



23-47 VILLIERS STREET, NORTH MELBOURNE

Further Information requested in relation to PA2403200

9 December 2024

**ADVERTISED
PLAN**

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Sentinel 

Sentinel BTR Manager PTY LTD ATF BTR Alpha Unit Trust (Sentinel) has submitted an application for a Planning Permit to the Department of Transport and Planning (DTP), reference PA2403200 (the Permit Application). The site is located at 23-47 Villiers Street, North Melbourne (the Project).

In a letter dated 14 October 2024, DTP have requested Sentinel provide further information in relation to the Permit Application, this submission seeks to address point #6, which states,

6. 'A construction methodology that demonstrates there is no impact on the ongoing operation of the Royal Melbourne Hospital helicopter flight path. Refer to correspondence received from the Department of Health'

For further context to point #6 stated above, the Victorian Health Building Authority (VHBA), a referral party to the Permit Application, in an email dated 8 October 2024 stated the following,

'.....

The site is located directly below the primary Hospital Emergency Medical Service (HEMS) Helicopter flight path for the Royal Melbourne Hospital (RMH) Helicopter Landing Site (HLS). The submitted development plans indicate that the proposed development will measure approximately 11 storeys high, with a total maximum height of 63.4 metres AHD. The proposed development itself is therefore below the referral height (67.3 metres) as per Design and Development Overlay 65 (DDO65) in the Melbourne Planning Scheme.

However, pursuant to the HEMS Helicopter Flight Path Protection Areas Incorporated Document, as referenced in DDO65, a permit is required to:

"Construct or carry out buildings and works for a temporary structure for construction purposes including a crane or other construction equipment that is fixed to the ground with a height greater than the referral height."

Given the position of the site, directly underneath the primary flight path, it is required that the applicant prepare and provide a Construction Methodology that demonstrates there is no impact on the ongoing operation of the RMH HLS. The Department of Health will not consider realigning or 'curving' the flight path.

.....'

Codicote has been engaged by Sentinel to respond to this request for further information.

SITE ESTABLISHMENT & LOGISTICS PROPOSAL

The following pages detail our proposed site establishment and logistics plan for the construction of the Project.

Our intent is to demonstrate the constructability of the Project in response to DTP's request for further information and note that we would anticipate that the successful Contractor that ultimately builds the project will need to submit,

- A Flight Path Crane Construction Management Plan to resolve likely Permit Conditions should DTP approve the Permit Application, and
- A Construction and Traffic Management Plan to the satisfaction of the City of Melbourne.

While this response demonstrates the feasibility of using tower cranes to service and develop the site, the site is not limited to this specific approach. The successful Contractor may adopt alternative methods provided they meet the referral height requirements.



Site and context image

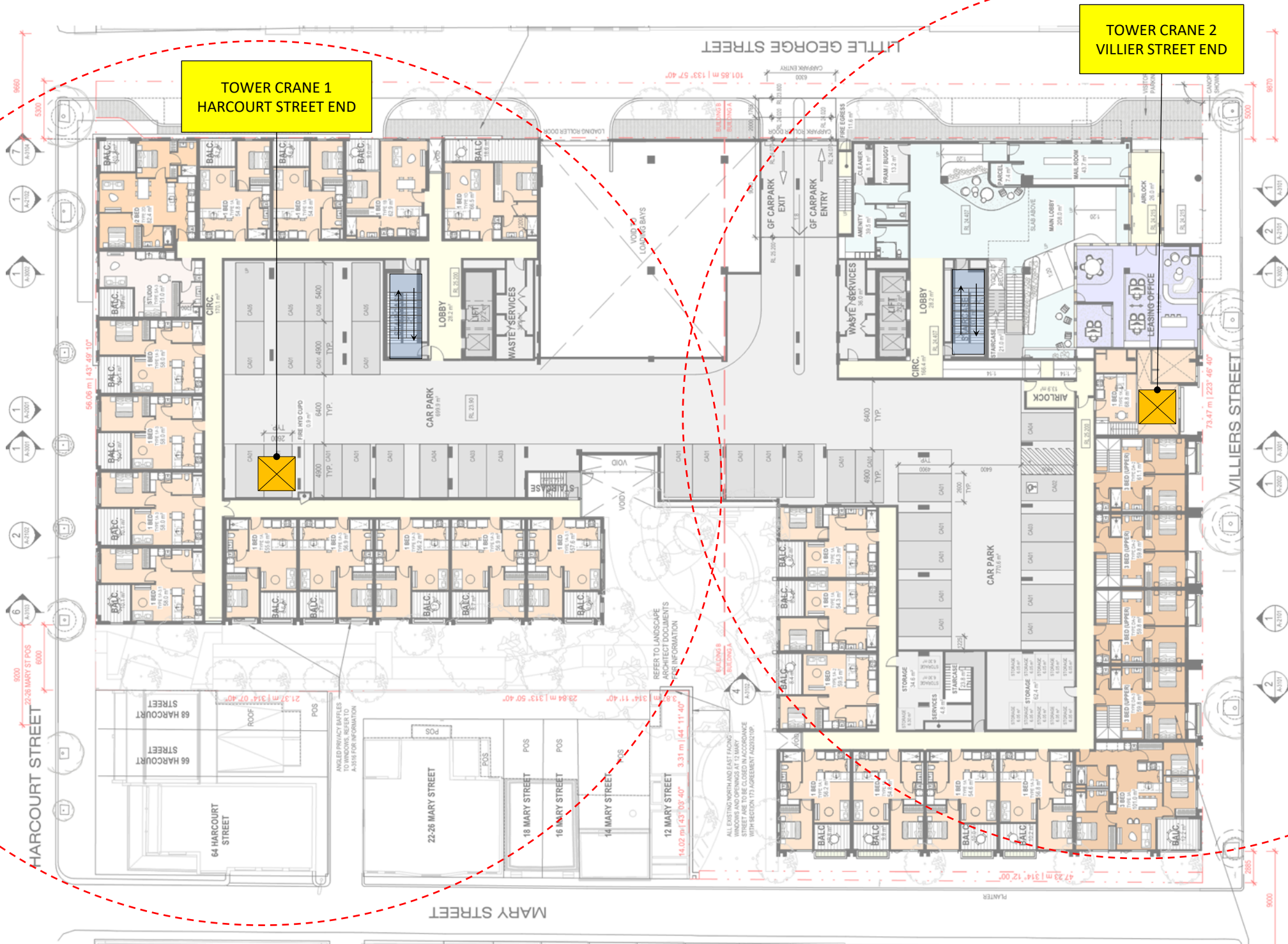
SITE ESTABLISHMENT & LOGISTICS PROPOSAL



PROJECT: VILLIERS STREET - SENTINEL
TITLE: SITE ESTABLISHMENT & LOGISTICS PLAN
DATE: 9 December 2024

- CONSTRUCTION ZONE
- X ACCESS GATE
- LAYDOWN AREA
- CRANE
- X MAN & MATERIAL HOIST
- ⚠ TRAFFIC CONTROL
- CROSSOVER
- BOUNDARY
- SITE SHEDS
- HOARDING
- ↑ ACCESS STAIR

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SITE ESTABLISHMENT & LOGISTICS PROPOSAL

TEREX | TC CTT 152-6

FLAT TOP TOWER CRANE

Specifications:

- Max jib length: 60,00 m
- Capacity at max length: 1,81 t
- Max capacity: 6,00 t



Power Plus

Power Multi

Easy Setup

L-Open

3-Link

Safety

Anti-Collision

WORKS FOR YOU.

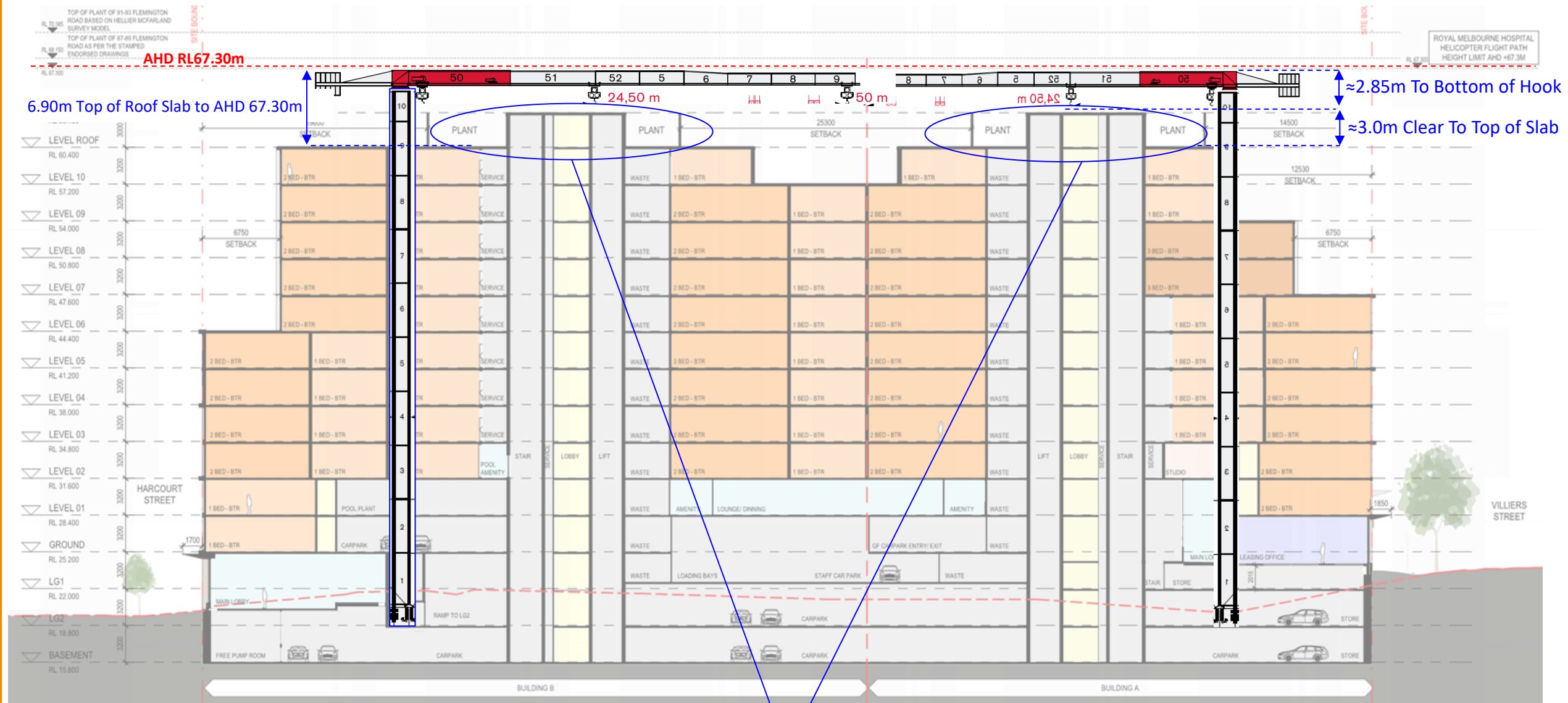


		A (3,5 t)	AB (1,75 t)	Jib Configuration										
18 AFC 30		5	1											
22 AFC 30		5	1											
				5 m	10 m	15 m	20 m	25 m	30 m	35 m	40 m	45 m	50 m	
	3 t →	47,05 m	t	3,00	3,00	3,00	3,00	3,00	3,00	3,00	3,00	3,00	2,80	
	3 t →	45,68 m	t	3,00	3,00	3,00	3,00	3,00	3,00	3,00	3,00	3,00	2,70	
	6 t →	24,50 m	t	6,00	6,00	6,00	6,00	5,87	4,81	4,06	3,49	3,05	2,70	

Proposed crane

SITE ESTABLISHMENT & LOGISTICS PROPOSAL

Installed cranes in the context of the Overlay



NOTE: Tower Cranes will need to be dismantled to enable top of cores & plant screen completion.

OPTIONS:

- Steel frame to tops of cores & plant screens. Could use a Hoeflon C1E spider crane (max vertical reach is 5.7m hence will not breach AHD 67.3m at full extension when sitting on roof slab. Need to check capacity and steel weight.
- Blockwork cores with concrete lids.
- Pre-cast lids. Would need to arrange for mobile crane and approval to breach AHD 67.3m for one or two nights.

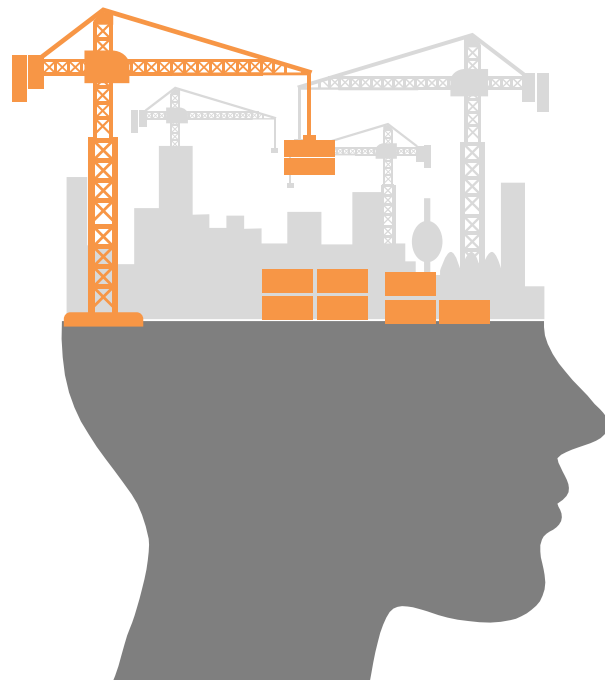
SITE ESTABLISHMENT & LOGISTICS PROPOSAL

During the install and dismantling process, it is expected that there would be a breach of the Overlay, albeit for a short and managed period of time. The breach would be addressed in the Flight Path Crane Construction Management Plan by-way-of a managed solution developed in collaboration with the VHBA, Department of Health, and Air Ambulance Victoria. This request was put to the VHBA as part of preparing this response. In email dated 19 November 2024, the VHBA advised the following,

'In the past there have been instances where a managed solution has been established for cranes that impede the referral height. Any management plan requires approval from not just the VHBA on behalf of the Department of Health, but also the relevant health service and Air Ambulance Victoria. A communications plan is also often included in the managed solution.'

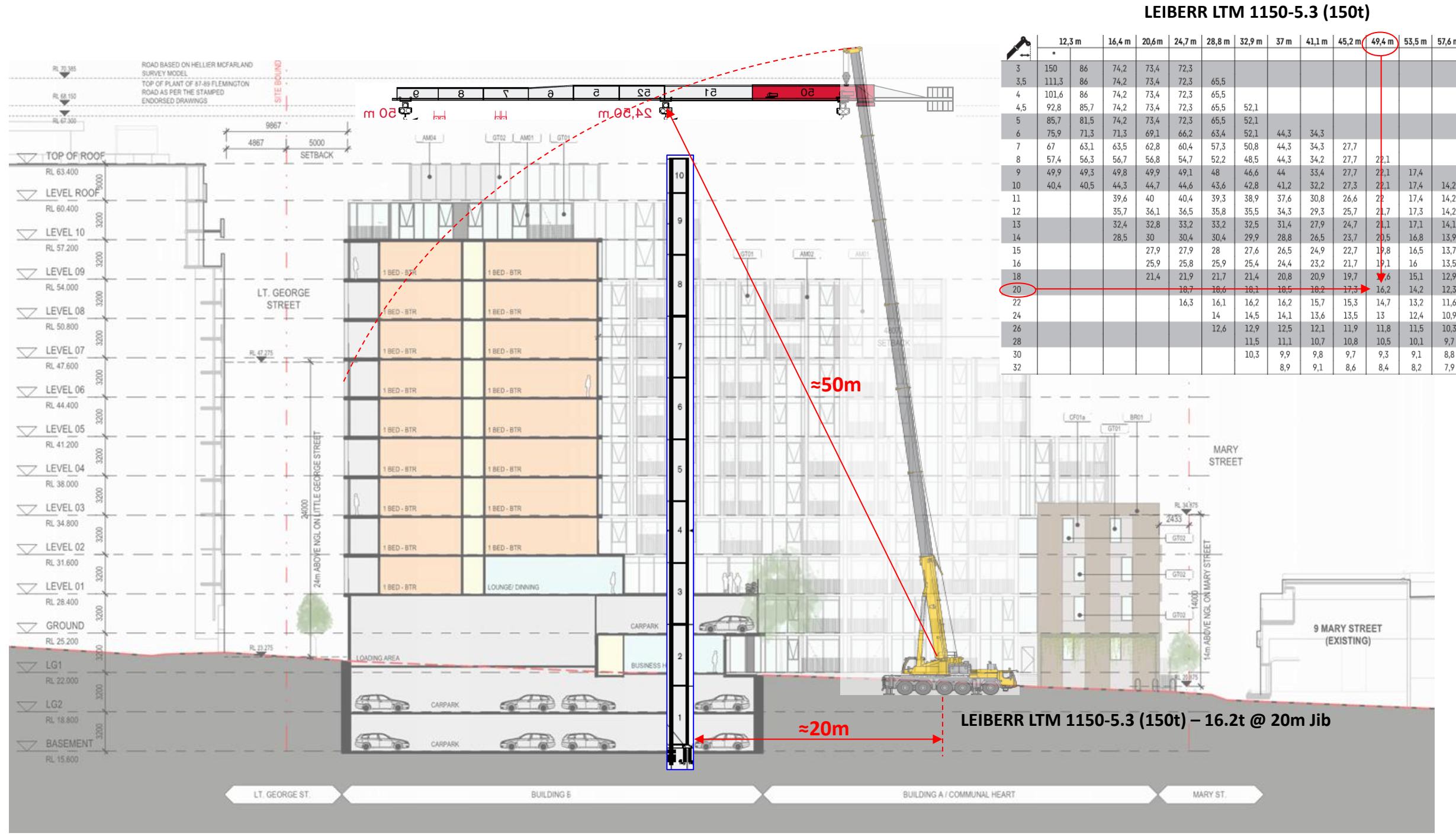
The managed solution would clearly detail the day and time of the crane install or recovery process which best suits the relevant stakeholders and include a communication plan and further details around the methodology.

We have included in the next slide an install and recovery methodology.



SITE ESTABLISHMENT & LOGISTICS PROPOSAL

Install and recovery methodology





The jewel in your fleet

LTM 1150-5.3
 Mobilkran • Mobile crane • Grue mobile
 Autogrú • Grúa mòvil • Мобильный кран

LIEBHERR

Mobile and crawler cranes

- 150 t
- 66 m
- 72 m
- 92 m

12,3 - 66 m 360° 45 t EN

	12,3 m	16,4 m	20,6 m	24,7 m	28,8 m	32,9 m	37 m	41,1 m	45,2 m	49,4 m
3	150	86	74,2	73,4	72,3					
3,5	111,3	86	74,2	73,4	72,3	65,5				
4	101,6	86	74,2	73,4	72,3	65,5				
4,5	92,8	85,7	74,2	73,4	72,3	65,5	52,1			
5	85,7	81,5	74,2	73,4	72,3	65,5	52,1			
6	75,9	71,3	71,3	69,1	66,2	63,4	52,1	44,3	34,3	
7	67	63,1	63,5	62,8	60,4	57,3	50,8	44,3	34,3	27,7
8	57,4	56,3	56,7	56,8	54,7	52,2	48,5	44,3	34,2	27,7
9	49,9	49,3	49,8	49,9	49,1	48	46,6	44	33,4	27,7
10	40,4	40,5	44,3	44,7	44,6	43,6	42,8	41,2	32,2	27,3
11			39,6	40	40,4	39,3	38,9	37,6	30,8	26,6
12			35,7	36,1	36,5	35,8	35,5	34,3	29,3	25,7
13			32,4	32,8	33,2	33,2	32,5	31,4	27,9	24,7
14			28,5	30	30,4	30,4	29,9	28,8	26,5	23,7
15				27,9	27,9	28	27,6	26,5	24,9	22,7
16				25,9	25,8	25,9	25,4	24,4	23,2	21,7
18				21,4	21,9	21,7	21,4	20,8	20,9	19,7
20					18,7	18,6	18,1	18,5	18,2	17,3
										16,2

CONCLUSION

This report demonstrates that the Project could successfully be constructed with the use of Tower Cranes without impacting the ongoing operation of the Royal Melbourne Hospital helicopter path in compliance with the associated Design and Development Overlay 65 (DDO65) in the Melbourne Planning Scheme.

In consultation with the VHBA in preparing this response, a temporary breach would be acceptable during the install and recovery of the cranes facilitated through the development of a 'management plan' negotiated with the VHBA, Department of Health, and Air Ambulance Victoria.



Contact Information

Melbourne

L19 | 80 Collins Street (North tower)
Melbourne VIC 3000
0439 028 203

Sydney

Level 16 | 1 Margaret Street
Sydney NSW 2000
0448 007 884

Brisbane

L4 Bowman House | 276 Edward Street
Brisbane QLD 4000
0498 005 508

General & Accounts Enquiries

enquiries@codicote.com.au

