

436 LONSDALE STREET, MELBOURNE

URBAN CONTEXT AND PLANNING APPLICATION REPORT

Prepared for
DEPARTMENT OF TRANSPORT AND
PLANNING - LAND & PROPERTY GROUP

June 2024

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URBIS STAFF RESPONSIBLE FOR THIS REPORT

Director Lloyd Elliot
Billy Rebakis
Consultant Ben Schneider
Project Code P0042137
Report Number 1.0

SUBMISSION DOCUMENTS

This report is to be read in conjunction with:

- Attachment A – Metropolitan Planning Levy Certificate
- Attachment B – Site feature and level survey prepared by SMEC
- Attachment C – Architectural drawings prepared by Wardle
- Attachment D – Heritage impact statement prepared by Lovell Chen
- Attachment E – Transport impact assessment prepared by Aecom
- Attachment F – Sustainability management plan prepared by Arup
- Attachment G – Landscape plan prepared by Aecom
- Attachment H – Environmental wind assessment prepared by Arup
- Attachment I – Waste management plan prepared by Aecom
- Attachment J – Certificate of Title

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society. We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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EXECUTIVE SUMMARY

REPORT PURPOSE

This urban context and planning application report has been prepared by Urbis Ltd in (**Urbis**) in collaboration with Wardle Studio Pty Ltd (**Wardle**), on behalf of the Department of Transport and Planning - Land & Property Group, the permit applicant.

The site of the proposed development is 436 Lonsdale Street, Melbourne. The proposal is to retain the heritage significant exterior façade, while redeveloping the interior structure and developing a new multi-storey addition that complements the existing heritage context. The existing office use on the site is proposed to continue.

The proposed scheme is an outcome of pre-application discussions that Urbis and the project team have held with the City of Melbourne and Department of Transport and Planning (**DTP**). During these discussions, a principal heritage setback behind the heritage façade was agreed on, with a slight variation to the allowable 80m height on the east boundary. This engagement has influenced the singular design of the tower behind the existing heritage context.

This report presents the urban design, architectural, heritage and planning merits of the proposal, by demonstrating how the proposed use and development respond to and enhance the locational and site context, and are consistent with the relevant planning strategies, policies and controls.

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PROPOSAL SUMMARY

The proposal is to demolish the existing building at the rear of the site, while retaining the heritage façade and developing a new podium form resembling of the existing heritage context, and an above multistorey office tower.

The proposed development is within the Melbourne CBD. As such, the site is within a context of higher built densities, and in a location in which growth in employment floorspace is strongly encouraged by policy in the planning scheme.

The proposal will take advantage of the site's unique heritage context. It will enable the conservation and restoration of the existing building's contributory elements while increasing the supply of office floorspace in a strategically suitable area, on a currently disused site.

Specifically, it will comprise:

Storeys	24 (22 for offices)
Floorplate (GFA)	21,880sqm (incl. 875sqm basement)
Floorplate (NLA)	16,932sqm (incl. 892sqm ground floor)
Height (DDO10)	95.720m
Floor area ratio (FAR)	14.83:1
Car parking spaces	0
Bike parking spaces	NOTE 182

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URBAN CONTEXT

The site is located within the Flagstaff Precinct, at the northwest of Melbourne's CBD. The precinct is largely used for law courts and related office buildings, however is evolving as more residents and visitors change the way the city is used.

The surrounding built form is highly varied, consisting largely of built-to-boundary office towers, interspersed with lower density, often heritage significant civic buildings. The site adjoins the former Titles Office to the east and sits opposite Lonsdale Street from the Court of Appeal, both of which are registered places on the Victorian Heritage Register.

DESIGN RESPONSE

The proposed design responds to and enhances its heritage setting, while remaining consistent with the area's predominant built form, being office towers.

To encourage a reading of the tower form as a distinct element, it is setback and has a different materiality from the existing heritage façade. To ensure it is also complementary to the existing built form, the existing façade's gridded window pattern is repeated through the layout of its glazing

While the proposed tower façade contrasts the existing façade, the new podium built will be more resembling; it is proposed to be faced with the same materials: granite and sandstone, and be sympathetic in design to appear as a rational continuation of the existing façade.

PLANNING CONTEXT

The site is subject to the Melbourne Planning Scheme, zoned Capital City Zone – Schedule 1 and affected by the following overlays:

- Design and Development Overlay – Schedule 1 (DDO1)
- Design and Development Overlay – Schedule 10 (DDO10)
- Heritage Overlay – Schedule (HO717)
- Parking Overlay – Precinct 1 Schedule (PO1)

Office uses are a section 1 (ie 'as of right') use in the Capital City Zone. As such, a planning permit is only sought for buildings and works, including demolition. A permit is not sought to use the future building for offices.

In accordance with the planning scheme, the following provisions trigger a permit requirement to construct a building or carry out works including demolition on the site:

- Clause 37.04-4 (Capital City Zone)
- Section 3.0 to Schedule 1 to Clause 37.04 (Outside the Retail Core)
- Clause 43.01-1 (Heritage Overlay)
- Clause 43.02-2 (Design and Development Overlay)

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1 URBAN CONTEXT ANALYSIS

1.1. SITE CONTEXT

The site is located in the Flagstaff Precinct, which is primarily used for courts and supporting offices.

The Flagstaff Precinct is at the northwest corner of the Hoddle Grid. The precinct is predominantly made up of civic offices and court buildings, though has numerous other employment, retail, leisure and commercial uses within its boundaries. Further information on surrounding land uses is at Section 1.2.

The precinct is the home of Victoria's court system. More than half of Court Services Victoria's (CSV) asset base is in the area, and it directly supports more than 13,000 legal services jobs. In a 2016 submission to the City of Melbourne, CSV 2016 said *"the Precinct is the visible embodiment of the rule of law"*.

The precinct's built form reflects the area's legacy of commercial and court uses.

At the street level, buildings within the immediate context are typically built to boundaries. Built form scale is a mix of contemporary office, hotel and apartment towers interspersed with lower density court and civic buildings. Further information on built form context is provided at Section 1.6.

Many of the lower density court and civic buildings exemplify high quality public architecture and have heritage significance. Namely, the east-adjointing Former Records Office at 247-382 Queen Street, Court of Appeal at 469 Lonsdale Street, and former Royal Mint at 280-318 William Street. Further detail on the site's heritage surrounds is at Section 1.7.

Flagstaff Gardens, a significant urban park is located approximately 270m northwest of the site.

Lonsdale Street supports a number of bus lines, and nearby Queen Street and William Street provide tram access to the site. The site is walkable to Flagstaff and Southern Cross Station stations. Further discussion on the site's connectivity is at Section 1.5.

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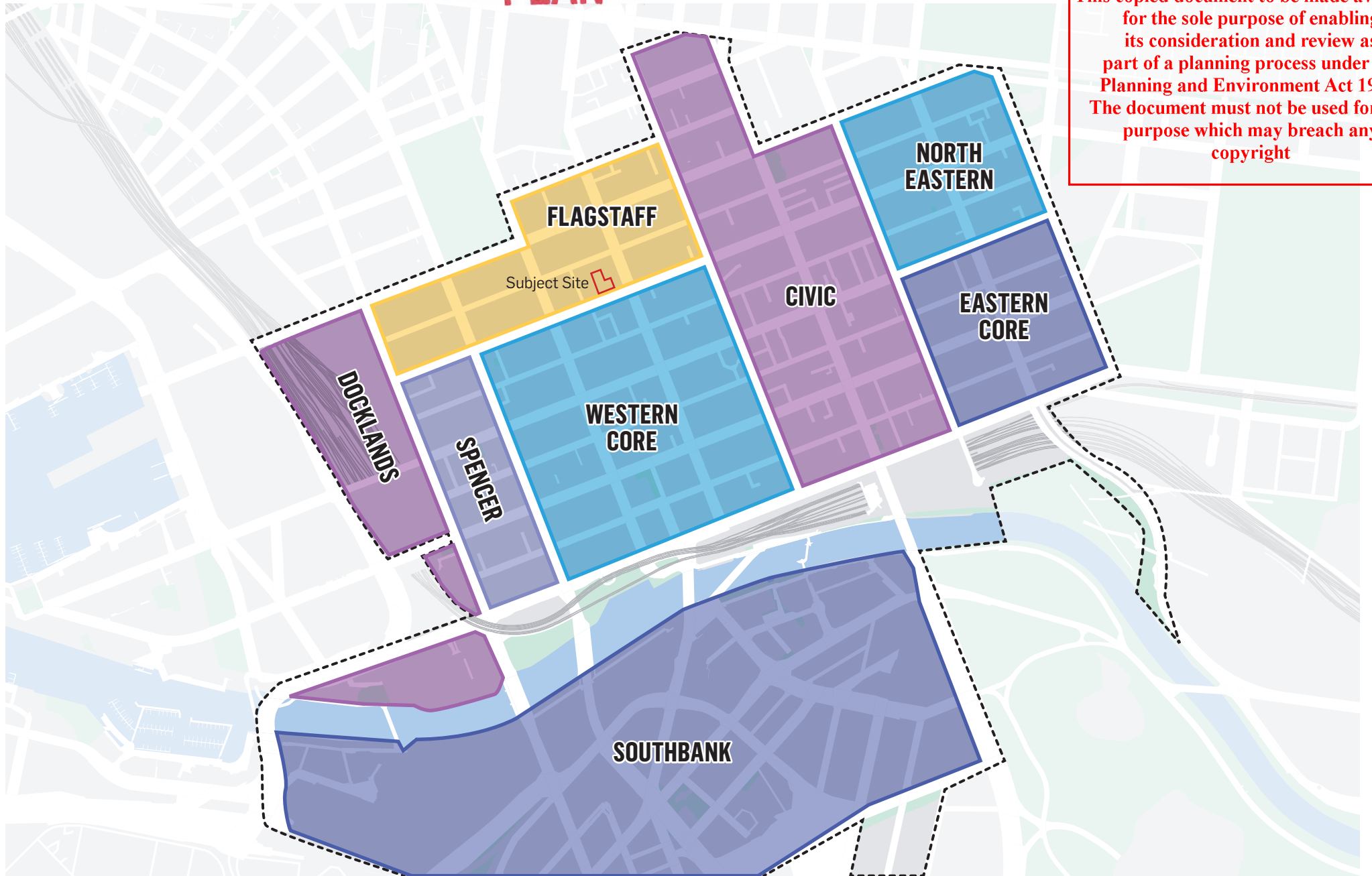


Figure 1: Indicative Central City Precinct Plan
Source: Urbis

The way the precinct is used is changing.

Population growth across Melbourne means more workers and visitors use the city. Over the 15 years to date, the number of people living in the Hoddle Grid has trebled to 55,000, according to census data.

More visitors and new residents activate the precinct at night and on weekends, which drives more demand for hospitality and retail uses. Between the 2016 and 2021 censuses, 89 new accommodation, food and drink, and retail premises were recorded as opening in the CBD west statistical area. Flagstaff Station used to cater only to court workers and businesspeople, so only operated on weekdays. Since 2016, it has opened on weekends.

This change is reflected in the area's recent approvals and developments, which include a number of apartment buildings.

- 272-282 Queen Street, approximately 75m northeast of the site, is an approved, pre-construction apartment building. The proposed building is 67 storeys tall (250m) and very slender (FAR 52:1). It is proposed to have 560 dwellings, as well as office and retail spaces.
- 383 La Trobe Street is approximately 110m north of the site and is approved for a 31 storey (122m) tall office building.
- 540-550 Lonsdale Street is about 235m west of the site along Lonsdale Street, and has approval for a 23 storey (approximately 95m) tall office building.
- 332-346 La Trobe Street (aka 370 Queen Street and 'Queens Place') is approximately 225m north of the site, and was recently developed for an 80 storey (251m) tall apartment building. The building has 810 units as well as areas for office spaces, retail uses and public open space.

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Figure 2: Excerpt from the City of Melbourne Development Activity Model
Source: City of Melbourne

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1.2. LAND USE

The immediate surrounds are predominantly used for courts and supporting offices.

The site is within the block formed by Little Lonsdale Street, Queen Street, Lonsdale Street and William Street.

- The block hosts the County Court of Victoria at its west end. It is used as the State's principal trial court.
- Two office buildings are between the site and the County Court: 460 and 456 Lonsdale Street. 460 Lonsdale Street is mostly occupied by legal firms; 456 Lonsdale Street neighbours the site and is used as legal chambers, with a cafe at the ground plane.
- The former Land Titles Office occupies the east end of the block. It is understood to be currently disused.
- The balance of the block is occupied by the Melbourne Children's court, with which the site has a partial north interface. The building is used for specialist hearings in the Family and Criminal Divisions.

More broadly, the area has a mix of uses including residential apartments, offices, and civic and court uses.

- The block north of the site has a mix of uses, including the Hellenic Museum, a Victoria University campus, a student housing tower and an apartment tower.
- Blocks to the east fall within the CBD core, so include office, hotel, residential, and food and drink uses.
- The block south of the site contains the Supreme Court of Victoria complex, comprising three connected buildings. The complex is used as Victoria's most senior court. It has Judges' Chambers and offices. Other buildings on this block are used for a telecommunications exchange, apartments, offices and food and beverage premises.
- Blocks southeast, east and northeast of the site are predominantly used as offices or as other court buildings, namely the Melbourne Magistrates Court, approximately 165m west of the site at 233 William Street, and the Federal Court of Australia, about 225m northwest at 305 William Street.



Figure 3: Surrounding land use plan

Source: Urbis

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Court / Civic	Purple
Office	Blue
Residential	Yellow
F&B / Retail	Dark Blue
Infrastructure	Black
Education	Light Blue
Hotel	Red

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1.3. CITY GRID

The surrounding street layout is part of the Hoddle Grid. As such, it adheres to a consistent orthogonal grid.

The rectangular grid is made up of standardised, 30m wide roads, with every other lateral road a narrower 'little' street.

The prevailing built form of buildings being constructed to the boundary visually reinforces the grid's rectilinearity. At the same time the wide, straight roads create long view lines across the CBD and support solar access at times around midday.

Within each area enclosed by major access roads are two blocks, each about 200m 'across' and 100m 'tall'.

Urban blocks are permeated by smaller laneways that enable servicing and rear access, as well as public and private pedestrian through-site links.

While street widths within the Hoddle Grid are generally uniform, their transport role varies depending on the widths of the carriageway, footpath and median, and whether the street has a tramline.

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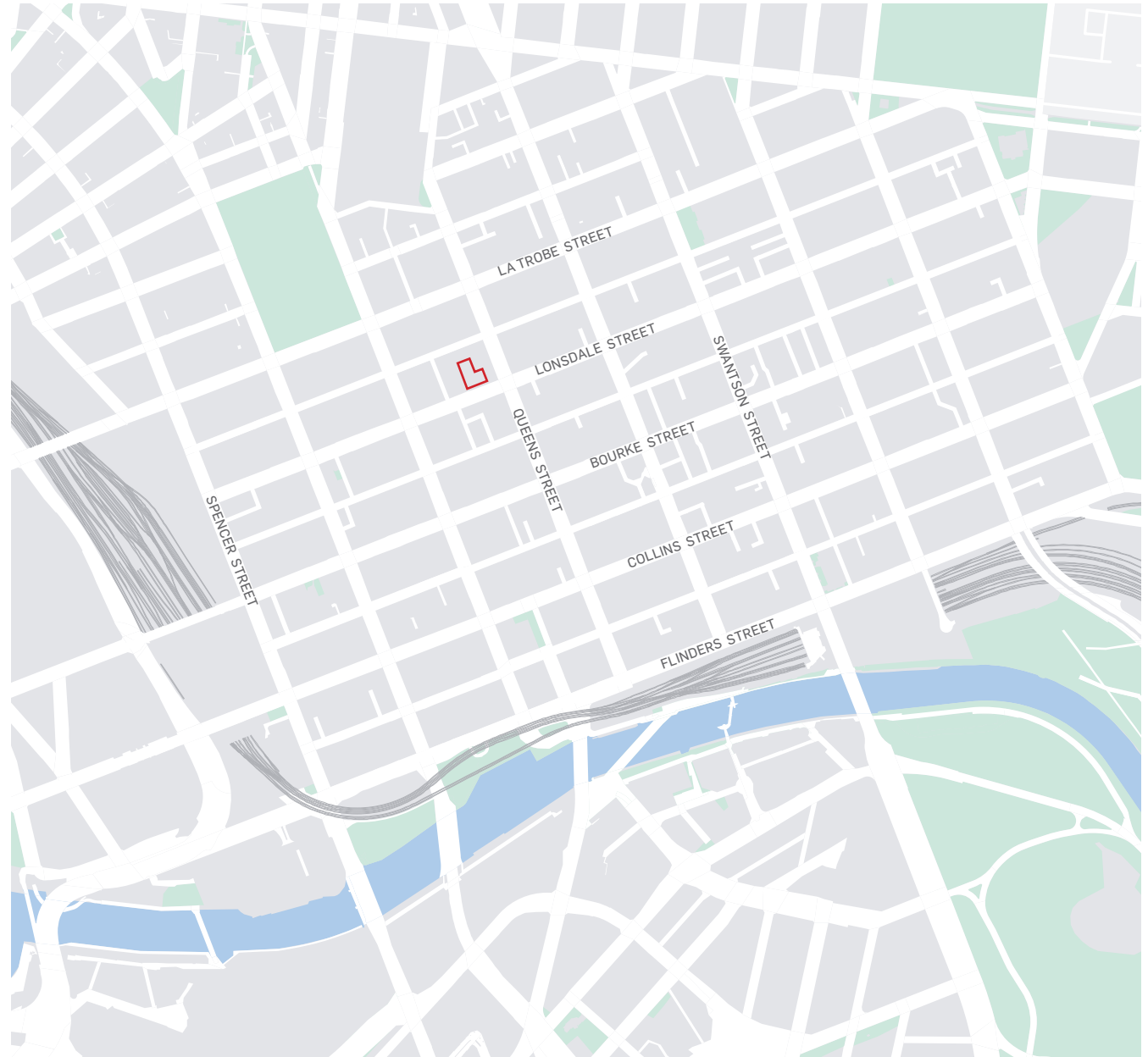


Figure 4: Site in road network context
Source: Urbis

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1.4. VIEWS TO AND FROM THE SITE



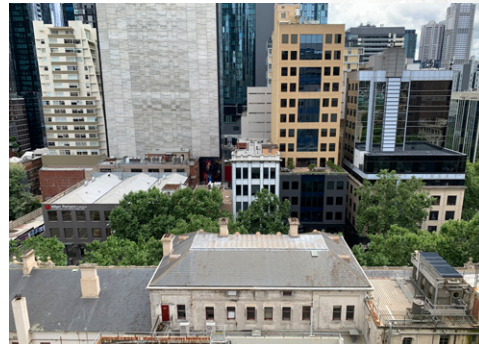
View 1: Along Lonsdale St facing east



View A: Facing north to Little Lonsdale Street



View 2: At the corner of Lonsdale & Queen Streets



View B: Facing east to Queen Street



View 3: At the corner of Queen & Little Lonsdale Streets



View C: Facing south-west to Supreme Court of Victoria

Image source: Wardle



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View 4 : Facing north to Lonsdale Lane



View 7 : Facing south on Little Lonsdale Lane



View 5 : Facing east at (rear) Lonsdale Lane



View 8 : Facing north between 436 Lonsdale Street & LTO



View 6 : Facing south on Lonsdale Lane



View 9 : Facing west to 436 Lonsdale Street from LTO



Image source: Wardle

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1.5. CONNECTIVITY

Located within the CBD, the site is highly walkable and has excellent access to public transport.

It is walkable to services, amenities, and existing residential, retail and food and drink uses. Much of the surrounding road network has dedicated bicycle lanes

Flagstaff Station is approximately 200m northwest of the site – a six minute walk. Southern Cross Station, a 12 minute walk, is about 620m west.

The site also has access to trams (routes 19, 30, 57, 58, 59, 86 and 96) along the nearby streets, La Trobe, Elizabeth, Bourke and William.

Bus stops along Lonsdale Street service numerous bus routes: 216, 302, 304, 305, 318, 905, 906 and 907. Similarly, bus routes 220, 232, 234, 236 and 959 operate along nearby Queen Street.

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Figure 5: Connectivity context map

Source: Urbis

1.6. BUILT FORM

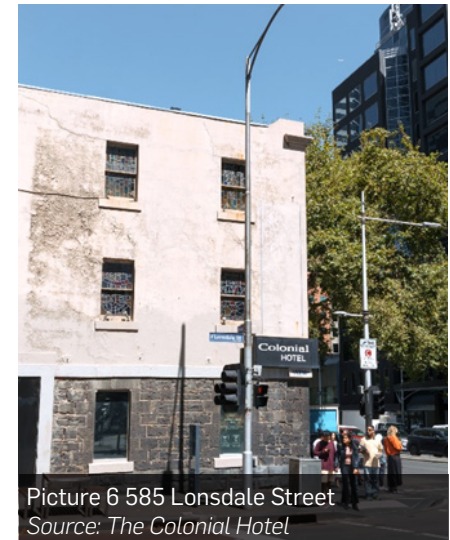
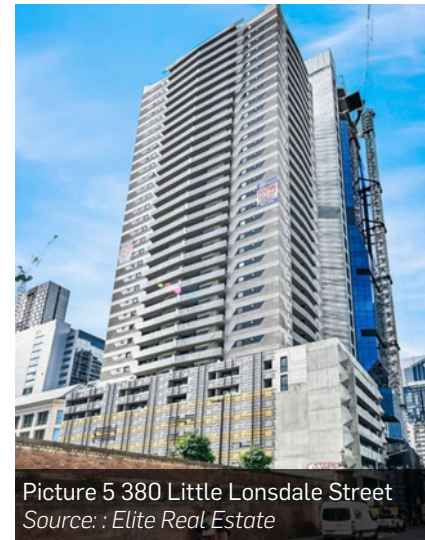
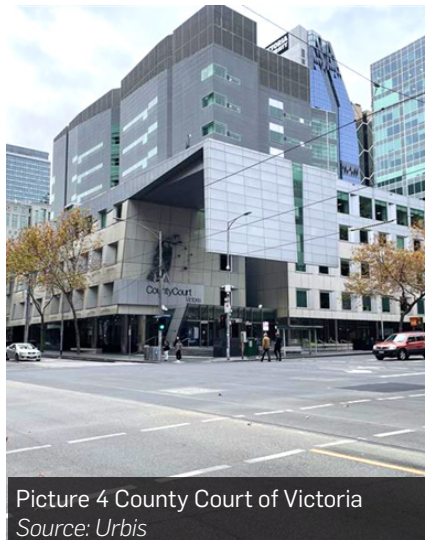
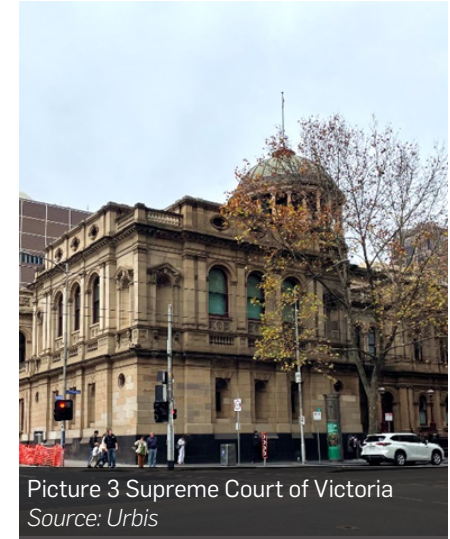
Buildings along the Flagstaff Precinct segment of Lonsdale Street present various architectural styles and massing scales.

The architectural styles vary from masonry court buildings, such as the Supreme Court of Victoria and Court of Appeal buildings, which define the street wall south of the site, to mid-late 20th century, Modern style office buildings and more recent contemporary buildings, such as the County Court and the Court Services Victoria Offices, at the intersection with William Street.

Most buildings within the precinct, however, are mid-late 20th century office buildings, of varying condition and significance. These buildings are characterised by singular vertical building forms, typically without street setbacks or a podium/tower relationship. Some are broken up at the ground plane by single or double height colonnades. There is no consistent street wall height.

In addition, there are scattered examples of contemporary high-rise apartment buildings, as well as low-profile retail and food and beverage tenancies. These buildings 'break up' the surrounding precedent. Most apartment buildings in the vicinity are designed to maximise light and air access, so present with single podiums, and have balconies along the tower form. By contrast, lower scale retail and food and beverage premises occupy lower-density buildings without setbacks, a reflection of their small lot size and heritage value.

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1.7. HERITAGE CONTEXT

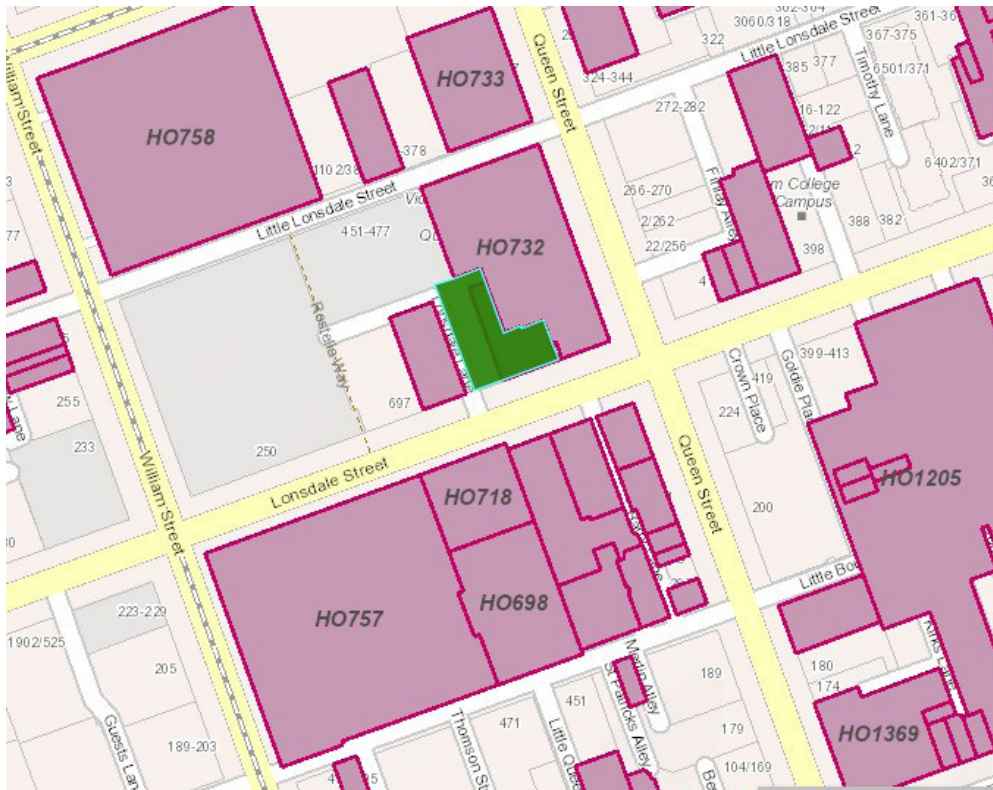


Figure 6: Heritage Map
Source: Wardle

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View from corner of Lonsdale St & Queen St



View from Queen St



View from corner of Lonsdale St



View from 436 Lonsdale St to LTO (existing)



View to Supreme Court of Victoria
Source: Wardle

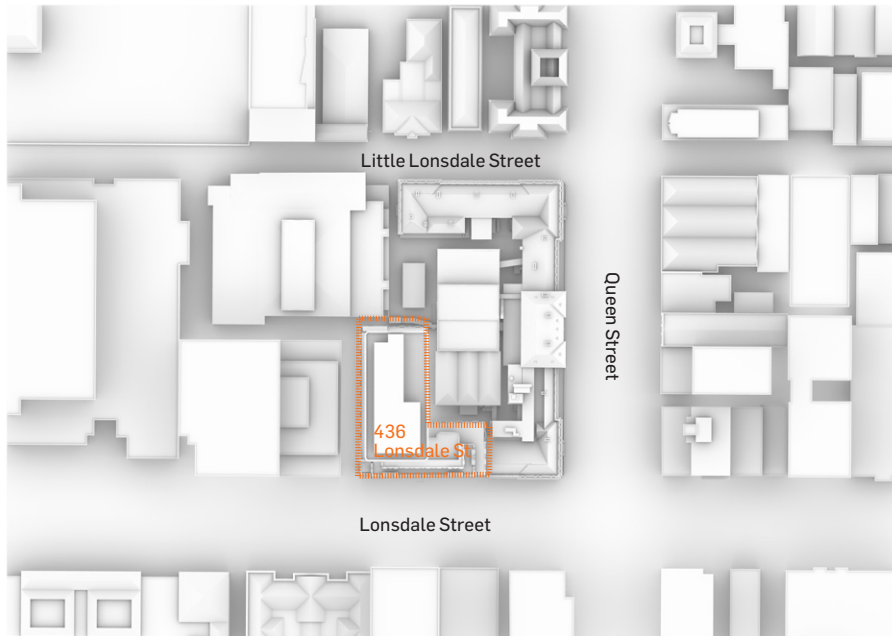


View south-east from 436 Lonsdale St

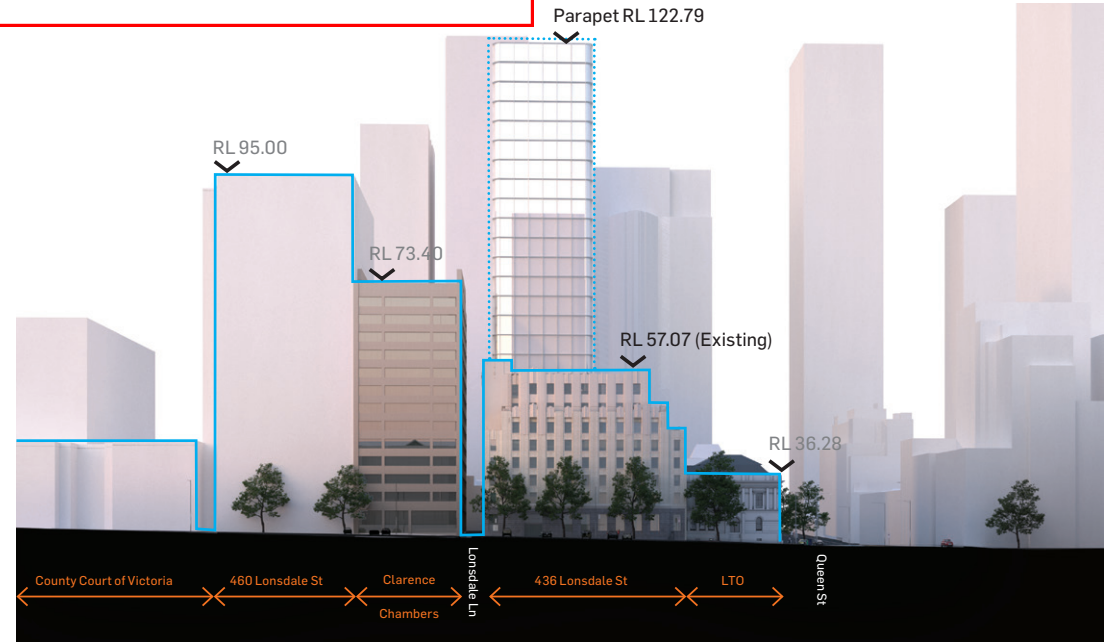
2.8. STREET ELEVATIONS

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Site Plan

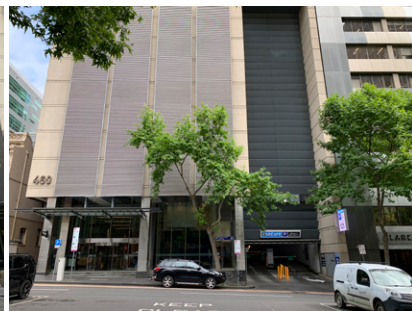


Street Elevation (North Elevation) - Lonsdale Street

Note: RLs noted for neighbouring & adjacent buildings (i.e. beyond 436 Lonsdale St) are indicative only given available information



County Court of Victoria



460 Lonsdale Street



Clarence Chambers



436 Lonsdale Street

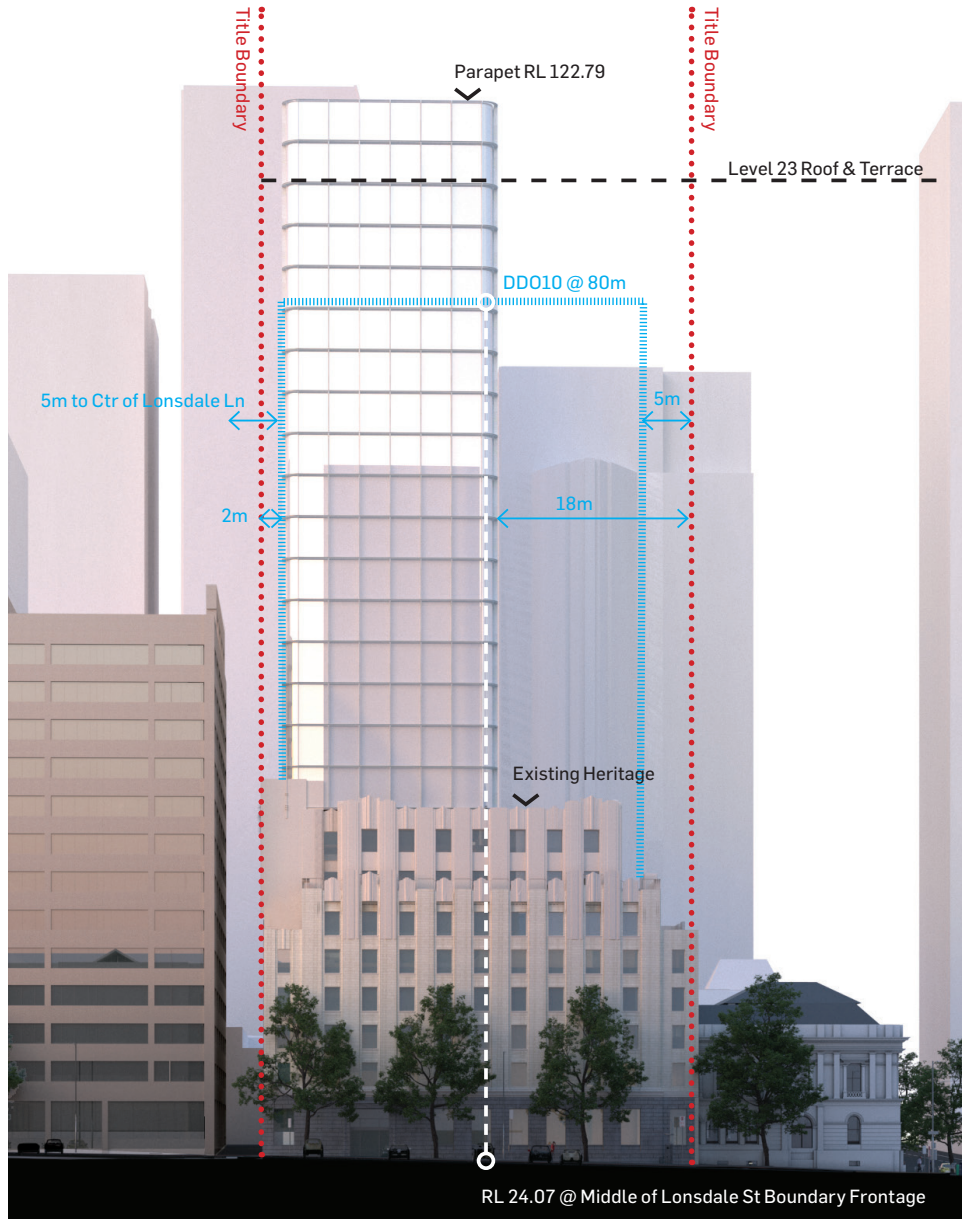


Land Titles Office (LTO)

Source: Wardle

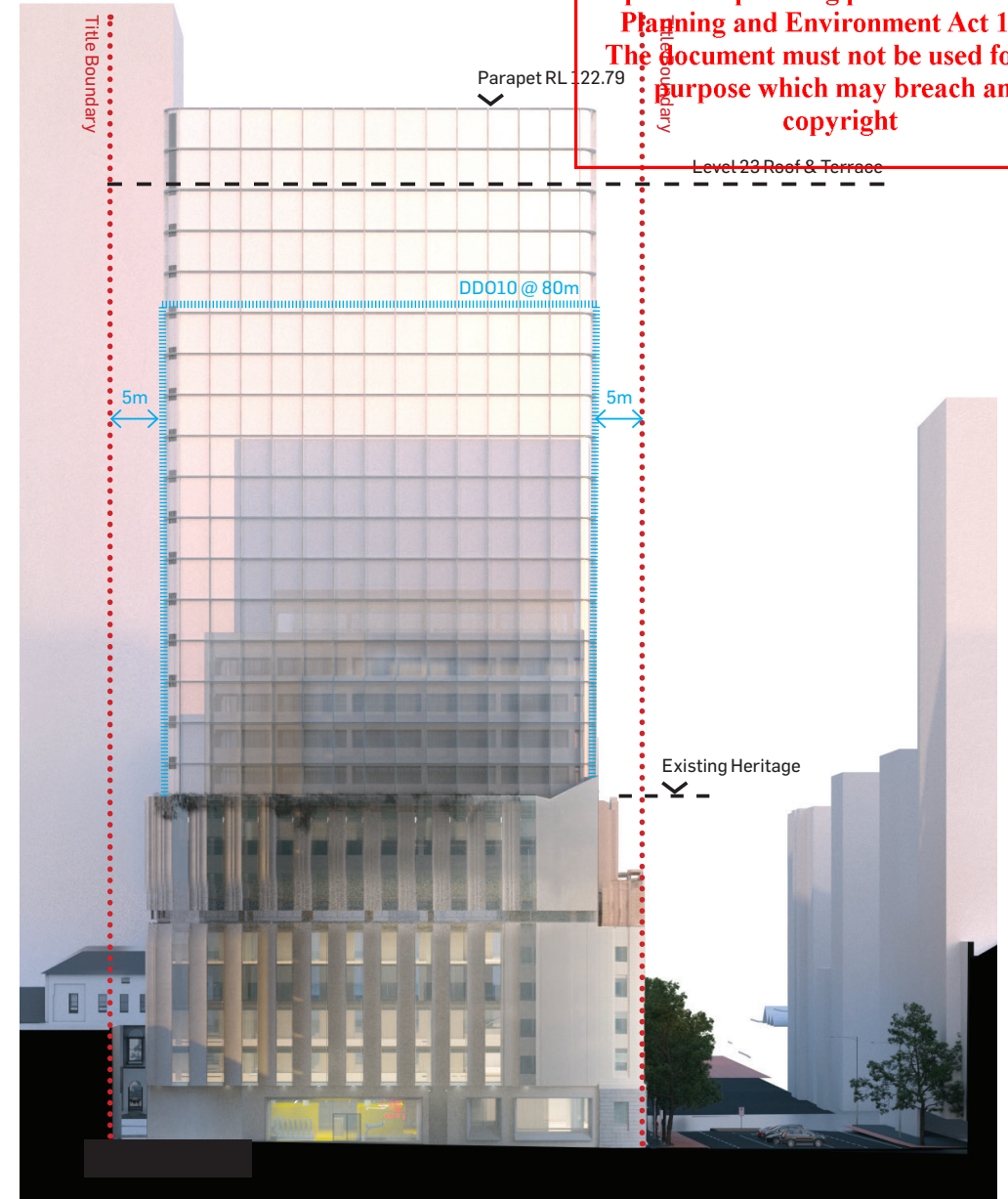
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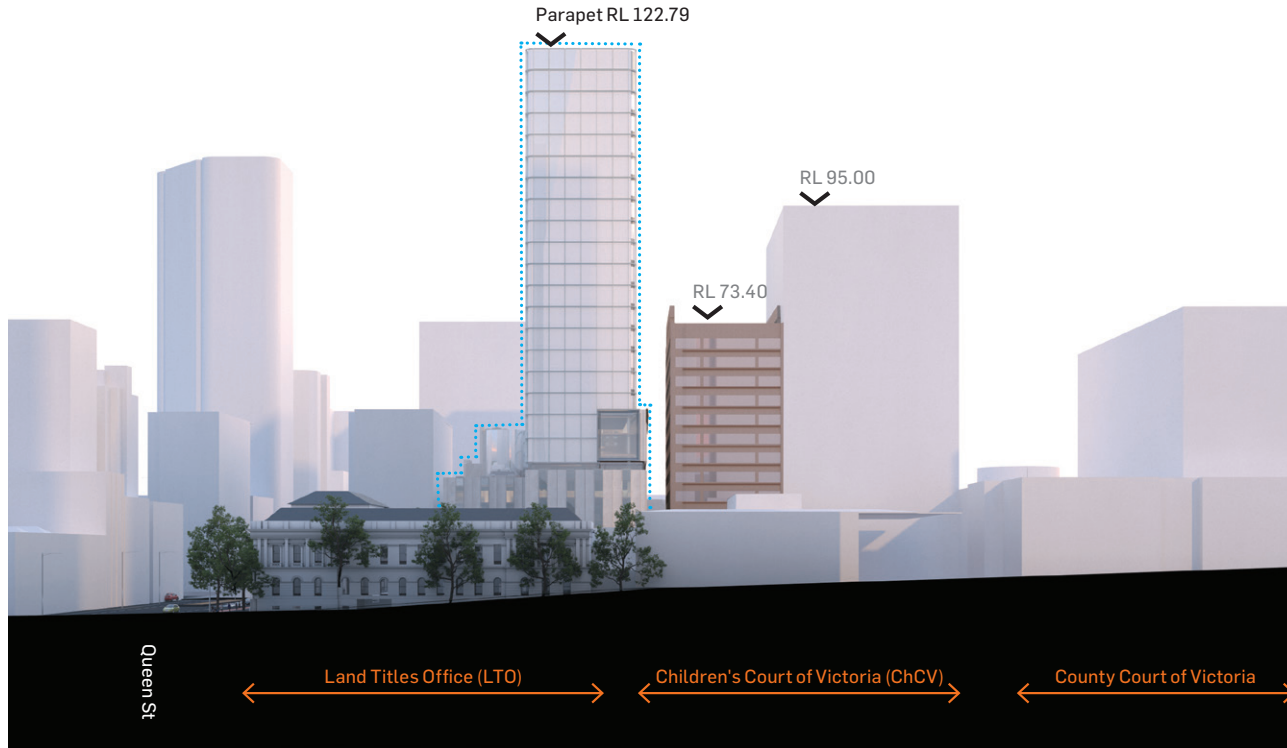
436 Lonsdale Street - South Elevation

Source: Wardle



436 Lonsdale Street - West Elevation along Lonsdale Lane

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Street Elevation (South Elevation) - Little Lonsdale Lane

Note: RLs noted for neighbouring & adjacent buildings (i.e. beyond 436 Lonsdale St) are indicative only given available information



Land Titles Office (LTO)



Space between LTO and ChCV



Children's Court of Victoria (ChCV)

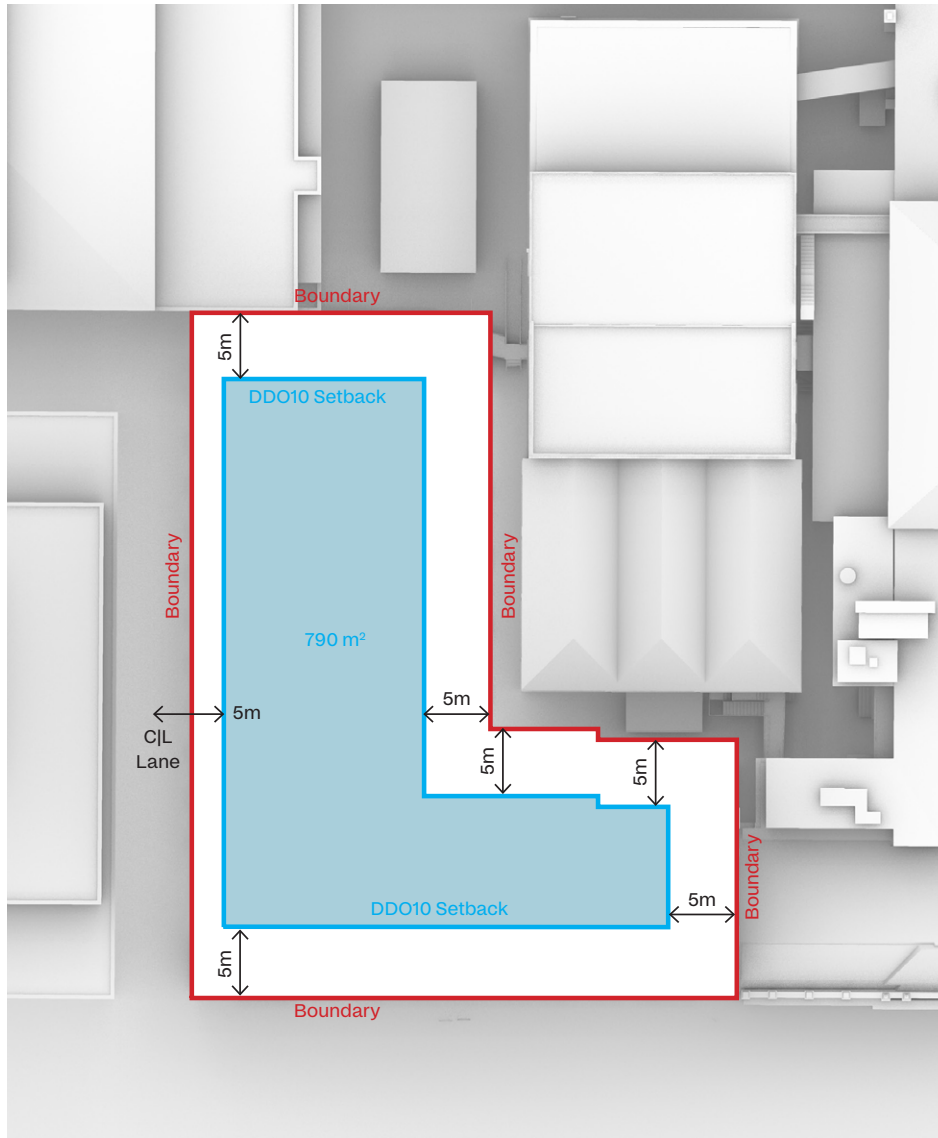


Space between ChCV and County Court of Victoria

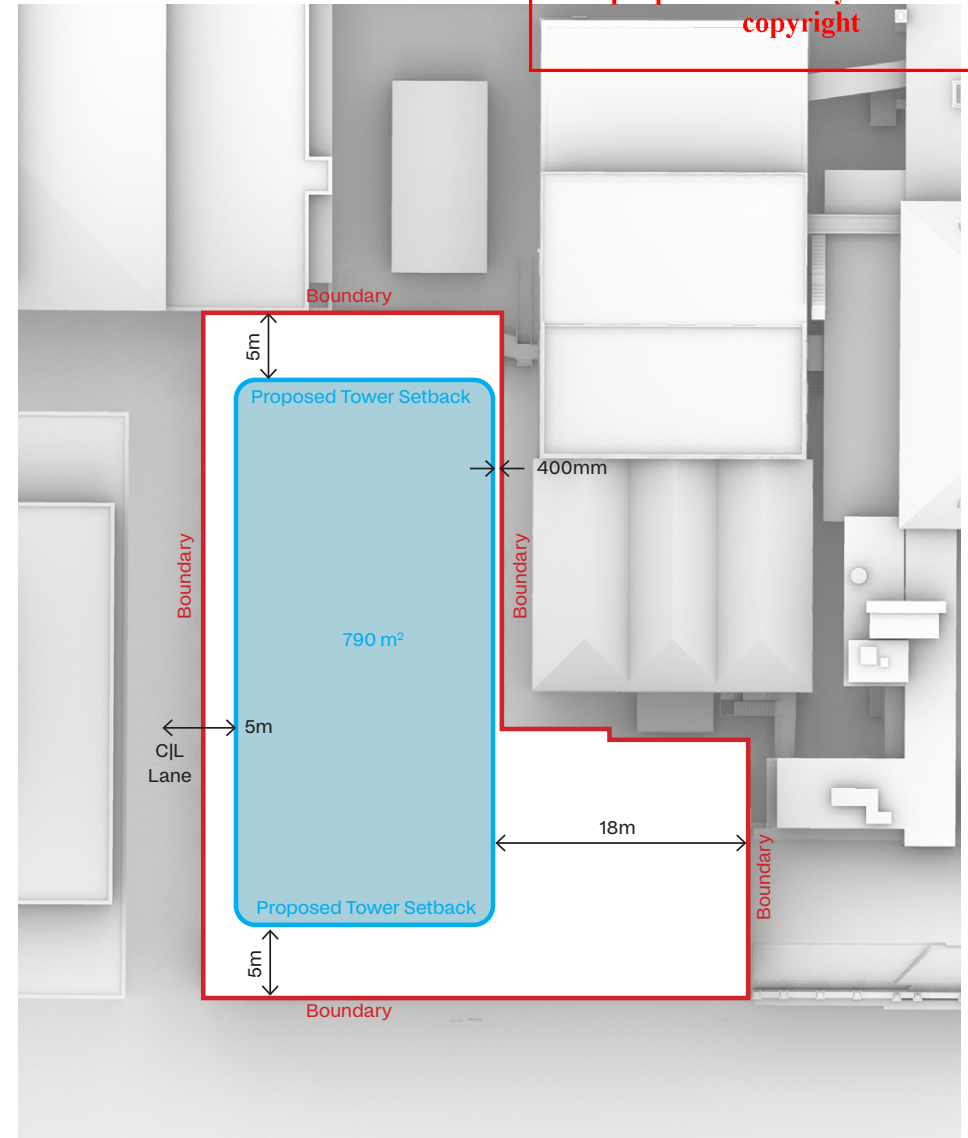
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Tower setback in accordance with DDO10 requirements



Proposed tower setback

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2 SITE ANALYSIS

2.1. SITE

The site is located at 436-450 Lonsdale Street, Melbourne. It is formally identified as Allotment 23 Section 30 in the City of Melbourne, Parish of Melbourne North.

The site is L-shaped and approximately 1,490sqm. It forms the north-east corner of Lonsdale Street and Lonsdale Lane, with frontages of 40.4m and 47.7m respectively.

The site hosts a nine storey Art Deco Style office building owned by DTF. Pictures of this building are at Figures 7-10 overleaf.

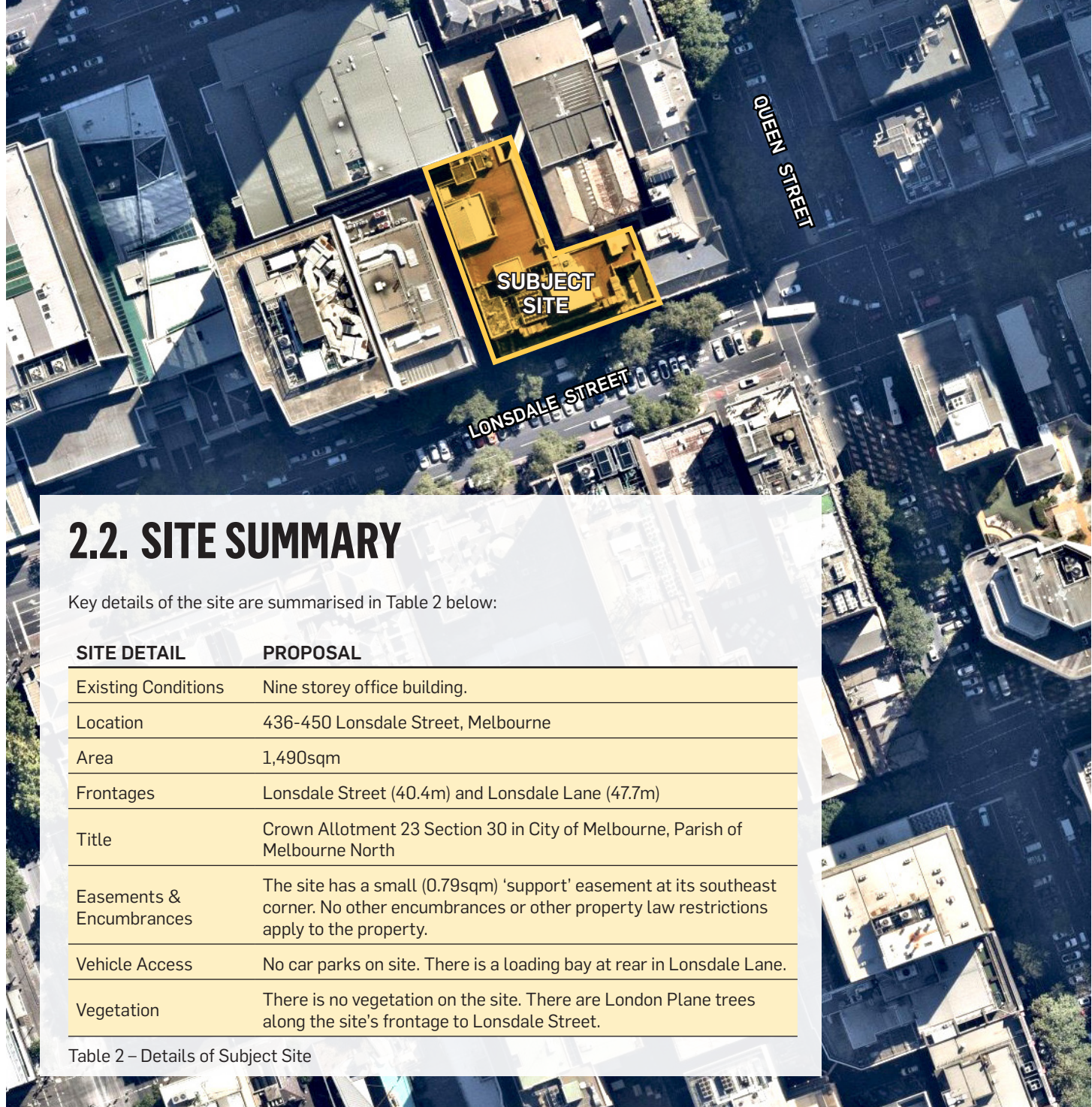
The building was used as offices by the Australian Taxation Office before it was leased to Court Services Victoria (CSV) for use as hearing rooms and offices. The building has been vacant since 26 February 2021 because of issues with its fire management system.

The building was constructed between 1924-1930 to a design by architects Oakley and Parkes. The top two floors were added by Public Works Department in 1935.

The building is architecturally and historically significant. As such it is affected by the Heritage Overlay Schedule 717 (436-450 Lonsdale Street) and listed as Significant in the City of Melbourne's Heritage Places Inventory. The statement of significance for the site is in the Central Activities District Conservation Study.

There is no car parking on site, however the site has service and loading access via a rear loading bay in Lonsdale Lane.

The site is affected by a small (0.79sqm) easement for support near its southeast corner.



2.2. SITE SUMMARY

Key details of the site are summarised in Table 2 below:

SITE DETAIL	PROPOSAL
Existing Conditions	Nine storey office building.
Location	436-450 Lonsdale Street, Melbourne
Area	1,490sqm
Frontages	Lonsdale Street (40.4m) and Lonsdale Lane (47.7m)
Title	Crown Allotment 23 Section 30 in City of Melbourne, Parish of Melbourne North
Easements & Encumbrances	The site has a small (0.79sqm) 'support' easement at its southeast corner. No other encumbrances or other property law restrictions apply to the property.
Vehicle Access	No car parks on site. There is a loading bay at rear in Lonsdale Lane.
Vegetation	There is no vegetation on the site. There are London Plane trees along the site's frontage to Lonsdale Street.

Table 2 – Details of Subject Site

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2.3. SITE PHOTOS



Figure 7: Site viewed from Lonsdale Street, looking north
Source: Urbis



Figure 8: Main entry to Lonsdale Street, looking north at the southwest of the site
Source: Google Maps

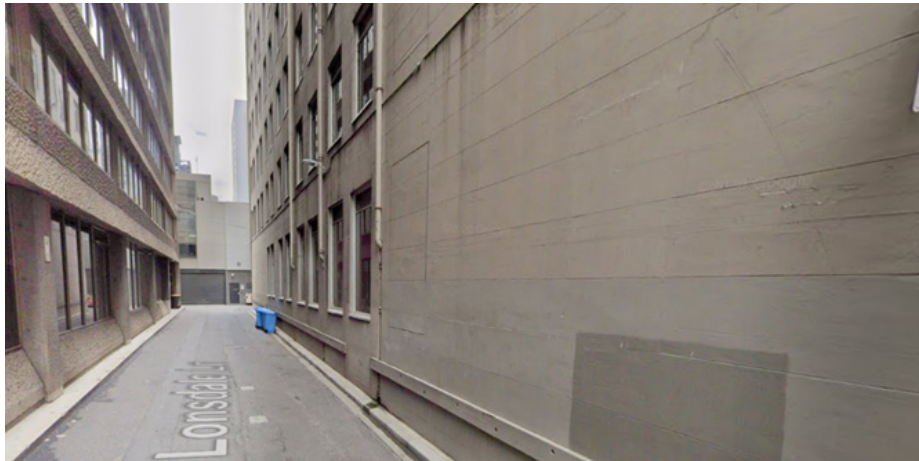


Figure 9: Existing Condition in Lonsdale Lane, facing north along the west face of the site
Source: Google Maps



Figure 10: The site viewed from corner Lonsdale Street and Queen Street, looking northwest
Source: Google Maps

2.4. INTERFACES AND IMMEDIATE SURROUNDS

NORTH AND EAST

The site shares a partial interface with the Melbourne Children's Court to the north-west. Directly north and east of the site is the former Titles Office at 247-283 Queen Street.

The former Titles Office is two-storeys and was built in 1877 to the Italian classicism design of JJ Clark, a notable public buildings architect. The Titles Office is registered in the Victorian Heritage Register.

SOUTH

The site has a southern interface to Lonsdale Street, a four-lane road typical of the Hoddle Grid. The segment of Lonsdale Street adjoining the site has perpendicular car parking spaces within the median, as well as parallel parking spaces that operate as bus lanes during peak times.

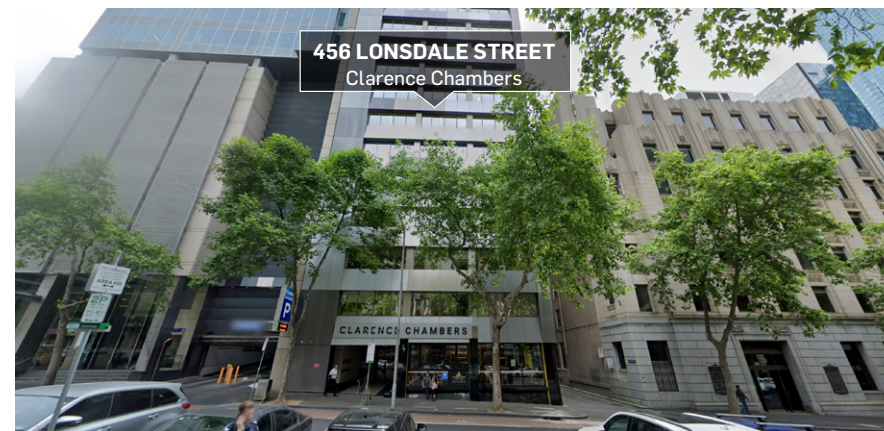
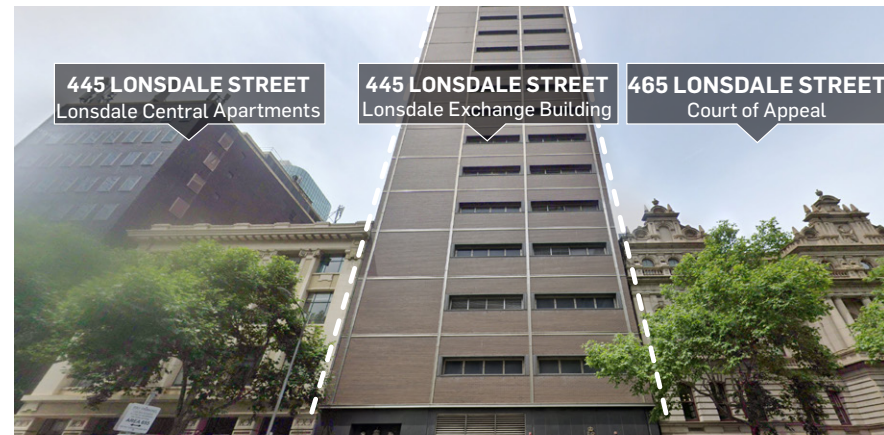
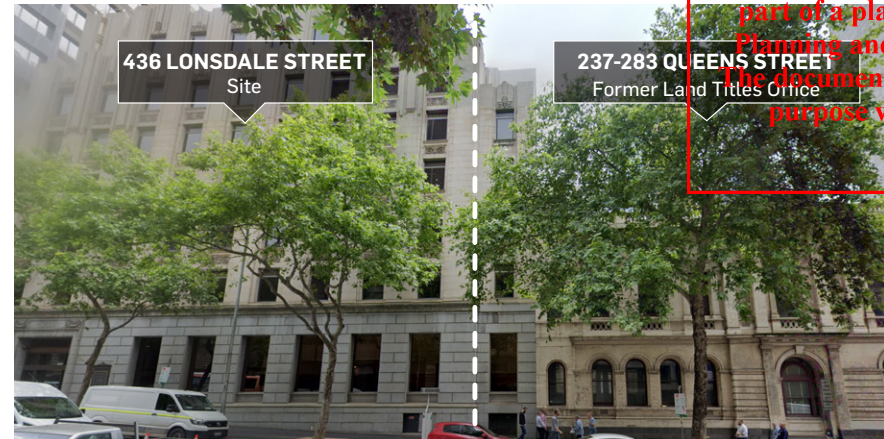
Across Lonsdale Street is the Lonsdale Exchange Building at 447 Lonsdale Street. The Exchange was built in 1969 in the Post-War Modernist and Brutalist styles.

The site also partially opposes the Lonsdale Central Apartments at 445 Lonsdale Street and the Court of Appeal building at 465 Lonsdale Street.

- Lonsdale Central Apartments is a four storey building used residentially.
- The Court of Appeal is a ca1886, Academic Classical style three storey building, registered in the Victorian Heritage Register.

WEST

Clarence Chambers, a 13 storey building used for offices, is opposite the site's west frontage to Lonsdale Lane.



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2.5. HERITAGE

STATEMENT OF SIGNIFICANCE

The statement of significance for the site as included in the Central Activities District Conservation Study (Butler, 1984) is as follows:

The Taxation Office was built in 1924 to a design by architects Oakley and Parkes. The two top floors were added by the Public Works Department in 1935. The design of the building conveys a deliberate attempt to marry the Renaissance [sic] style of the adjacent Titles Office with the 'Wall Street' image of a modern financial building. It is a notable indicator of the early establishment of the Commonwealth Government in Melbourne.

This statement of significance also appears on the Council's i-Heritage database. In assessment prepared by Lovell Chen, it is noted that this Statement has several errors. Notably, the building was constructed in 1929-1930 with two subsequent programmes of work. The first in c. 1938 added three additional storeys above the rear sections of the building and the second in c. 1942 added three additional storeys to the Lonsdale Street frontage.

BUILDING GRADING

The property is identified as a 'significant' building in the Heritage Places Inventory March 2022 (Amended May 2023), an incorporated document to the planning scheme. The scheme defines significant heritage places as:

A significant heritage place is individually important at state or local level, and a heritage place in its own right. It is of historic, aesthetic, scientific, social or spiritual significance to the municipality. A significant heritage place may be highly valued by the community; is typically externally intact; and/or has notable features associated with the place type, use, period, method of construction, siting or setting. When located in a heritage precinct a significant heritage place can make an important contribution to the precinct.



Figure 11: Original building on completion (1930)

Source: State Library Victoria



Figure 12: Building in existing condition (1985)

Source: flickr.com

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BUILDING HISTORY

Plans from 1895 show the site occupied by a cottage, laneway and Crown Law Offices. Later plans from 1923-28 show little change.

Based on assessment undertaken by Lovell Chen, it is considered unlikely that the building was constructed in 1924 as suggested by the statement of significance; 1929, the date indicated above the main entrance, is likelier. A 1930 photograph (shown at Figure 11 to the right) suggests this was the case.

The building was constructed by the McLennon Brothers to a design by the notable Melbourne firm Oakley and Parkes. The original design was five-storeys and in a Neoclassical mode. The steel and concrete building was faced in granite at ground level and sandstone above. The decision to use natural materials rather than concrete, as had originally been proposed, considerably increased the building cost but was thought to be more suitable and in-keeping with the fine government buildings such as the law courts in the vicinity.

In its heritage advice, Lovell Chen states that substantial works to the building were undertaken in the mid/late-1930s, including the addition of three levels and rooftop elements (caretaker's cottage) to the rear by 1938.

Further changes to the building, Lovell Chen's advice goes on to say, were made in 1941. These included the remodelling of the façade and an increase in the street frontage height, with additional levels constructed above the Lonsdale Street (south) frontage. These works brought the building to eight storeys at the front and nine storeys at the rear.

These works were designed under the supervision of Percy Everett, the Chief Government Architect and produced the present-day building to an expression more typical of an interwar Art Deco building. The building footprint did not change throughout these works.

HVAC plant has subsequently been introduced above the facade which is visible from Lonsdale Street.

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3 DESIGN RESPONSE

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3.1. WARDLE ARCHITECTURAL STATEMENT

Located in the heart of Melbourne's legal precinct, the development proposal for 436 Lonsdale Street seeks to complement a rich heritage context with a new commercial use building.

The primary presentation of the street wall is retained with the existing heritage facade. The proposed new tower is set back 5m from Lonsdale Street boundary. Designed to be respectful of its context, the proposal references existing heritage characteristics and street wall alignment.

The 1929 and 1941 heritage facade is retained to front a new 8 storey podium (including Ground Level) and a 15 storey tower above (excluding roof plant levels).

The extent of demolition was considered early in the design phase. The opportunity to adapt and reuse the existing building for a new 6 Star Green Star performing commercial building was limited and unsuitable due to existing:

Core locations & egress/compliance provisions

- Limited 3.5m floor-to-floor height
- Structural member positioning and capacity for additional loads and seismic compliance, including existing columns and foundation construction
- Daylight ingress due to limited window fenestrations

The new tower is within the prescribed DDO10 allowance, other than exceeding the 80m building height parameter (i.e. above 80m building setback requirement).

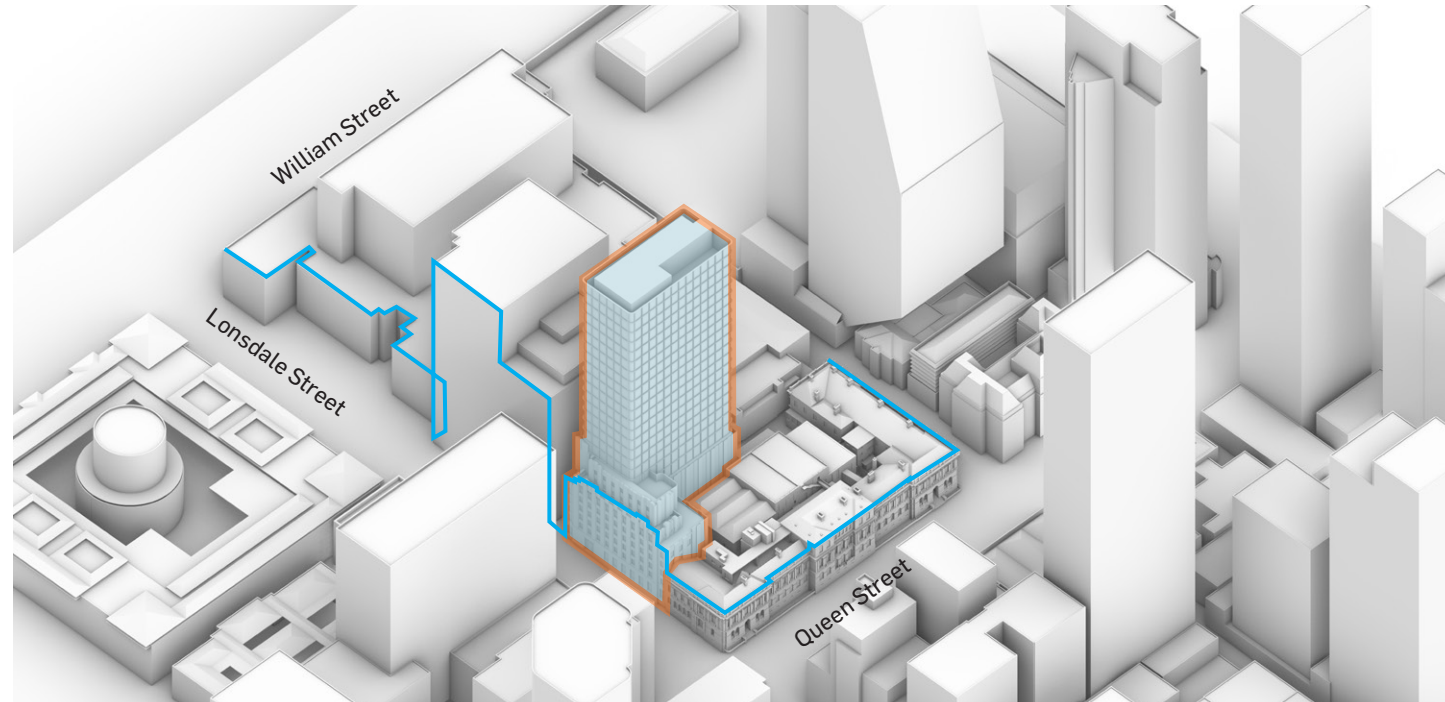
A project of this nature and scale demands the need to be a 'good neighbour'. The proposal recognises the impact of the predominant north-south tower footprint.

While maximising the commercial yield on a very limited CBD footprint was a key project consideration, the development

also recognises that the tower will be a prominent background to the Land Titles Office.

As such, the proposal maintains a tiered-back / terraced approach to transition between the heritage podium and the tower. The appearance of a taller tower is balanced with a significant 18m setback from the shared LTO boundary at the site's south-east corner.

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Maximising the width of the tower to achieve a commercially feasible and practical floor-plate required building up to the shared LTO boundary. In lieu of a 'blank facade', the proposal wraps the eastern tower elevation with a gridded rhythm of profiled sunshading and high-performance glass. The intent is to establish a simple yet refined backdrop to LTO.

The repeated facade grid pattern and composition allows for the facade system to modulate, optimise and respond directly to outlook, daylight, solar heat gain and fire separation requirements.

The rhythmic expression of the tower facade correlates to the similarly gridded pattern of the existing heritage facade. The design intent is not to apply a carbon-copy heritage application but to express in a contemporary manner, the finer characteristics of window reveals, molding profiles, proportions and material tonality.

A combination of fluted solid facade to the podium and profiled silhouette of the sunshades (both in a colour to match the existing sandstone heritage facade) will prescribe an intentional yet subtle reference between existing and new.

The vertical facade reliefs along the Lonsdale Street heritage frontage are inversely recomposed as vertical strip windows that wrap around the podium base. The windows maximises daylight and outlook to a once internalised building. The composition established with the heritage parapet levels and material transition at the base, further informs the datum levels of the new podium facades.

Reconfiguring the floor-to-floor heights to the back of the heritage facade allows for a contemporary commercial work space that is efficient and to meet current market expectations.

The frontage to Lonsdale Lane is proposed with generous window openings, to support an active laneway - with visibility into the new inner ground level activities positioned at 436 Lonsdale Street.

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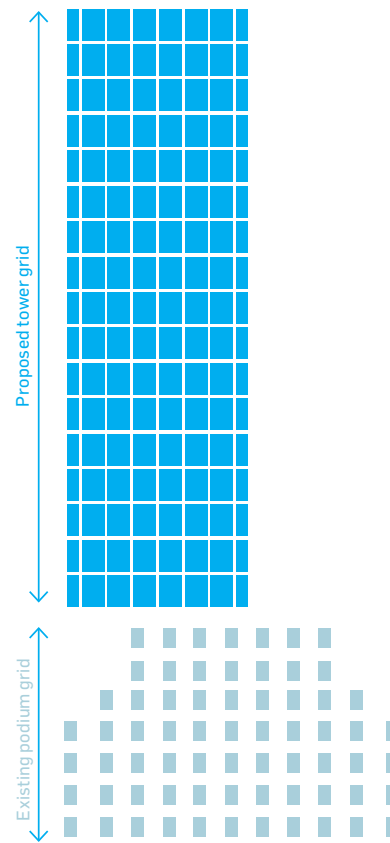


Diagram: Existing & proposed 'grid' configuration (South)

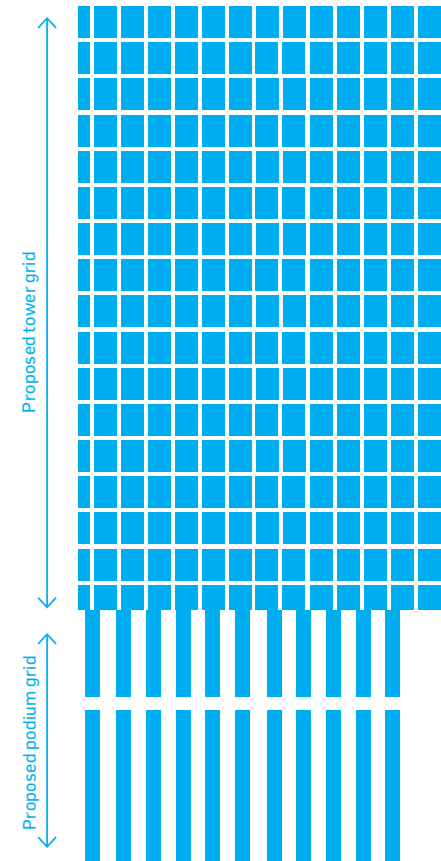


Diagram: Proposed 'grid' tower & podium configuration (West)



View from corner of Queen Street & Little Lonsdale Street (With LTO in the foreground)



Proposed 436 Lonsdale Street south-west podium outline

3.2. FACADE STRATEGY

Appreciating the heritage façade and massing composition

The current building at 436 Lonsdale Street, originally the State and Federal Taxation Office, was first completed circa 1929 by architects Oakley and Parkes. The building was remodelled with additional height and façade elements in 1941. These works brought the entirety of the building to 8 storeys to the front and nine storeys to the rear.

The completed building as it stands today, presents a layered and tiered composition. Three distinct level outlines can be identified by the change in materials and building parapet outline:

- 1 **Top of building parapet** - Setback from the primary street frontage below.
- 2 **Middle of building parapet** - Aligned to the primary street boundary frontage.
- 3 **Granite base of Ground Level** - Delineated by an expressed horizontal capping.

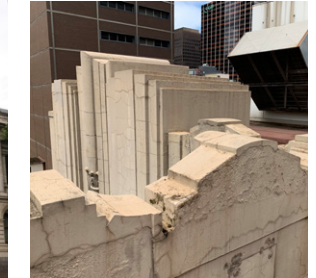
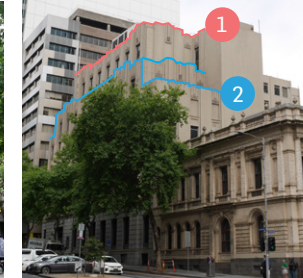
The development proposal seeks to maintain a distinctive podium base to the building, with the three stratum levels wrapped around the building. The characteristically profiled, heritage parapet silhouette is similarly established to define the podium. A combination of projected vertical stripped windows are paired with fluted precast panels (matching existing heritage sandstone finish) in between.



Taxation Offices, drawing of new facade 1941



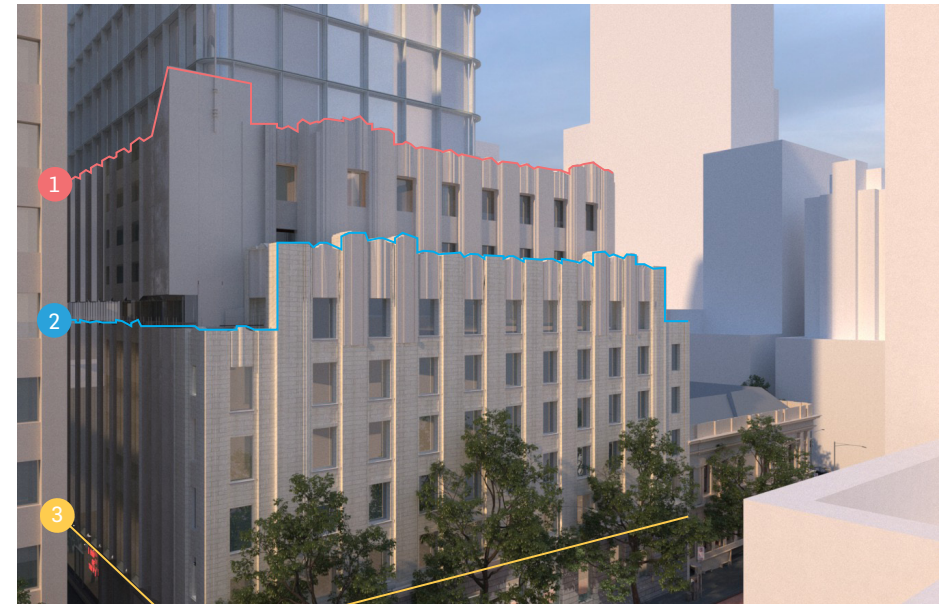
Existing heritage facade of 436 Lonsdale Street



Existing parapet details



Existing Lonsdale Street elevation



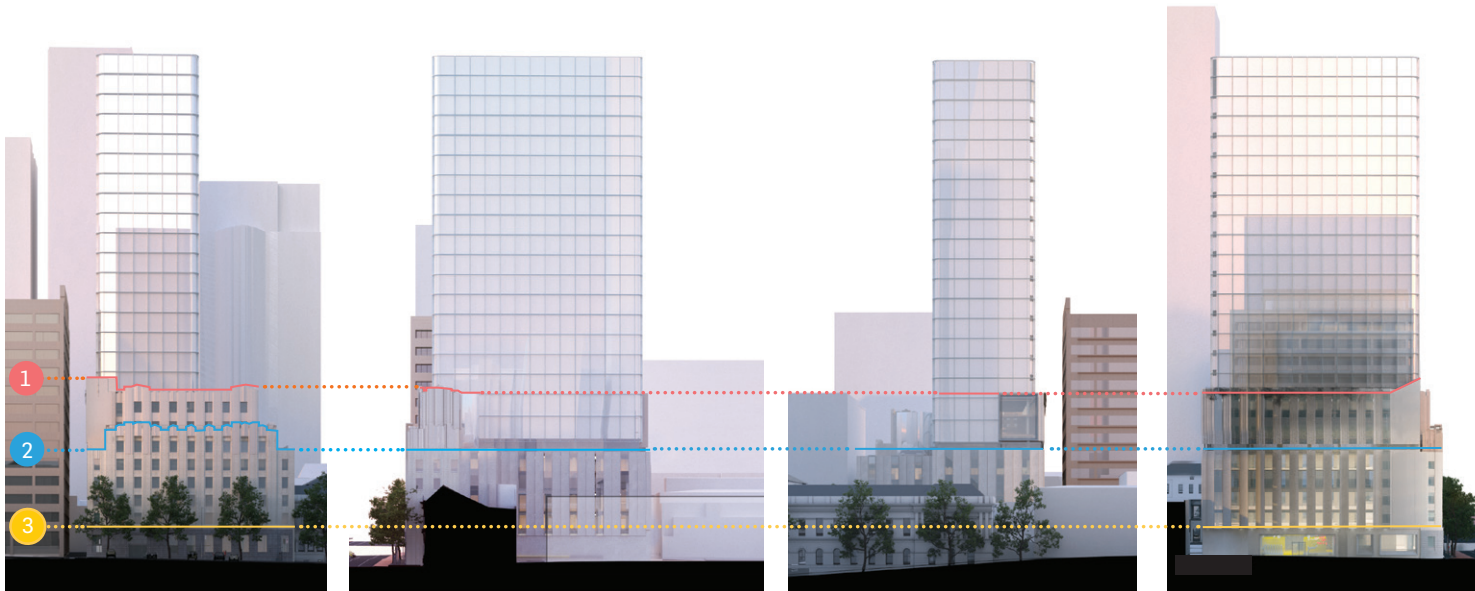
Proposed 436 Lonsdale Street south-west podium outline

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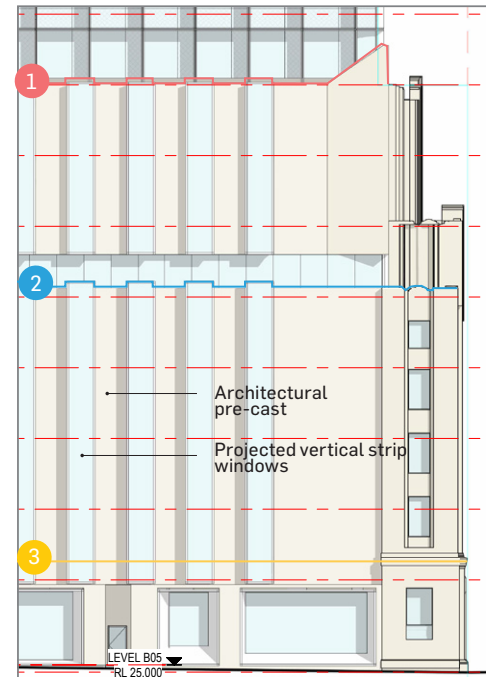
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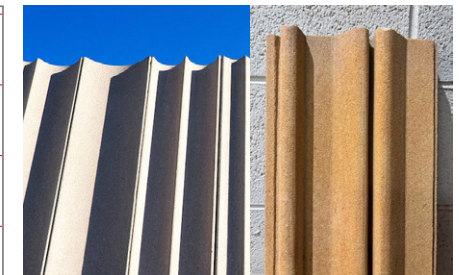
Proposed 436 Lonsdale Street elevation - South, East, North, West (L-R)



Proposed 436 Lonsdale Street south-east podium outline



Proposed west elevation (part) podium detail



Material sample of proposed fluted precast
Note: Colour to match existing sandstone



Existing heritage podium details

Expanding a gridded vernacular

The existing heritage facade is composed of a repeated window pattern and decorative sandstone/cast profile and rendered finish. The windows are inset into the solid facade outlined by semi-fluted decorative accents. The existing heritage facade is composed of a repeated window pattern and decorative sandstone/cast profile and rendered finish. The windows are inset into the solid facade outlined by semi-fluted decorative accents.

As a contemporary architectural response, the proposed tower expands on the heritage gridded vernacular. The scale of the tower's glass to 'solid' ratio is adjusted i.e. scaled-up to maximise daylight and outlook.

The pattern is adjusted to the proportions of the tower and floor-to-floor heights. The tower's profiled sunshade 'grid' (coloured to match sandstone finish) provides a 4=300mm relief to the facade - a subtle and delicate profile embedding shadow, texture and detail against the glazed curtain wall facade.

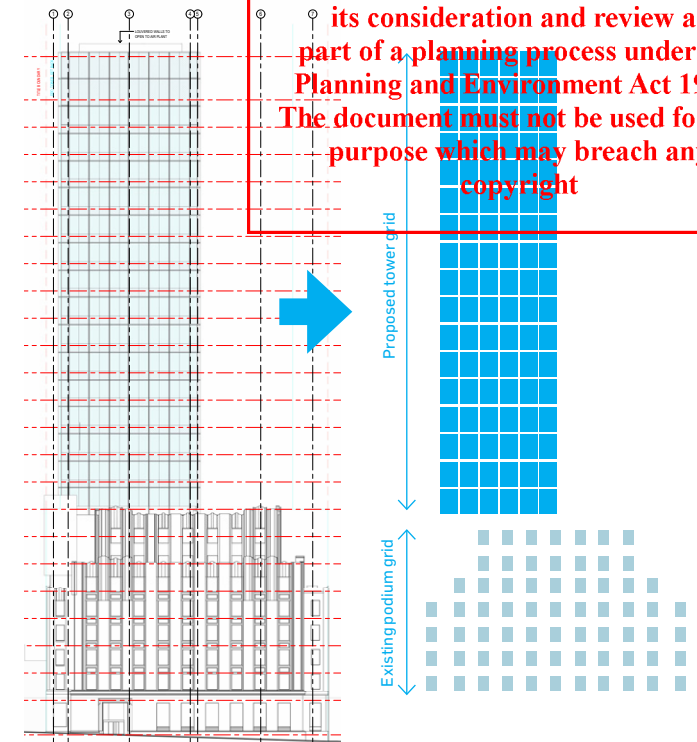
Activating Lonsdale Lane

Currently Lonsdale Lane has openings to the west, with retail at ground level of the Clarence Chambers building. However to the east of the lane, the existing 436 Lonsdale Street presents as a predominantly blank and visually inaccessible facade. The development proposal reconfigures the ground level with a generous lobby and End-of-Trip facility facing Lonsdale Lane. Deep revealed picture windows will frame a large proportion of the lane's eastern elevation, providing apertures into the activities and inhabitation within.

The intent is to re-activate a once utilitarian laneway to being an engaged Melbourne laneway streetscape.

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Proposed 436 Lonsdale Street (south) elevation

Diagram: Existing & proposed 'grid' configuration



Proposed Lonsdale Lane

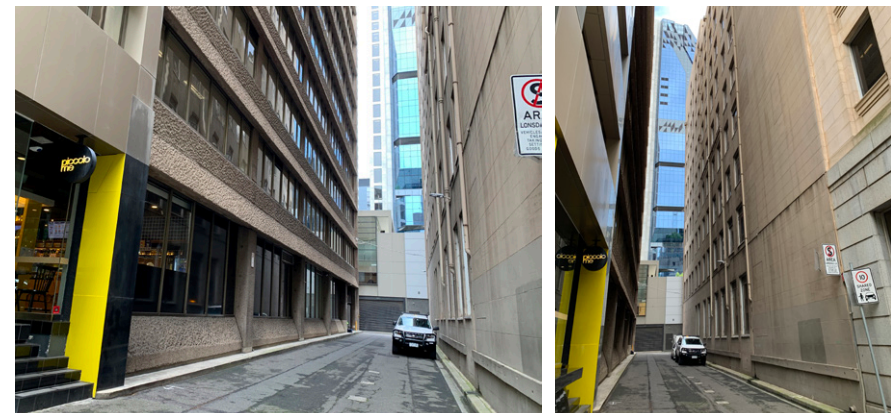
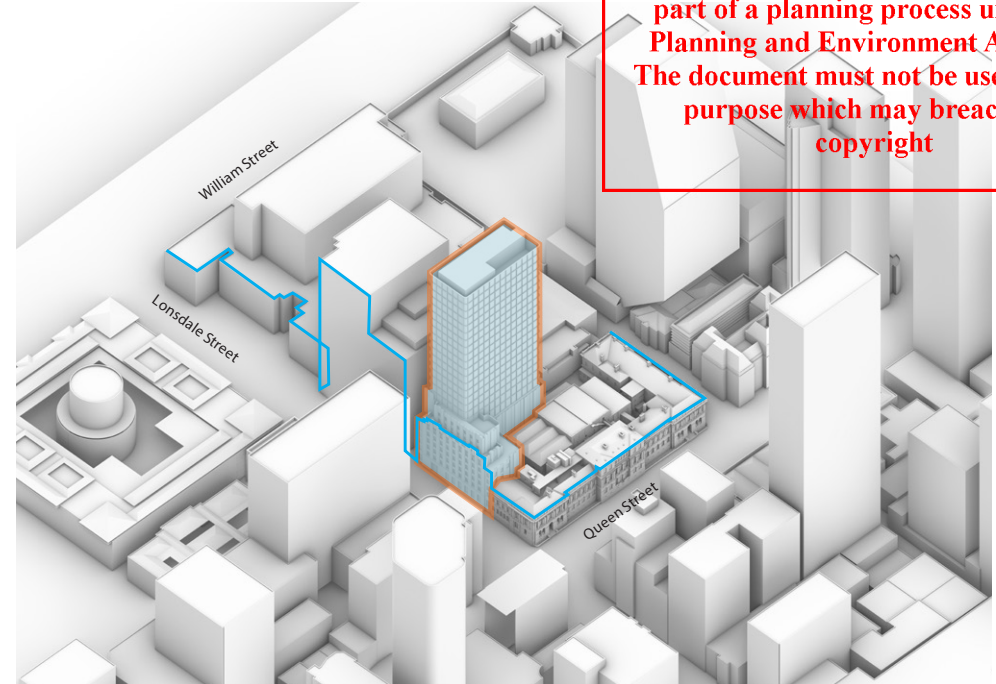
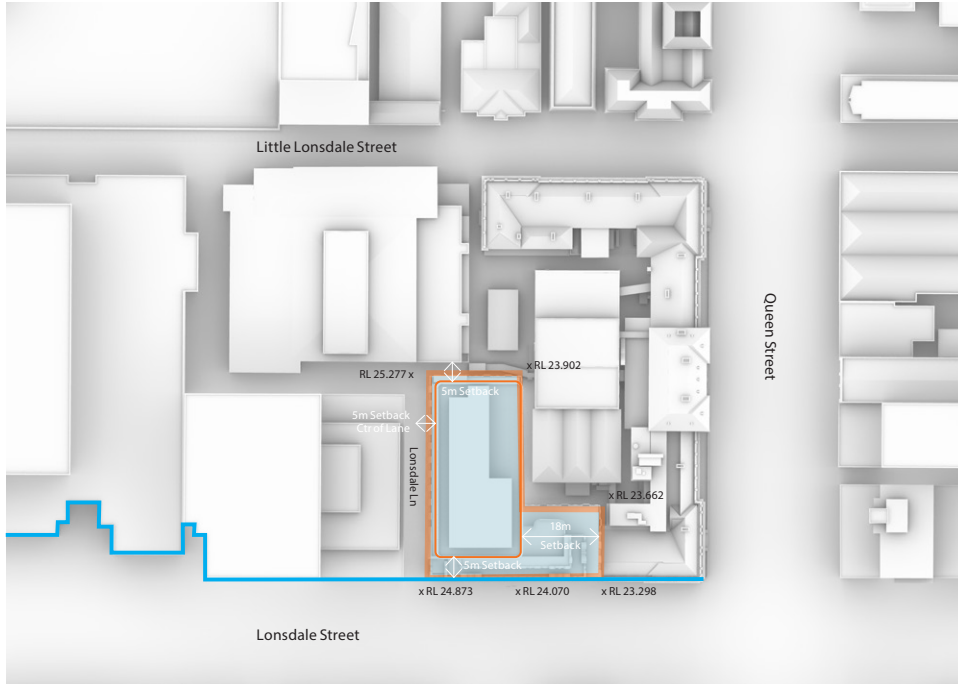


Photo: Existing Lonsdale Lane

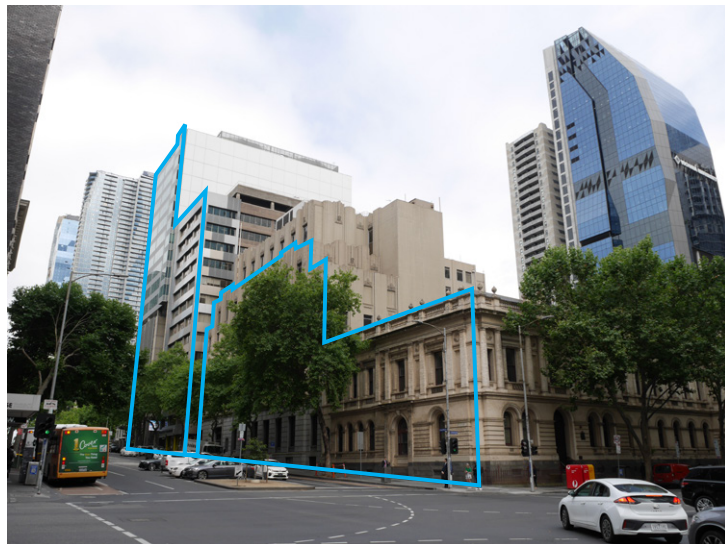
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Street Frontage Alignment & Setback - Plan

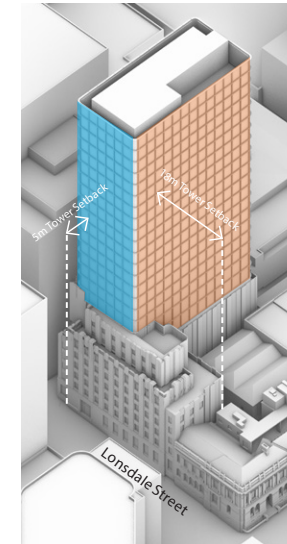
Street Frontage Alignment & Setback - Aerial



Street Frontage Alignment - Lonsdale St facing west



Street Frontage Alignment - Lonsdale St facing east



Tower Setback

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3.3. MANAGEMENT OF IMPACT ON STREET AND MICROCLIMATE

The proposal will improve the existing building's relationship with the street by reactivating a currently disused frontage. Further, the proposed frontage is of a human scale, visually interesting, of high quality design, and penetrated with windows to provide activation with the public realm.

The impacts of the proposed development on the adjoining streetscape conditions have been assessed against the requirements specified by schedule 10 to the Design and Development Overlay at clause 43.02. Based on this assessment, it is not considered the proposal will cause any unacceptable wind or overshadowing impacts on any protected areas. These matters are summarised below, and discussed in further detail at sections 5.3 and 5.10.

- The site is largely shielded from prevailing winds by existing towers, and is close to neighbouring buildings of similar height. According to an Environmental Wind Assessment prepared by Arup (attachment H), this location, in addition to the proposed podium which will help to mitigate wind 'downwash,' all areas around the development would be expected to meet the pedestrian safety criteria'.
- Table 1 to schedule 10 lists places that cannot be overshadowed at certain times. Similarly, table 2 lists places that cannot unreasonably be overshadowed at certain times. The proposed development will not overshadow any of the protected places listed in tables 1 and 2 during a specified time.

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4 PROPOSAL

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4.1. PROPOSAL SUMMARY

The application seeks a planning permit for the demolition of parts of the nine storey existing building, and construction of a 14 storey addition above to be used for offices.

The proposal will support the redevelopment of an underdeveloped site, and contribute to the supply of office floorspace in an area strategically identified for employment growth.

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ELEMENT	PROPOSAL
Use	Office
Site area	1,490sqm
Frontages	Lonsdale Street: 40.4m Lonsdale Lane: 47.7
Areas	GFA - 21,880sqm, excluding 875sqm basement NLA - 16,932sqm including 892sqm ground floor
Floor area ratio	14.83:1
Heights	24 storeys DDO10 height: 95.720m Highest point of any structure from footpath level: 100.63m (RL 124.70) DDO10 podium height: 21.270m Max height of heritage façade from footpath level: 32.950m (RL57.550)
Setbacks	North – 5.00m East (north part) – nil (0.00m, excluding 300mm sun shading fins) East (south part) – 18.787m South – 5.00m West – 2.00m (boundary) 5.00m (centre Lonsdale Ln)
Car and bike parking	No car parking spaces. 182 internal, secure bike parking spaces.

Table 1: Details of Proposal

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4.2. PROPOSAL DETAILS

BASEMENT

The proposal contains a single-level basement that includes the main switchboard room, additional bike parking, lift pits and storage areas. Basement access is provided by two internal staircases, as well as a dedicated shuttle lift between the basement and the ground floor.

GROUND FLOOR

The ground floor of the proposed building will contain the street entry at its south frontage, a social hub/foyer area and lifts for access to above levels. At the rear of the ground floor will be a large end of trip facility, access to stairs and the basement shuttle lift, and the waste collection/service access area.

PODIUM

The existing front (south) façade is visually symmetrical and provides the building's main pedestrian entrance at its west end.

The proposal will retain this facade, while redeveloping the interior and rear fabric due to its incompatibility with contemporary user needs, and impractical challenges associated with its full retention. (Additional discussion on the rationale for this demolition is at section 5.9)

For a detailed illustration of the proposed fabric to be demolished, please refer to sheets AR0300-AR0308 of the architectural plans prepared by Wardle at attachment C.

The new internal development will adjust the existing floor-to-ceiling heights, from approx. 3.490 to 3.910m. Above the ground floor, the entire podium will be used for offices across floorplates with an average GFA of about 1,100sqm.

The rear and side facades, with the exception of the 'returns' (ie east and west sides of the façade immediately adjoining the south frontage), will be redeveloped to a newer, contemporary form.

The new podium façade elements will largely be obscured from public view by existing development. Notwithstanding, they have been designed to be sympathetic with the existing. The proposed window spacing along the new external podium form is based on a continuation of the narrow, dense patterning of windows at the Lonsdale Street frontage. The proposed materiality as the heritage component, sandstone and granite, is also adopted for this new built form. For additional information about these facades, please refer to section 3.2 and sheets AR9100 and AR9101 of the architectural plans.

The heritage façade that will be retained presents to Lonsdale Street as three tiered. The stacked form enables a 76sqm, landscaped terrace at level 7. For further detail on this terraces, please refer to sheets AR1004 and AR9002 of the architectural plans, at attachment C, as well as the landscape plan at attachment G.

TOWER FORM

Levels eight through 22 of the proposed building will contain typical tower workplace floors, penetrated by two sets of fire stairs, a lift core and service risers.

The tower floorplates used for offices will each have a GFA of 790sqm and have an average NLA of 768sqm.

The proposed tower façade will be formed from a glazed curtain wall, with high performance, low-emissivity glass. External, 300mm deep sun shading fins will be fixed to the exterior and coated in a colour to match the heritage façade's sandstone.

Level 23 is a double-height storey proposed to house the roof plant, and is sleeved by a parapet formed from a continuation of the tower façade. The roof plant enclosure will be formed from vertical ribbed metal cladding, with matching coloured louvres. It will be finished with a light grey powder coat.

For more info on the proposed façade and materiality, please refer to section 3.2, and the façade strategy at Appendix B.

PARKING AND ACCESS

No car parking is proposed. We note this is an acceptable outcome for which planning permission is not required, in accordance with the applicable Schedule 1 to the Parking Overlay. For further discussion on parking and access, please refer to sections 5.5 and 5.12, as well as the transport impact assessment prepared by Aecom at attachment E.

Waste collection servicing is proposed to occur via an at-grade loading bay to Lonsdale Lane. For further information on waste collection and servicing access, please see section 5.13 as well as the waste management plan prepared by Aecom at attachment I.

LANDSCAPING

The proposed building will contain two accessible, landscaped terraces: an approx. 71sqm one on level seven, as well as an approx. 143sqm rooftop terrace on level 23, envisaged to feature pod paving, raised garden planters, trellis' and moveable seating.

For further detail on the proposed landscaping, please refer to the landscape plan, prepared by Aecom at attachment G.

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4.3. BUILT FORM

The site is in the Flagstaff Precinct, at the northwest corner of the CBD and represents an excellent opportunity to provide a greater intensity of development on a parcel that is currently underused.

As identified at Section 1.6 above, buildings in the precinct have differing architectural styles, though the predominant built form is single tower office buildings. These buildings vary in height, floor area ratios and setbacks.

The proposal is for a contemporary, glazed office tower above a podium form that includes a south, heritage façade to Lonsdale Street.

Based on the following assessment, it is considered that the proposed development will improve the visual amenity of the area, and match the surrounding built character.

BUILDING HEIGHT

The proposed building will be 24 storeys tall and have one basement level. It will have a maximum height of 95.720m, in accordance with the definition at DDO10. The highest point of any structure from the footpath level will be 100.63m (RL 124.70).

The proposed height has been shaped by the built form planning controls of DDO10, as well as informed by the place-led design process outlined in section 3.

The proposed height will fit comfortably within the broader context which includes numerous, tall existing and approved tower forms, summarised below:

	Address	Distance from site	Approx max height of building above ground level (m)
Existing	460 Lonsdale St	25m W	70
	447-453 Lonsdale St	30m S	70
	364-378 Lt Lonsdale St	55m N	130
	399 Little Lonsdale St	110m E	120
	367-375 Lt Lonsdale St	185m E	210
	500 Bourke St	215m SW	150
	370 Queen St	260m NE	250
	556-558 Lonsdale St	280 W	190
	Approved	272-282 Queen St	70m NE
383 La Trobe St		105m N	110
540-550 Lonsdale St		240m W	95

FLOOR AREA RATIO

The proposal has a floor area ratio of 14.83:1, which does not exceed the 18:1 maximum Floor Area Ratio specified by the CCZ1 for development on land affected by DDO10.

The proposed FAR supports a massing that is consistent with the surrounding built form.

STREET WALL HEIGHT AND BUILDING SETBACKS

The proposed tower form will have the following setbacks:

- North – 5,097mm (5.01m) to the title boundary, including 300mm (0.30m) for external sun shading fins.
- East (north part of site) – nil setback, built to the title boundary excluding 300mm (0.30m) for external sun shading fins.
- East (south part of site) – 18,787mm (18.79m), including 300 mm (0.30m) external sun shading fins.
- South – 5,000mm (5.00m) 5,129mm (5.13m) to the title boundary, including external sun shading fins.
- West – 2,145mm (2.15m) to the title boundary and 5,145mm (5.15m) to the centreline of Lonsdale Lane, including 300mm (0.30m) for external sun shading fins.

These setbacks are considered sufficient to distinguish the tower addition from the existing podium, and support a reading of them as distinct built forms.

Detailed assessment on the consistency of these setbacks with the DDO10 controls is provided at section 5.3.

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4.4. AREA ANALYSIS

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BUILDING LEVEL	USE	FLOOR TO FLOOR (M)	GFA (SQM)	NLA (SQM)	TERRACE (SQM)	
B01	Basement	Plant/Services	6.050	875	N/A	0
G01	Podium	Lobby / EOT / Services	4.950	1,222	892	0
L01	Podium	Commercial	3.910	1,249	1,085	0
L02	Podium	Commercial	3.910	1,106	935	0
L03	Podium	Commercial	3.910	1,250	1,060	0
L04	Podium	Commercial	3.910	1,250	1,060	0
L05	Podium	Commercial	3.910	951	779	0
L06	Podium	Commercial	3.910	929	777	0
L07	Podium	Commercial / Terrace	3.910	841	774	76
L08	Tower	Commercial	3.910	768	615	0
L09	Tower	Commercial	3.910	768	615	0
L10	Tower	Commercial (Mid to High Transition)	3.910	768	611	0
L11	Tower	Commercial	3.910	768	631	0
L12	Tower	Commercial	3.910	768	631	0
L13	Tower	Commercial	3.910	768	631	0
L14	Tower	Commercial	3.910	768	631	0
L15	Tower	Commercial	3.910	768	631	0
L16	Tower	Commercial	3.910	768	631	0
L17	Tower	Commercial	3.910	768	631	0
L18	Tower	Commercial	3.910	768	631	0
L19	Tower	Commercial	3.910	768	631	0
L20	Tower	Commercial	3.910	768	631	0
L21	Tower	Commercial	3.910	768	631	0
L22	Tower	Commercial	3.910	768	631	0
L23	Tower	Plant / Services / Terrace	6.200	431	157	157
Roof	Tower	Plant / Services	N/A	N/A	N/A	0
Total				21,624	16,932	233

5 PLANNING CONTEXT

5.1. CAPITAL CITY ZONE

The site is located in the Capital City Zone – Schedule 1 (CCZ1). The provisions for this zone are at clause 37.04 of the planning scheme and its corresponding schedule 1.

PURPOSES

The purposes of the CCZ1 are to:

- *Implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *Enhance the role of Melbourne's central city as the capital of Victoria and as an area of national and international importance.*
- *Recognise or provide for the use and development of land for specific purposes as identified in a schedule to this zone.*
- *Create through good urban design an attractive, pleasurable, safe and stimulating environment.*

USE

Clause 37.04-1 delegates the zone's use controls to the applicable schedule, here schedule 1.

Schedule 1 specifies that a permit is not required to carry out an Office use (ie it is as of right). As such, a planning permit is not sought to use the land for offices.

DEVELOPMENT

In accordance with the head clause of this zone (clause 47.04-4), "a permit is required to construct a building or construct or carry out works unless the schedule to this zone specifies otherwise." Section 3 to schedule 1 states that a permit is required to "construct a building or carry out works".

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As such, this report seeks permit approval for the proposed development.

APPLICATION REQUIREMENTS

Section 3 to schedule 1 requires an application for a permit to be accompanied by an urban context report. A purpose of this document is to satisfy this requirement.

The ordinance specifies what an urban context report must consider in regard to the proposed development and applicable controls and policies. These considerations are listed with their location in this document below:

- State Planning Policy Framework and the Local Planning Policy Framework, zone and overlay objectives: sections 5.1-5.7.
- Built form and character of adjacent and nearby buildings: section 1.6.
- Heritage character of adjacent and nearby heritage places: sections 1.7 and 2.4.
- Microclimate, including sunlight, daylight and wind effects on streets and other public spaces: sections 3.3, 5.3 and 5.10.
- Energy efficiency and waste management: sections 5.11 and 5.13.
- Ground floor street frontages, including visual impacts and pedestrian safety: sections 2.4, 3.3 and 5.10.
- Public infrastructure, including reticulated services, traffic and car parking impact: sections 1.5 and 5.12.
- Vistas: section 1.4.



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5.2. OVERLAYS

5.2.1 DESIGN AND DEVELOPMENT OVERLAY – SCHEDULE 1 (DDO1)

The site is affected by the DDO1, 'Urban design in Central Melbourne' overlay. The controls for this overlay are at clause 43.02 and its corresponding schedule 1.

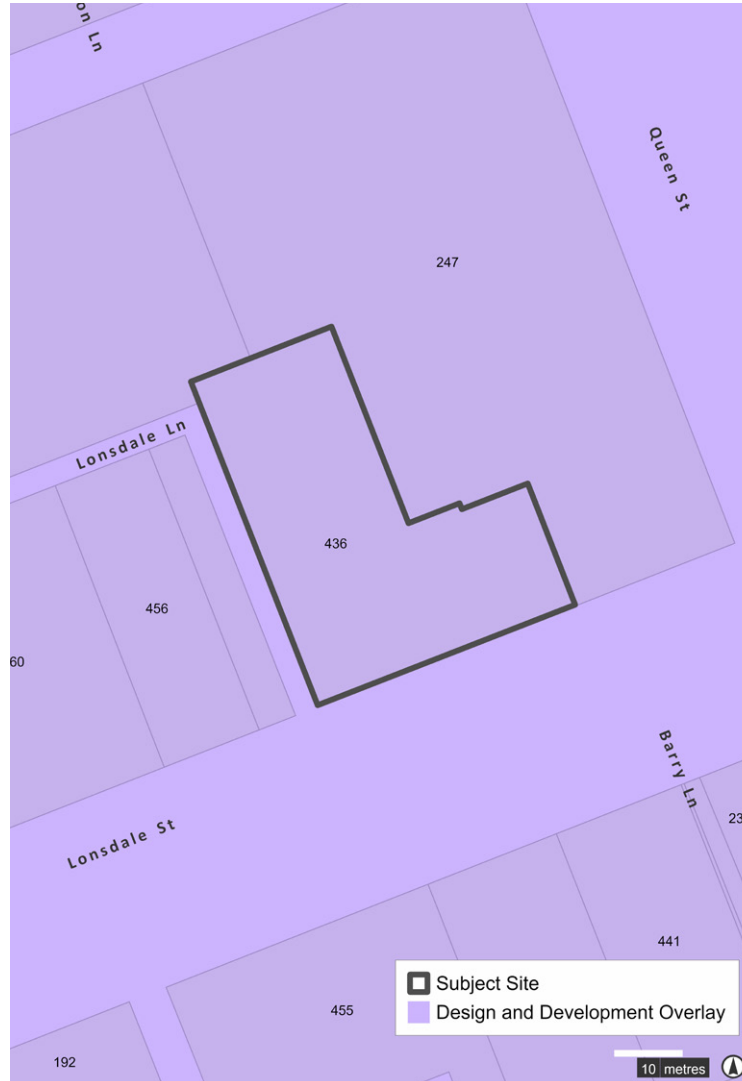
In accordance with clause 43.02-2 and schedule 1, a permit is required to develop the proposal.

The overlay has the following design objectives:

- To ensure that all development achieves high quality urban design, architecture and landscape architecture.
- To ensure that development integrates with, and makes a positive contribution to, its context, including the hierarchy of main streets, streets and laneways.
- To ensure that development promotes a legible, walkable and attractive pedestrian environment.
- To ensure that the internal layout including the layout of uses within a building has a strong relationship to the public realm.
- To ensure that development provides a visually interesting, human scaled and safe edge to the public realm.

To achieve these outcomes, the overlay applies discretionary and mandatory design requirements relating to:

- urban structure,
- site layout,
- building massing,
- building program,
- public interfaces, and
- design detail.



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DDO1 URBAN STRUCTURE OUTCOME AND REQUIREMENTS

Urban Structure relates to the network of main streets, streets, laneways and open spaces which define the size and shape of urban blocks.

DESIGN OUTCOME	DESIGN REQUIREMENTS	ASSESSMENT
<p>An urban block structure that:</p> <ul style="list-style-type: none"> Is sufficiently fine grained to support walking as the primary mode of transport. 	<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>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.</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 will not provide for a new through-site link; the site does not span the full length of the block, so it is not practicable to create one.</p> <p>The site adjoins Lonsdale Lane. This laneway links at its northern end with a clear-to-sky pedestrian walkway that connects to Little Lonsdale Street.</p> <p>The proposal includes design measures that will activate the existing building's interface with Lonsdale Lane, and encourage passive surveillance.</p>
<p>A pedestrian network that:</p> <ul style="list-style-type: none"> Reduces walking distances. Completes existing connections and laneways. Retains and improves existing connections. 	<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>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>It is not feasible to deliver a new pedestrian connection through the site, nor warranted, noting the existing pedestrian connection adjacent to the site.</p>
<p>Pedestrian connections that are:</p> <ul style="list-style-type: none"> High quality. Safe and attractive. Accessible by people of all abilities. Easily identified and legible. Designed to enable stationary activities. 	<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"> Open 24 hours a day. Open to the sky, an arcade or a through-building connection. <p>Pedestrian connections should be:</p> <ul style="list-style-type: none"> Direct, attractive, well-lit and provide a line of sight from one end to the other. Safe and free of entrapment spaces and areas with limited passive surveillance. Publicly accessible at ground level and appropriately secured by legal agreement. Lined by active frontages. <p>Laneways should be:</p> <ul style="list-style-type: none"> At least six metres wide. Laneways may be less than six metres wide where, either: <ul style="list-style-type: none"> The laneway is the same width or wider than an existing laneway that it continues. The laneway does not provide for vehicle access. <p>Arcades should:</p> <ul style="list-style-type: none"> Adopt vertical proportions with a height greater than the width. Be a minimum of two storeys in height. Incorporate high quality exterior grade materials and finishes to all surfaces including paving, walls, ceilings and lighting. Have highly legible entries including any doors or gates. 	<p>N/A</p>

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DD01 SITE LAYOUT CONSIDERATIONS AND ASSESSMENT

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.

DESIGN OUTCOME	DESIGN REQUIREMENTS	ASSESSMENT
<p>Site layout that:</p> <ul style="list-style-type: none"> Reinforces the valued characteristics of streets and laneways. Delivers a well-defined public realm. 	<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 proposed development will retain the existing building's alignment with the street.</p> <p>The existing building will not create any new alcoves or recesses at the ground plane. The proposed alterations to the existing building will provide for additional activation and passive surveillance.</p> <p>It is considered that the proposed pedestrian entry and exit points to the building are sufficient to cater for anticipated pedestrian volumes; it would not be practicable to create new pedestrian access points without the removal of heritage fabric.</p>
<p>Plazas that:</p> <ul style="list-style-type: none"> Are accessible to people of all abilities. Are safe and attractive. Deliver opportunities for stationary activity. Alleviate pedestrian congestion. 	<p>Plazas should:</p> <ul style="list-style-type: none"> Be open to the sky. Be accessible to people of all abilities. Provide opportunities for stationary activity. Be lined with active frontages. Incorporate soft and hard landscaping elements. Have access to sunlight. <p>Development should retain at least 50 per cent of any existing publicly accessible private plaza where:</p> <p>It is oriented to a main street or street.</p> <p>It helps reduce pedestrian congestion.</p> <p>A high quality space with opportunities for stationary activity can be achieved.</p> <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>	<p>N/A – no plaza is proposed; the existing building does not feature a plaza.</p> <div style="border: 2px solid red; padding: 10px; text-align: center;"> <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>Vehicle entries that:</p> <ul style="list-style-type: none"> Do not create traffic conflict. Do not undermine the attractiveness or safety of the pedestrian experience. 	<p>Vehicle access and loading bays:</p> <ul style="list-style-type: none"> Should not be located on main streets. Should not be constructed on a traffic conflict frontage or in a lane leading off a traffic conflict frontage shown on Map 2. In the Retail Core Area – Schedule 2 to the Capital City Zone must not be constructed on a traffic conflict frontage shown on Map 2, or in a lane leading off a traffic conflict frontage. The location and width of car park entries should minimise the impacts on the pedestrian network. 	<p>The proposal will use the existing vehicle access point in Lonsdale Lane.</p> <p>The Traffic Impact Assessment supplied by Aecom (attachment E) determines that the traffic impacts associated with the building's servicing are acceptable.</p>
<p>Colonnades that:</p> <ul style="list-style-type: none"> Are safe and attractive. Are accessible to people of all abilities. 	<p>Colonnades should:</p> <ul style="list-style-type: none"> Adopt vertical proportions with a height greater than the width. Incorporate high quality design detail to all publicly visible planes and surfaces. Provide ground level spaces that are accessible to people of all abilities. Have a clear public purpose. Be well-lit and provide clear lines of sight from one end to another. Be safe and free of entrapment spaces and areas with limited passive surveillance. 	<p>N/A - no colonnades are proposed; the existing building does not feature any colonnades.</p>

DDO1 BUILDING MASS CONSIDERATIONS AND ASSESSMENT

Building mass relates to the three dimensional form of a building, including its scale, height, proportions and composition.

DESIGN OUTCOME	DESIGN REQUIREMENTS	ASSESSMENT
<p>Building mass that:</p> <ul style="list-style-type: none"> ▪ Distinguishes between different buildings where a development comprises multiple buildings. ▪ Respects the height, scale and proportions of adjoining heritage places or buildings within a Special Character Area. ▪ Reinforces the fine grain and visual interest of streetscapes. ▪ Maintains a diverse and interesting skyline through the design of roof profiles. 	<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 is proposed.</p> <p>The setbacks and materiality of the proposed tower addition have been designed to support a reading of these two elements (podium and tower) as distinct.</p> <p>The proposed tower form is of a high architectural quality and will contribute to a visually interesting skyline. Sympathetically with the adjoining, slender office towers, its massing is oriented to present its smaller face to the street frontage.</p>
<p>Street walls that:</p> <ul style="list-style-type: none"> ▪ Adopt a variety of street wall heights to reinforce the traditional fine grain, vertical rhythm and visual interest of streetscapes. ▪ Provide aesthetic interest to the public realm. ▪ Frame comfortable and attractive streets. 	<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 street wall heights are an outcome of the existing heritage building being retained.</p> <p>The setback to the street has been applied in accordance with the built form requirements specified by DDO10, and are visually recessive</p> <p>At the eastern portion of the site, the proposed tower is generously setback from the adjoining former Titles Office. This excludes the bulk of the proposed tower from the interpretive frame of the Titles Office.</p>

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DDO1 BUILDING PROGRAM CONSIDERATIONS AND ASSESSMENT

Building program relates to the position and configuration of internal spaces to a building. This is a key urban design consideration due to the direct relationship of internal areas to the public realm.

DESIGN OUTCOME	DESIGN REQUIREMENTS	ASSESSMENT
<p>A building program that:</p> <ul style="list-style-type: none"> ▪ Delivers safe and high quality interfaces between the public and private realm. ▪ Maximises activation of the public realm. ▪ Can accommodate a range of tenancy sizes, including smaller tenancies in the lower levels of the building. ▪ Allows for adaptation to other uses over time. ▪ Delivers internal common areas or podium-rooftop spaces that maximise passive surveillance and interaction with the public realm. ▪ Promotes a strong physical and visual relationship 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>Development should position active uses to address the public realm.</p> <p>Development should:</p> <ul style="list-style-type: none"> ▪ Maximise the number of pedestrian building entries. ▪ Avoid long expanses of frontage without a building entry. ▪ Large floorplate tenancies should be sleeved with smaller tenancies at ground level at a boundary to a street, laneway or pedestrian connection. <p>Floor to ceiling heights should be a minimum of:</p> <ul style="list-style-type: none"> ▪ 4.0 metres at ground level. ▪ 3.8 metres for levels two and three. ▪ 3.5 metres above level three and up to 20 metres. <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 this occurs on a pedestrian only laneway where this is the established character.</p>	<p>The proposal will include a social hub use at the ground plane, to help activate the building's frontage with Lonsdale Street.</p> <p>Only one pedestrian building entry is proposed at the frontage. This approach is necessary to retain the heritage façade. A second pedestrian access point will be provided at Lonsdale Lane, linking directly with the end-of-trip facilities.</p> <p>The development proposes the following floor-to-ceiling heights:</p> <ul style="list-style-type: none"> ▪ 6.05m at basement ▪ 4.950 at ground floor ▪ 3.910 at above floors <p>The proposed building will not have any areas containing uses provided as part of a public benefit offer.</p> <p>It is considered that there is sufficient space within the ground floor for queuing for the café to occur; no external-facing service window is proposed, noting the intention of retaining the existing heritage façade.</p>
<p>Building services that:</p> <ul style="list-style-type: none"> ▪ Minimise impacts on the public realm. ▪ Maximise the quality and activation of the public realm. ▪ Do not dominate the pedestrian experience and are designed as an integrated design element. ▪ Provide waste collection facilities as an integrated part of the building design. 	<p>Ground floor building services, including waste, loading and parking access:</p> <ul style="list-style-type: none"> ▪ Should be minimised. ▪ Must occupy less than 40 per cent of the ground floor area of the site area. ▪ Internal waste collection areas should be sleeved. <p>Services, loading and waste areas should be located away from streets and public spaces, or within basements or upper levels.</p> <p>Service cabinets should be located internally with loading, waste or parking areas where possible.</p> <p>Undercroft spaces for waste or loading should not adversely impact safety and continuity of the public realm.</p> <p>Access doors to any waste, parking or loading area should:</p> <ul style="list-style-type: none"> ▪ Be positioned no more than 500 millimetres from the street edge. ▪ Be designed as an integrated element of the building. <p>Rooftop plant, services and antennae should be integrated into the overall building form.</p>	<p>The ground floor service areas will occupy less than 40% of the ground floor area of the site area. The servicing access point is in Lonsdale Lane, so will not rely on any interruptive crossovers to Lonsdale Street. Most services are contained within the existing basement on the site.</p> <p>The access door to the waste collection/servicing access are not significantly recessed and will not impact on the visual continuity of the building's frontage to Lonsdale Lane.</p> <p>The proposed rooftop plant is integrated into the tower form; being within a double-height top floor that has the same façade treatment as the tower's other floors.</p>

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DD01 BUILDING PROGRAM CONSIDERATIONS AND ASSESSMENT (CONT.)

Building program relates to the position and configuration of internal spaces to a building. This is a key urban design consideration due to the direct relationship of internal areas to the public realm.

DESIGN OUTCOME	DESIGN REQUIREMENTS	ASSESSMENT
Car parking that: <ul style="list-style-type: none">Minimises the impact of car parking on the public realm.	<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">Must be located on the first floor or above.Must be sleeved to streets.Should have a floor to ceiling height of at least 3.2 metres.	No car parking is proposed as part of the development. The existing building does not have any car parking spaces.

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DD01 PUBLIC INTERFACES CONSIDERATIONS AND ASSESSMENT

Public interfaces relates to the boundary between a building and the public realm in main streets, streets, laneways and open spaces

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DESIGN OUTCOME	DESIGN REQUIREMENTS	ASSESSMENT
<p>Public interfaces that:</p> <ul style="list-style-type: none"> Contribute to the use, activity, safety and interest of the public realm. Provide continuity of ground floor activity along streets and laneways. Allow unobstructed views through openings into the ground floor of buildings. 	<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"> 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"> Stall-risers to a height of 700mm. Pilasters. Window and door frames. Windows that have clear glazing without stickers or paint that obscures views. <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"> Be transparent. Not block views into tenancies at night. Be mounted internally to the shop windows. <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>	<p>Map 1 to DD01 identifies the site as being within a General Development Area, not a Special Character Area.</p> <p>Less than 80% of the combined length of the proposed building to Lonsdale Street and Lonsdale Street comprises entryways or windows. It is noted, however, that the requirement to have more than 80% of the building's frontage comprise these elements does not apply to this building, as it is within a heritage overlay and heritage graded.</p> <p>It is not considered that the proposed development of the existing heritage building will reduce compliance with the public interface design outcomes.</p> <p>The proposed design does not include any security grills or mesh.</p> <p>The proposed windows at the ground plane will not be tinted, opaque or highly reflective; they will enable visual passivity from the interior of the ground floor and adjoining public realm.</p> <p>The site is not identified as being within a flood prone area. The flood related provisions within this Schedule do not apply to this proposal.</p>
<p>Facade projections and balconies that:</p> <ul style="list-style-type: none"> Do not adversely impact the levels of daylight or views to the sky from a street or laneway. Do not obstruct the service functions of a street or laneway through adequate clearance heights. Add activity the public realm. Form part of a cohesive architectural response to the public realm. 	<p>Upper level projections and canopies should allow for the growth of existing and planned street trees.</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"> On main streets up to 600 mm. On streets and laneways up to 300 mm. <p>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.</p> <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>	<p>The only proposed external projects are the 300mm sun shading fins. These fins fall within the title boundary and will not constrain the development of any adjoining properties. No awnings, verandas, balconies, upper-level projections or the like are proposed.</p>
<p>Weather protection that:</p> <ul style="list-style-type: none"> Delivers pedestrian comfort in the public realm and protection from rain, wind and summer sun. Uses canopies that are functional, of high quality design, and contribute to the human scale of the street. 	<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"> Be between 3.5 metres and 5 metres above ground measured to the underside of the soffit. Provide for exposure to winter sun and shelter from summer sun. Not enclose more than one third of the width of a laneway. Display a high design standard including material selection in the appearance of the soffit and fascia. 	<p>No weather protection development is proposed. We consider this to be justified by the intention to retain the heritage value of the place.</p>

DD01 DESIGN DETAIL CONSIDERATIONS AND ASSESSMENT

Design detail refers to the resolution of a contextually responsive building exterior that contributes to the quality of the public realm through its architectural expression, materials and finishes.

DESIGN OUTCOME	DESIGN REQUIREMENTS	ASSESSMENT
<p>Exterior design that:</p> <ul style="list-style-type: none"> Establishes a positive relationship between the appearance of new development and the valued characteristics of its context. Is visually interesting when viewed up close and from a distance. Responds to the distance at which the building is viewed and experienced from the public realm in the selection, scale and quality of design elements. Incorporates sufficient design detail in the lower levels of a building to deliver a visually rich and engaging pedestrian experience. Delivers high quality design on all visible sides of a building including rooftops, where visible from the public realm. At the ground level interface, provides visual connection between the public realm and interior spaces. 	<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>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>	<p>The proposed building design is of high architectural quality, positively responds to the character of the area. Importantly, the proposal does not include any blank walls, including on the eastern elevation built to boundary where a fully glazed and articulated elevation is proposed. If the unlikely event this is required in the future, this elevation could be built upon and not significantly impact natural light to the floorplates.</p> <p>Please refer to the enclosed architectural plans for details.</p>

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5.2.2. DESIGN AND DEVELOPMENT OVERLAY – SCHEDULE 10 (DDO10)

The site is affected by the DDO10, 'Built Form' overlay. The controls for this overlay are at clause 43.02 and its corresponding schedule 10. A permit is required for the proposed development under schedule and clause 43.02-2.

The overlays sets overshadowing, wind and built form requirements applicable to tower developments.

DDO10 DESIGN OBJECTIVES AND ASSESSMENT

DDO10 DESIGN OBJECTIVES

1. To ensure development achieves a high quality of pedestrian amenity in the public realm in relation to human scale and microclimate conditions such as acceptable levels of sunlight access and wind.
2. To ensure that development respects and responds to the built form outcomes sought for the Central City.
3. To encourage a level of development that maintains and contributes to the valued public realm attributes of the Central City.
4. To ensure that new buildings provide equitable development rights for adjoining sites and allow reasonable access to privacy, sunlight, daylight and outlook for habitable rooms.
5. To provide a high level of internal amenity for building occupants.
6. To ensure the design of public spaces and buildings is of a high quality.
7. To encourage intensive developments in the Central City to adopt a podium and tower format.

DDO10 DESIGN OBJECTIVES ASSESSMENT

1. The proposed development supports high quality pedestrian amenity at the ground plane, and will improve the existing building's relation with the public realm.

The existing condition, ie the heritage façade, is retained and enhanced with a social hub that will activate a currently disused street interface.

2. The proposed built form – a tower setback from a lower podium – is consistent with the surrounding built form precedent, which as described above is largely made up of commercial uses occupying tower forms.

3. As above, the proposal retains the existing heritage façade, which contributes to the appearance and heritage value of the street.

The expected overshadowing and microclimate impacts on the surrounding streetscapes are discussed at Section 4.4 and are considered acceptable.

4. The proposed use will not unreasonably constrain the equitable development of adjoining sites.

The proposed building features significant setbacks to the adjoining properties.

The proposed use, offices, is not a sensitive use and will not sterilise the development potential of surrounding sites through sensitivity to overshadowing.

The proposed building has not been developed with the intention of its future renewal. In the interests of sustainability, it has been designed as a permanent fixture. This said, we understand that the proposed development will continue to be held in single ownership (ie not strata subdivided). This tenure arrangement will enable future development in response to changes in the surrounding context, if eventually deemed necessary.

DDO10 DESIGN OBJECTIVES ASSESSMENT

5. The proposed use is office, which does not trigger any baseline internal amenity requirements.

Notwithstanding, in keeping with the recent 'flight to quality' trend in the office market, the proposed design is of a high quality (A Grade) office standard that will support a premium level of internal amenity for future building users.

The proposed building will also be registered as a '6 star' Green Star building, which signals world leadership in sustainability and entails various internal amenity requirements such as temperature control and the provision of end of trip facilities.

In addition, the proposed tower sits above a podium form that creates setbacks from boundaries. These setbacks as well as a slender floorplate form, that is less than average for 'premium' rated offices, will enable a generous amount of natural light into the building.

6. The proposed development does not include any public open space, however, as above-mentioned, it will retain and enhance an existing street frontage and improve the existing building's contribution to adjoining public space.

7. The proposed development adopts a podium and tower format.

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DDO10 BUILT FORM REQUIREMENTS AND ASSESSMENT

DDO10 BUILT FORM REQUIREMENTS

1. Buildings and works:
 - must meet the Design Objectives specified in this schedule;
 - must satisfy the Built Form Outcomes specified for each relevant Design Element in Table 3 to this schedule; and
 - should meet the Preferred Requirement specified for each relevant Design Element in Table 3 to this Schedule.
2. An application to vary the Preferred Requirement for any Design Element specified in Table 3 to this schedule must document how the development will achieve the relevant Design Objectives and Built Form Outcomes.
3. An application which does not meet the Preferred Requirement, must be considered under the Modified Requirement for each relevant Design Element.
4. A permit must not be granted or amended (unless the amendment does not increase the extent of non-compliance) for buildings and works that do not meet the Modified Requirement for any relevant Design Element specified in Table 3 to this schedule.

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DDO10 BUILT FORM ASSESSMENT

Wind

In accordance with DDO10, a permit must not be granted for a building over 40m in height that would cause:

...unsafe wind conditions in publicly accessible areas within a distance equal to half the longest width of the building above 40 metres in height measured from all facades, or half the total height of the building, whichever is greater as shown in [Figure 13 to the right].

An environmental wind assessment, prepared by Arup (attachment H) has assessed the potential for the proposed building envelope to generate wind impacts. This assessment noted the site is largely shielded from prevailing winds by existing towers, and is close to neighbouring buildings of similar height.

On the basis of this location, in addition to the proposed podium which will help to mitigate wind 'downwash,' the wind report determined that all areas around the development would be expected to meet the pedestrian safety criteria'.

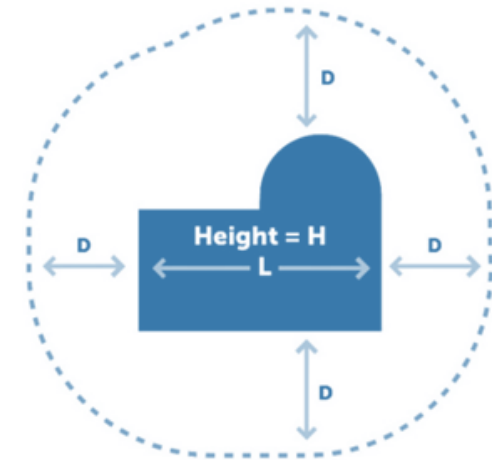
Specifically, Arup's wind report found the following.

The proposed redevelopment would be expected to have a minor impact on the pedestrian level wind conditions. It is expected that the wind speed would be slightly increased at the corner of the site. The immediate low-rise buildings surrounding the site would act similar to podium diverting downwash flow over their rooftop resulting in less wind impact on the ground level.

Qualitatively, integrating the expected directional wind conditions around the site with the wind climate, it is considered that from a comfort perspective, the wind conditions at the majority of locations around the site would be classified as suitable for pedestrian walking or standing at ground level. These wind conditions would be similar to the existing conditions.

All areas around the development would be expected to meet the pedestrian safety criterion.

Figure 2: Building in existing condition (1985)
Source: flickr.com



Assessment distance D = greater of:
L/2 (Half longest width of building)
OR
H/2 (Half overall height of building)

Figure 13: An illustration showing the area that must be considered when assessing wind effects.
Source: Melbourne Planning Scheme



DDO10 BUILT FORM ASSESSMENT

Overshadowing

not be granted for buildings and works that would overshadow a place that is specified as protected by Tables 1 and 2 to DDO10.

We have assessed the overshadowing impacts of the proposed development, and do not consider that the proposal will cause any additional overshadowing impact on any of the spaces listed in Tables 1 or 2.

Please refer to sheets AR0600-AR0602 of the architectural plans prepared by Wardle, at attachment C.

Street wall height

Table 3 to schedule 10 specifies preferred and modified street wall height requirements for developments.

The proposed development will present to Lonsdale Street with a street height of approximately 21.27m (about 25m, but waiting to see Wardle's annotations). This street wall height complies with the preferred maximum, and is a clear outcome of the retention of the heritage façade, and lower in height than the modified maximum, 40m.

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DDO10 BUILT FORM ASSESSMENT

Tower setbacks

DDO10 specifies the following preferred tower setbacks for buildings with a total height greater than 80m:

- setback to the street: 10m
- setbacks to side and rear boundaries: 6% of total height
- setbacks to side and rear boundaries that abut a laneway: greater of 5m or 6% total building height, from the centre line of the adjoining laneway

Where there is merit for the preferred requirements to be waived, the following 'modified' minimum requirements apply:

- setback to street: 5m
- setbacks to side and rear boundaries: 5m
- setbacks to side and rear boundaries that abut a laneway: 5m from the centre line of the adjoining laneway

The proposed tower form has the following setbacks:

north – 5,000mm (5.00m) to the title boundary, including 300mm (0.30m) for external sun shading fins

east (north part of site) – nil setback (built to the title boundary) excluding 300mm (0.30m) for external sun shading fins

east (southern part of site) – 18,787mm (18.78m) to the title boundary, including 300mm (0.30m) for external sun shading fins.

south – 5,000mm (5.00m) to the title boundary, including 300mm (0.30m) for external sun shading fins.

west – 2,000mm (2.00m) to the title boundary, equal to 5,000mm (5.00m) to the centreline of Lonsdale Lane, including 300mm (0.30m) for external sun shading fins.

These setbacks are summarised opposite the requirements in Table 2 opposite.

Face	Setbacks (m)			Compliant
	Pref.	Mod.	Prop.	
N	5.85	5	5	Yes
E	5.85	5	18.8/0	Yes/No
S	10	5	5	Yes
W	5.85	2 (5-3)	2	Yes

Table 2: DDO10 setback requirements and proposed setbacks

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DDO10 BUILT FORM ASSESSMENT

As identified in Table 2 above, the proposed north, south and west setbacks, as well as the rear (north) part of the east setback, comply with the modified DDO10 requirements. The front (south) part of the east setback, however, does not comply with the modified DDO10 requirements.

While DDO10 specifies that a permit must not be granted for development which does not meet a modified requirement, this requirement can be waived. The ability to waive such requirements is a feature of DTP's development facilitation program, for which this application is eligible, and enabled under clause 53.22-2.

There are two fundamental reasons why there is merit to waive the setback requirements for the proposal:

1. The proposed nil setback to the rear part of the east setback allows a significant, 18.8m setback at the front part, which is needed to distinguish the proposed tower form from the existing, heritage significant former Titles Office (figure 15).
2. Waiving the setback requirement will not result in a larger floorplate than what would be permissible under the modified requirements (790sqm).

The first of these two reasons was a key conversation point during pre-application discussions Urbis held with DTP and Council. During these discussions, it was appreciated that this point was reasonable and consistent with the performance-based, rather than prescriptive, intent of the Schedule. This intent is partly reflected at Figure 3 to Table 3 of Schedule 10.

The proposed, large setback to the former Land Titles Office was identified as a benefit during pre-application discussions with DTP and Council. During these discussions it was agreed, on a provisional basis, that this benefit meant it would be reasonable for the noncompliance with DDO10 to be waived under clause 53.22-2

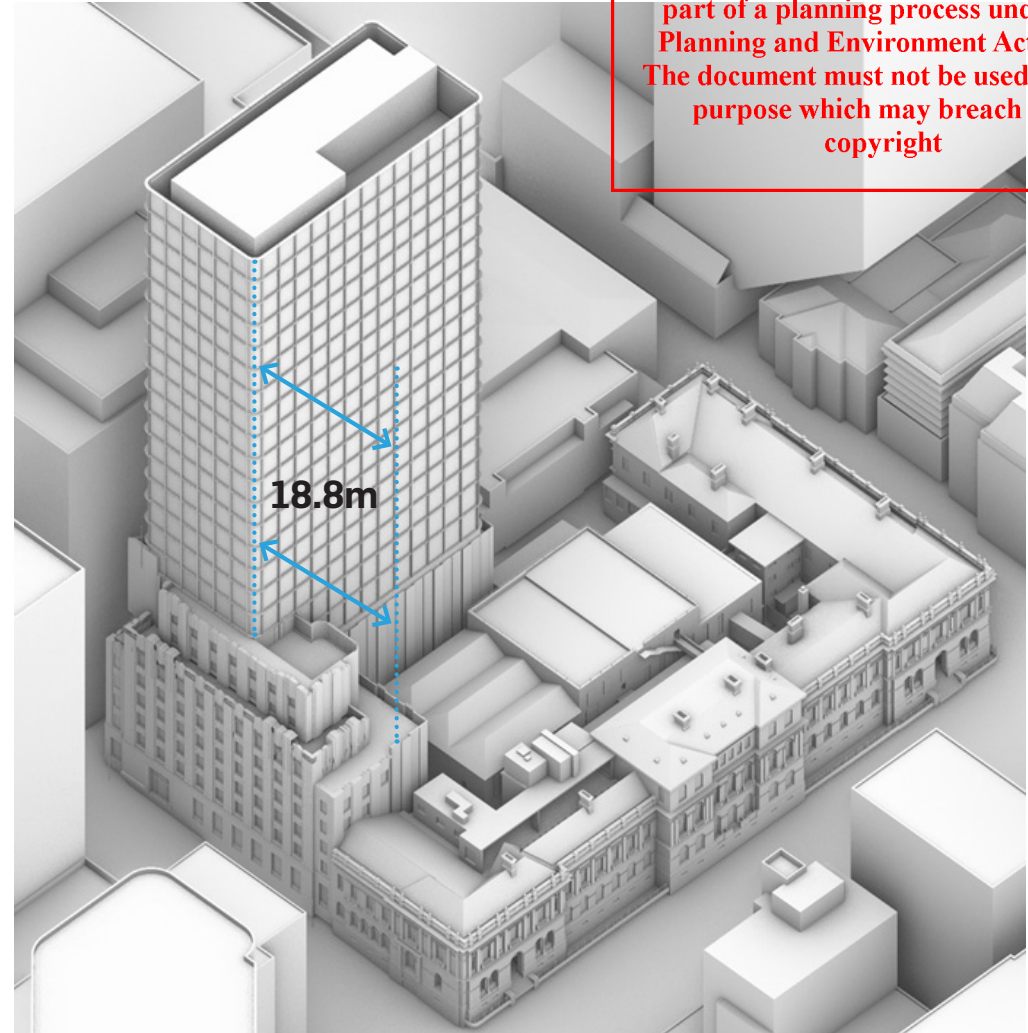


Figure 15: Oblique render of the proposed tower form, illustrating the 18.8m setback to the east boundary.

Source: Wardle

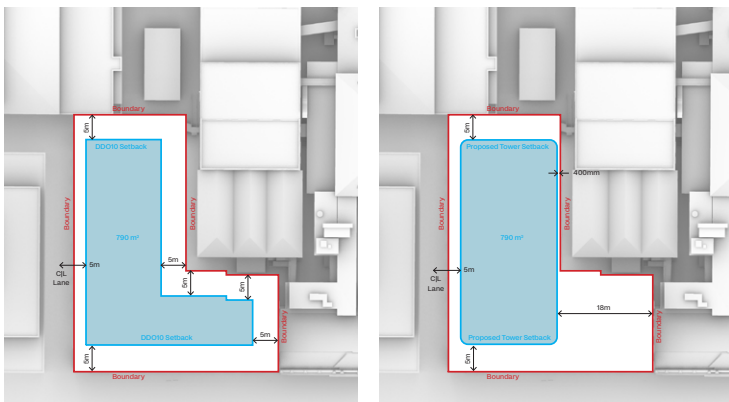


Figure 14: Setback exercise diagram

Source: Wardle

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OTHER DDO10 DECISION GUIDELINES AND ASSESSMENT

OTHER DDO10 DECISION GUIDELINES

1. Whether the development respects the built form scale and urban structure of the precinct where it is located.
2. Whether the development provides a high quality architectural response.
3. Whether the cumulative effect of the proposed development in association with adjoining existing and potential development supports a high quality of pedestrian amenity in the public realm, in relation to human scale and microclimate conditions including overshadowing and wind impacts.
4. Whether the development provides a high level of amenity for building occupants.
5. Whether the proposed street wall height responds appropriately to the prevalent parapet height of adjoining buildings, respects the scale of adjoining heritage places and provides a human scale.
6. Whether the proposed tower setbacks are sufficient to allow for equitable access to privacy, sunlight, daylight and outlook from habitable rooms for both existing and potential development of adjoining sites.
7. An appropriate mechanism to restrict development on an adjoining site where the proposed development relies on that site.
8. Securing the floor area ratio across a site where a site is developed in part to ensure:
 - that an agreement be entered into to acknowledge that the remaining site cannot be later developed;
 - that when a heritage building being retained, that an agreement be entered into to conserve the heritage building in perpetuity;
 - that the proposed building is sited so that adequate setbacks are maintained in the event that the land is subdivided or separate land holdings are administratively effected to create a future development site.
9. The location of the site and whether it has an interface with the Westgate Freeway and /or is an island site.
10. The effect of the proposed buildings and works on solar access to existing and proposed open spaces and public places.
11. The potential for increased ground-level wind gust speeds and the effect on pedestrian comfort and the amenity of public places, with allowance to exceed uncomfortable conditions only if the wind effects of the proposed development do not exceed the existing wind condition(s).

OTHER DDO10 DECISION GUIDELINES ASSESSMENT

1. The proposed development is consistent with the built form scale and urban structure of the Flagstaff Precinct, which is predominantly developed for office towers on similarly sized lots.
2. The proposed development provides a high quality architectural response that responds to its heritage context. Refer to section 2 for further detail on how this is achieved.
3. The proposed development is not considered to cause any significant adverse cumulative impacts.
4. The proposed development will provide a high level of internal amenity to building users. As above described, it office users will have access to ample natural light, within a climate controlled building.
5. The proposed street wall height is different from that of the adjoining buildings; however, this is a better outcome as it enables the retention of the existing heritage façade.
6. The proposed tower setbacks are sufficient to enable a high level of internal amenity. It is noted that the proposed use is offices which do not trigger any minimum internal amenity requirements.
7. The proposal does not rely on restricting the development of any adjoining site. The north part of the east façade that is built to the common boundary with the former Titles Office is proposed to have external sprinklers, and from a building perspective can be built against. As such, the proposal will not unreasonably or inequitably prejudice the development of adjoining properties.
8. The proposed tower will occupy the entire site; there will be no undeveloped land on which further development may occur.
9. The site does not have any interfaces with the Westgate Freeway and is not an island site.
10. The proposed building's overshadowing impacts have been assessed against the relevant protection of public open space provisions, and are considered appropriate in view of this assessment, which is described above at section 5.3.
11. The proposed building's wind impacts were assessed against the relevant wind effects provisions and are considered acceptable. Please refer to section 5.3 for more information.

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5.2.3. HERITAGE OVERLAY – SCHEDULE (HO717)

The site is affected by the Heritage Overlay – Schedule (HO717). This overlay’s provisions are at clause 43.01 and its corresponding schedule.

Clause 43.01-1 triggers a permit requirement to demolish or remove a building, as well as to construct a building and to carry out works.

The purposes of the heritage overlay are:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.

To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

Additional discussion and assessment on the site’s heritage significance, context and the design response is at **Sections 1.7, 2.5 and 5.8.**

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5.2.4. PARKING OVERLAY – PRECINCT 1 (PO1)

The site is affected by the Parking Overlay – Precinct 1 (ie Schedule 1). The provisions for this overlay are at clause 45.09 of the planning scheme, as well as its schedule 1.

The purpose of the overlay is to identify appropriate car parking rates for various uses within the Capital City Zone.

In accordance with the overlay’s provisions, a permit is not required to include no car parking spaces as part of the proposed development.

Further assessment of the proposal’s parking and traffic impacts is at **Sections 5.6.1 and 5.12.**

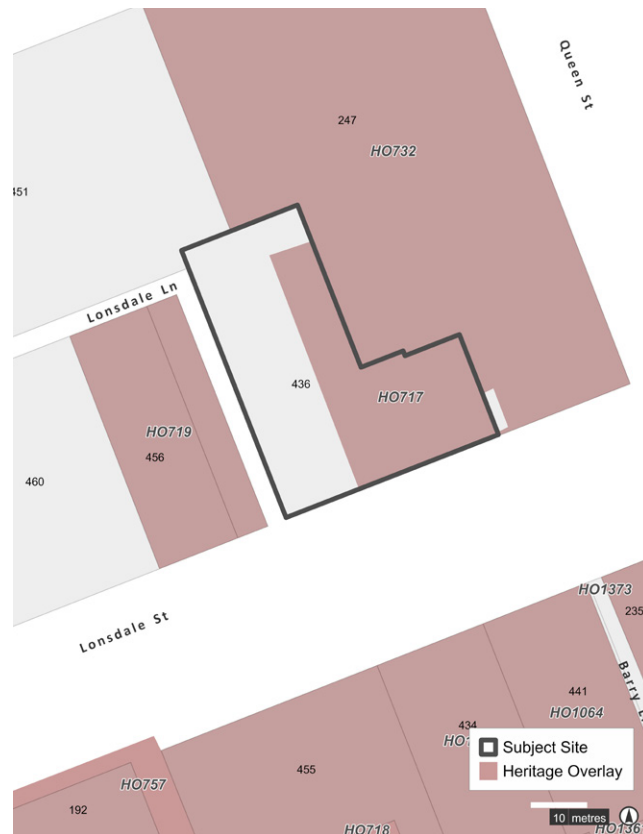


Figure 16: Heritage Overlay Plan



Figure 17: Parking Overlay Plan

5.3. PARTICULAR AND GENERAL PROVISIONS

The following particular provisions of the Melbourne Planning Scheme are relevant to the site and proposal:

- Clause 52.06 – car parking
- Clause 52.34 – bicycle facilities
- Clause 65 – decision guidelines
- Clause 72.01 – responsible authority

5.3.1. CLAUSE 52.06 – CAR PARKING

The purposes of clause 52.06 are ensuring that an adequate level of car parking is provided for a new use or an increase in the floor area of an existing use, and ensuring the accessways and parking areas are appropriately designed to allow for safe manoeuvrability throughout a site.

In accordance with clause 52.06-5, the car parking requirements specified in Table 1 to the head clause do not apply, as a schedule to the Parking Overlay specifies an alternative scheme for calculating the number of car parking spaces needed for new use and development.

Refer to section for further discussion on the Parking Overlay, and section 5.9.6 for detailed assessment against the provisions of clause 52.06.

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5.3.2. CLAUSE 52.34 – BICYCLE FACILITIES

Clause 52.34 specifies bicycle parking requirements for new developments. Given the proposed uses, Clause 52.34-5 requires a provision of 112 spaces, as well as 6 showers.

A total of 185 bicycle spaces are proposed, with end of trip facilities with 10 showers, each with their own change rooms.

Please see the Bicycle Parking Assessment within the Transport Impact Assessment prepared by Aecom for further detail.

5.3.3. CLAUSE 72.01 – RESPONSIBLE AUTHORITY

Because the proposal qualifies as 'significant economic' development under clause 53.22, the Minister for Planning is the responsible authority in accordance with clause 72.01 and its corresponding schedule.



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5.4. PLANNING POLICY

State policies outline the broad vision and strategy for Melbourne's growth over the long-term. The City's policies are more local, and are intended to guide land use and development to support Council's vision for Melbourne as "a City of Possibility, where the world meets and extraordinary happens".

The most relevant policies are contained in *Plan Melbourne*, the overarching strategic planning document for the metropolitan Melbourne area; as well as the following clauses of the Planning Scheme:

- Clause 2 – Municipal Planning Strategy: provides the City of Melbourne's highest-level local policies, and
- Clauses 10-19 - Planning Policy Framework: provides additional, more detailed State, local and regional policies.

5.4.1. PLAN MELBOURNE

Plan Melbourne sets the vision and strategy for the metropolitan Melbourne's growth and change from 2017 to 2051.

A top priority of Plan Melbourne is encouraging that new growth is consolidated in established areas, in particular the inner city. This is to more cheaply use existing infrastructure, protect the urban growth boundary and harness the economic benefits that flow on from the agglomeration of industries and firms.

As such, a key objective is to use land use planning to concentrate skilled, service jobs in the central city (Principles 2 and 3). Policy 1.1.1 of the Plan is to "support the central city to become Australia's largest commercial and residential centre by 2050". "For the central city to remain a desirable destination for business investment..." the policy goes on, "new space must be found for office, retail, education, health, entertainment and cultural activities".

In promoting investment and creating new floorspace that supports the concentration knowledge-intensive jobs in the city's centre, the strongly aligns with these policies and will deliver on the strategic priority.

5.4.2. MUNICIPAL PLANNING STRATEGY

The proposal supports the City of Melbourne's strategic vision for the central city, stated at clause 2.02 as being a "bold, inspirational and sustainable city"

The proposal will support investment in, and the creation of new, floorspace for, knowledge-intensive jobs in the city's centre.

The proposal also supports priorities to develop sustainable buildings, promote adaptive reuse and densely co-locate employment uses with existing transport infrastructure.

Relevant priorities of the Municipal Planning Strategy include:

- Clause 02.03-4 – built environment and heritage – built environment
- Clause 02.03-4 – built environment and heritage – heritage
- Clause 02.03-4 – built environment and heritage – sustainable development
- Clause 02.03-6 – economic development – employment and innovation

A detailed assessment of the proposal against the Municipal Planning Strategy is at **Appendix A.1**.

5.4.3. PLANNING POLICY FRAMEWORK

The proposal supports the City of Melbourne's policies to facilitate employment opportunities and investment within the central city.

Relevant policies include:

- Clause 11.03-1R – activity centres – Metropolitan Melbourne
- Clause 11.03-6L-09 – Hoddle Grid – built environment and heritage strategies
- Clause 15.01-1L-04 – urban design (local policies)
- Clause 15.01-2S – building design
- Clause 15.01-2L-01 – energy and resource efficiency
- Clause 15.03-1S – heritage conservation
- Clause 15.03-1L-02 – heritage (local policies) – additions strategies
- Clause 17.01-1R – diversified economy – Metropolitan Melbourne
- Clause 18.01-1S – land use and transport integration

An assessment of the proposal against these and other policies is provided at **Appendix A.2**.

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5.5. HERITAGE

The following section comprises text largely prepared by Lovell Chen as part of their Heritage Impact Assessment. For further information please refer to this document at attachment D.

The proposal involves the partial demolition of the existing building, with façade retention to Lonsdale Street and some development behind. The heritage issues that arise from this are, first the extent of the proposed demolition, and second the scale and form of the proposed addition.

The relevant heritage provisions in the planning scheme are clause 15.03-1L-02 'Heritage' and the decision guidelines at Clause 43.01 'Heritage Overlay'.

Relevant definitions in informing the policy are contained in the Heritage Places Inventory March 2022 (Amended May 2023), an incorporated document in the planning scheme.

5.5.1. DEMOLITION

Policy on the demolition of heritage places

The relevant decision guideline in Clause 43.01 relating to demolition requires that consideration be given to whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.

Relevant strategies included in Clause 15.03-1L-02 in relation to partial demolition of individually significant places are as follows:

- *Partial demolition in the case of significant buildings, and of significant elements or the front or principal part of contributory buildings will not generally be permitted.*
- *Retention of the three dimensional form is encouraged; facadism is discouraged. The adaptive reuse of a heritage place is encouraged as an alternative to demolition.*
- *The poor structural or aesthetic condition of a significant or contributory building will not be considered justification for permitting demolition.*
- *A demolition permit will not be granted until the proposed replacement building or works have been approved.*

- *Fences and outbuildings which contribute to the cultural significance of the heritage place are not demolished.*

In applying this policy, the two relevant definitions are:

- **Front or principal part of a building:**

The front or principal part of a building is generally considered to be the front two rooms in depth, complete with the structure and cladding to the roof; or that part of the building associated with the primary roof form, whichever is the greater. For residential buildings this is generally 8-10 metres in depth.

For most non-residential buildings, the front or principal part is generally considered to be one full structural bay in depth complete with the structure and cladding to the roof or generally 8-10 metres in depth.

For corner sites, the front or principal part of a building includes the side street elevation.

For sites with more than one street frontage, the front or principal part of a building may relate to each street frontage

- **Facadism:**

The retention of the exterior face/faces of a building without the three-dimensional built form providing for its/their structural support and understanding of its function.

The proposal involves demolition of the rear of the building with retention of the façade and 'returns' (ie the east and west edges of the façade immediately adjoining the south frontage) to the east and west.

In applying the applicable strategies the demolition policy guidelines include the following relevant considerations for demolition of heritage places:

- *The assessed significance of the building.*
- *The significance of the fabric or part of the building, and the degree to which it contributes to its three-dimensional form, regardless of whether it is visible.*

- *Whether the demolition of a part of the building contributes to the long-term conservation of the significant fabric of the building.*
- *Whether the demolition will adversely affect the conservation of the heritage place.*
- *Whether there are any exceptional circumstances.*

Assessment

It is considered that despite proposals for partial demolition not being typically supported by local policy, in this specific context it is an appropriate if not necessary outcome for the site.

The former Taxation Office Building is a building of individual significance. While the existing citation for the building is not comprehensive, the building is significant as a prominent example of the work of notable architects Oakley and Parkes, with additions by the PWD under Percy Everett; for the design of its 1930/1941 façade; as a notable indicator of the early establishment of the Commonwealth Government in Melbourne; and as an important element in the streetscape.

In considering the unique site conditions and the presentation of the building, however, the subject building clearly presents as more decorated façade to Lonsdale Street, which distinguishes it from the functional, unadorned structure to the rear.

The key consideration from a heritage perspective is the degree to which the extent of the building proposed for demolition contributes to the significance and understanding of the subject property. In this instance, the significance of the building is derived almost entirely from the form and detail of the building's south façade, as noted in the statement of significance for the building which identifies the civic context and style of the design by Oakley and Parkes, and later the PWD under Percy Everett, in expressing the status of the building in a location with a focus on civic buildings. The historical significance of the building is derived from its location within this civic and legal precinct, and the manner in which the building façade evidences this function in proximity to the former Land Titles Office, the former Public Records Office and the Supreme Court Building. Although the fabric

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of the building to the rear of the façade is partly visible within the surrounding streetscape context, the rear built form does not demonstrate this status or historical connection to this precinct, and does little more than provide the necessary office accommodation in a utilitarian building form. While the heritage policy encourages the retention of the three dimensional form of heritage buildings, the design of the subject building clearly differentiates the formality of the façade from the utilitarian nature of the building to the rear.

The proposed approach, which retains the full extent of the building façade ensures that the primary presentation of the building is retained. The nature of the façade and side returns also allow for an understanding of the three dimensional form of the front section of the building.

This current building and site conditions are highly constrained, including floor to ceiling heights, and do not present a reasonable opportunity to either adapt the existing building, or retain the full extent of the building with additional levels above.

The demolition policy guidelines included at Clause 15.03-1L-02 provide for consideration of the demolition of heritage places, with consideration given to the assessed significance of the place and the relative significance of the building fabric to be demolished. In this instance, due to the utilitarian form and siting, we consider that the rear of the building does not make a meaningful contribution to the significant presentation of the building or to its surrounding streetscape context.

This is considered in greater in Lovell Chen's Heritage Impact Statement at attachment D.

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5.5.2. ADDITIONS

Policy on additions to heritage places

The proposed development scheme includes the construction of a tower development set behind the retained heritage building.

The relevant decision guidelines regarding new works at Clause 43.01 require that consideration be given to whether the location, bulk, form and appearance of the proposed building will adversely affect the significance of the heritage place and is in keeping with the character and appearance of adjacent buildings and the heritage place.

Further, where additions to significant (and contributory) buildings are contemplated, the heritage strategies and policy guidelines at Clause 15.03-1L-02 aim to ensure that they:

- *Are respectful of the building's character and appearance, scale, materials, style and architectural expression.*
- *Do not visually dominate or visually disrupt the appreciation of the building as it presents to the street.*
- *Maintain the prominence of the building by setting back the addition behind the front or principal part of the building, and from other visible parts and moderating height.*
- *Do not build over or extend into the air space directly above the front or principal part of the significant or contributory building.*
- *Retain significant roof form within the setback from the building façade together with roof elements of original fabric.*
- *Do not obscure views of façades or elevations associated with the front or principal part of the building.*
- *Are distinguishable from the original fabric of the building.*

The design of additions is to:

- *Adopt high quality and respectful contextual design.*
- *Avoid direct reproduction of the form of historic fabric.*
- *Adopt an interpretive design approach to other details such as verandahs, fences, and shopfronts.*

The Heritage Places Inventory March 2022 (Amended May 2023), an incorporated document, defines the 'front or principal part of a building' as:

- *For most non-residential buildings, the front or principal part is generally considered to be one full structural bay in depth complete with the structure and cladding to the roof or generally 8-10 metres in depth.*
- *For corner sites, the front or principal part of a building includes the side street elevation.*

Assessment

The key considerations from a heritage perspective relate to the change to the fabric and presentation of the existing building and the potential for the proposed new development to adversely impact on the significance of the former Taxation Office and the surrounding buildings.

The proposed tower development has been designed to respond to the existing site conditions and the heritage fabric to be retained. The proposed tower presents as a distinct element to the rear of, and separate from, the retained heritage façade.

Consistent with the relevant strategies at Clause 15.03-1L-02, the design reflects the materiality of the heritage building and responds to the façade arrangement in a contemporary manner which appropriately manages the transition from the retained building to the tower above. No part of the tower as proposed will conceal or obstruct views to the significant fabric of the former Taxation Office, and the scheme does not include a cantilever of the tower over the retained building.

The key sensitivity relates to the proposed setbacks, particularly the 5m setback to the tower from Lonsdale Street. The setback as proposed from Lonsdale Street is a direct response to the requirement to provide an adequate floorplate for a viable commercial space, while also managing the sensitivity of setbacks to the former Titles Office to the east. As discussed above, the incorporation of an 18.8m setback (to the east) at the southern end of the building, with the tower addition set entirely behind the upper façade return, is a key component in carefully managing the transition of the proposed new tower at the interface of the building to be retained.

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5.6. RATIONALE FOR EXTENT OF DEMOLITION

In assessment by Lovell Chen (attachment D), it is recognised that a setback of 5m from the principal façade may not be acceptable in some central city contexts. However, the form of the building fabric to be retained, including the stepped arrangement of the façade and returns to the east and west, provides an opportunity for development with a more limited setback to be entirely located to the rear of the fabric to be retained and to present as a discrete form to the rear of the heritage building. Within the subject site, such an approach will not disrupt or diminish the prominence, legibility or significant presentation of the heritage building to Lonsdale Street.

This primary setback was a critical point and agreed in principle in our early engagement with authorities.

Before its closure 436 Lonsdale Street was leased by DTP (then DTF Property Group) to CSV and accommodated hearing rooms used by the Supreme Court and the Children's Court, and associated office accommodation for jurisdictional staff. The Supreme Court occupied six floors of the building, which contained eight courtrooms used for commercial and common law matters, mediation rooms, registries, chambers, and administrative areas. The Children's Court also occupied part of the building.

On 26 February 2021 the building was unexpectedly vacated when serious problems in its fire management system were discovered. As of today, the building is still vacated.

The original user, CSV indicated that they have no desire to move back into the building as-is or refurbished due to cost constraints to get the building up to current building code.

The complete demolition option was assessed but not pursued through either a State or MCC planning pathway due to advice about the heritage nature of the facade.

A Preliminary Business Case was prepared that analysed five options, from 1) Sell as-is, through to 5) Specialist Building with a major 30 level redevelopment and non-complying DDO10 envelope.

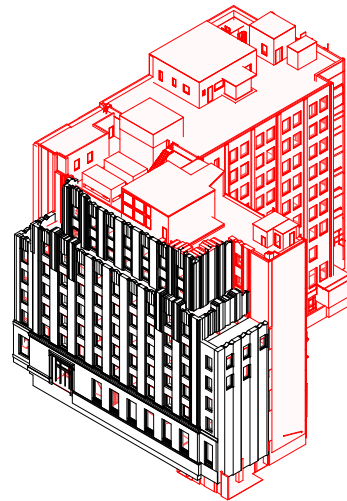
Option 5 was initially selected as a preferred option by DTF. Planning work commenced on this option however was later paused due to a lack of identifiable tenant interest.

The current building with its unacceptably low floor to floor height, inadequate daylight, inadequate circulation, structural issues and inadequate floorplan has received no interest from potential users for a refurbishment for both residential, short stay residential and office use.

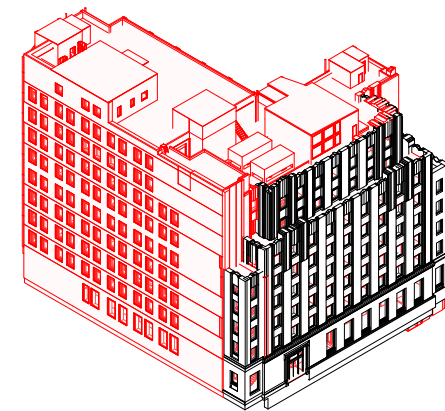
DTP is pursuing what it sees as a high-quality redevelopment option for the building without typical development cost constraints on the proposed design solution.

There is a significant risk that if a permit is not possible for a design such as is proposed, the building will sit vacant for a large period of time or be sold as surplus to government requirements. This is likely to mean that lower quality proposals will be prepared and the site will languish in its current vacant state.

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Demolition 3D view - South East



Demolition 3D view - South West

5.7. PUBLIC REALM

The proposal will enhance the existing building's relation with the street, activating a currently inactive part of the street wall.

- The proposed ancillary social hub will draw people into the building, while the additional glazing to Lonsdale Lane will improve the current condition and contribute to better perceptions of safety.
- The proposed windows at the south frontage ground plane will not be tinted, opaque or highly reflective; they will enable visual passivity from the interior of the ground floor and adjoining public realm.

The proposal will deliver a high quality, architecturally designed building that contributes to a visually interesting skyline.

The proposal retains the south façade of the existing building, contributing to Lonsdale Street's significant heritage character.

We note that it would not be practical to further improve activation to the public realm without changes to the heritage fabric of the south façade.

Along the ground plane of Lonsdale Lane, high quality masonry materials such as sandstone and granite are proposed. These will improve the visual appearance of the new podium form and support its visual cohesion with the retained heritage fabric.

Ultimately, the ground floor plane, and the proposal more generally, offers substantial urban renewal of a site which is currently underutilised and inactive.

For further information on the ground plane and the interaction of the proposal and the public realm please refer to the architectural plans prepared by Wardle at attachment C.

5.8. ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)

The proposal is consistent with best practice environmentally sustainable design principles. This is described in the Sustainable Management Plan (SMP) prepared by Arup, at attachment F.

The SMP demonstrates the commitment of the proposal to achieve a highly sustainable design, which will incorporate a 6 star, 'World Leadership' Green Star rating.

The proposal is also consistent with Council's Stormwater Management objectives.

Key ESD features of the proposal include:

- 6 Star Green Star office rating
- Targeting NABERS Energy 5.5 star base building
- Green factor biodiversity score of 0.55
- A façade strategy that varies window materials in response to forecast solar loads

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5.9. TRAFFIC

A Transport Impact Assessment (attachment E) was prepared by Aecom. Its key findings are summarised below.

5.12.1. CAR PARKING AND BICYCLE SPACES

The proposed development does not include any car parking spaces. It is noted that this does not involve a reduction in car parking spaces from the existing number; there are currently none on the site.

The proposal to not include any car parking spaces is compatible with the provisions of the applicable Parking Overlay at clause 45.09, as well as those of its corresponding schedule 1.

The proposal to not provide any car parking spaces is also consistent with policy in the planning scheme that encourages reductions in the number car parking spaces in new developments, to promote active and public transport use as an alternative to private vehicles.

5.12.2. ASSESSMENT AGAINST THE CONSIDERATIONS SPECIFIED AT CLAUSE 52.06

A summary of proposal's expected traffic effects is summarised below opposite the relevant provisions at clause 52.06. We note that this assessment is provided despite a permit not being required for the proposed reduction in car parking spaces to 0.

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CONSIDERATION	ASSESSMENT
The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.	It is likely that a proportion of the patrons accessing this site will be accessing other sites in the Melbourne CBD. The CBD is a core of the metropolitan area and a major financial centre, offering a wide range of other uses and amenities that cause trip generation.
The variation of car parking demand likely to be generated by the proposed use over time.	The site is expected to have 95% regular occupants and 5% visitors. Considering 10sqm per occupant, the site is expected to have approximately 1,424 regular occupants, with occupancy levels remaining relatively consistent throughout business hours. Visitors are expected to visit the site, potentially causing fluctuations in demand for parking over time. However, it is anticipated that most trips will use sustainable transport modes.
The short-stay and long-stay car parking demand to be generated by the proposed use.	As discussed above, the vast bulk of the demand will be driven by the office's staff, who will use the building mainly during business hours. As such, it is expected that future building occupants will commute using sustainable transport options or by using secured car parks in the surrounding area.
The availability of public transport in the locality of the land	The local area benefits from excellent public transport alternatives, being within the Principal Public Transport Network and Melbourne's CBD. Please refer to section 1.5 for further details. The site is well located in relation to pedestrian and bicycle infrastructure. Sealed pedestrian footpaths surround the site, providing connections to all public transport services in the area. The CBD is highly accessible to cyclists, and many of the surrounding roads include bicycle markings or dedicated bicycle lanes.
The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.	The proposal includes 182 spaces, as well as end of trip facilities comprising 10 showers each with their own change room. These amenities have been provided in accordance with the requirements of clause 52.34 and the 6 Star Green Star building requirements.
The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.	N/A – no car parking spaces will be provide on the site.
Availability of alternative car parking in the locality of the land.	There are numerus on-street parking spaces, including DDA parking, in the vicinity of the site, including along Lonsdale Street and Queen Street. Additionally, there are approximately 1,200 car parking spaces available within car parks that are located within a five minute walk of the site.
Any relevant local planning policy or incorporated plan	The City of Melbourne Transport Strategy 2030 aims to reduce central city through-traffic from 43% in 2018 to 21% by 2030, while also aiming to achieve a 70% mode share target for public transport, walking and cycling by the same year. By providing no car parking spaces on the site and aligning development with the transport requirements for 6 star rated Green Star office buildings, the proposal will support the stated vision of this transport strategy.

5.10. WASTE MANAGEMENT

POLICY

A Waste Management Plan has been prepared by Aecom. The Plan assesses the proposal's waste impacts against the following:

- City of Melbourne Guidelines for Waste Management Plans 2021
- Sustainability Victoria Better Practice Guide for Waste Management and Recycling in Multi-Unit Developments 2019
- Victoria State Government Recycling Victoria: A New Economy 2020

The Plan determined that the waste volumes that would be generated by the proposal are comfortably manageable using the proposed servicing areas.

WASTE GENERATION

The Plan notes the various waste streams the future office use will generate will be consolidated in a designated waste area at the rear of the ground floor. It identifies the following waste volumes and prescribes the following storage and collection requirements.

WASTE COLLECTION

A private contractor will collect waste from the site. Swept path analysis of the collection route assumed that an 8.8m long rear-loading waste collection vehicle will be used for this. The analysis determined that the proposed loading arrangement was suitable for these vehicles.

WASTE MANAGEMENT EQUIPMENT REQUIREMENTS

Waste management equipment will be provided in accordance with the requirements specified in the Waste Management Plan, summarised below in Table 3.

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	General Waste	Comingled recycling	Paper and cardboard	Organics	Glass	Soft plastic
Volume produced (L)	6,287	3,115	4,779	836	21	791
Collection frequency	2	2	2	3	1	2
Bin size (L)	1,100	1,100	1,100	120	80	240
Bin quality	3	2	3	3	1	2

Table 3: Waste Management Plan

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6 CONCLUSION

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The proposal will result in the transformation of an underutilised site into an active and appealing place that supports Melbourne's growing knowledge-intensive, service economy.

The design by Wardle generally consistent with the Planning Scheme regarding building height, form and overall scale of the surrounding area.

Specifically, the proposal should be supported as:

- It is consistent with the statutory and strategic frameworks of the Planning Scheme
- It is of high architectural quality and the design appropriately responding to the controls of DDO10 and DDO1.
- The building will support the retention and enhancement of an existing heritage significant façade.
- There are no unreasonable amenity impacts to the surrounding area, including from overshadowing.
- The building will incorporate 'world leadership' 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

MELBOURNE
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ASSESSMENT

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APPENDIX 1. MUNICIPAL PLANNING STRATEGY

RELEVANT CLAUSE	STRATEGY	ASSESSMENT
02.03-4 – built environment and heritage – built environment	<ul style="list-style-type: none"> Ensure design, height and scale of development responds to the identified preferred built form character of an area. Ensure that development in the Capital City, Docklands, Commercial and mixed use zoned areas provide active street frontages and minimise pedestrian disruption from car access. 	<ul style="list-style-type: none"> As discussed in detail in above sections, the proposed development of a design, height and scale that responds to the preferred built form character of the area. The proposed frontage to Lonsdale Street involves the retention of the existing façade, however, design measures have been implemented to further activate the interface with Lonsdale Lane, where the existing fabric is not as contributory.
02.03-4 – built environment and heritage – sustainable development	<ul style="list-style-type: none"> Encourage environmentally sustainable building design innovation 	<ul style="list-style-type: none"> The proposal will exceed Council's sustainability requirements. We note that the proposed office will achieve a 6 star Green Star building rating, demonstrating 'World Leadership' in environmentally sustainable design.
02.03-6 – economic development – employment and innovation	<ul style="list-style-type: none"> Support development that reinforces the City's role as Victoria's principal centre for commerce. Encourage a mix of commercial and business services that provide employment opportunities for local residents, appropriate to the location with off-site impacts managed consistent with the local amenity. Encourage a dense co-location of business, education, medical and research centres. 	<ul style="list-style-type: none"> The proposal will create additional supply of office floorspace in an area identified for future strategic growth, supporting the City's role in driving the state's service economy. The proposal will support the creation of new jobs, in a highly accessible location, proximate to residents. It is not considered that the proposal will cause any significant off-site amenity impacts to adjoining dwellings. Consistent with Council's strategies, the proposal will support the densification of businesses in the Flagstaff Precinct.

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APPENDIX 2. PLANNING POLICY FRAMEWORK

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RELEVANT CLAUSE	STRATEGY	ASSESSMENT
11.03-1R – activity centres – Metropolitan Melbourne	<ul style="list-style-type: none"> ▪ Support the development and growth of Metropolitan Activity Centres by ensuring they ... are able to accommodate significant growth for a broad range of uses. 	<ul style="list-style-type: none"> ▪ As described above, the proposal supports the growth of a site that is, relative to its surrounds, not intensively used and lower density. In doing so, it will enable the central city to accommodate further growth for a strategically beneficial use.
11.03-6L-09 – Hoddle Grid – built environment and heritage strategies	<ul style="list-style-type: none"> ▪ Ensure that the design of tall buildings in the Hoddle Grid: <ul style="list-style-type: none"> – Promote a human scale at the street level (especially in narrow lanes) – Respects the street pattern through building placement – Adds architectural interest to the skyline through variation and building detail – Provides a context for heritage buildings through setbacks and height moderation ▪ Ensure development minimises the adverse effects of wind and provides wind protection to public open spaces. ▪ Ensure a continuous building edge for development fronting streets. ▪ Ensure sunlight penetration in the middle of the day to key public spaces. 	<ul style="list-style-type: none"> ▪ The proposal, by retaining the existing podium and street wall form, will not change the reading of the building from the immediate streetscape. The tower form is slender, occupying less than the full width of the frontage of the frontage width, in respect of the existing street pattern which is influenced by existing, slender office building to the immediate west. ▪ The proposed tower form is setback from the podium, enabling it to be read distinctly from the existing heritage podium. ▪ The proposal does not cause any unacceptable wind impacts and complies with the wind requirements specified by DDO10. A podium form is retained, which helps to mitigate adverse wind flows to the street. For further discussion on the proposed building's wind impacts, please refer to section 3.3 and 5.32 and the Wind Report prepared by Arup at attachment H. ▪ At the street level, the existing building has a continuous building edge to the east-adjointing building. This is proposed to be retained. ▪ The proposal does not cause any unacceptable overshadowing impacts on key public spaces, and complies with the overshadowing requirements specified by DDO10. For further discussion on the proposed building's overshadowing impacts, please refer to section 5.3.2, as well as sheets AR0600-AR0602 of the architectural plans prepared by Wardle at attachment C.
15.01S – urban design (State policies)	<ul style="list-style-type: none"> ▪ Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate. ▪ Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness. ▪ Promote good urban design along and abutting transport corridors. 	<ul style="list-style-type: none"> ▪ As described in sections 2 and 3 above, the proposal has been architecturally designed to respond to its urban context, ▪ The existing office building on the site is disused, and has low internal amenity. The proposal will redevelop the interior of the existing building, improving the quality of it working environments, facilitating accessibility and providing for inclusiveness. ▪ The proposal is a high quality urban design outcome.
15.01-1L-04 – urban design (local policies)	<ul style="list-style-type: none"> ▪ Support 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. 	<ul style="list-style-type: none"> ▪ Based on the above assessment of the tower form in its surrounding built context, we understand that building users will have good access to outlook, daylight and sunlight. ▪ The site does not immediately adjoin any residential apartment buildings. It is not considered that the proposed building will cause any significant adverse amenity impacts or enable any unacceptable overlooking to nearby residential uses.

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PLANNING POLICY FRAMEWORK (CONT.)

RELEVANT CLAUSE	STRATEGY	ASSESSMENT
15.01-2S – building design	<ul style="list-style-type: none"> Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance of new development. Ensure development responds and contributes to the strategic and cultural context of its location. Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm. 	<ul style="list-style-type: none"> A comprehensive context and site analysis (see sections 1 and 2 respectively) formed the starting point of the following design process, which is discussed at section 3. The design process considered matters such as height, scale, massing and energy performance in response to the site's attributes as well as the broader urban context. The Flagstaff Precinct's strategic and cultural context reflects its legacy of court and office uses. The proposed office use is consistent with this context and will reinforce the precinct's national reputation as a centre for the knowledge economy sector. Based on the assessment detailed throughout this report, it is understood that the form, scale and appearance of the proposed building will enhance the function and amenity of the public realm.
15.01-2L-01 – energy and resource efficiency	<ul style="list-style-type: none"> Support new developments that minimise their embodied energy by their use of materials, construction and retention of reusable building fabric. For offices over 5,000sqm in GFA, the following performance measures must be met: <ul style="list-style-type: none"> NABERS Office – Energy 5 Stars or equivalent 3 points for Wat-1 credit under the Green Star – Office rating tool or equivalent 5 star rating under the Green Star – Office rating tool or equivalent 	<ul style="list-style-type: none"> Important noting Cr Reece's recent edicts about the retention of existing building stock. The proposed building will exceed the requirements, and achieve a six star Green Star office rating.
15.03-1S – heritage conservation	<ul style="list-style-type: none"> Retain those elements that contribute to the importance of the heritage place. Encourage the conservation and restoration of contributory elements of a heritage place. Ensure an appropriate setting and context for heritage places is maintained or enhanced. Support adaptive reuse of heritage buildings where their use has become redundant. 	<ul style="list-style-type: none"> Refer to section 5.8.
15.03-1L-02 – heritage (local policies) - objectives	<ul style="list-style-type: none"> Encourage high quality contextual design for new development that avoids replication of historic forms and details. 	<ul style="list-style-type: none"> Refer to section 5.8.

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PLANNING POLICY FRAMEWORK (CONT.)

RELEVANT CLAUSE	STRATEGY	ASSESSMENT
15.03-1L-02 – heritage (local policies) – demolition strategies	<ul style="list-style-type: none"> ▪ The demolition of a non-contributory place will generally be permitted. ▪ Encourage the retention of the three dimensional form regardless of whether it is visible whilst discouraging facadism. ▪ Encourage adaptive reuse of a heritage place as an alternative to demolition. 	<ul style="list-style-type: none"> ▪ Refer to section 5.8.
15.03-1L-02 – heritage (local policies) – alterations strategies	<ul style="list-style-type: none"> ▪ Preserve external fabric that contributes to the significance of the heritage place on any part of a significant building, and on any visible part of a contributory building. 	<ul style="list-style-type: none"> ▪ Refer to section 5.8.
15.03-1L-02 – heritage (local policies) – additions strategies	<ul style="list-style-type: none"> ▪ Ensure additions to buildings in a heritage precinct are respectful of and in keeping with: <ul style="list-style-type: none"> – Key attributes' of the heritage precinct, as identified in the precinct Statement of Significance. – Character and appearance of nearby significant and contributory buildings. ▪ Where abutting a lane, the scale and form of heritage fabric as it presents to the lane. 	<ul style="list-style-type: none"> ▪ Refer to section 5.8.
17.01-1R – diversified economy – Metropolitan Melbourne	<ul style="list-style-type: none"> ▪ Support the Central City to become Australia's largest commercial and residential centre by 2050, by planning for office, retail, residential, education, health, entertainment and cultural activity spaces. 	<ul style="list-style-type: none"> ▪ The proposal will support the Central City to become Australia's largest commercial centre by 2050, by enabling a significant increase in commercial floorspace on what is a currently underutilised site.
17.02-1S – business	<ul style="list-style-type: none"> ▪ Plan for an adequate supply of commercial land in appropriate locations. ▪ Locate commercial facilities in existing or planned activity centres. 	<ul style="list-style-type: none"> ▪ The proposal will increase the supply of commercial land in an appropriate location, within a significant activity centre.
18.01-1S – land use and transport integration	<ul style="list-style-type: none"> ▪ Support urban development that makes jobs and services more accessible: <ul style="list-style-type: none"> – In accordance with forecast demand. – By taking advantage of all available modes of transport. 	<ul style="list-style-type: none"> ▪ The proposal enables the co-location of employment floorspace with existing transport infrastructure, facilitating access to jobs and helping to meet forecast demand.
18.01-1L – land use and transport planning	<ul style="list-style-type: none"> ▪ Support development that encourages other transport modes and discourages the use of private motor vehicles. ▪ Support a reduction of car parking requirements on sites that are of identified heritage significance if the requirements are likely to adversely impact on heritage values. ▪ Support a reduction or waiving of car parking requirements for new use and development that has good access to public transport. 	<ul style="list-style-type: none"> ▪ The proposal does not include any car spaces, consistent with the existing heritage context. This will encourage alternate modes of transport and promote public transport use.

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APPENDIX B

WARDLE FACADE STRATEGY

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