assessment prepared by Traffix Group for further detail.

## **GENERAL REQUIREMENTS AND PERFORMANCE STANDARDS**

### **Clause 53.18 – Stormwater Management in Urban Development**

The **Clause** seeks to ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

### **Clause 65 – Decision Guidelines**

The Clause contains a range of decision guidelines that the responsible authority must consider before deciding on an application.

### **Clause 72.01 – Responsible Authority**

This Planning Scheme identifies the Minister of Planning as the responsible authority for this application as the proposal has a total gross floor area of more than 25,000 square metres.

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## **APPENDIX D**

## **ZONE AND OVERLAY MAPS**

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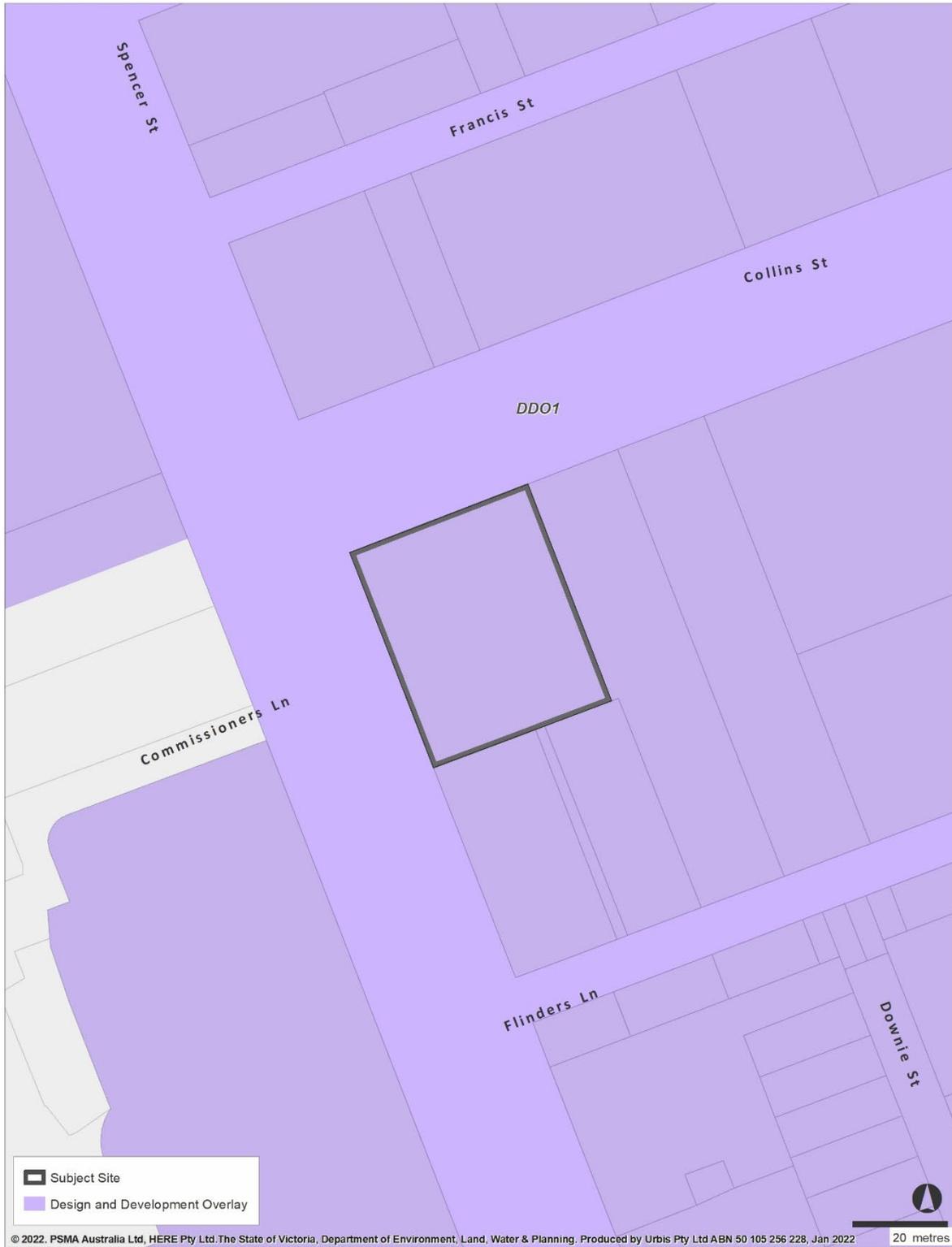
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**607-623 COLLINS STREET, MELBOURNE**  
 PLANNING ZONES

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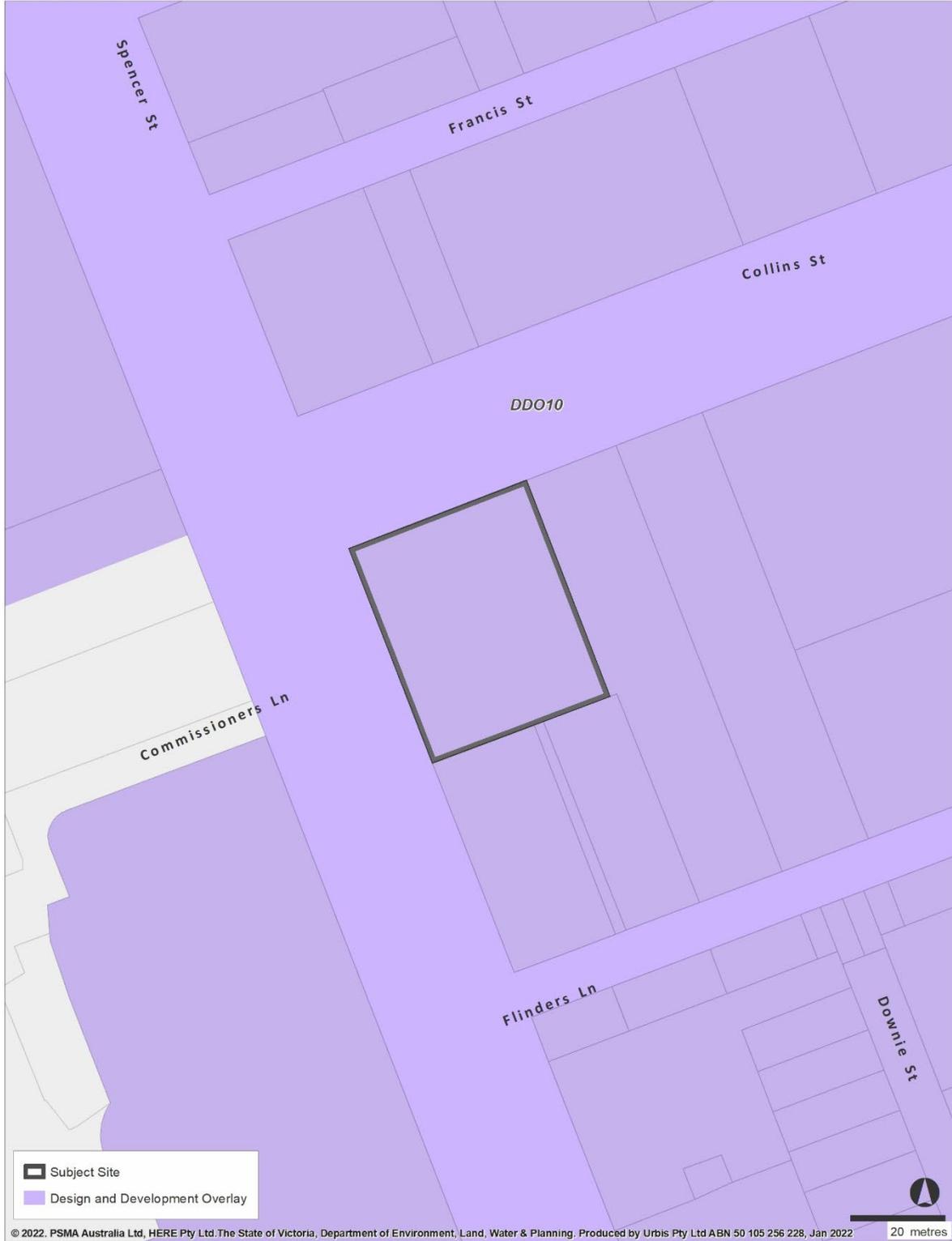
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**607-623 COLLINS STREET, MELBOURNE**  
 DESIGN AND DEVELOPMENT OVERLAY (DDO1)

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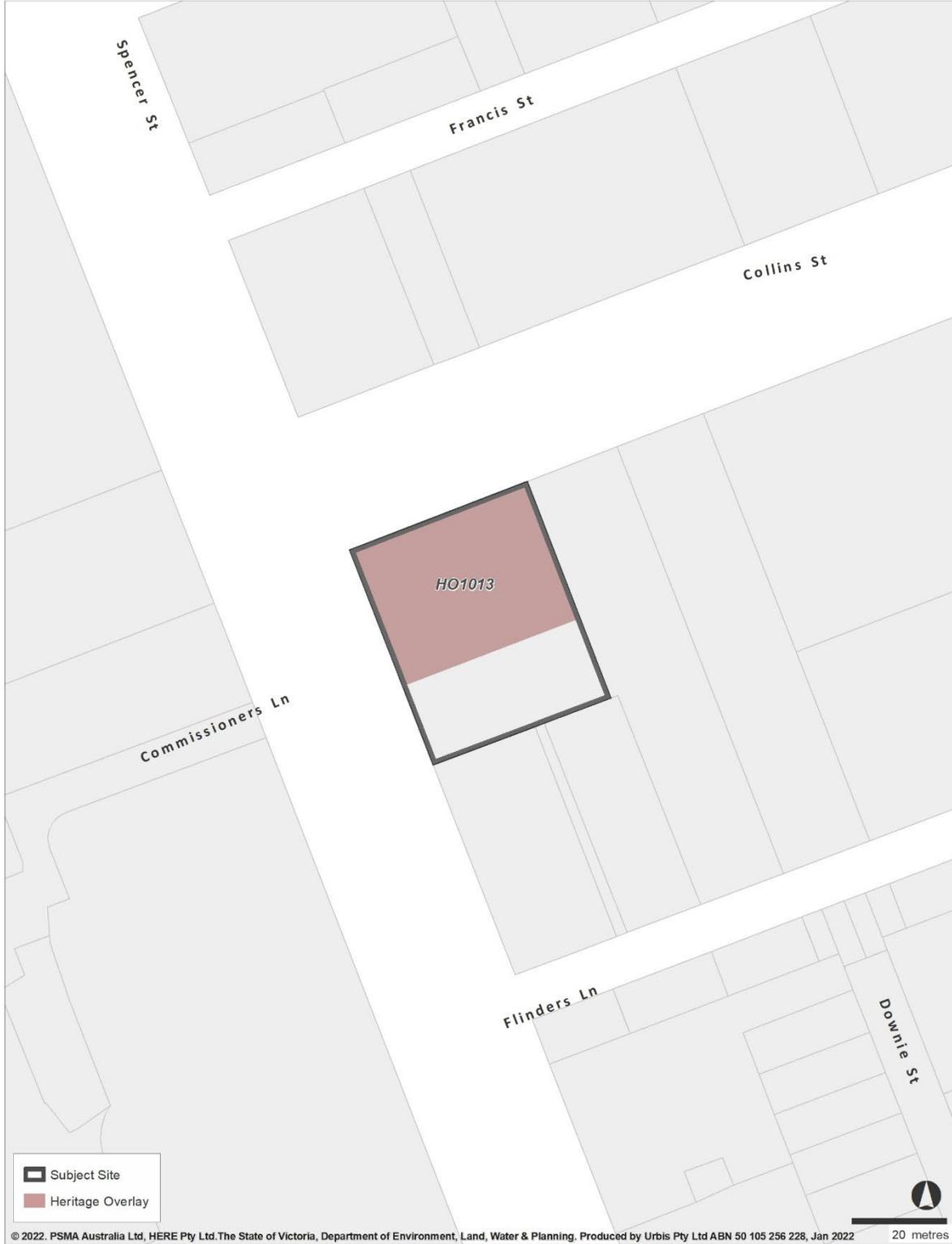


**607-623 COLLINS STREET, MELBOURNE**  
 DESIGN AND DEVELOPMENT OVERLAY (DDO10)

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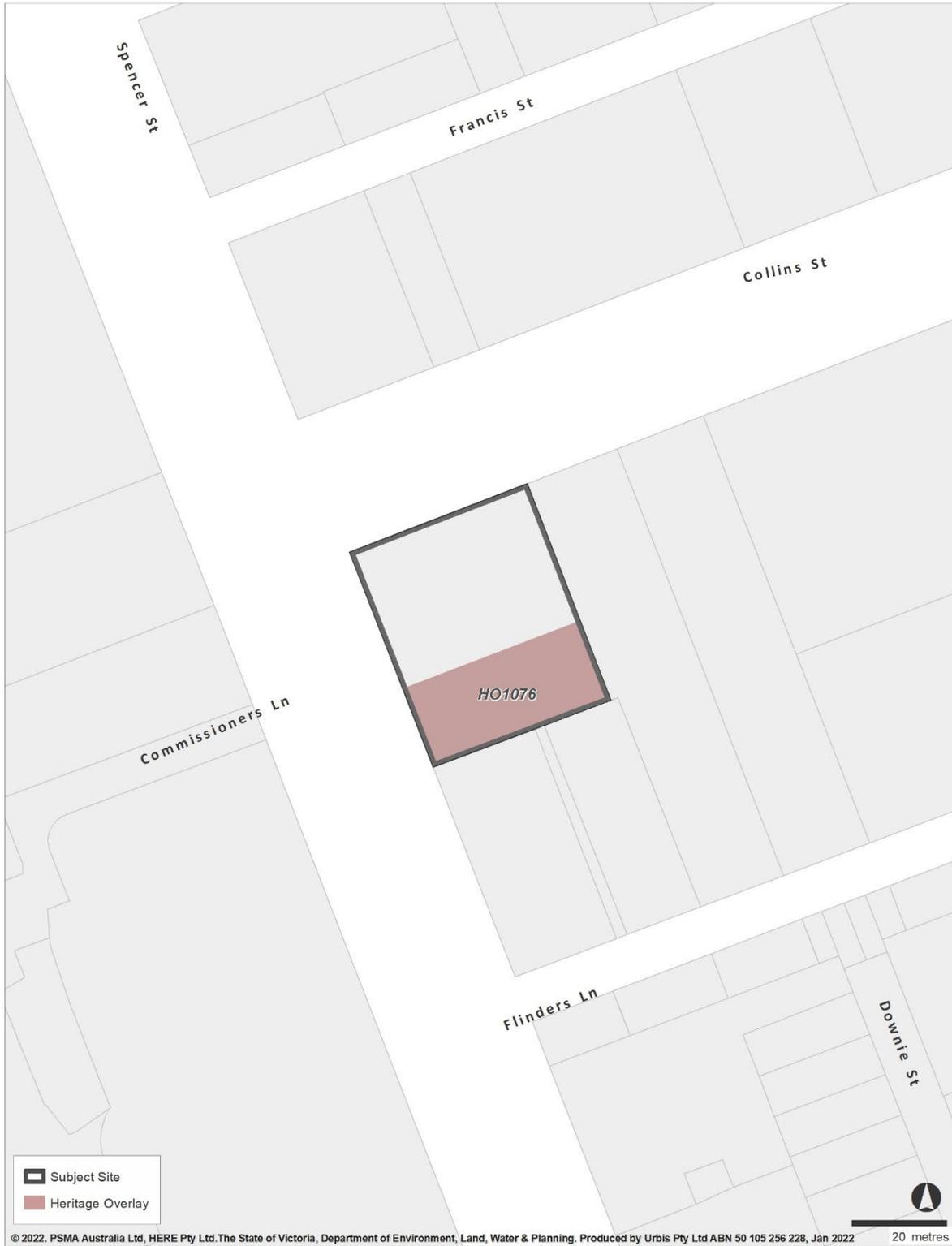
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HERITAGE OVERLAY (HO1013)

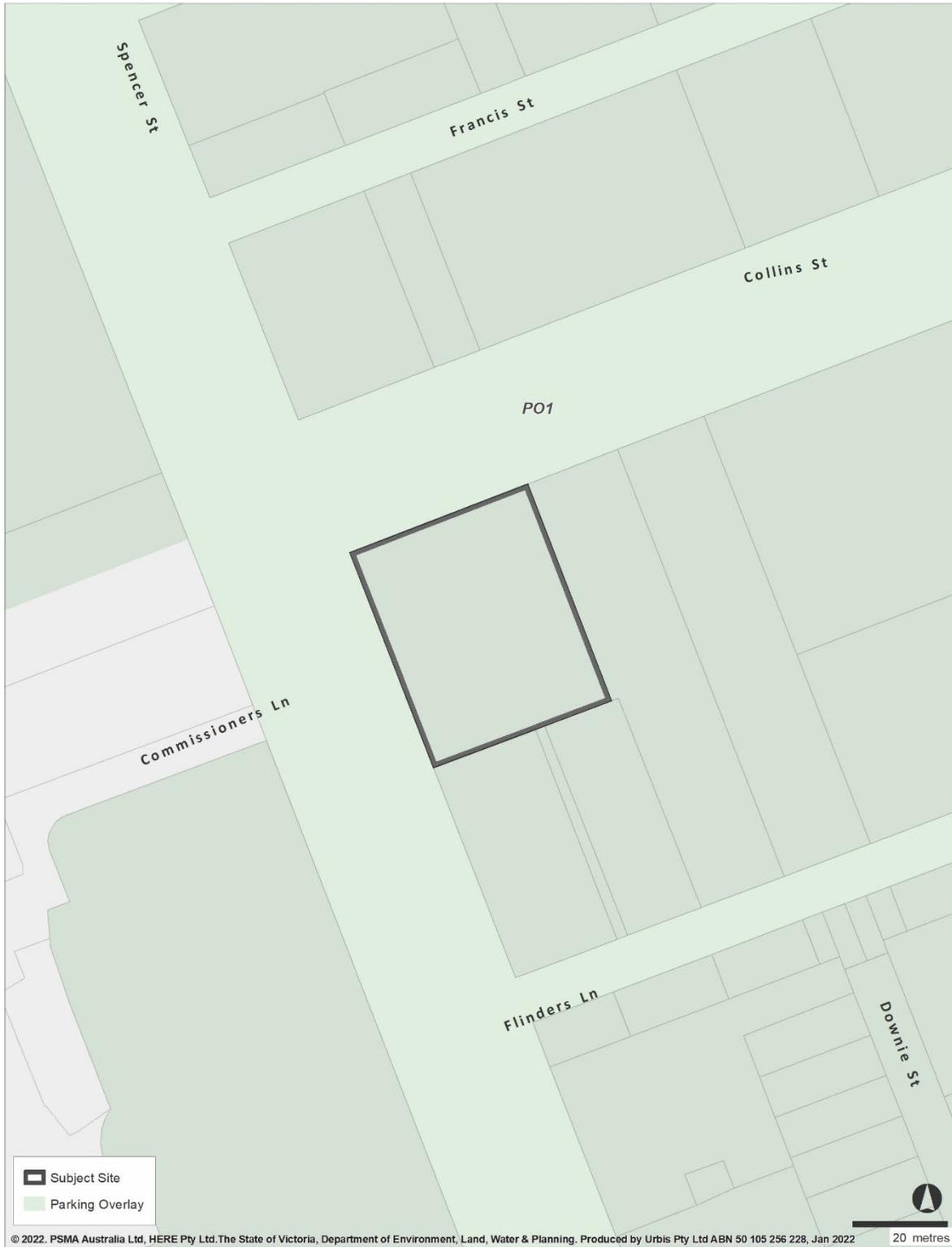
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HERITAGE OVERLAY (HO1076)

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**PARKING OVERLAY (PO1)**

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