

NORTH ELEVATION

NORTH WEST ELEVATION

EAST ELEVATION

2

10 Mtr SETBACK

EVACUATED TUBE SOLAR THERMAL PANELS

WC RISER
34.0 m²
CARPARK EXHAUST RISER
ME MECH

?

?

39.0 m²

[HWP]

[STAIR]

[STAIR]

?

23.4 m²

SOUTH ELEVATION

P1 Issued for information only 07.07.2017
No. REV. DATE.

STATUS **PRELIMINARY**
NOT FOR CONSTRUCTION

PROJECT QVM
STREET
SUBURB
CITY

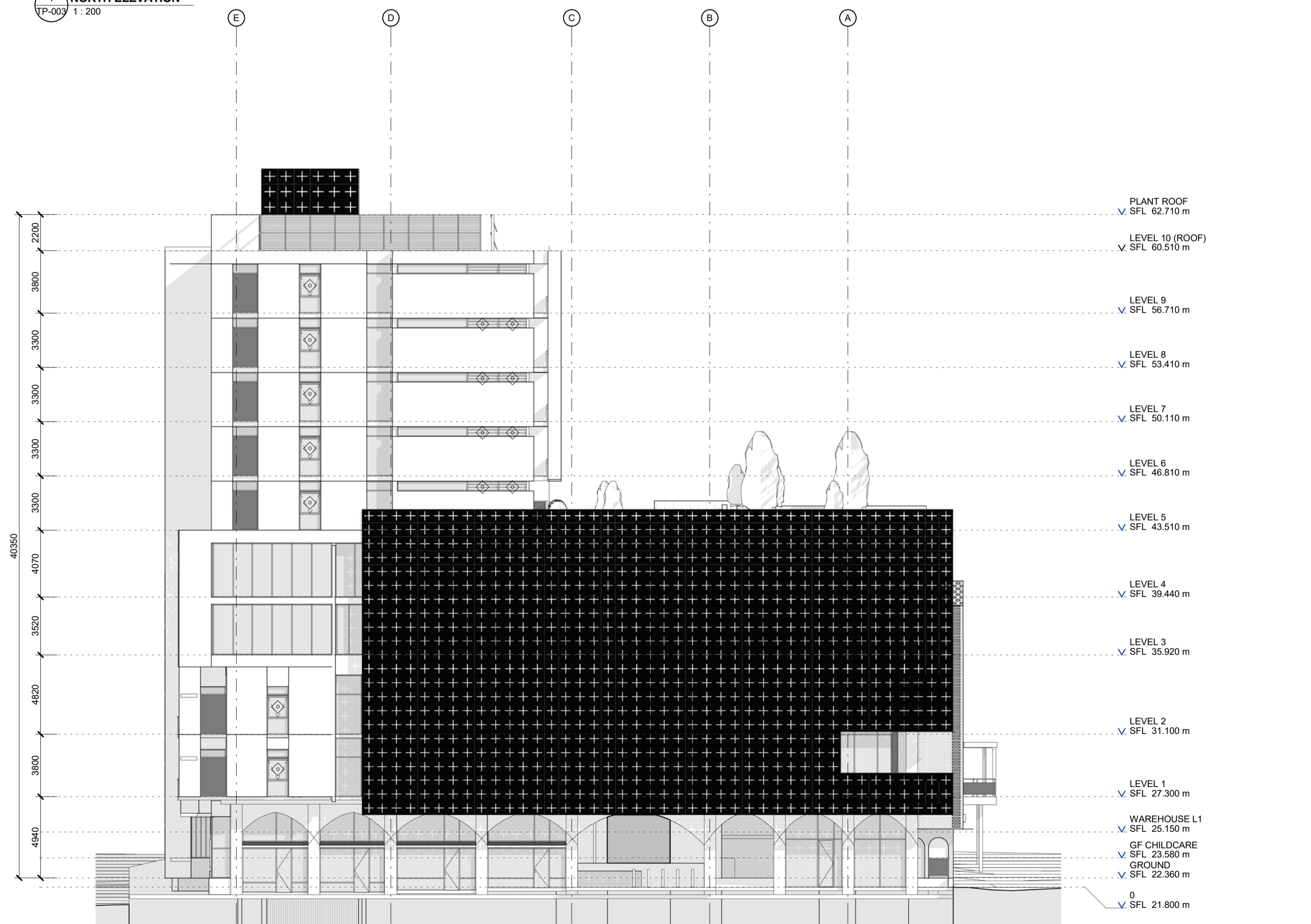
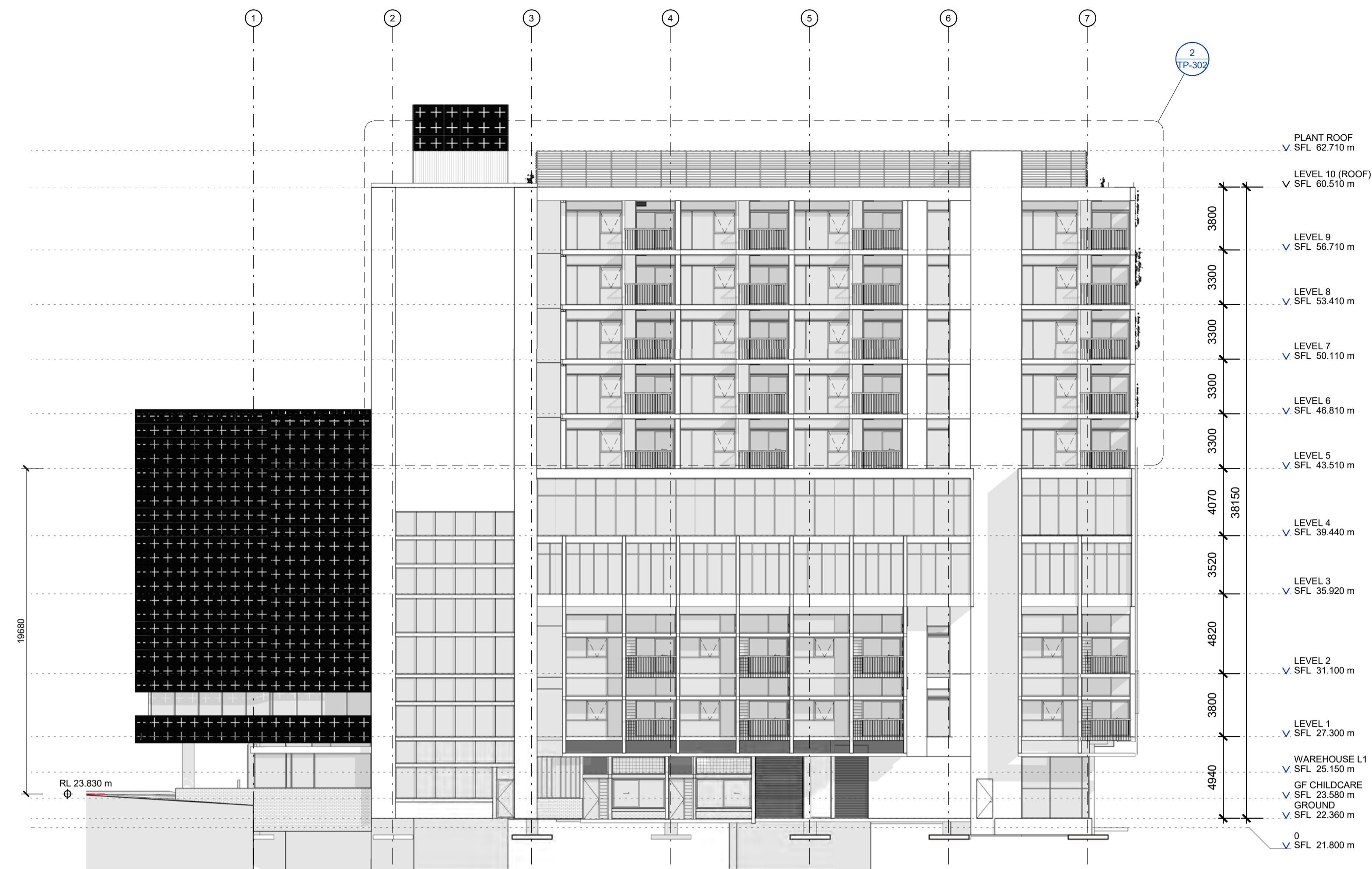
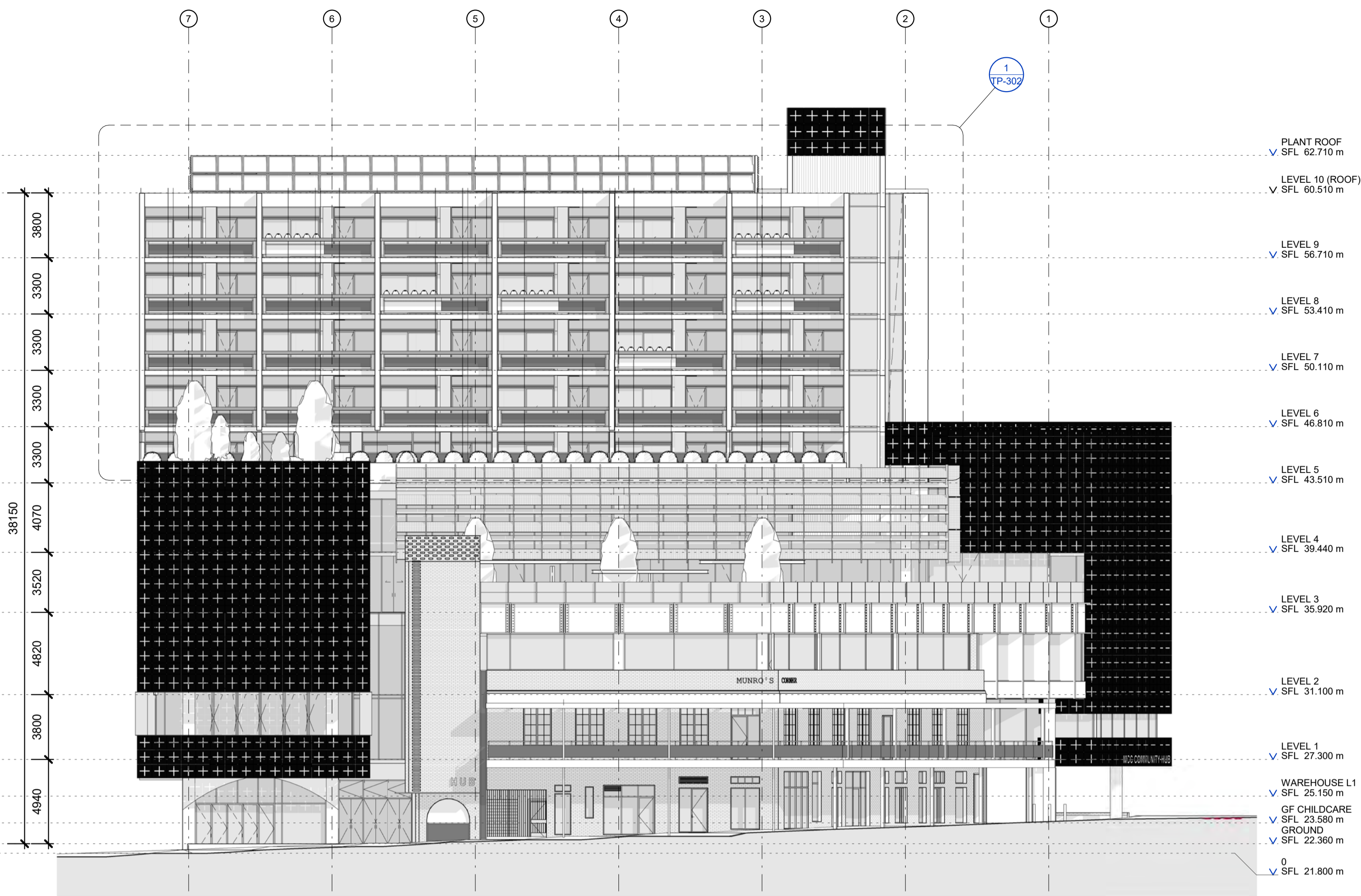
CLIENT

PROJECT No.
PLOT DATE
SCALE 1 : 100 @A1

DRAWING TITLE **ROOF PLAN**

DRAWING No. TP-107 REVISION P1

6° SIX DEGREES PTY LTD
A.C.N. 070 147 278
110 ARGYLE STREET T: +61 3 9361 6000
FITZROY VIC 3065 F: +61 3 9361 6060



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

STATUS **PRELIMINARY**
NOT FOR CONSTRUCTION

PROJECT QVM
STREET
SUBURB
CITY

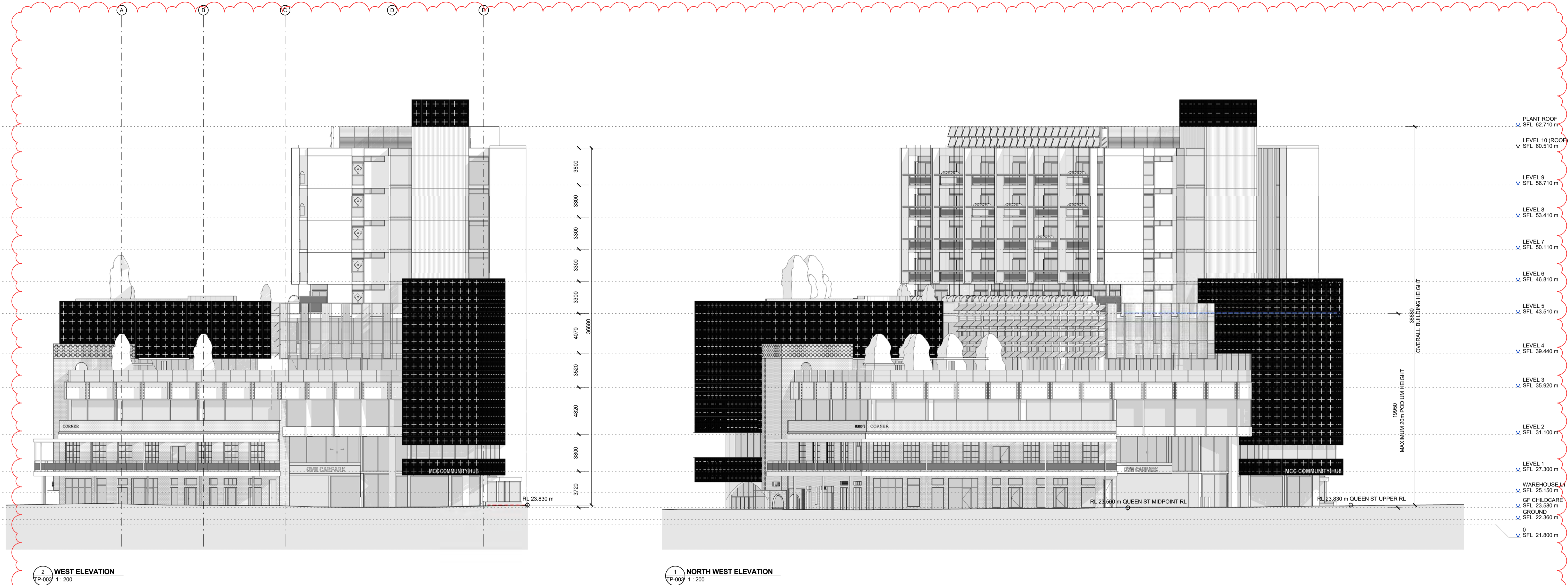
CLIENT

PROJECT No.
PLOT DATE
SCALE 1:200 @A1

DRAWING TITLE **BUILDING ELEVATIONS**

DRAWING No. TP-300 REVISION P3

6° SIX DEGREES PTY LTD
A.C.N. 070 147 278
110 ARGYLE STREET T: +61 3 9361 6000
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2 WEST ELEVATION
TP-002 1:200

1 NORTH WEST ELEVATION
TP-001 1:200

P4 Planning RFI - podium RL	22.01.2018
P3 Planning RFI	17.01.2018
P2 Issued for information only	07.07.2017
P1 Issued for information only	28.06.2017

No.	REV.	DATE

STATUS **PRELIMINARY**
NOT FOR CONSTRUCTION

PROJECT QVM
STREET
SUBURB
CITY

CLIENT

PROJECT No.

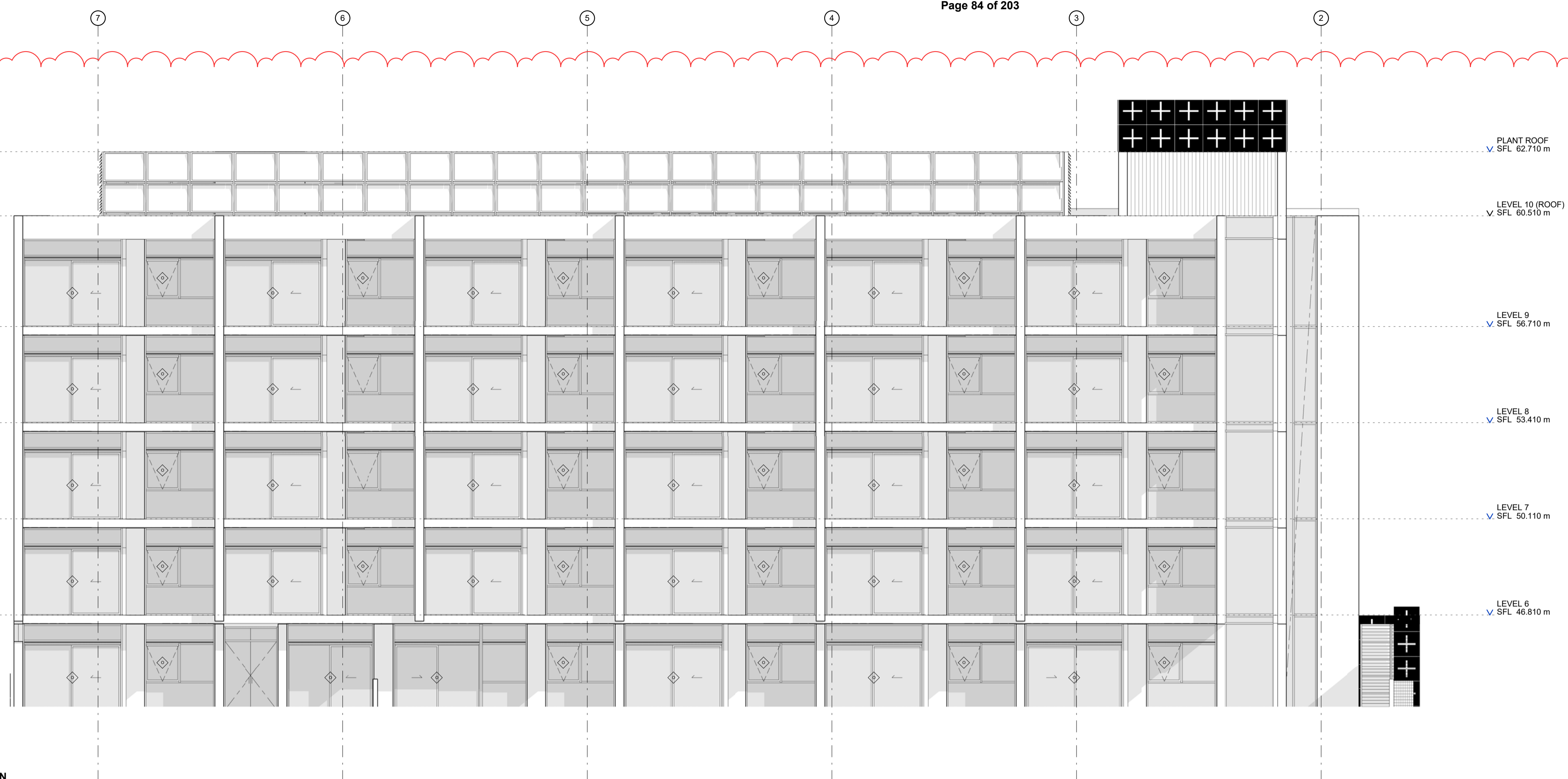
PLOT DATE

SCALE 1 : 200 @A1

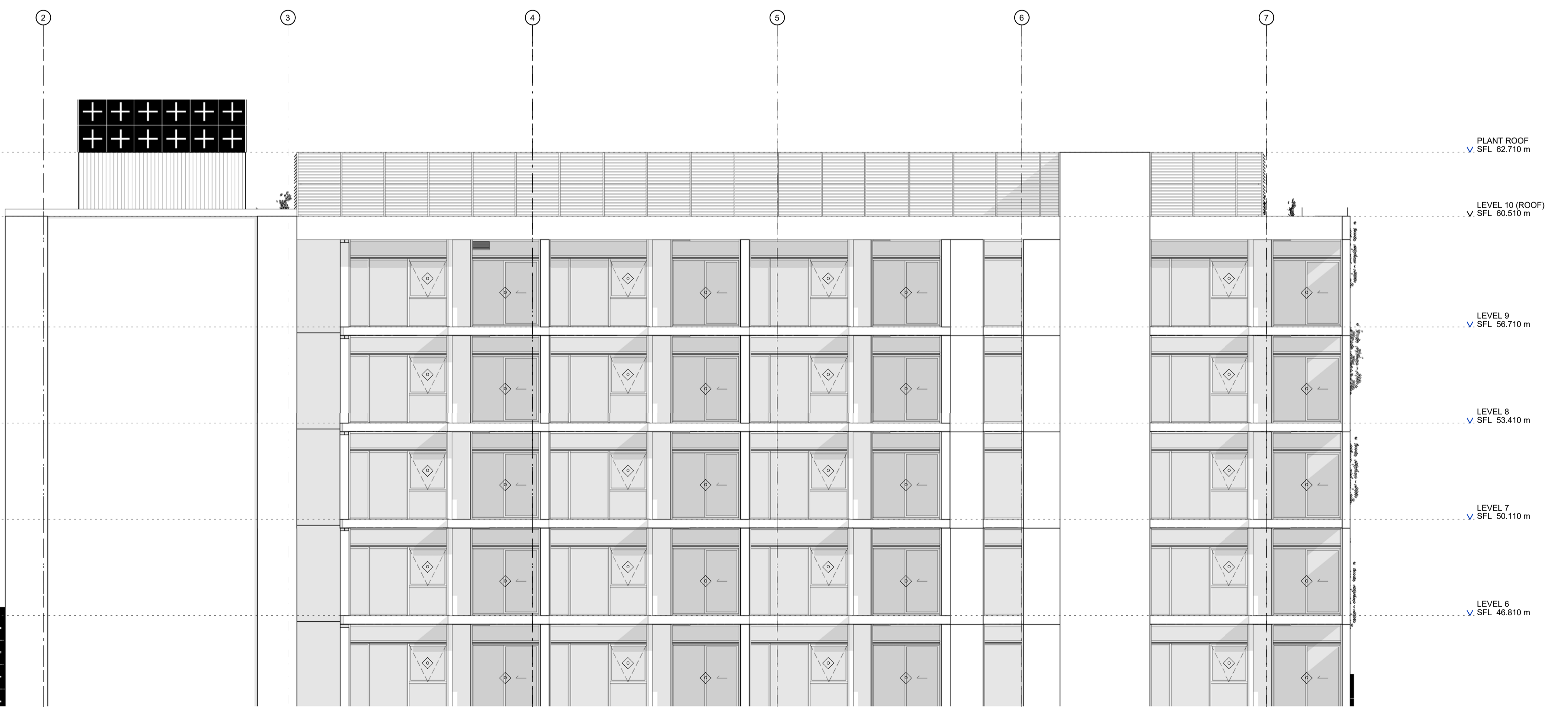
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DRAWING No. TP-301 REVISION P4

6° SIX DEGREES PTY LTD
A.C.N. 070 147 278
110 ARGYLE STREET T: +61 3 9361 6000
FITZROY VIC 3065 F: +61 3 9361 6060



1 NORTH ELEVATION
TP-302 1:100



2 SOUTH ELEVATION
TP-302 1:100

P2 Planning RFI - podium RL	22.01.2018
P1 Planning RFI	17.01.2018
No. REV.	DATE

STATUS **PRELIMINARY**
NOT FOR CONSTRUCTION

PROJECT QVM
STREET
SUBURB
CITY

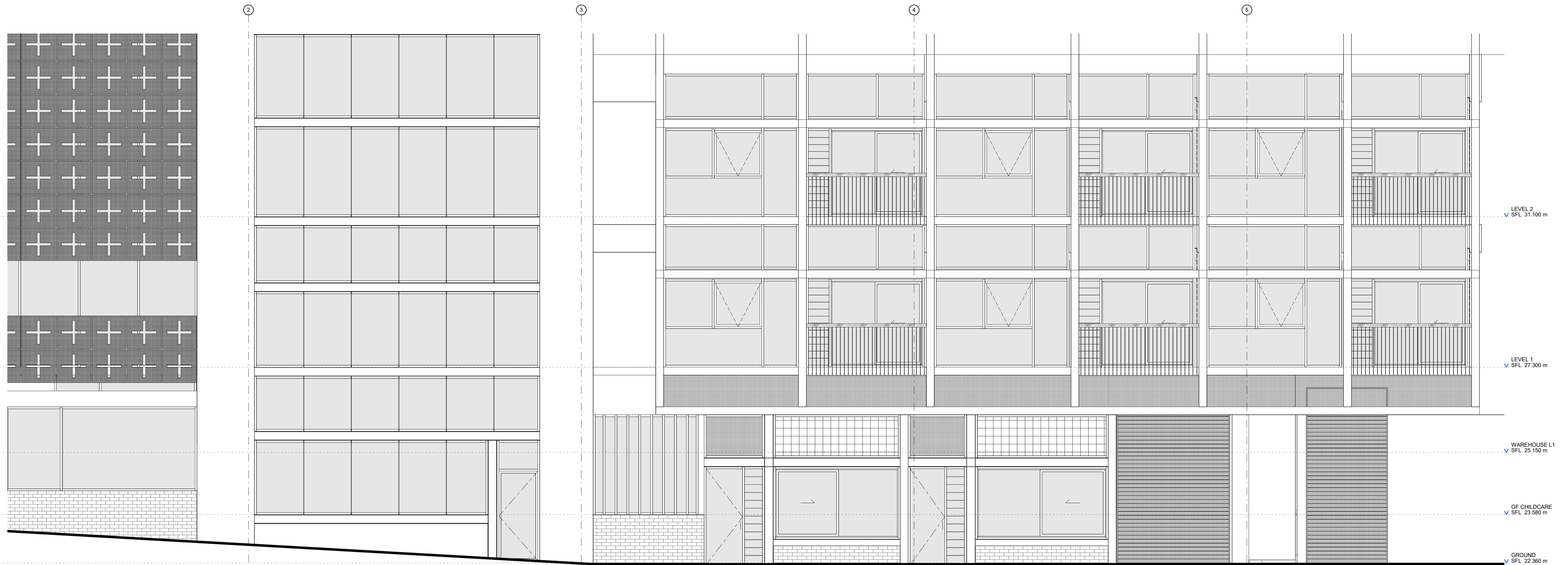
CLIENT

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

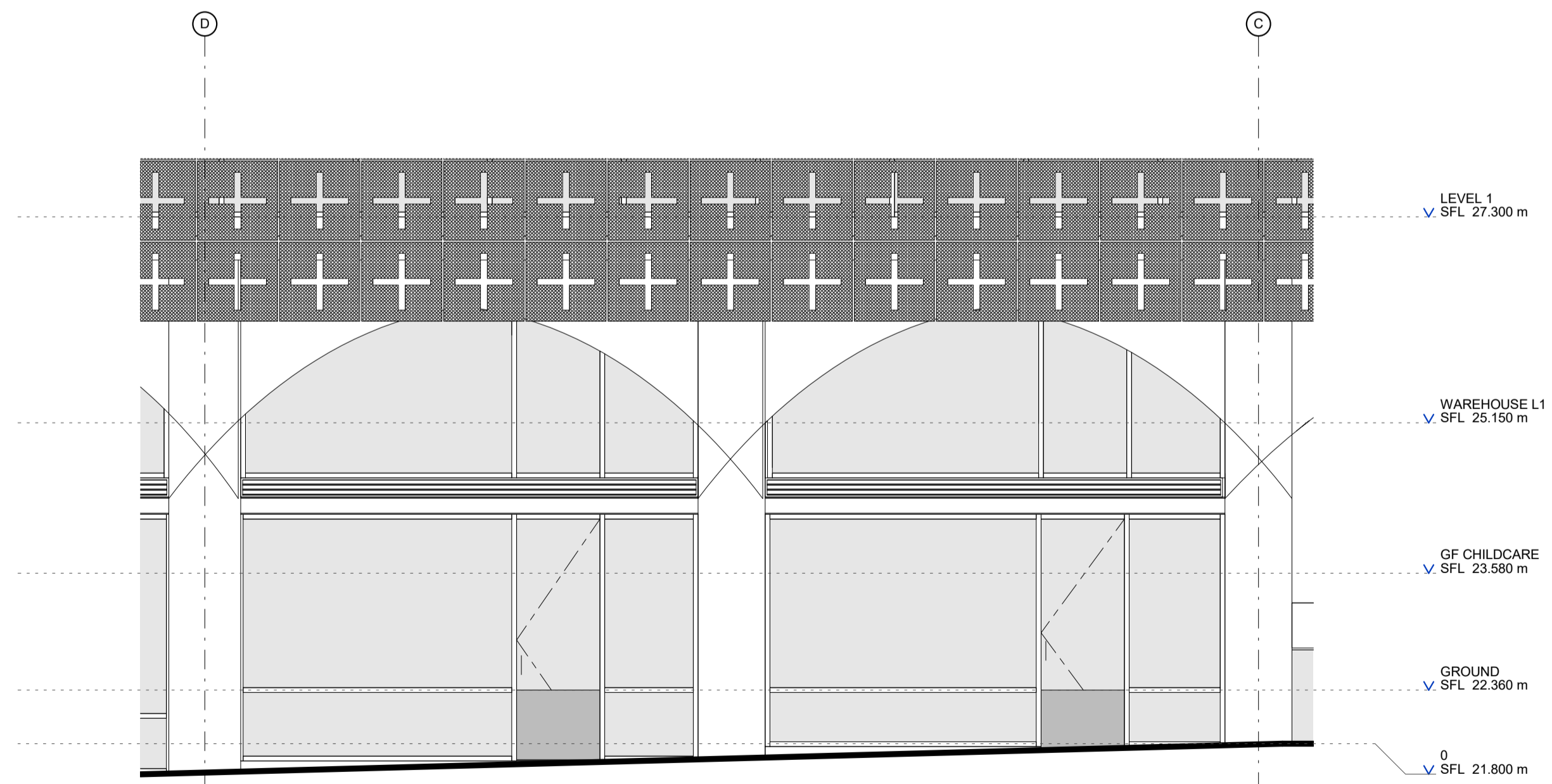
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DRAWING No. TP-302 REVISION P2

6° SIX DEGREES PTY LTD
 A.C.N. 070 147 278
 110 ARGYLE STREET T: +61 3 9361 6000
 FITZROY VIC 3065 F: +61 3 9361 6060



1 SOUTH ELEVATION DETAIL
TP-002 1:50



2 EAST ELEVATION DETAIL
TP-100 1:50

No.	REV.	DATE.
STATUS PRELIMINARY NOT FOR CONSTRUCTION		
PROJECT	QVM STREET SUBURB CITY	
CLIENT		
DRAWING TITLE	PROJECT No.	
	PLOT DATE	
	SCALE	1:50 @A1
DRAWING TITLE DETAIL ELEVATION		

DRAWING No. **TP-303** REVISION

5.6 HUB FACADE NORTH ELEVATION

**EXTERNAL FINISHES SCHEDULE
(REFER EXEMPLARS PP. 51)**

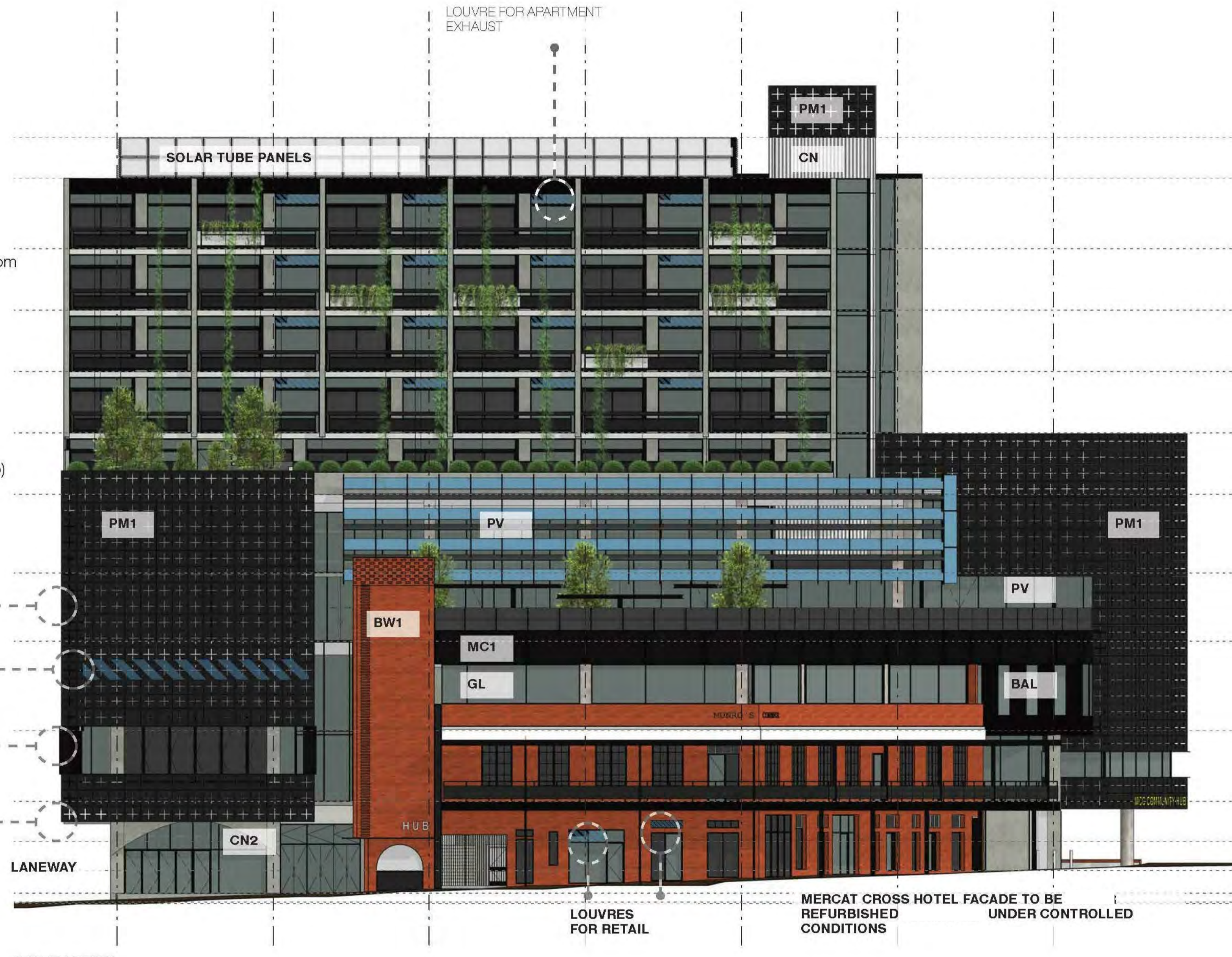
- PM1** // Perforated metal screens // 2mm gauge custom punched pattern
- CN** // Concrete panel // Class 2 finish
- CN1** // Concrete panel // Formliner pattern
- CN2** // Concrete (L0 vaults structure)
- PV** // Solar Panel Screen
- MC1** // Metal wall cladding
- BW1** // Red brick or red bricksnap
(Where abutting existing / retained brick facade, face brick to be used, other brick facades to be brick snap)
- BW2** // Concrete blockwork
- GL** // Code compliant glazing to AS1288 // To meet project ESD obligations
- BAL** // Metal fins

DETAILED DESIGN OF SCREEN PATTERN / MOTIF TO FURTHER APPROVAL

CITY ROOM MOTORISED WINDOWS BEHIND ARCHITECTURAL SCREEN AT HIGH LEVEL AS PER FIRE ENGINEERS ADVICE

DESIGN OF WINDOW LOUVRES AND BUILDING CROSS VENTILATION ETC TO BE FURTHER RESOLVED AT DESIGN DEVELOPMENT

BUILDING SIGNAGE REQUIREMENTS TO BE FURTHER RESOLVED AT DESIGN DEVELOPMENT



EXTRACT FROM URBAN CONTEXT REPORT

P1 Planning RFI	19.01.2018
No. REV.	DATE

STATUS **PRELIMINARY
NOT FOR CONSTRUCTION**

PROJECT QVM
STREET
SUBURB
CITY

CLIENT

PROJECT No.
PLOT DATE
SCALE

DRAWING TITLE **ELEVATION EXTRACT**

DRAWING No. **TP-304** REVISION **P1**

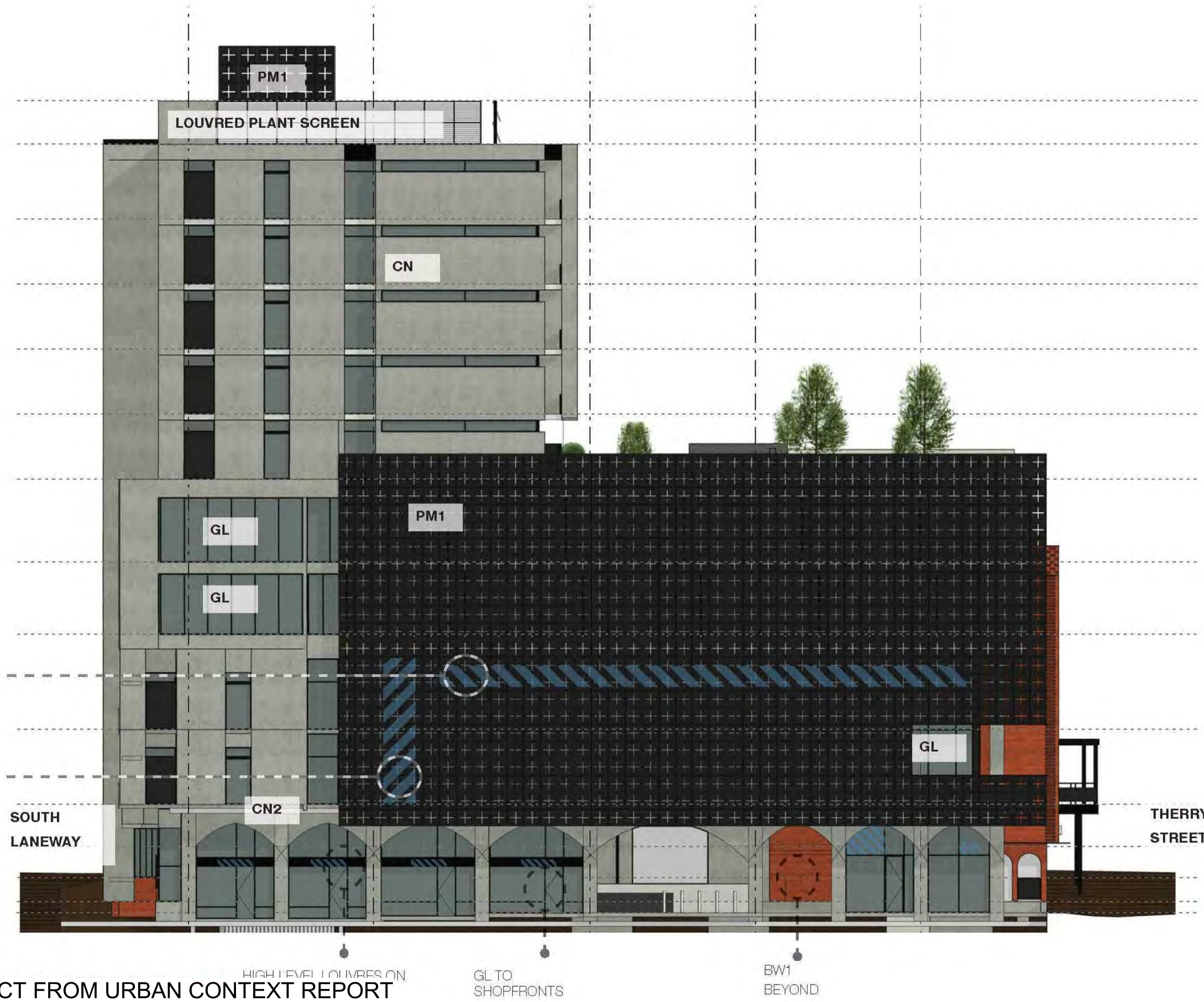
6° SIX DEGREES PTY LTD
A.C.N. 070 147 278
110 ARGYLE STREET T: +61 3 9361 6000
FITZROY VIC 3065 F: +61 3 9361 6060

NOT TO SCALE

5.6 HUB FACADE EAST ELEVATION

EXTERNAL FINISHES SCHEDULE (REFER EXEMPLARS PP. 51)

- PM1** // Perforated metal screens // 2mm gauge custom punched pattern
- CN** // Concrete panel // Class 2 finish
- CN1** // Concrete panel // Formliner pattern
- CN2** // Concrete (L0 vaults structure)
- PV** // Solar Panel Screen
- MC1** // Metal wall cladding
- BW1** // Red brick or red bricksnap (Where abutting existing / retained brick facade, face brick to be used, other brick facades to be brick snap)
- BW2** // Concrete blockwork
- GL** // Code compliant glazing to AS1288 // To meet project ESD obligations
- BAL** // Metal fins



EXTRACT FROM URBAN CONTEXT REPORT

P1 Planning RFI 19.01.2018
No. REV. DATE

STATUS **PRELIMINARY
NOT FOR CONSTRUCTION**

PROJECT QVM
STREET
SUBURB
CITY

CLIENT

PROJECT No.
PLOT DATE
SCALE

DRAWING TITLE **ELEVATION EXTRACT**

DRAWING No. TP-305 REVISION P1

6° SIX DEGREES PTY LTD
A.C.N. 070 147 278
110 ARGYLE STREET T: +61 3 9361 6000
FITZROY VIC 3065 F: +61 3 9361 6060

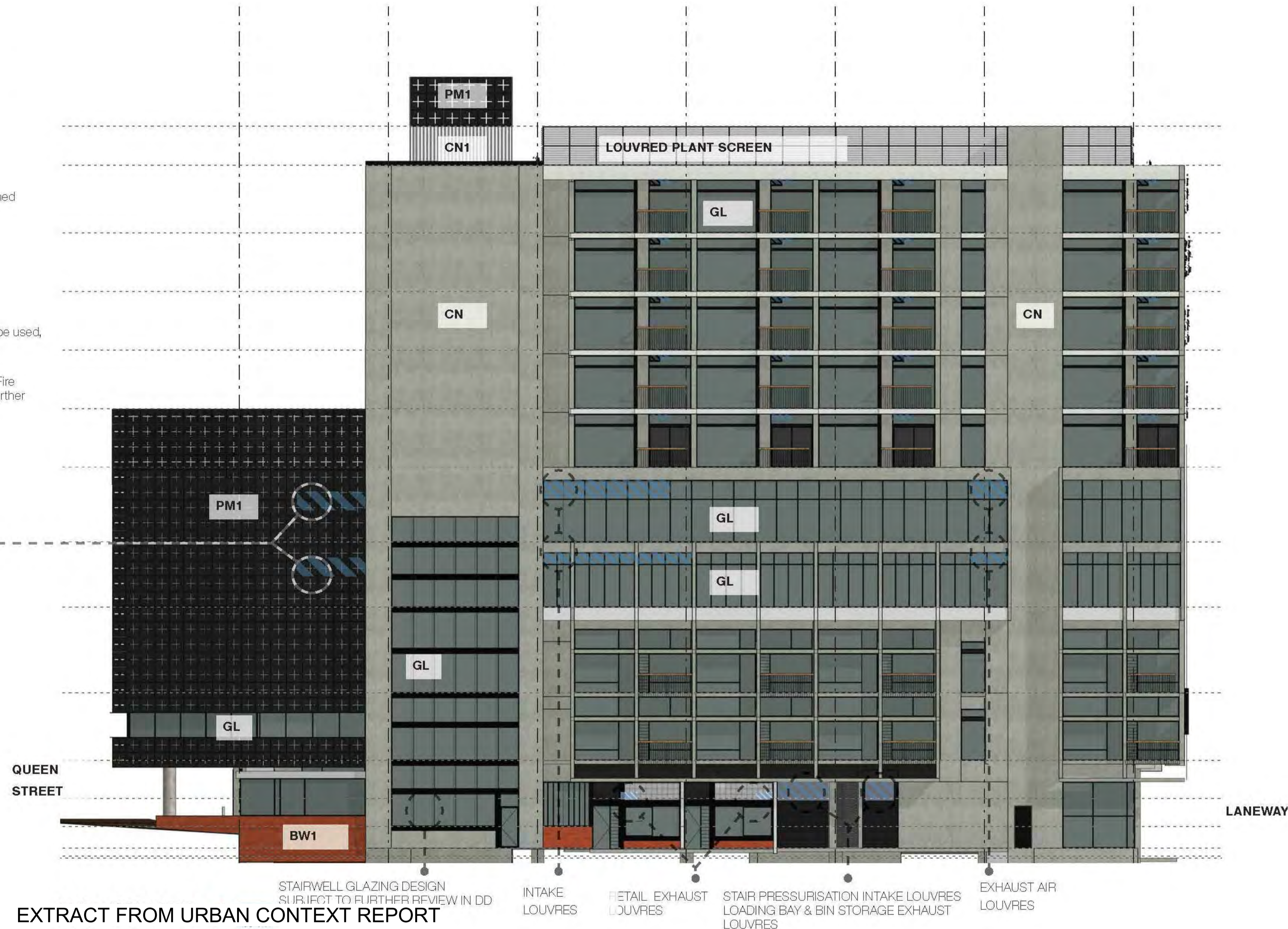
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5.6 HUB FACADE SOUTH ELEVATION

EXTERNAL FINISHES SCHEDULE (REFER EXEMPLARS PP. 51)

- PM1** // Perforated metal screens // 2mm gauge custom punched pattern
- CN** // Concrete panel // Class 2 finish
- CN1** // Concrete panel // Formliner pattern
- CN2** // Concrete (L0 vaults structure)
- PV** // Solar Panel Screen
- MC1** // Metal wall cladding
- BW1** // Red brick or red bricksnap
(Where abutting existing / retained brick facade, face brick to be used, other brick facades to be brick snap)
- BW2** // Concrete blockwork (textured)
- GL** // Code compliant glazing to AS1288 // To meet ESD and Fire engineering obligations // Stairwell glazing design subject to further review in DD
- BAL** // Metal fins

SPILL AIR LOUVRES
BEHIND SCREEN



EXTRACT FROM URBAN CONTEXT REPORT

P1 Planning RFI 19.01.2018
No. REV. DATE.

STATUS **PRELIMINARY**
NOT FOR CONSTRUCTION

PROJECT QVM
STREET
SUBURB
CITY

CLIENT
PROJECT No.
PLOT DATE
SCALE

DRAWING TITLE **ELEVATION EXTRACT**

DRAWING No. TP-306 REVISION P1

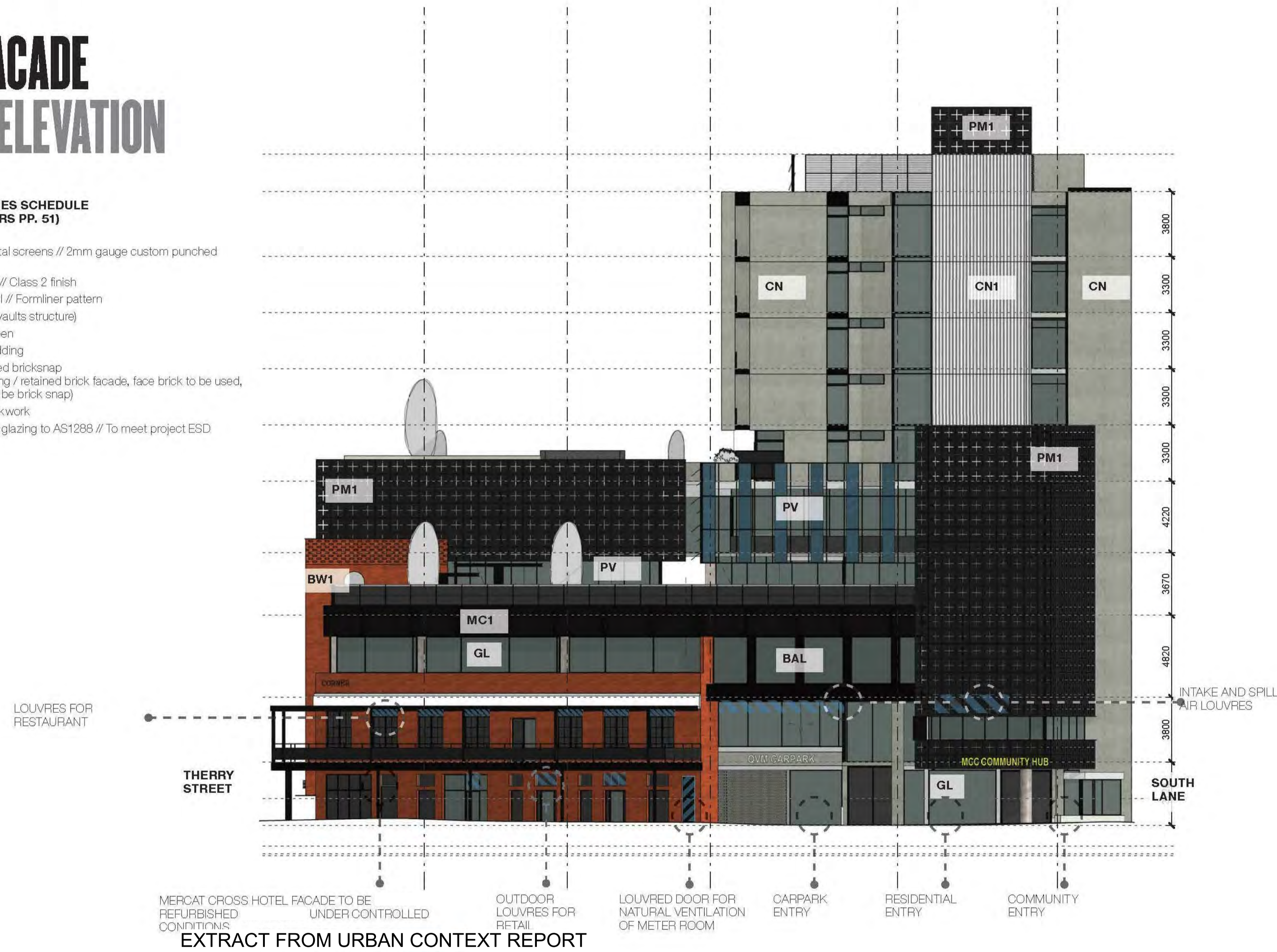
6° SIX DEGREES PTY LTD
A.C.N. 070 147 278
110 ARGYLE STREET T: +61 3 9361 6000
FITZROY VIC 3065 F: +61 3 9361 6060

NOT TO SCALE

5.6 HUB FACADE WEST ELEVATION

EXTERNAL FINISHES SCHEDULE (REFER EXEMPLARS PP. 51)

- PM1** // Perforated metal screens // 2mm gauge custom punched pattern
- CN** // Concrete panel // Class 2 finish
- CN1** // Concrete panel // Formliner pattern
- CN2** // Concrete (L0 vaults structure)
- PV** // Solar Panel Screen
- MC1** // Metal wall cladding
- BW1** // Red brick or red bricksnap
(Where abutting existing / retained brick facade, face brick to be used, other brick facades to be brick snap)
- BW2** // Concrete blockwork
- GL** // Code compliant glazing to AS1288 // To meet project ESD obligations
- BAL** // Metal fins



P1 Planning RFI 19.01.2018
No. REV. DATE

STATUS **PRELIMINARY**
NOT FOR CONSTRUCTION

PROJECT QVM
STREET
SUBURB
CITY

CLIENT

PROJECT No.
PLOT DATE
SCALE

DRAWING TITLE **ELEVATION EXTRACT**

DRAWING No. **TP-307** REVISION **P1**

6° SIX DEGREES PTY LTD
A.C.N. 070 147 278
110 ARGYLE STREET T. +61 3 9361 6000
FITZROY VIC 3065 F. +61 3 9361 6060

NOT TO SCALE

5.8 MATERIALS EXTERNAL

BASE BUILD FINISHES

Finishes and Materials allowed for in the deed agreement between MCC and PDG

PM1 // Perforated metal screens // 2mm gauge custom punched pattern // North, East, South and West elevation (Final design, which may include indigenous motif, to be further resolved at design development)

CN // Concrete panel // Class 2 finish // South elevation

CN1 // Concrete panel // Formliner pattern // North, East & South elevation

CN2 // Concrete // North, East & South elevation (L0 vaults structure)

PV // Externally mounted Solar panel screen // North & West elevation (L4/5 family services)

MC1 // Metal wall cladding // North & West elevation

BAL // Metal fins // south elevation

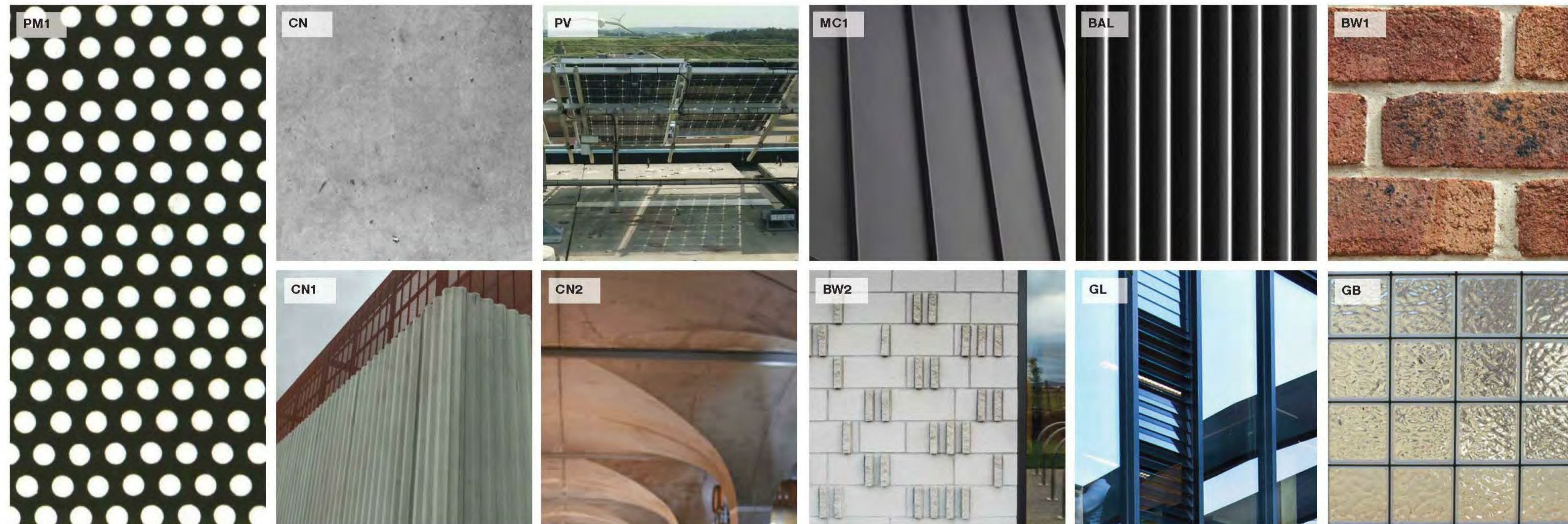
BW1 // Red brick or red bricksnap (Where abutting existing / retained brick facade, face brick to be used, other brick facades to be brick snap)

BW2 // Concrete blockwork (textured)

GL // Code compliant glazing to AS1288 // To meet project ESD obligations

GB // Glass Block

Facade Finishes



EXTRACT FROM URBAN CONTEXT REPORT

P1 Planning RFI 19.01.2018
No. REV. DATE.

STATUS **PRELIMINARY
NOT FOR CONSTRUCTION**

PROJECT QVM
STREET
SUBURB
CITY

CLIENT

PROJECT No.
PLOT DATE
SCALE

DRAWING TITLE **MATERIALS**

DRAWING No. TP-308 REVISION P1

6° SIX DEGREES PTY LTD
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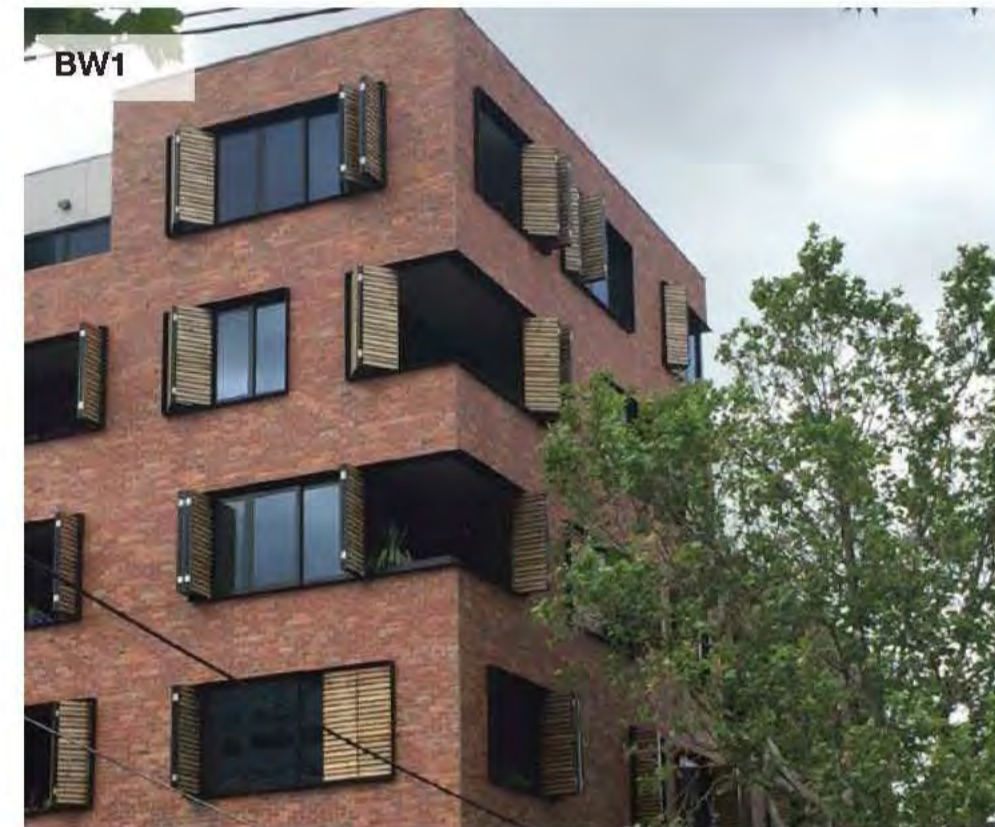
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5.8 MATERIALS EXTERNAL

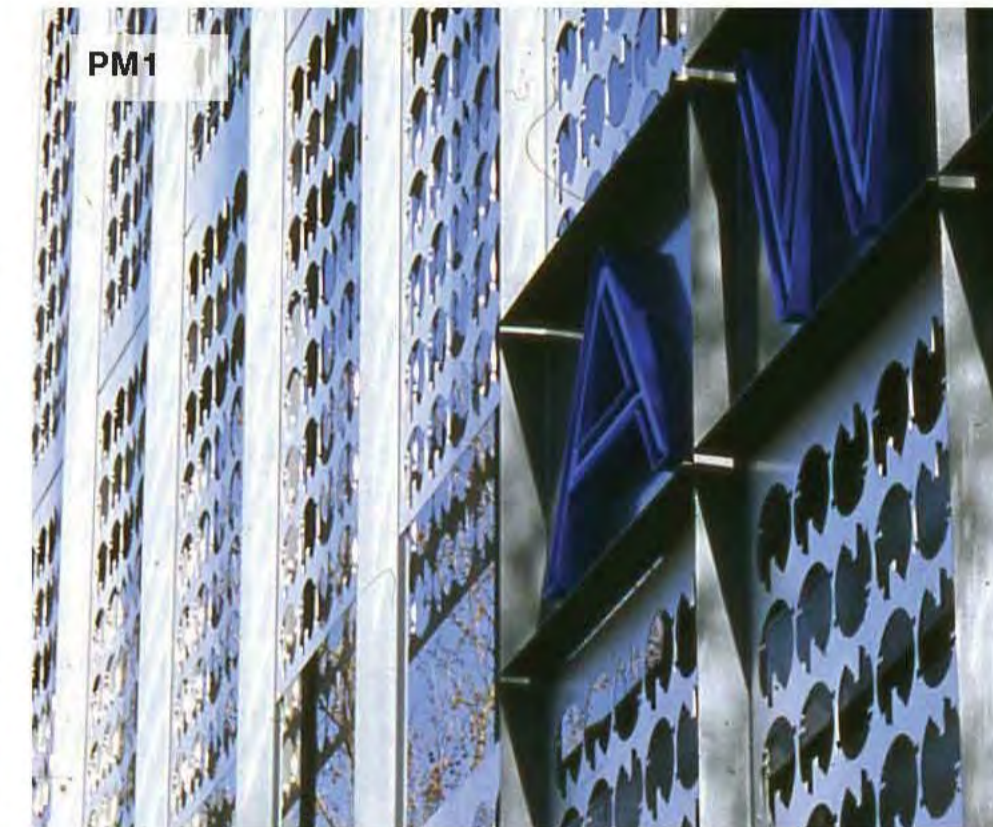
Examples



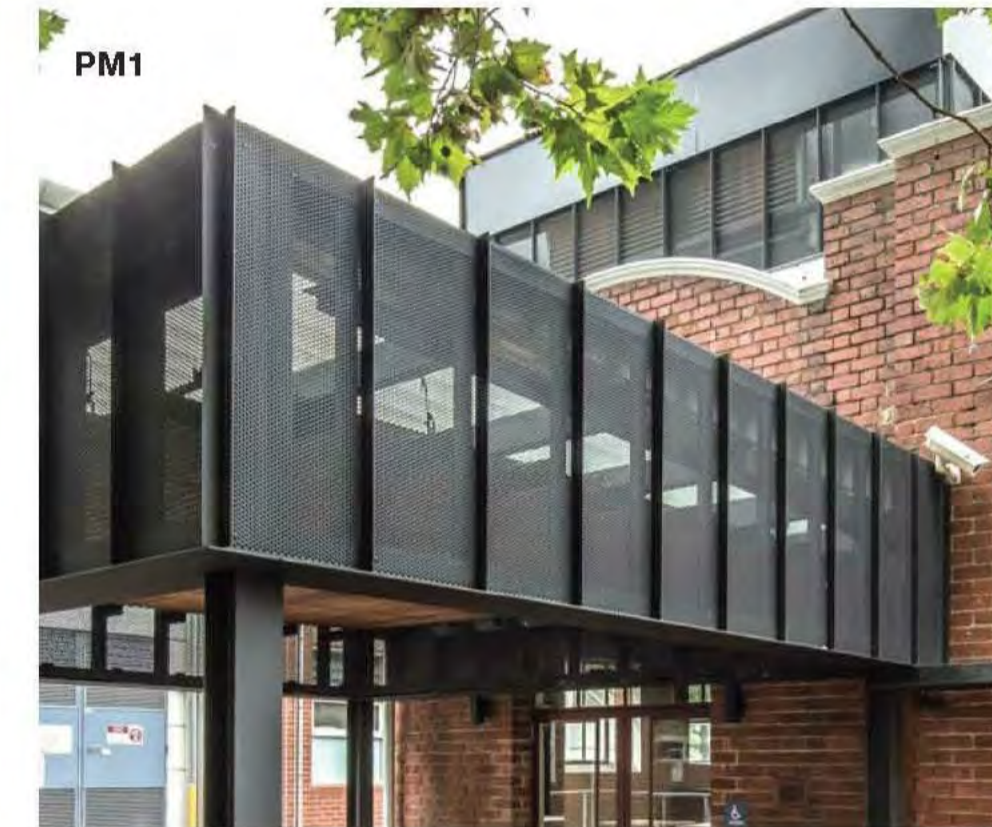
CN2
Vaults Exemplar
Yering Station Basement // Off form concrete ceiling to vaulted retail tenancies subject to further design development resolution.



BW1
Red Bricksnap Exemplar
Oxford St, Collingwood // JCB Architects
Note: This exemplar does not show hand laid brick



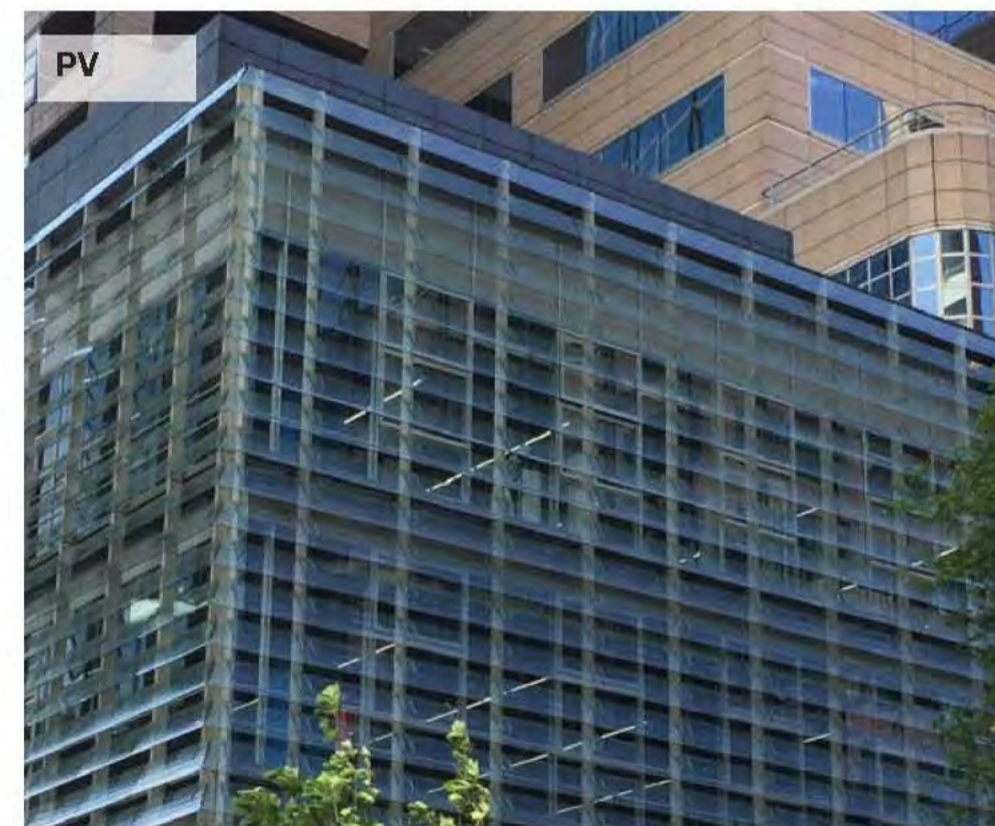
PM1
Punch Pattern Perforated Metal Exemplar
AWU Building // 685 Spencer Street West Melbourne // Six Degrees Architects



PM1
Metal Fin Perforated Metal Exemplar
VCA Grant Street Theatre, Southbank // Six Degrees Architects



CN
Precast Concrete Exemplar
Class 2 Finish // 3-5 Jessie St, Cremorne // Six Degrees Architects



PV
Solar Panel Screen Exemplar
50 Lonsdale St, Melbourne // John Wardle Architects// Note: this is not a solar panel screen but indicates what the Hub's screen will look like



CN1
Concrete with Formliner Texture
Victoria Police Mernda 24 hour Station // Six Degrees Architects



MC1
Metal Wall Cladding Exemplar
Monash University, Monash Connect, Caulfield Campus // Six Degrees Architects

EXTRACT FROM URBAN CONTEXT REPORT

P1 Planning RFI 19.01.2018
No. REV. DATE.

STATUS **PRELIMINARY
NOT FOR CONSTRUCTION**

PROJECT QVM
STREET
SUBURB
CITY

CLIENT

PROJECT No.
PLOT DATE
SCALE

DRAWING TITLE **MATERIALS**

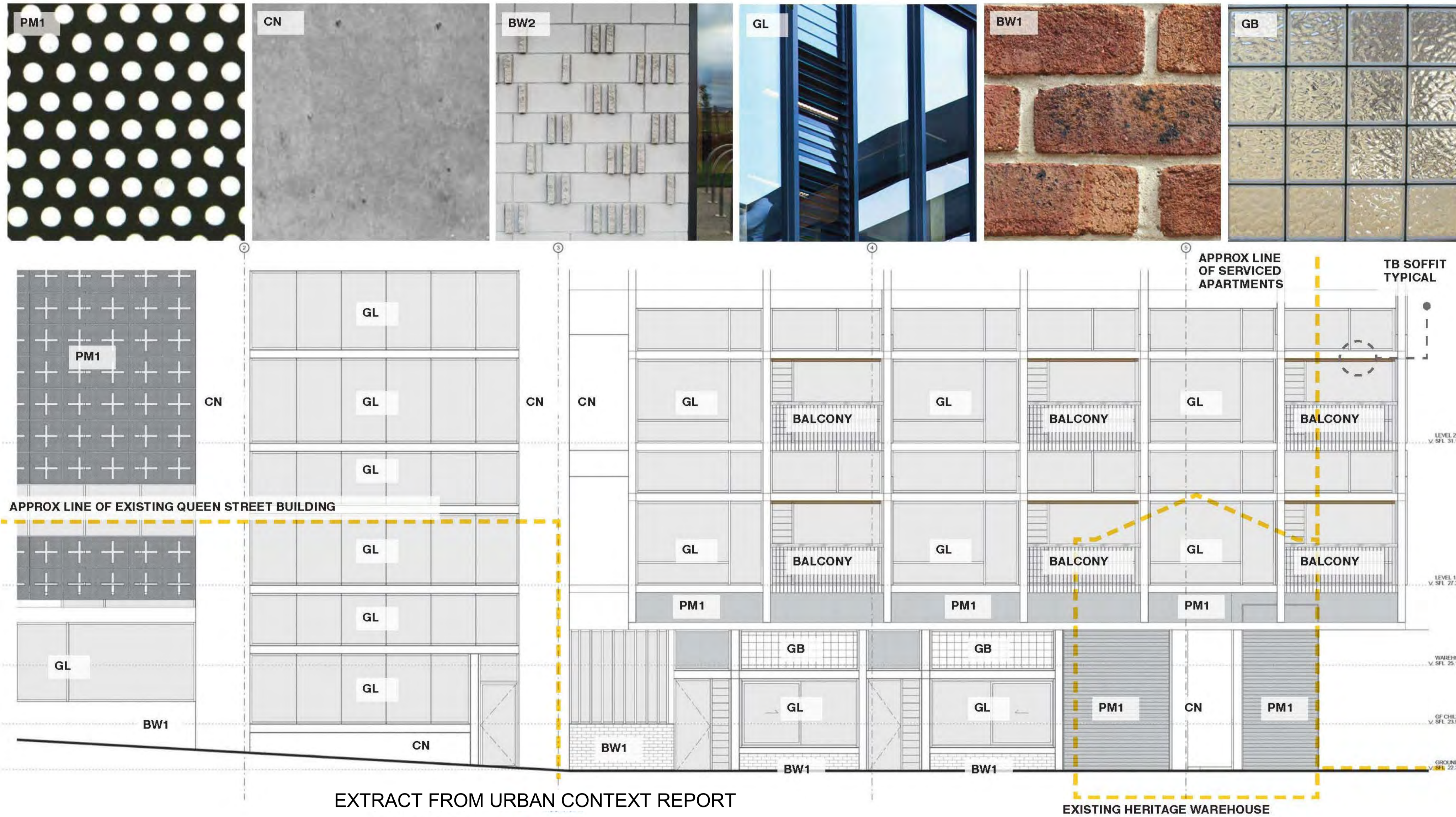
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6° SIX DEGREES PTY LTD
A.C.N. 070 147 278
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FITZROY VIC 3065 F: +61 3 9361 6060

NOT TO SCALE

5.6 HUB FACADE

South Elevation Detail



P1 Planning RFI 19.01.2018
No. REV. DATE.

STATUS **PRELIMINARY**
NOT FOR CONSTRUCTION

PROJECT QVM
STREET
SUBURB
CITY

CLIENT

PROJECT No.
PLOT DATE
SCALE

DRAWING TITLE **MATERIALS**

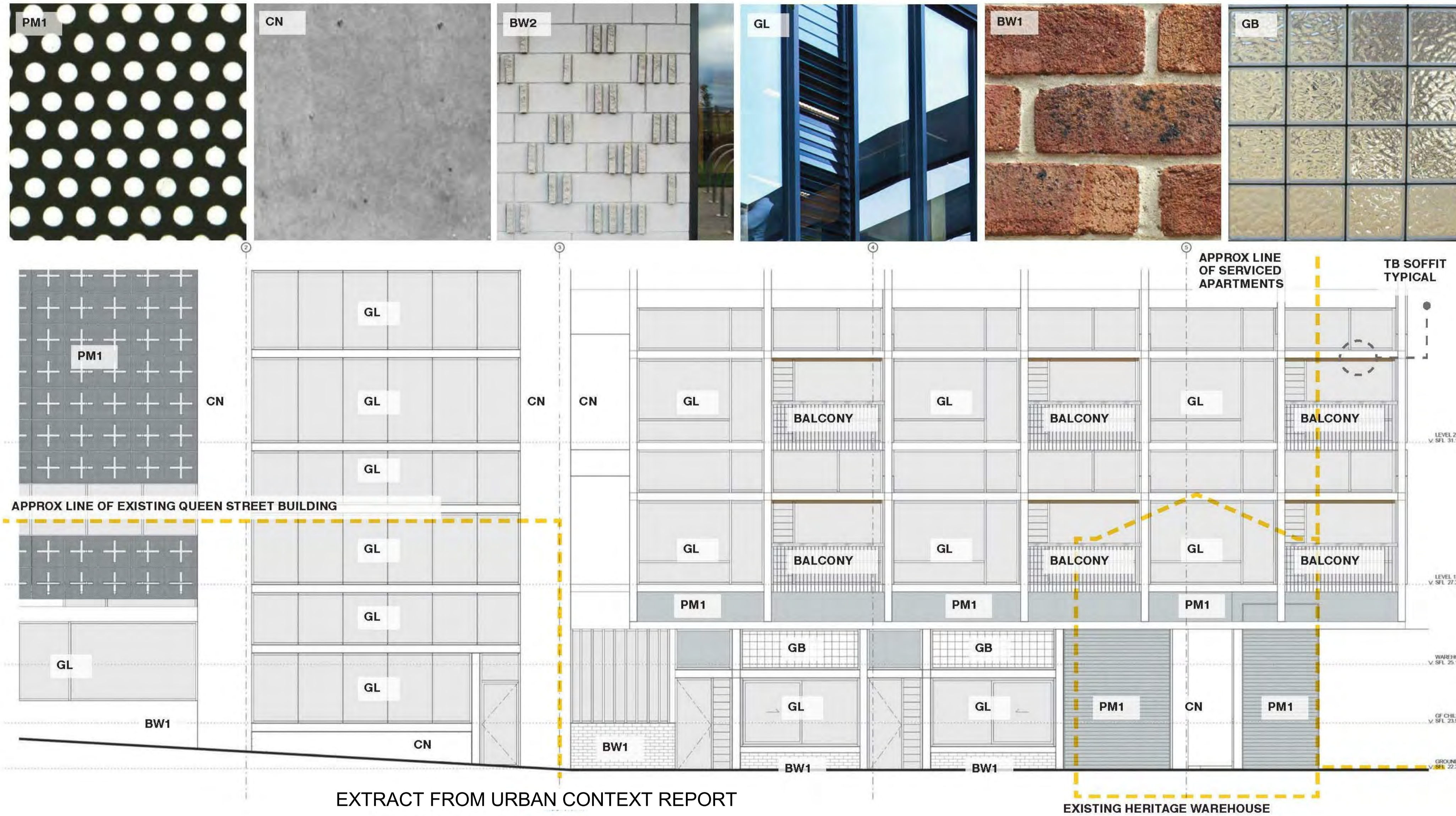
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A.C.N. 070 147 278
110 ARGYLE STREET T. +61 3 9361 6000
FITZROY VIC 3065 F. +61 3 9361 6060

NOT TO SCALE

5.6 HUB FACADE

South Elevation Detail



P1 Planning RFI 19.01.2018
No. REV. DATE

STATUS **PRELIMINARY**
NOT FOR CONSTRUCTION

PROJECT QVM
STREET
SUBURB
CITY

CLIENT

PROJECT No.
PLOT DATE
SCALE

DRAWING TITLE **MATERIALS**

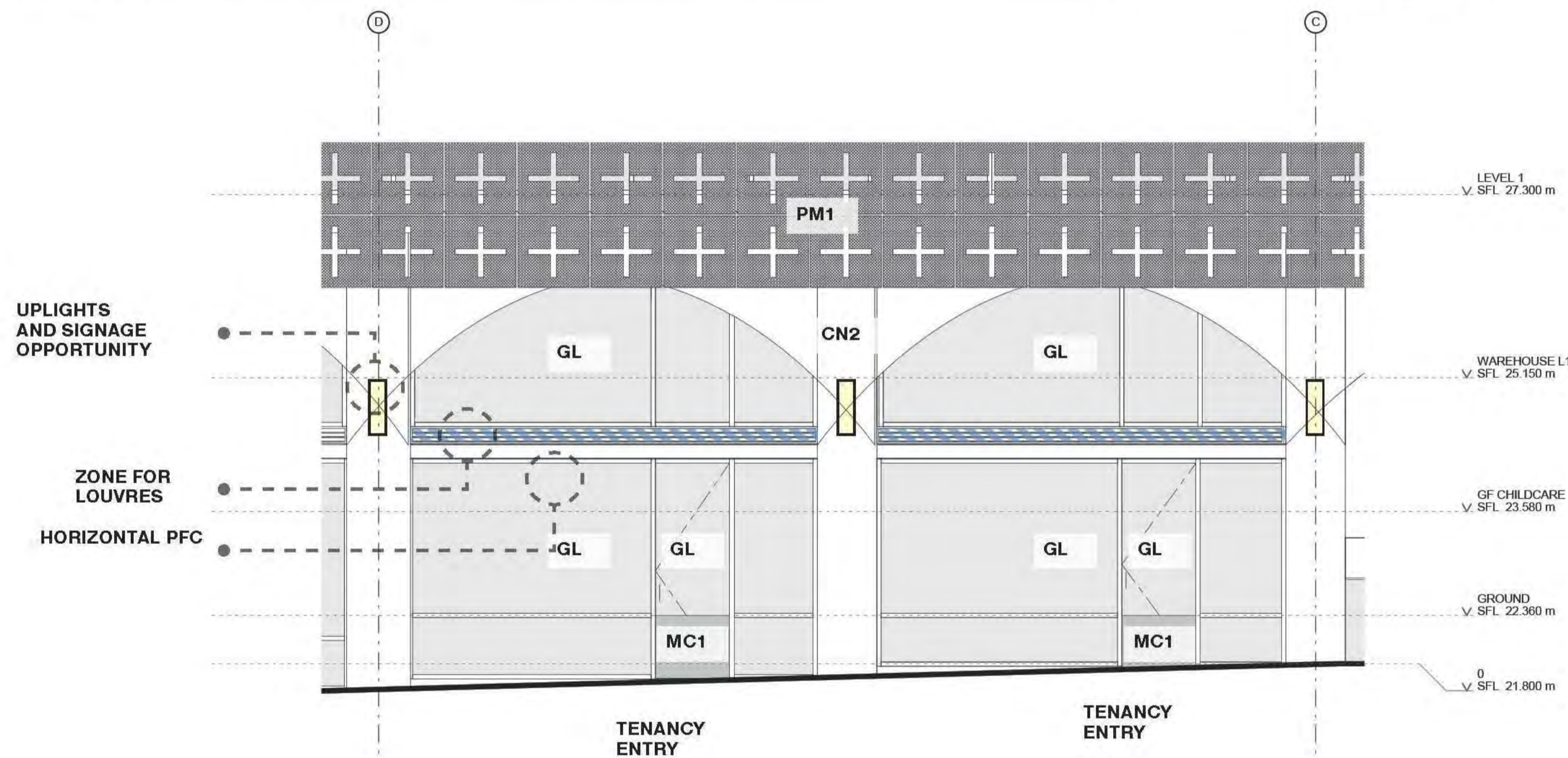
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6° SIX DEGREES PTY LTD
A.C.N. 070 147 278
110 ARGYLE STREET T. +61 3 9361 6000
FITZROY VIC 3065 F. +61 3 9361 6060

NOT TO SCALE

5.6 HUB FACADE

West Elevation Detail



EXTRACT FROM URBAN CONTEXT REPORT

P1 Planning RFI 19.01.2018
No. REV. DATE.

STATUS **PRELIMINARY**
NOT FOR CONSTRUCTION

PROJECT QVM
STREET
SUBURB
CITY

CLIENT

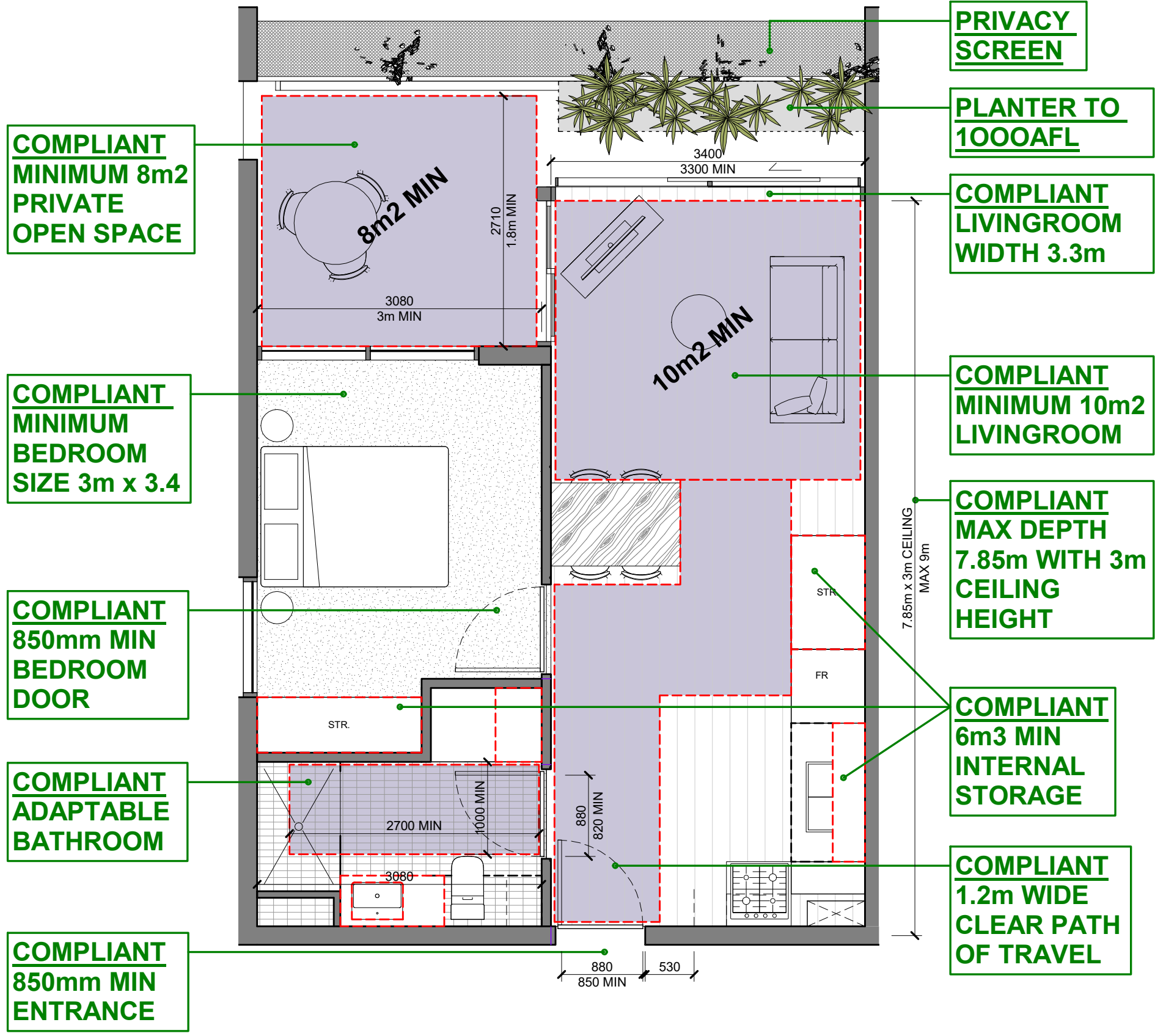
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PLOT DATE
SCALE

DRAWING TITLE **MATERIALS**

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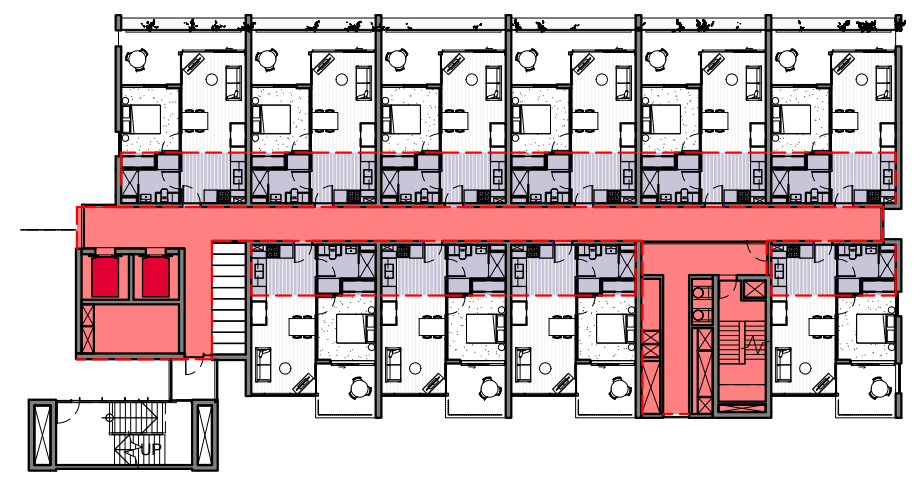
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A.C.N. 070 147 278
110 ARGYLE STREET T: +61 3 9361 6000
FITZROY VIC 3065 F: +61 3 9361 6060

NOT TO SCALE

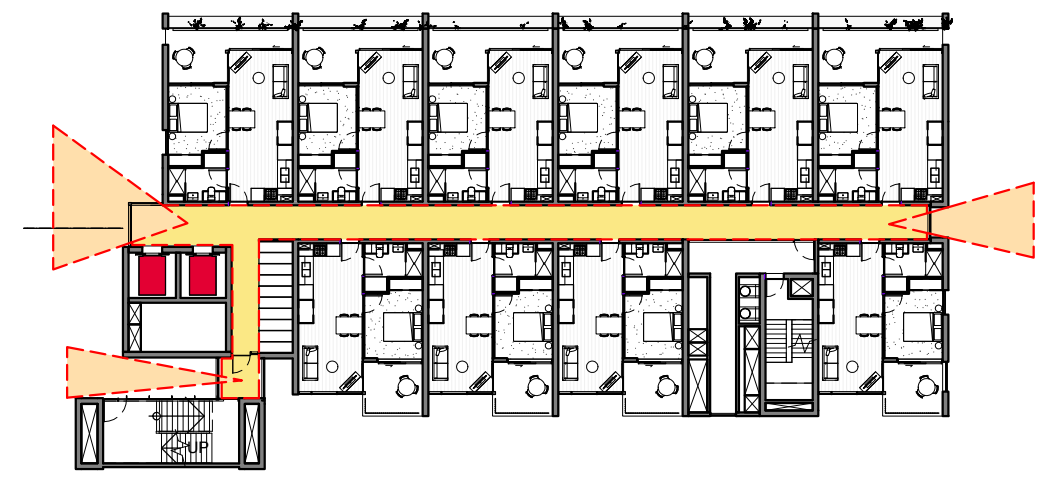


TYPICAL 1 BED APARTMENT - 51m2

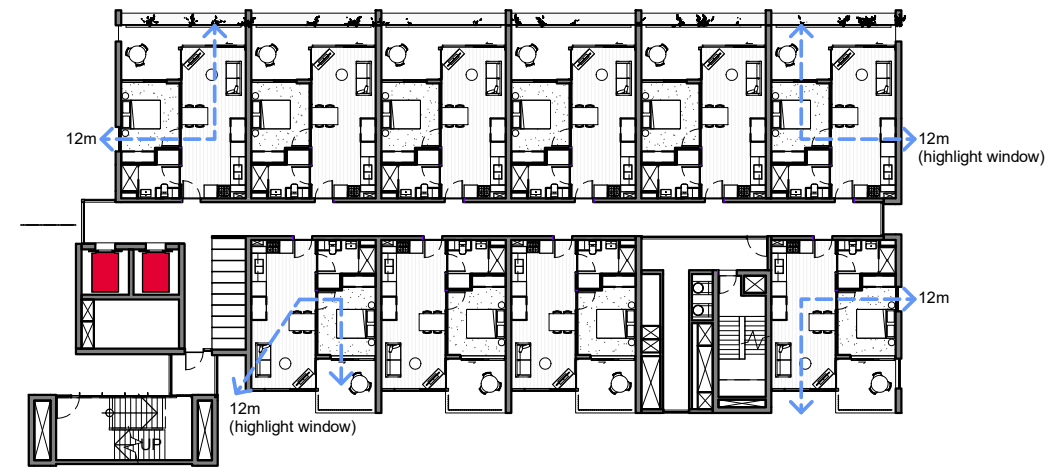
P1
Item 24



NOISE BUFFER ZONES



COMMUNAL AREA VIEWS AND DAYLIGHT



VENTILATION

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and/or the fabrication of any components. Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

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Existing Neighbours Three Storey Brick Building

Existing Multi-Storey Building

Existing Neighbours Two Storey Brick Building

Existing Neighbours Single Storey Brick Building

Existing Neighbours Two Storey Brick Building

Existing Neighbours Two Storey Brick Building

Existing Laneway

Existing Laneway

Existing Laneway

Existing Laneway

Existing Multi-Storey Hotel Building

Existing Neighbours Two Storey Brick Building

Existing Laneway

Existing Neighbours Three Storey Brick Building

Existing Laneway

Existing Multi-Storey Building

Existing Laneway

PROPERTY BOUNDARY

RAMP ABOVE TO PODIUM CARPARK

Revision	Date	Description	Initial	Checked
A	15/03/18	Issue for Information	PG	DS

QVM Munro

Additional Information Ground 00



Status	Issued for Coordination		
Scale	1 : 200	@	A1
Drawn	Author	Checked	Checker
Project No.	M11988		
Plot Date	16/03/2018 11:32:23 AM		
BIM			

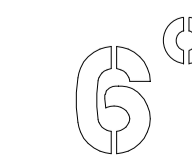
Drawing no. A02.001

Revision A

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Melbourne VIC 3000 Australia
T 03 8664 6200 F 03 8664 6300
email mel@batesmart.com.au
http://www.batesmart.com.au

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Surry Hills NSW 2010 Australia
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Bringing Property to Life

Client



CITY OF MELBOURNE

Land Owner



Revision	Date	Description	Initial	Checked
A	15/03/18	Issue for Information	PG	DS

PROPERTY BOUNDARY

QVM Munro

Additional Information
Level 01 Plan



Status	Issued for Coordination		
Scale	1 : 200	@	A1
Drawn	Author	Checked	Checker
Project No.	M11988		
Plot Date	16/03/2018 11:32:32 AM		

Drawing no.	Revision
A02.011	A

Melbourne 1 Nicholson Street
Melbourne VIC 3000 Australia
T 03 8664 6200 F 03 8664 6300
email mel@batesmart.com.au
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Surry Hills NSW 2010 Australia
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BATESSMART



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Bringing Property to Life

Client



CITY OF MELBOURNE

Land Owner



THERRY STREET

QUEEN STREET

BLENDER LANE

PROPERTY BOUNDARY

Revision	Date	Description	Initial	Checked
A	15/03/18	Issue for Information	PG	DS

QVM Munro

Additional Information
Level 02 Plan



Status	Issued for Coordination		
Scale	1 : 200	@	A1
Drawn	Author	Checked	Checker
Project No.	M11988		
Plot Date	16/03/2018 11:32:49 AM		

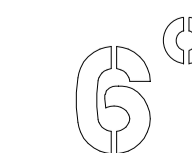
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A02.021	A

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BATESSMART



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P|D|G
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Client

M
CITY OF MELBOURNE
Land Owner



Revision	Date	Description	Initial	Checked
A	15/03/18	Issue for Information	PG	DS

PROPERTY BOUNDARY

BLENDER LANE

QVM Munro

Additional Information
Level 03 Plan



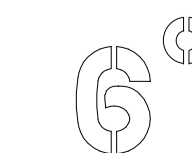
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Drawn	Author	Checked	Checker
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Plot Date	16/03/2018 11:33:06 AM		
BIM			
Drawing no.	A02.031	Revision	A

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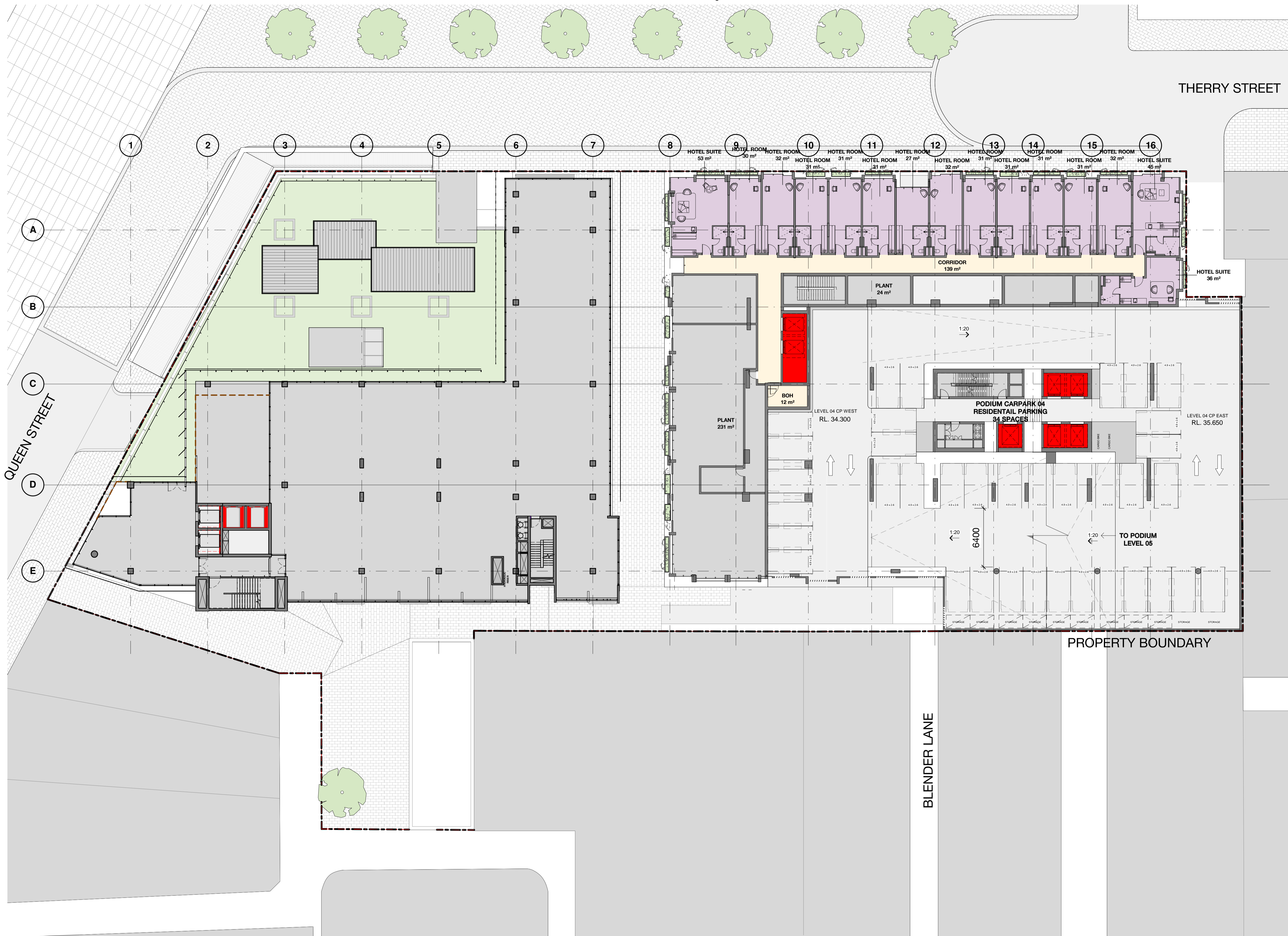
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THERRY STREET

QUEEN STREET

PROPERTY BOUNDARY

BLENDER LANE

Revision	Date	Description	Initial	Checked
A	15/03/18	Issue for Information	PG	DS

QVM Munro

Additional Information
Level 04 Plan



Status	Issued for Coordination		
Scale	1 : 200	@	A1
Drawn	Author	Checked	Checker
Project No.	M11988		
Plot Date	16/03/2018 11:33:19 AM		

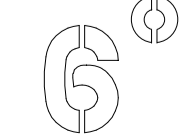
Drawing no.	Revision
A02.041	A

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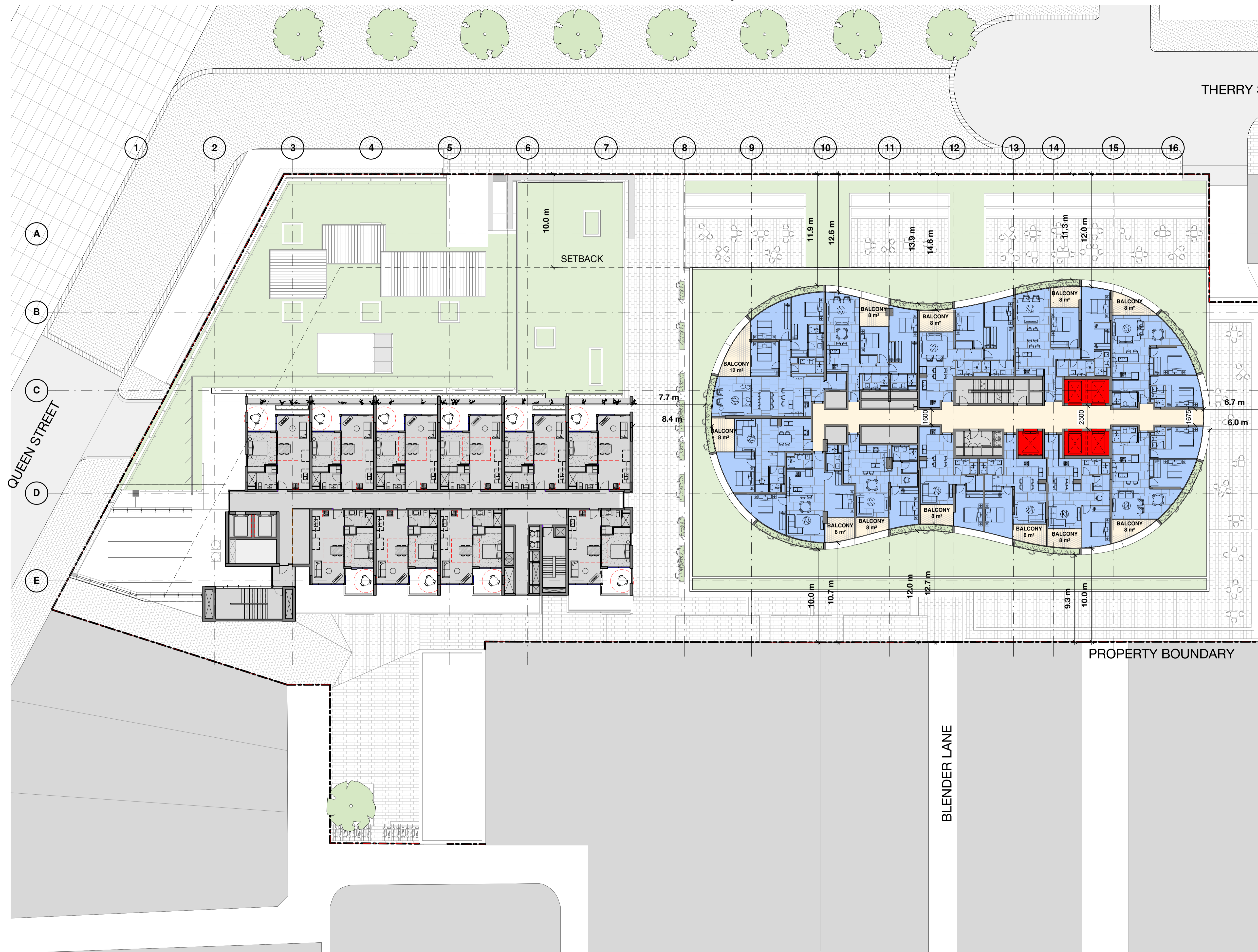
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Client



CITY OF MELBOURNE

Land Owner



PROPERTY BOUNDARY

Revision	Date	Description	Initial	Checked
A	15/03/18	Issue for Information	PG	DS

QVM Munro

Additional Information
Level 10 Low Rise Residential Plan



Status	Issued for Coordination		
Scale	1 : 200	@	A1
Drawn	Author	Checked	Checker
Project No.	M11988		
Plot Date	16/03/2018 11:35:09 AM		

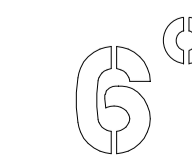
Drawing no.	Revision
A02.101	A

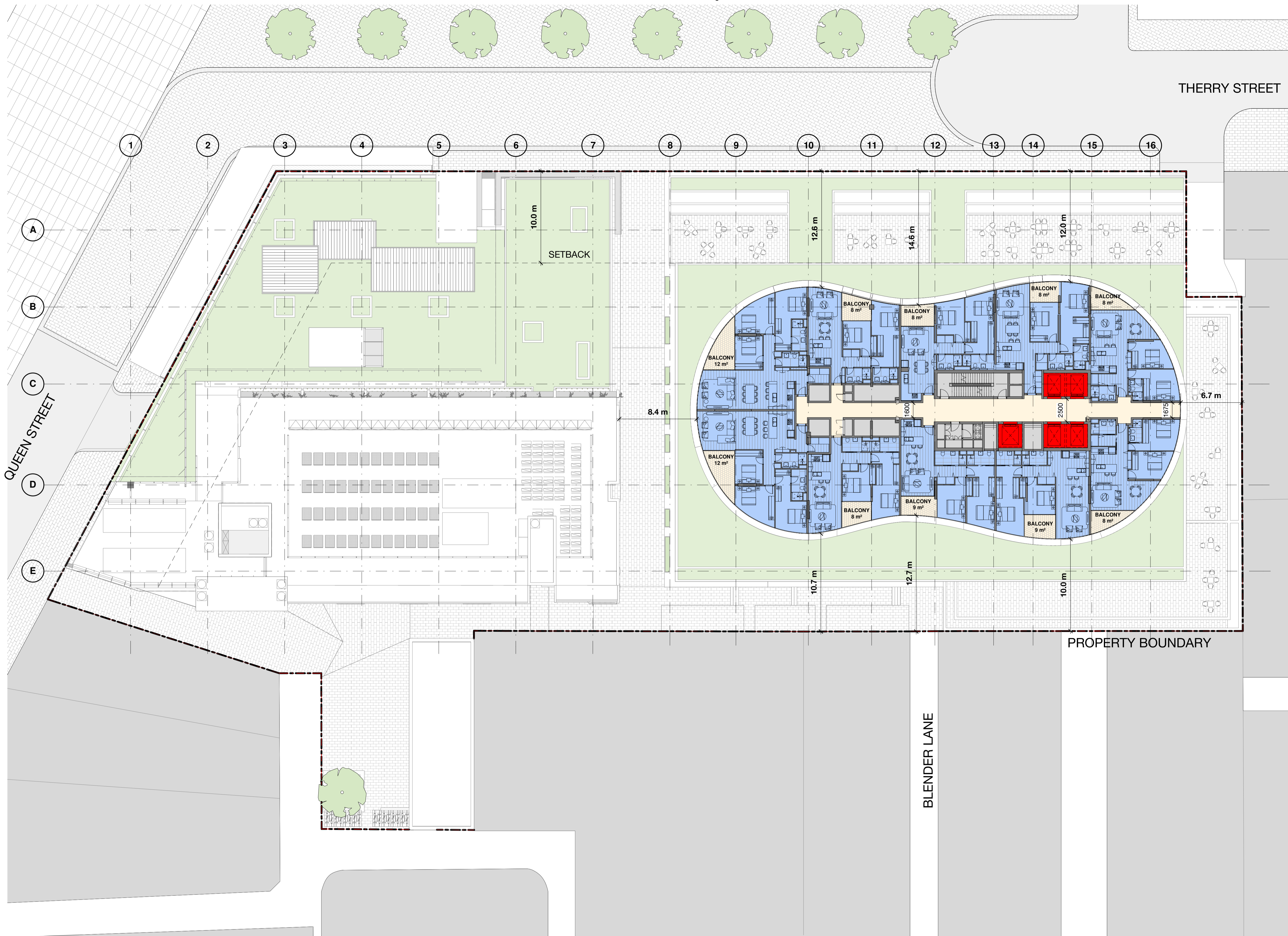
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Revision	Date	Description	Initial	Checked
A	15/03/18	Issue for Information	PG	DS

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Additional Information
Level 30 High Rise Residential



Status	Issued for Coordination		
Scale	1 : 200	@	A1
Drawn	Author	Checked	Checker
Project No.	M11988		
Plot Date	16/03/2018 11:37:09 AM		

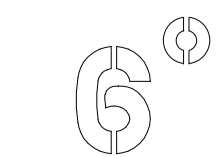
Drawing no.	Revision
A02.301	A

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QVM MUNRO SITE

URBAN CONTEXT REPORT
18TH JANUARY 2018

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LANEWAY RETAIL / ARRIVAL POINT FROM BASEMENT CARPARKING



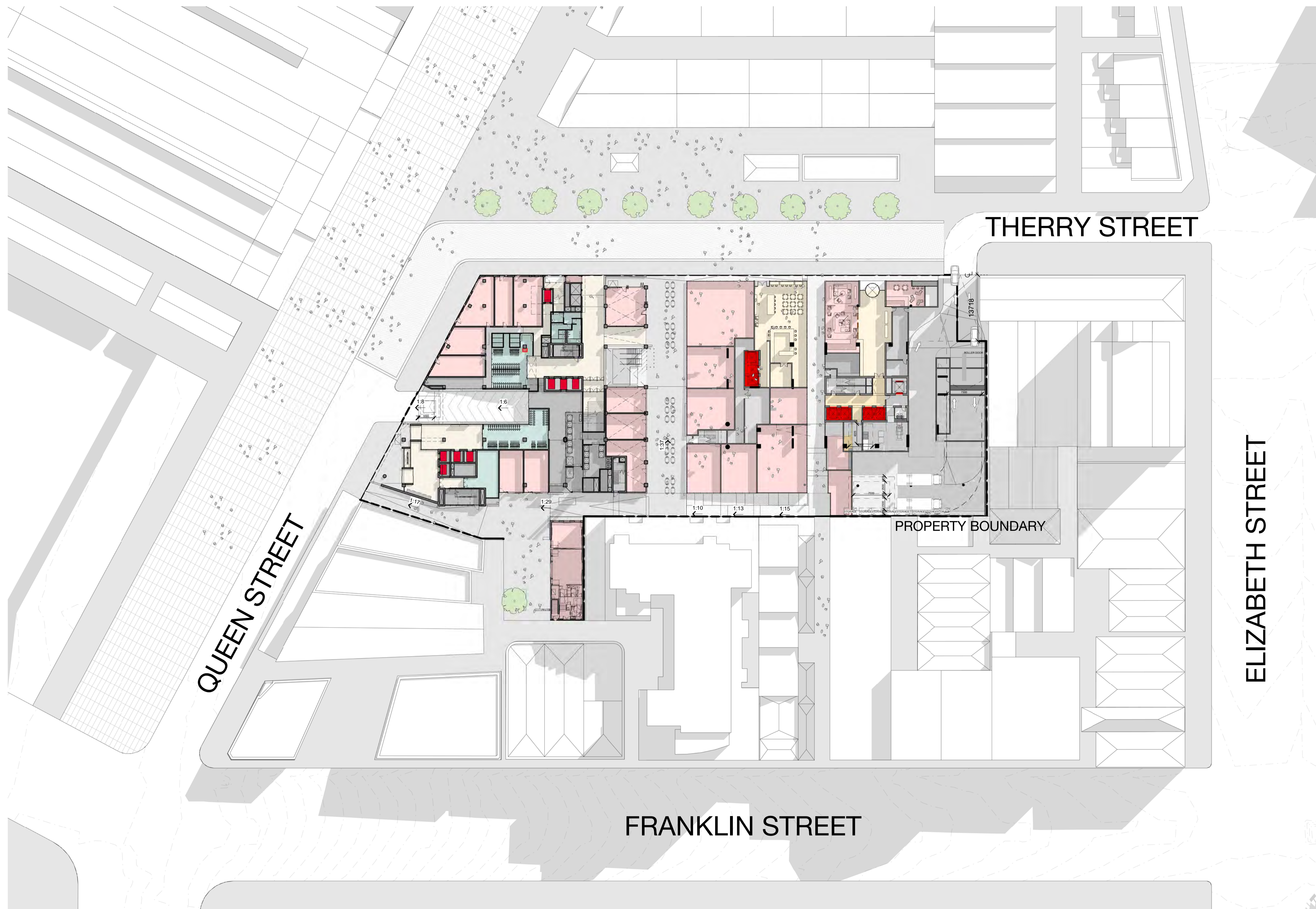




CONDITION PLANS



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Revision	Date	Description	Initial	Checked
B	1/12/17	Issued for Info		
A	01/09/17	Issued for Info		

QVM Munro

Site Plan 

Status	Project Status
Scale	1 : 400 @ A1
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	5/12/2017 12:18:49 PM
BIM	

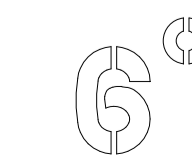
Drawing no.	Revision
A01.000	B

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Revision	Date	Description	Initial	Checked
D	16/01/18	Issued for Info		
C	1/12/17	Issued for Info		
B	29/10/17	Issued for Info		
A	01/08/17	Issued for Info		
8	01/12/16	Issue for Info		
7	15/11/16	Issue for Info		
6	09/11/16	Issue for Info		
5	04/11/16	Issue for Info		
4	28/10/16	Issue for Info		
3	27/10/16	Issue for Info		
2	19/10/16	Issue for Info		
1	13/10/16	Issue for Info		

QVM Munro

Key Plan
Ground Plan

Status: Project Status

Scale: 1 : 200 @ A1

Drawn: PG Checked: ES

Project No: M11988

Plot Date: 23/01/2018 9:29:13 AM

BIM

Drawing no: **A02.000** Revision: **D**

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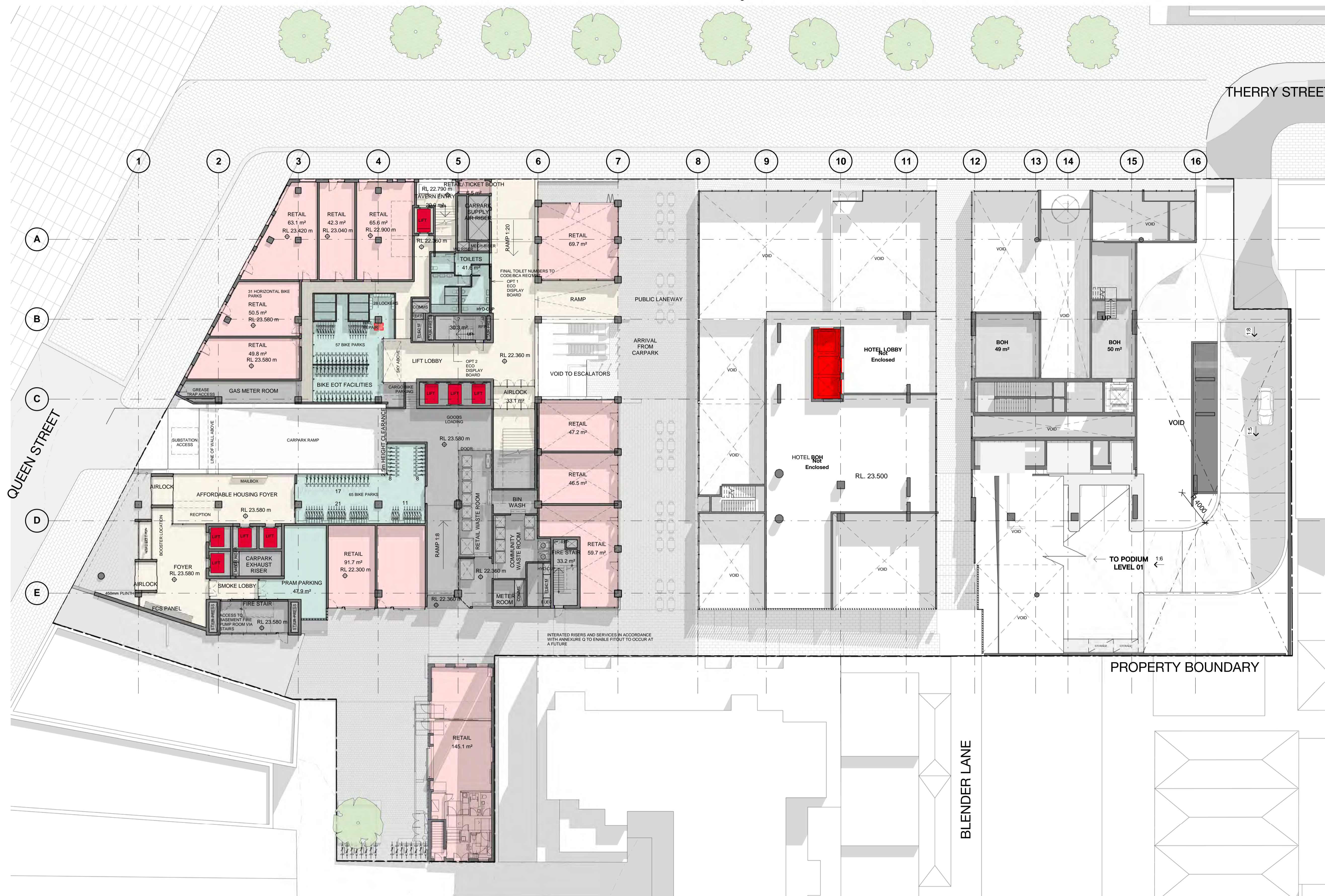
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B	1/12/17	Issued for Info		
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4	28/10/16	Issue for Info		
3	27/10/16	Issue for Info		
2	19/10/16	Issue for Info		
1	13/10/16	Issue for Info		

QVM Munro

Key Plan
Ground Mezzanine Plan

Status: Project Status

Scale: 1 : 200 @ A1

Drawn: Author Checked: Checker

Project No: M11988

Plot Date: 5/12/2017 12:09:23 PM

BIM

Drawing no: **A02.005** Revision: **B**

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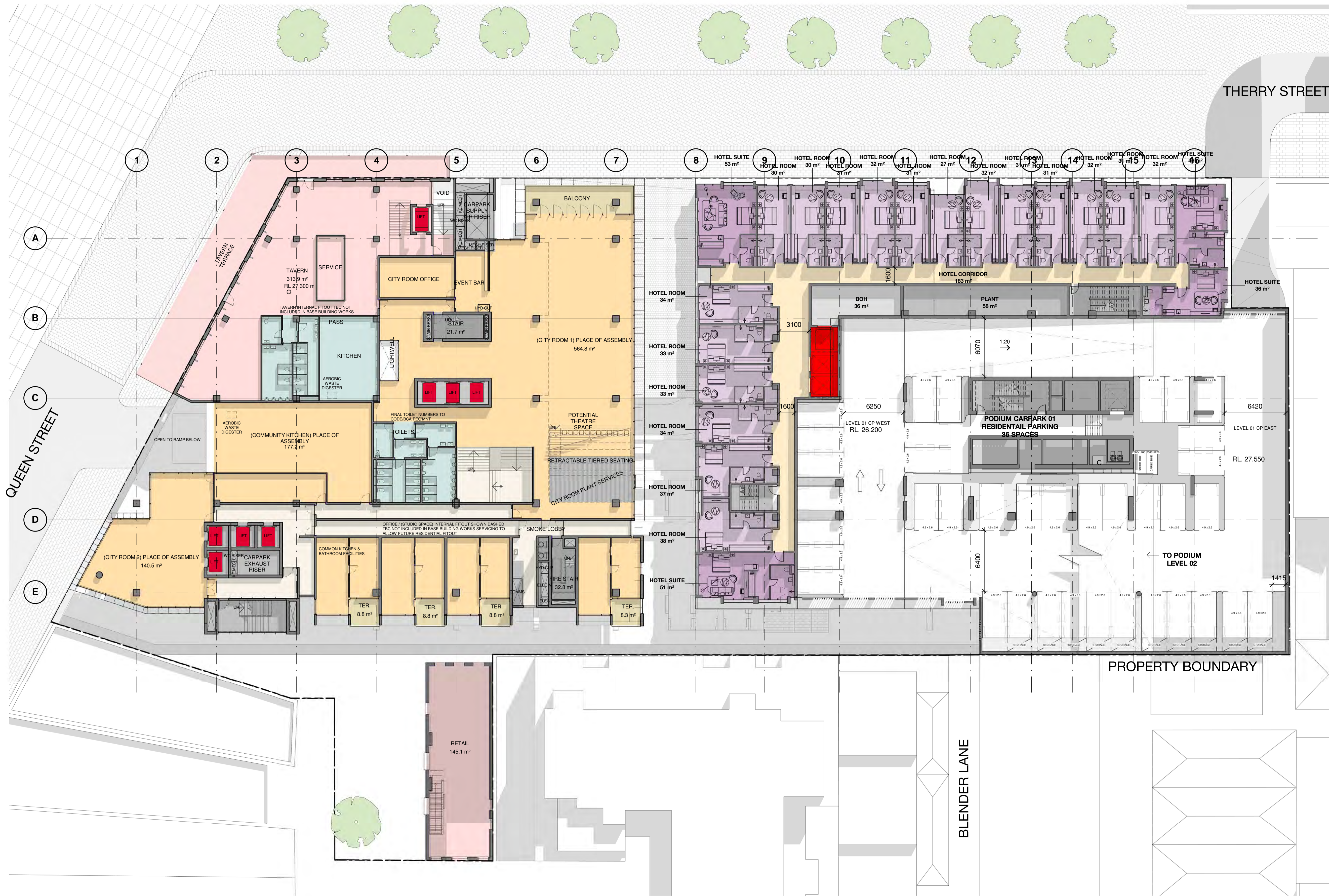
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C	1/12/17	Issued for Info		
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4	28/10/16	Issue for Info		
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2	19/10/16	Issue for Info		
1	13/10/16	Issue for Info		

QVM Munro

Key Plan
Level 01 Plan



Status	Project Status
Scale	1 : 200 @ A1
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	17/01/2018 11:45:08 AM

Drawing no.	Revision
A02.010	C

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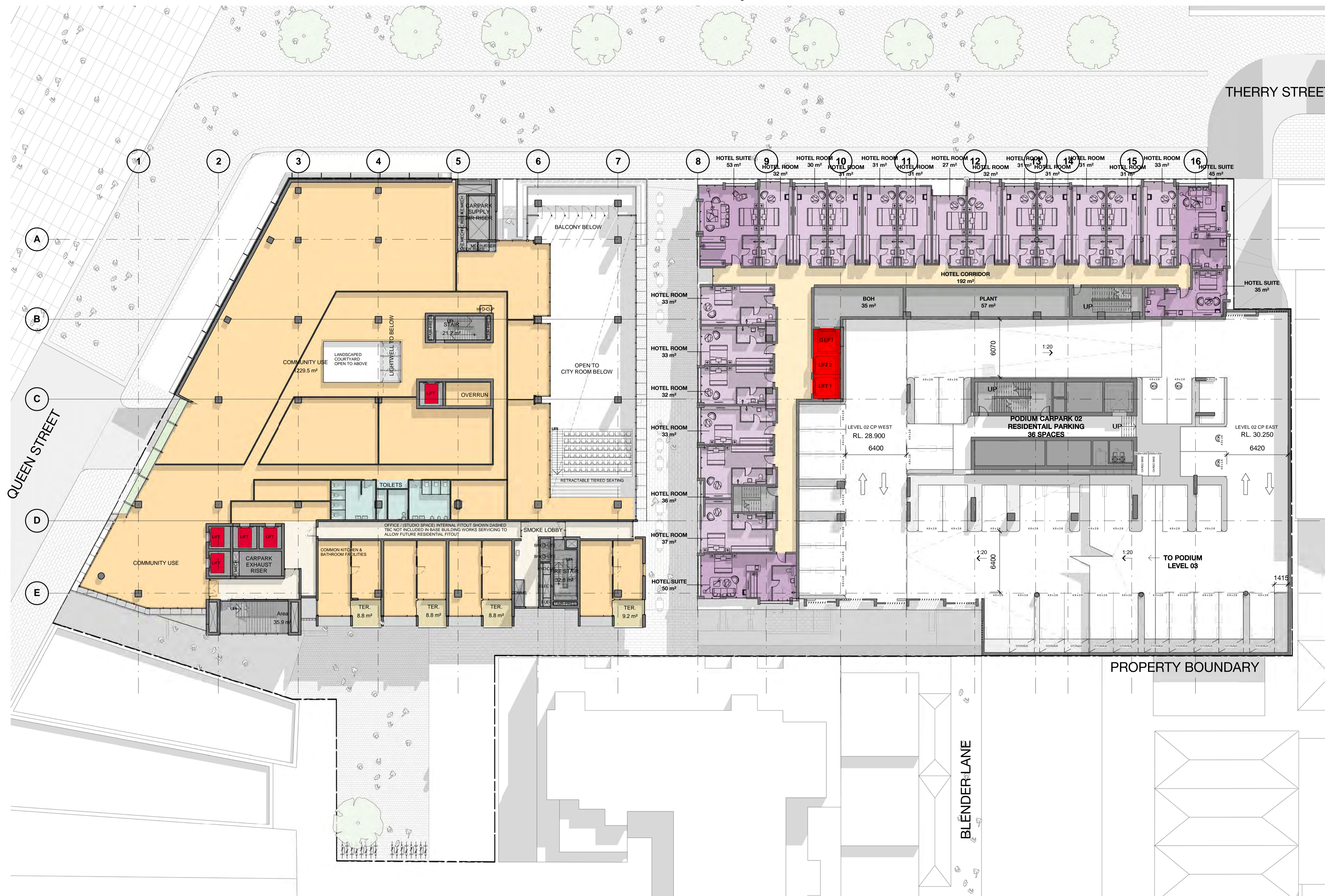
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C	1/12/17	Issued for Info		
B	27/10/17	Issued for Info		
A	01/08/17	Issued for Info		
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4	28/10/16	Issue for Info		
3	27/10/16	Issue for Info		
2	19/10/16	Issue for Info		
1	13/10/16	Issue for Info		

QVM Munro

Key Plan
Level 02 Plan



Status	Project Status
Scale	1 : 200 @ A1
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	5/12/2017 12:11:14 PM

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Drawing no. **A02.020** Revision **C**

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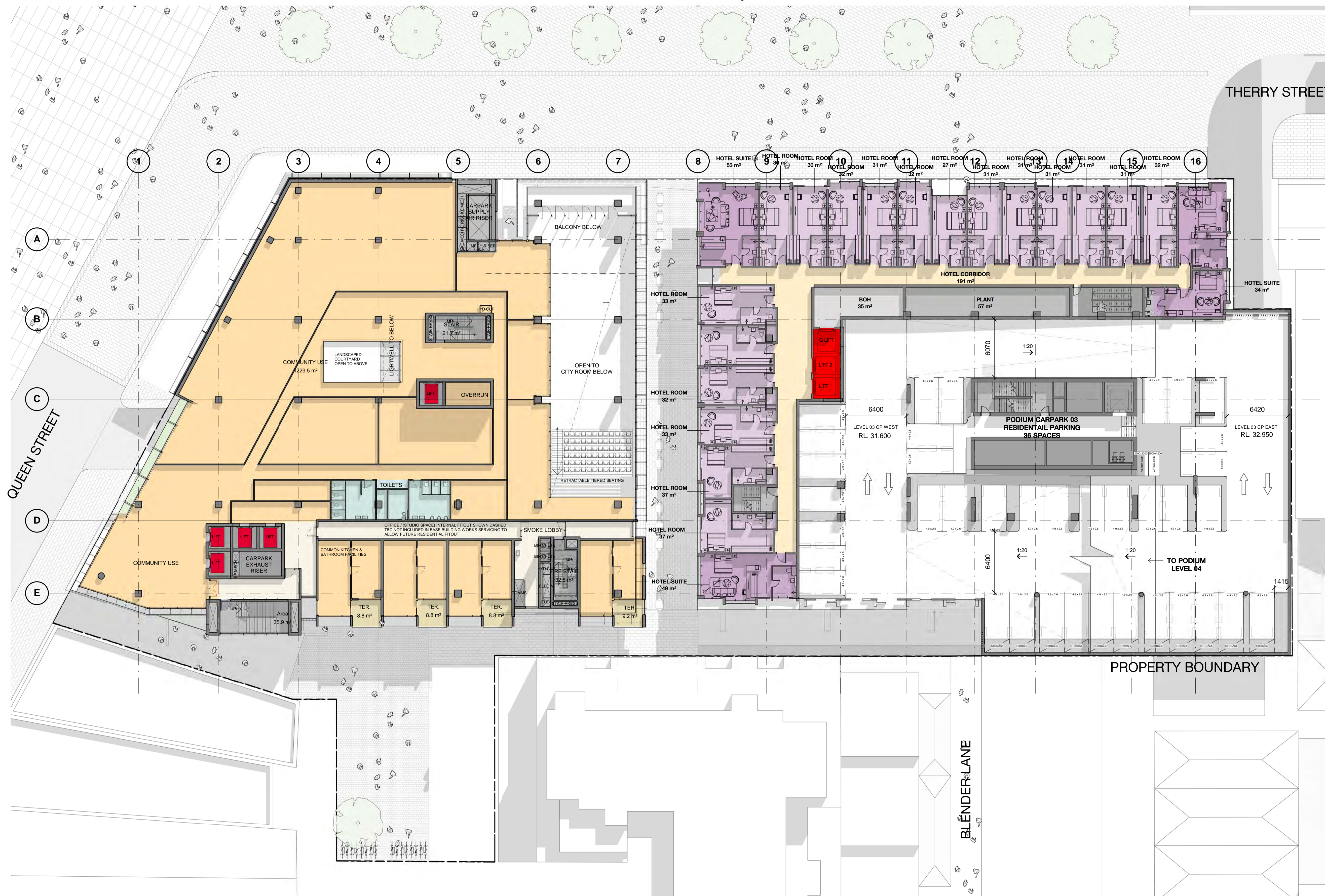
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Revision	Date	Description	Initial	Checked
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A	27/10/17	Issue for Info		
7	15/11/16	Issue for Info		
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4	28/10/16	Issue for Info		
3	27/10/16	Issue for Info		
2	19/10/16	Issue for Info		
1	13/10/16	Issue for Info		

QVM Munro

Key Plan
Level 03 Plan

Status: Project Status

Scale: 1 : 200 @ A1

Drawn: Author Checked: Checker

Project No: M11988

Plot Date: 5/12/2017 12:12:09 PM

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Drawing no: **A02.030** Revision: **B**

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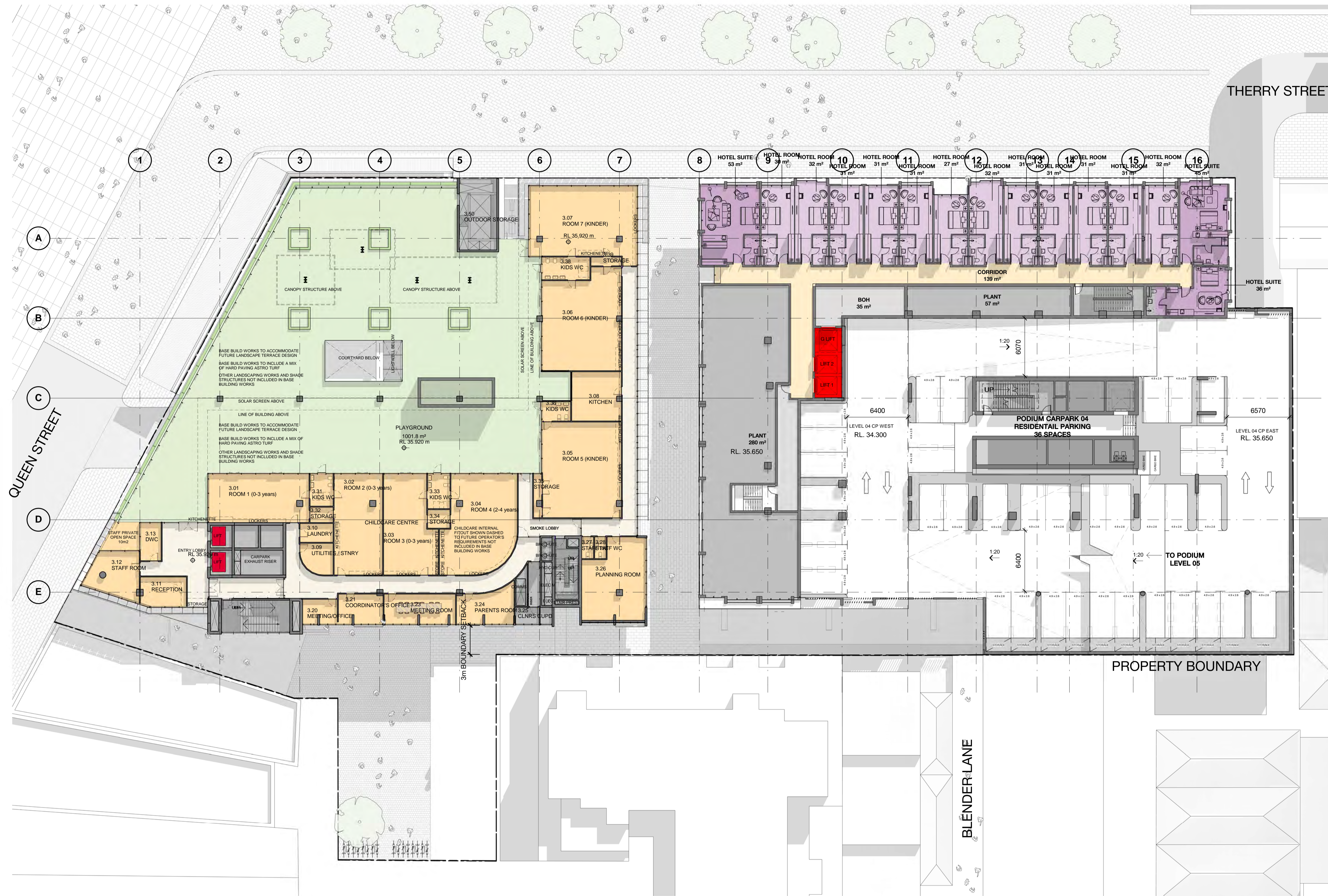
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4	28/10/16	Issue for Info		
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2	19/10/16	Issue for Info		
1	13/10/16	Issue for Info		

QVM Munro

Key Plan
Level 04 Plan

Status: Project Status

Scale: 1 : 200 @ A1

Drawn: Author Checked: Checker

Project No: M11988

Plot Date: 5/12/2017 12:13:17 PM

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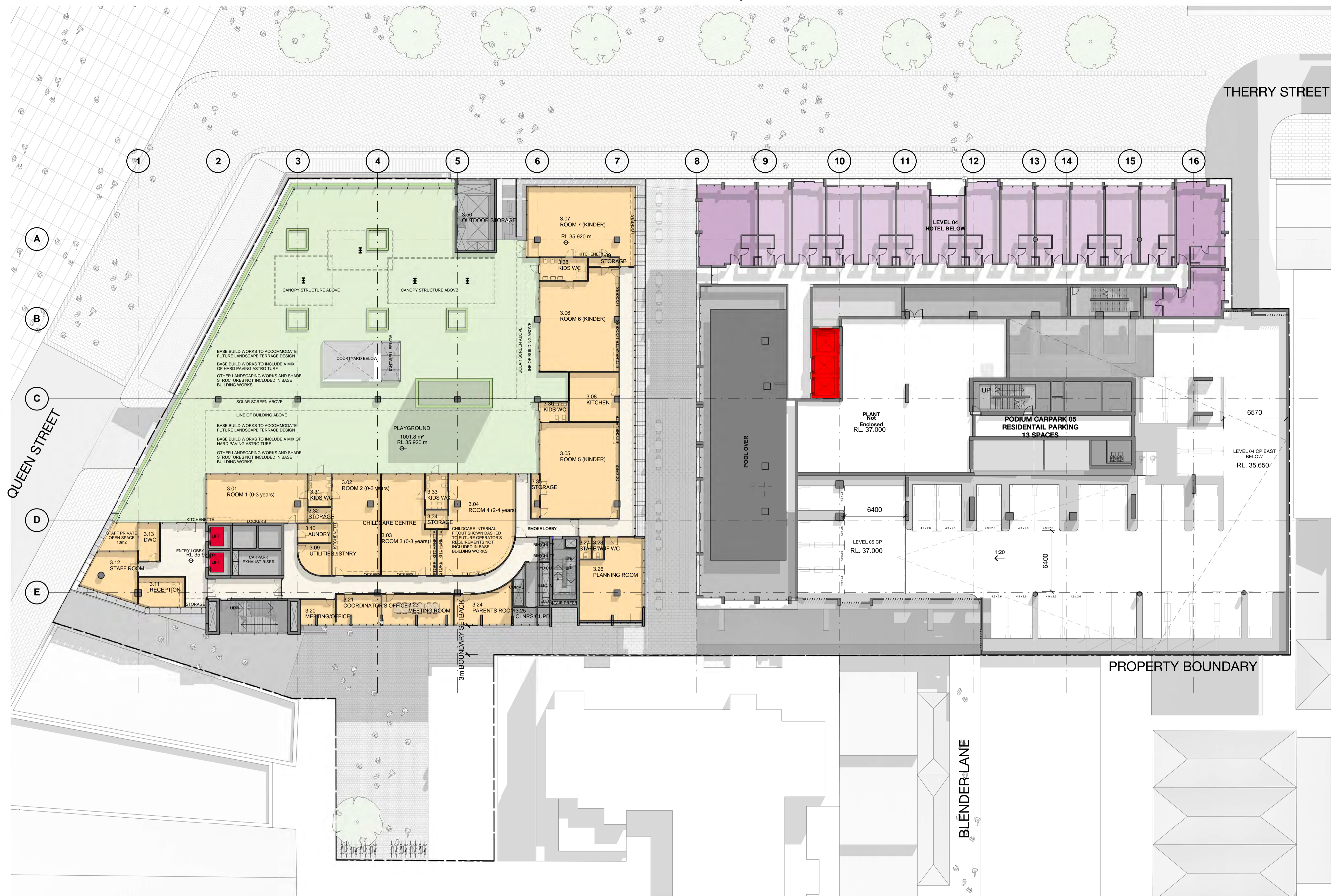
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2	28/10/16	Issue for Info		
1	27/10/16	Issue for Info		
	19/10/16	Issue for Info		
	13/10/16	Issue for Info		

QVM Munro

Key Plan
Level 04 Mezzanine Plan



Status	Project Status
Scale	1 : 200 @ A1
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	5/12/2017 12:14:23 PM

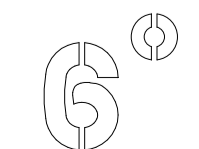
Drawing no.	Revision
A02.045	B

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4	28/10/16	Issue for Info		
3	27/10/16	Issue for Info		
2	19/10/16	Issue for Info		
1	13/10/16	Issue for Info		

QVM Munro

Key Plan
Level 05 Amenities Plan

Status: Project Status
Scale: 1 : 200 @ A1
Drawn: Author Checked: Checker
Project No: M11988
Plot Date: 5/12/2017 12:15:21 PM
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Drawing no. **A02.050** Revision **C**

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Revision	Date	Issued for Info	Description	Initial	Checked
B	1/12/17	Issued for Info			
A	01/09/17	Issued for Info			

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Key Plan
Level 10 Low Rise Residential Plan

Status	Project Status
Scale	1 : 200 @ A1
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	17/01/2018 11:24:27 AM

Drawing no.	Revision
A02.100	B

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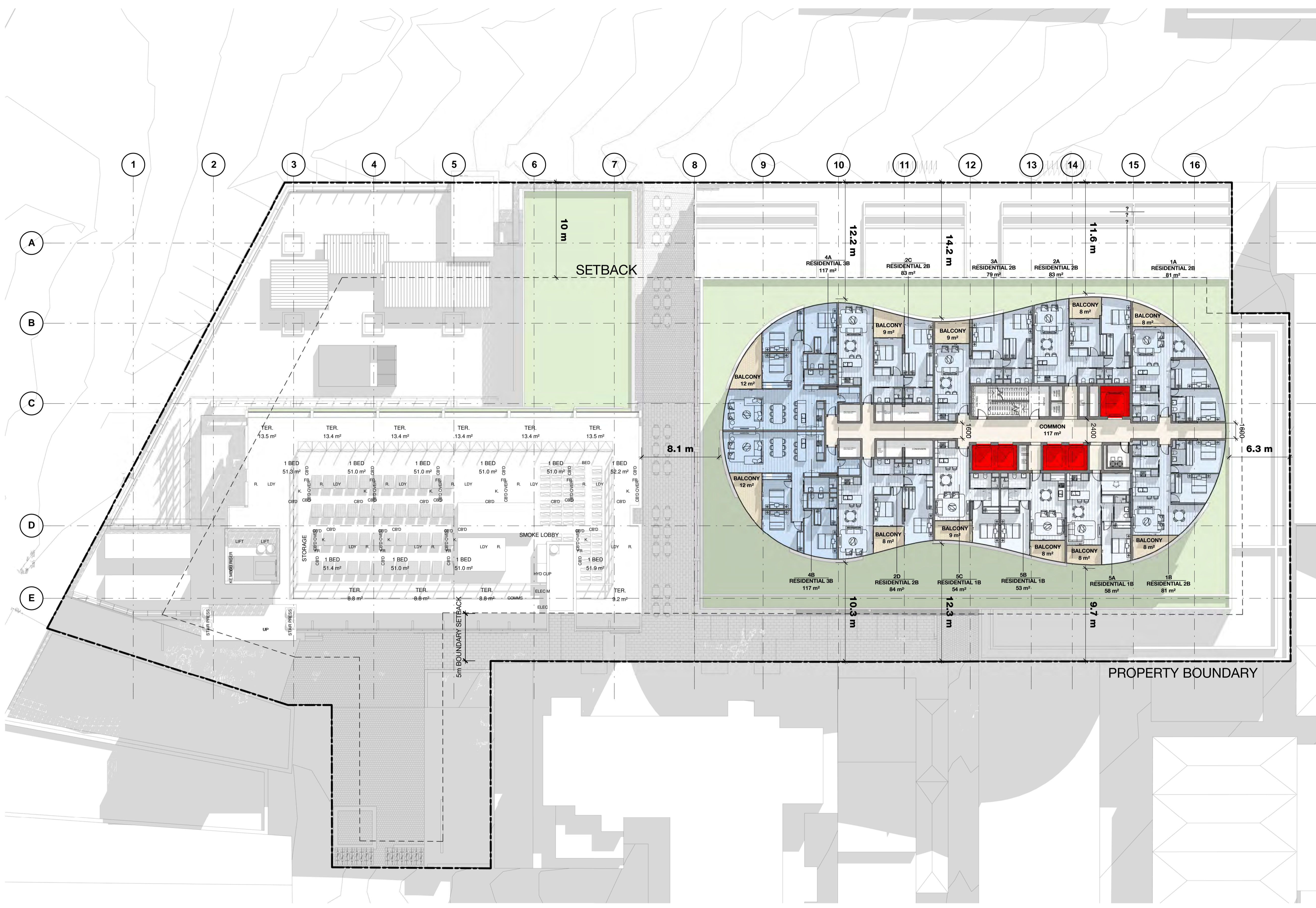
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Revision	Date	Description	Initial	Checked
C	1/12/17	Issued for Info		
B	27/10/17	Issued for Info		
A	05/06/17	Issued for Coordination		

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Key Plan
Level 20 Mid Rise Residential Plan



Status	Project Status
Scale	1 : 200 @ A1
Drawn	AM Checked CD
Project No.	M11988
Plot Date	17/01/2018 11:27:15 AM
BIM	

Drawing no.	Revision
A02.200	C

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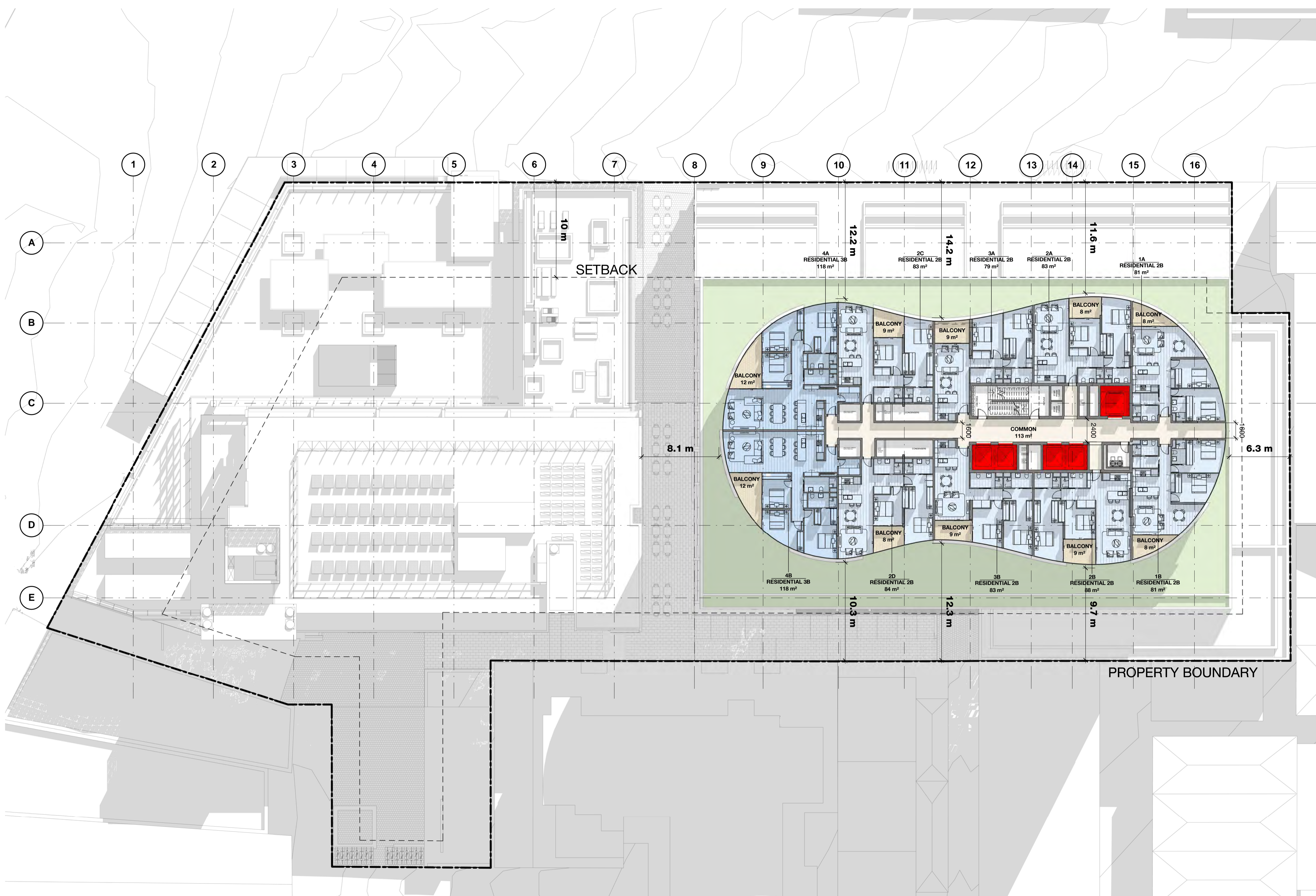
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C	1/12/17	Issued for Info			
B	27/10/17	Issued for Info			
A	01/09/17	Issued for Info			

QVM Munro

Key Plan
Level 30 High Rise Residential Plan



Status	Project Status
Scale	1 : 200 @ A1
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	17/01/2018 11:29:09 AM
BIM	

Drawing no. **A02.300** Revision **C**

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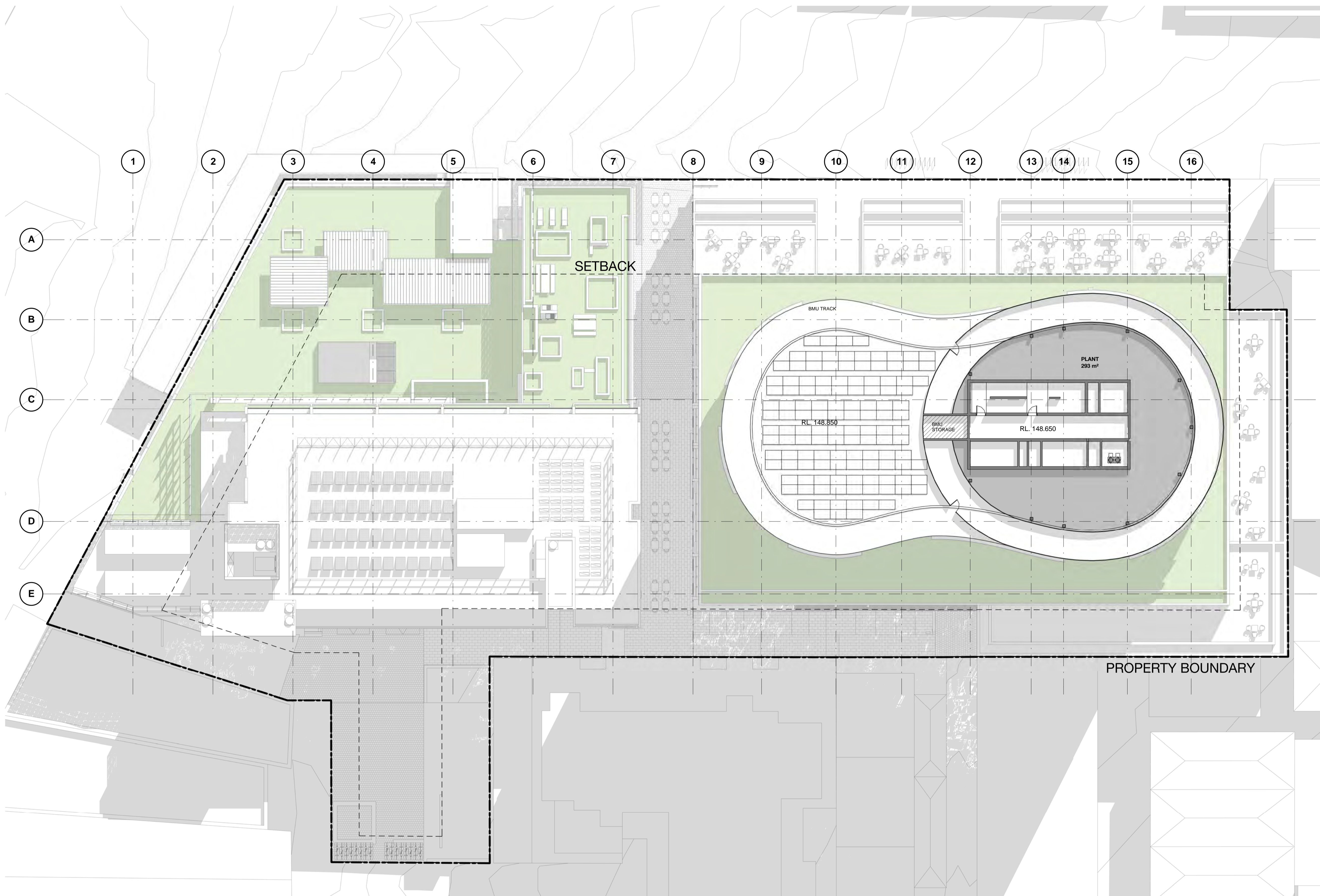
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\\mel-4p-01\homes\GRP\Desktop\M11988_QVM\RV117 Local Files\M11988 - QVM - BS_ARCH_PG.rvt



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Revision	Date	Description	Initial	Checked
A	1/12/17	Issued for info		

QVM Munro

Level 39 Plant



Status	Project Status
Scale	1 : 200 @ A1
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	1/12/2017 11:06:06 AM

Drawing no.	Revision
A02.390	A

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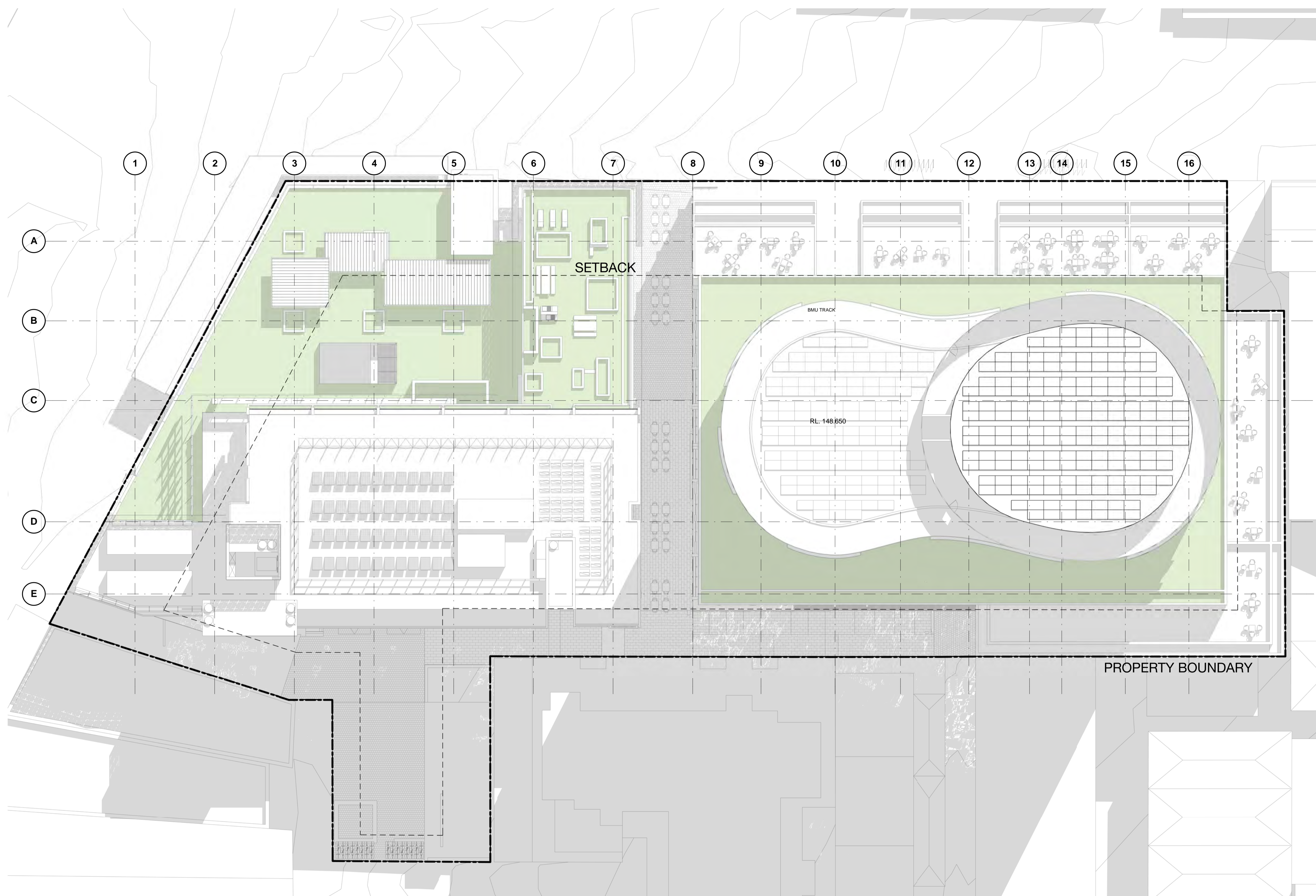
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Revision	Date	Issued for Info	Description	Initial	Checked
B	1/12/17	Issued for Info			
A	01/09/17	Issued for Info			

QVM Munro

Level 40 Roof Plan



Status	Project Status
Scale	1 : 200 @ A1
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	1/12/2017 11:07:20 AM

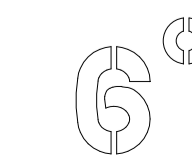
Drawing no.	Revision
A02.400	B

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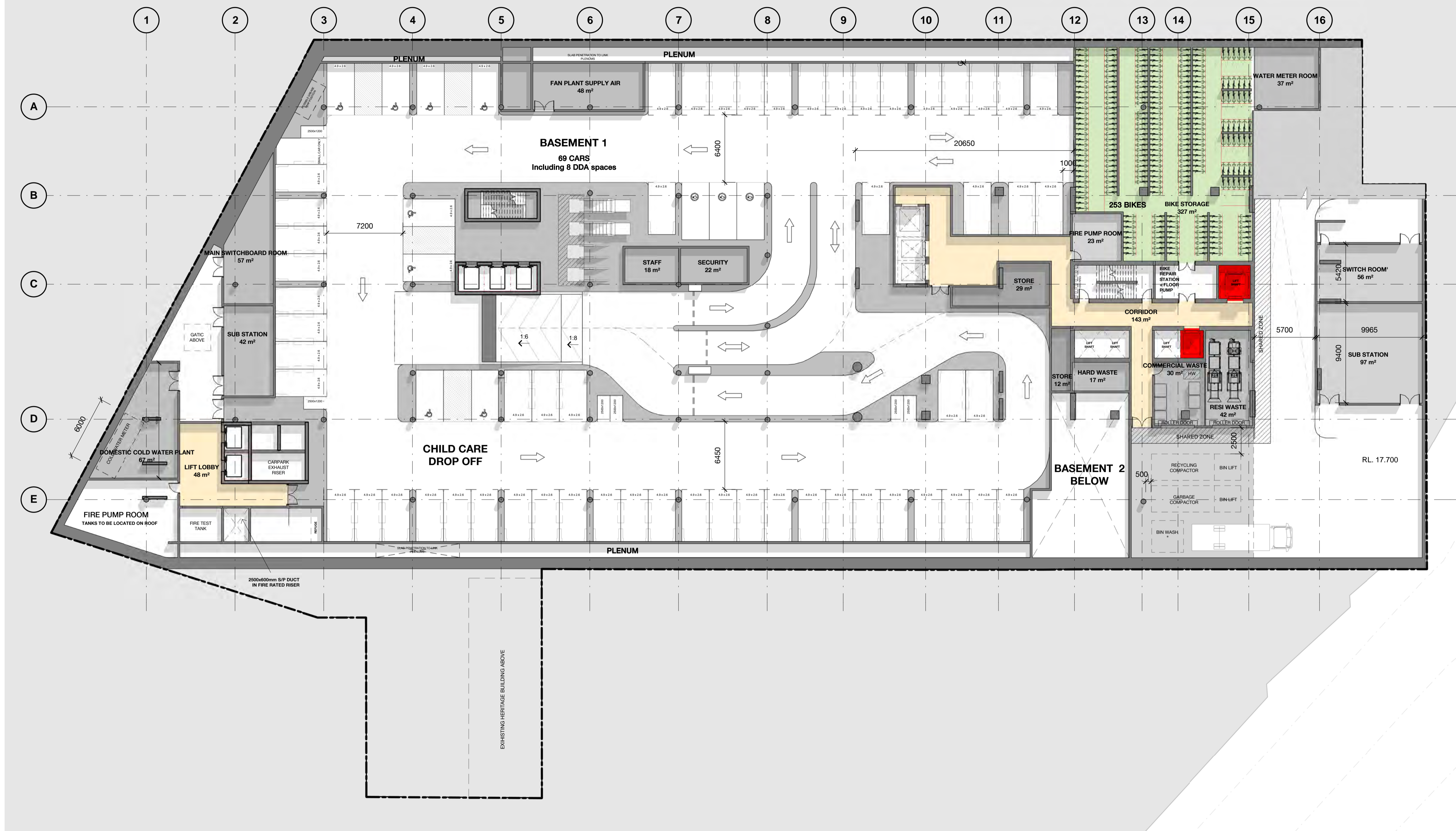


Client



Land Owner

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Revision	Date	Description	Initial	Checked
E	1/12/17	Issued for Info		
D	23/10/17	Issued for Info		
C	13/09/17	Issued for Info		
B	08/09/17	Issued for Info		
A	01/08/17	Issued for Info		
8	01/12/16	Issue for Info		
7	15/11/16	Issue for Info		
6	09/11/16	Issue for Info		
5	04/11/16	Issue for Info		
4	28/10/16	Issue for Info		
3	27/10/16	Issue for Info		
2	19/10/16	Issue for Info		
1	13/10/16	Issue for Info		

QVM Munro

Key Plan
Basement 01 Plan

Status: Project Status
 Scale: 1 : 200 @ A1
 Drawn: Author Checked Checker
 Project No: M11988
 Plot Date: 1/12/2017 11:08:03 AM
 BIM
 Drawing no: A02.B01 Revision: E

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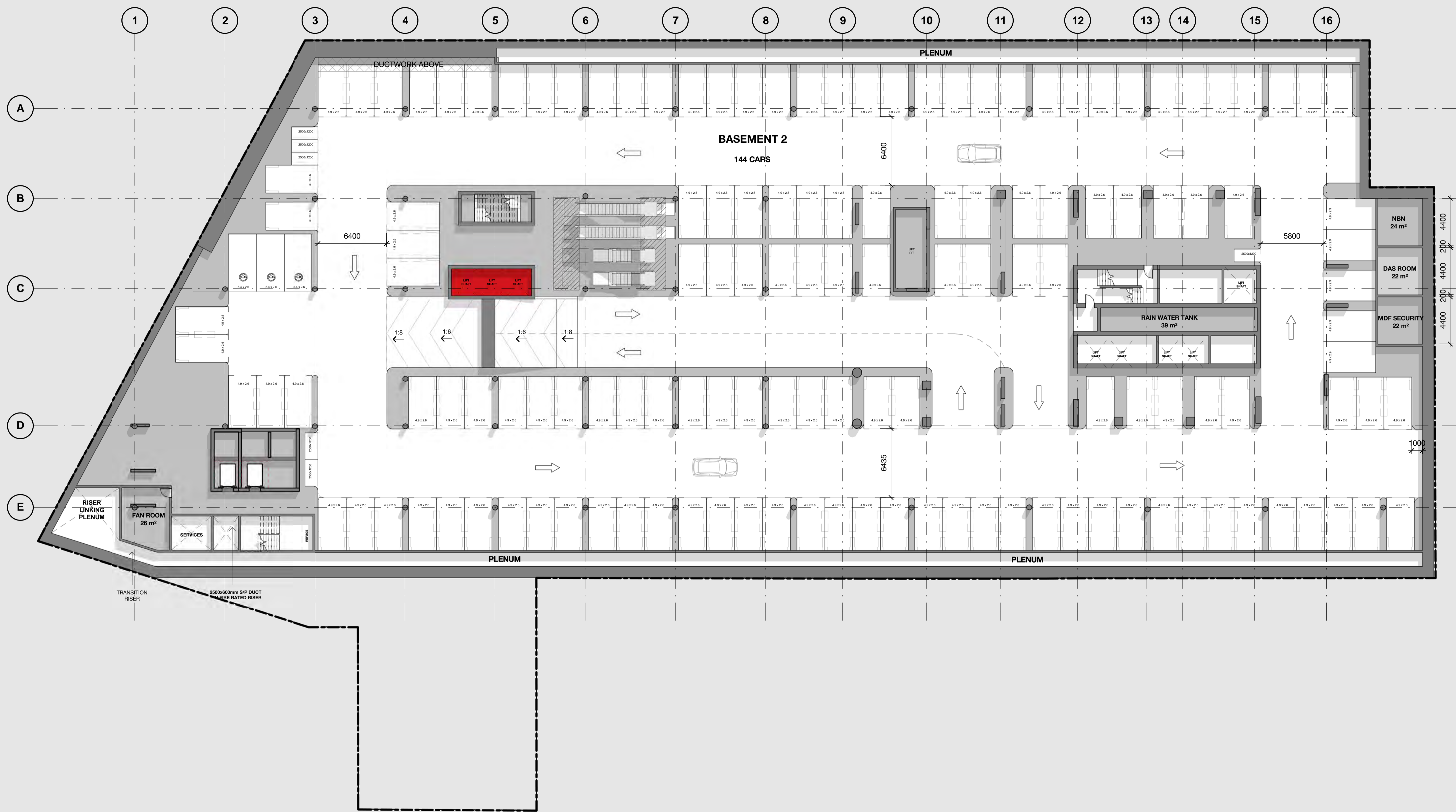
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Revision	Date	Issue for Info	Description	Initial	Checked
E	1/12/17	Issued for Info			
D	23/10/17	Issued for Info			
C	13/09/17	Issued for Info			
B	08/09/17	Issued for Info			
A	01/08/17	Issued for Info			
8	01/12/16	Issue for Info			
7	15/11/16	Issue for Info			
6	09/11/16	Issue for Info			
5	04/11/16	Issue for Info			
4	28/10/16	Issue for Info			
3	27/10/16	Issue for Info			
2	19/10/16	Issue for Info			
1	13/10/16	Issue for Info			

QVM Munro

Key Plan
Basement 02 Plan



Status	Project Status
Scale	1 : 200 @ A1
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	1/12/2017 11:08:14 AM

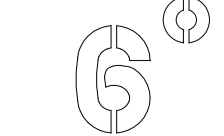
Drawing no.	Revision
A02.B02	E

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Revision	Date	Issue for Info	Description	Initial	Checked
D	1/12/17	Issued for Info			
C	23/10/17	Issued for Info			
B	08/09/17	Issued for Info			
A	01/08/17	Issued for Info			
8	01/12/16	Issue for Info			
7	15/11/16	Issue for Info			
6	09/11/16	Issue for Info			
5	04/11/16	Issue for Info			
4	28/10/16	Issue for Info			
3	27/10/16	Issue for Info			
2	19/10/16	Issue for Info			
1	13/10/16	Issue for Info			

QVM Munro

Key Plan
Basement 03 Plan



Status	Project Status
Scale	1 : 200 @ A1
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	1/12/2017 11:08:24 AM

Drawing no.	Revision
A02.B03	D

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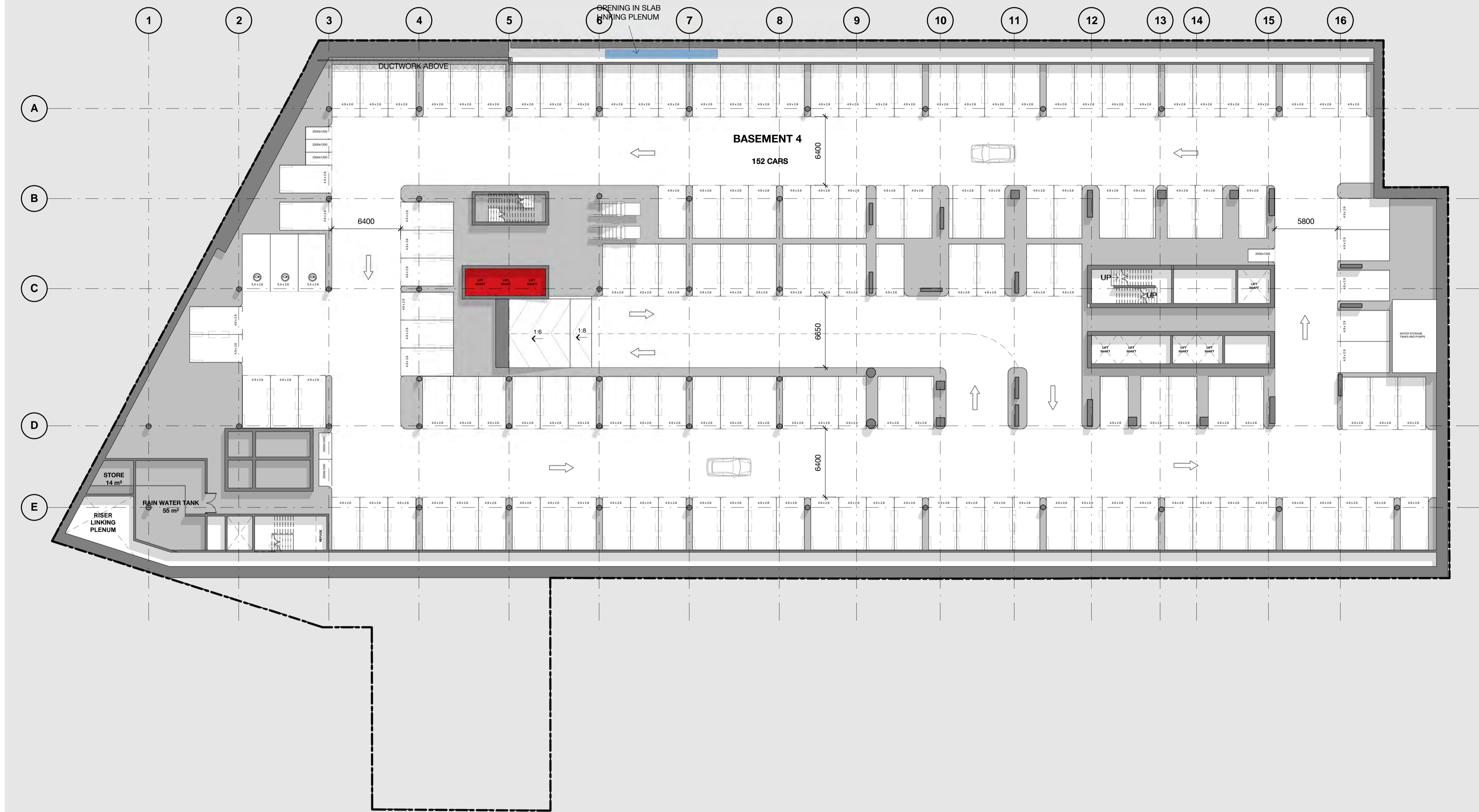
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Revision	Date	Issue for Info	Description	Initial	Checked
E	1/12/17	Issue for Info			
D	23/10/17	Issue for Info			
C	08/09/17	Issue for Info			
B	01/09/17	Issue for Info			
A	05/06/17	Issue for Coordination			
8	01/12/16	Issue for Info			
7	15/11/16	Issue for Info			
6	09/11/16	Issue for Info			
5	04/11/16	Issue for Info			
4	28/10/16	Issue for Info			
3	27/10/16	Issue for Info			
2	19/10/16	Issue for Info			
1	13/10/16	Issue for Info			

QVM Munro

Key Plan
Basement 04 Plan



Status	Project Status
Scale	1 : 200 @ A1
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	1/12/2017 11:08:35 AM

Drawing no.	Revision
A02.B04	E

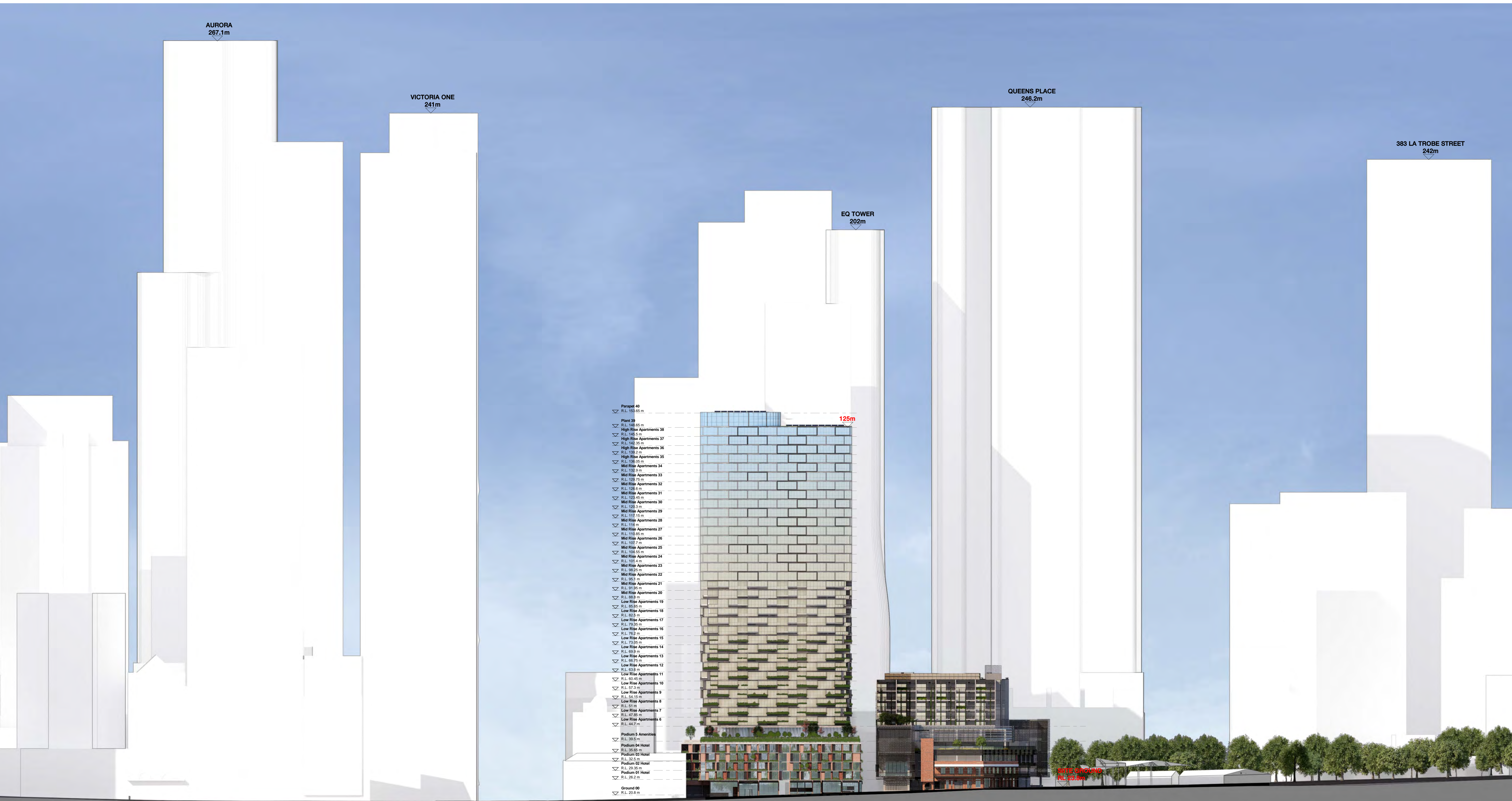
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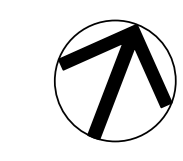


- Plant 39
- ▼ R.L. 162.66 m
- High Rise Apartments 38
- ▼ R.L. 162.66 m
- High Rise Apartments 37
- ▼ R.L. 162.66 m
- High Rise Apartments 36
- ▼ R.L. 162.66 m
- High Rise Apartments 35
- ▼ R.L. 162.66 m
- High Rise Apartments 34
- ▼ R.L. 162.66 m
- High Rise Apartments 33
- ▼ R.L. 162.66 m
- High Rise Apartments 32
- ▼ R.L. 162.66 m
- High Rise Apartments 31
- ▼ R.L. 162.66 m
- High Rise Apartments 30
- ▼ R.L. 162.66 m
- High Rise Apartments 29
- ▼ R.L. 162.66 m
- High Rise Apartments 28
- ▼ R.L. 162.66 m
- High Rise Apartments 27
- ▼ R.L. 162.66 m
- High Rise Apartments 26
- ▼ R.L. 162.66 m
- High Rise Apartments 25
- ▼ R.L. 162.66 m
- High Rise Apartments 24
- ▼ R.L. 162.66 m
- High Rise Apartments 23
- ▼ R.L. 162.66 m
- High Rise Apartments 22
- ▼ R.L. 162.66 m
- High Rise Apartments 21
- ▼ R.L. 162.66 m
- High Rise Apartments 20
- ▼ R.L. 162.66 m
- Low Rise Apartments 19
- ▼ R.L. 162.66 m
- Low Rise Apartments 18
- ▼ R.L. 162.66 m
- Low Rise Apartments 17
- ▼ R.L. 162.66 m
- Low Rise Apartments 16
- ▼ R.L. 162.66 m
- Low Rise Apartments 15
- ▼ R.L. 162.66 m
- Low Rise Apartments 14
- ▼ R.L. 162.66 m
- Low Rise Apartments 13
- ▼ R.L. 162.66 m
- Low Rise Apartments 12
- ▼ R.L. 162.66 m
- Low Rise Apartments 11
- ▼ R.L. 162.66 m
- Low Rise Apartments 10
- ▼ R.L. 162.66 m
- Low Rise Apartments 9
- ▼ R.L. 162.66 m
- Low Rise Apartments 8
- ▼ R.L. 162.66 m
- Low Rise Apartments 7
- ▼ R.L. 162.66 m
- Low Rise Apartments 6
- ▼ R.L. 162.66 m
- Podium 5 Amenities
- ▼ R.L. 162.66 m
- Podium 54 Hotel
- ▼ R.L. 162.66 m
- Podium 53 Hotel
- ▼ R.L. 162.66 m
- Podium 52 Hotel
- ▼ R.L. 162.66 m
- Podium 51 Hotel
- ▼ R.L. 162.66 m
- Ground 00
- ▼ R.L. 162.66 m

Revision	Date	Description	Initial	Checked
A	1/12/17	Issued for Info		

QVM Munro

North Elevation



Status	Project Status
Scale	1 : 500 @ A0
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	5/12/2017 11:18:27 AM
Plot File	

Drawing no.	Revision
A07.01	A

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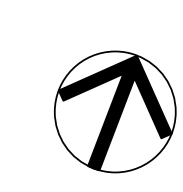


- Parapet 40 R.L. 153.65 m
- Plant 39 R.L. 148.00 m
- High Rise Apartments 38 R.L. 146.00 m
- High Rise Apartments 37 R.L. 142.00 m
- High Rise Apartments 36 R.L. 138.00 m
- High Rise Apartments 35 R.L. 134.00 m
- Mid Rise Apartments 34 R.L. 130.00 m
- Mid Rise Apartments 33 R.L. 126.00 m
- Mid Rise Apartments 32 R.L. 122.00 m
- Mid Rise Apartments 31 R.L. 118.00 m
- Mid Rise Apartments 30 R.L. 114.00 m
- Mid Rise Apartments 29 R.L. 110.00 m
- Mid Rise Apartments 28 R.L. 106.00 m
- Mid Rise Apartments 27 R.L. 102.00 m
- Mid Rise Apartments 26 R.L. 98.00 m
- Mid Rise Apartments 25 R.L. 94.00 m
- Mid Rise Apartments 24 R.L. 90.00 m
- Mid Rise Apartments 23 R.L. 86.00 m
- Mid Rise Apartments 22 R.L. 82.00 m
- Mid Rise Apartments 21 R.L. 78.00 m
- Mid Rise Apartments 20 R.L. 74.00 m
- Low Rise Apartments 19 R.L. 70.00 m
- Low Rise Apartments 18 R.L. 66.00 m
- Low Rise Apartments 17 R.L. 62.00 m
- Low Rise Apartments 16 R.L. 58.00 m
- Low Rise Apartments 15 R.L. 54.00 m
- Low Rise Apartments 14 R.L. 50.00 m
- Low Rise Apartments 13 R.L. 46.00 m
- Low Rise Apartments 12 R.L. 42.00 m
- Low Rise Apartments 11 R.L. 38.00 m
- Low Rise Apartments 10 R.L. 34.00 m
- Low Rise Apartments 9 R.L. 30.00 m
- Low Rise Apartments 8 R.L. 26.00 m
- Low Rise Apartments 7 R.L. 22.00 m
- Low Rise Apartments 6 R.L. 18.00 m
- Low Rise Apartments 5 R.L. 14.00 m
- Low Rise Apartments 4 R.L. 10.00 m
- Low Rise Apartments 3 R.L. 6.00 m
- Low Rise Apartments 2 R.L. 2.00 m
- Low Rise Apartments 1 R.L. 0.00 m
- Ground 00 R.L. 0.00 m

Revision	Date	Description	Initial	Checked
A	1/12/17	Issued for Info		

QVM Munro

South Elevation



Status	Project Status
Scale	1 : 500 @ A0
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	5/12/2017 11:18:36 AM
Plot File	

Drawing no.	Revision
A07.02	A

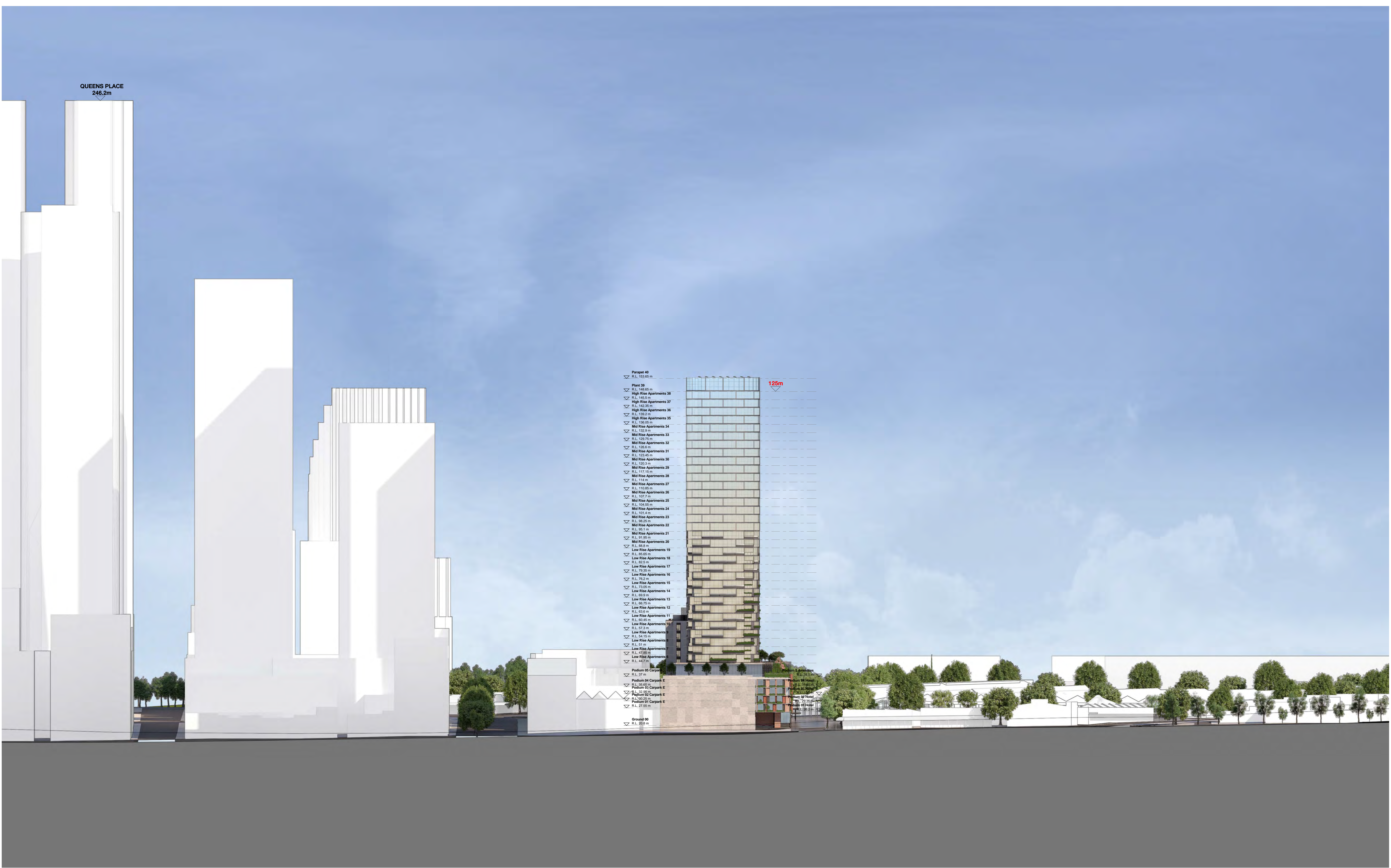
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- ▼ Perspective 40 R.L. 153.65 m
- ▼ Plane 38 R.L. 145.65 m
- ▼ High Rise Apartments 38 R.L. 145.65 m
- ▼ High Rise Apartments 37 R.L. 145.35 m
- ▼ High Rise Apartments 36 R.L. 145.05 m
- ▼ High Rise Apartments 35 R.L. 144.75 m
- ▼ Mid Rise Apartments 34 R.L. 144.45 m
- ▼ Mid Rise Apartments 33 R.L. 144.15 m
- ▼ Mid Rise Apartments 32 R.L. 143.85 m
- ▼ Mid Rise Apartments 31 R.L. 143.55 m
- ▼ Mid Rise Apartments 30 R.L. 143.25 m
- ▼ Mid Rise Apartments 29 R.L. 142.95 m
- ▼ Mid Rise Apartments 28 R.L. 142.65 m
- ▼ Mid Rise Apartments 27 R.L. 142.35 m
- ▼ Mid Rise Apartments 26 R.L. 142.05 m
- ▼ Mid Rise Apartments 25 R.L. 141.75 m
- ▼ Mid Rise Apartments 24 R.L. 141.45 m
- ▼ Mid Rise Apartments 23 R.L. 141.15 m
- ▼ Mid Rise Apartments 22 R.L. 140.85 m
- ▼ Mid Rise Apartments 21 R.L. 140.55 m
- ▼ Mid Rise Apartments 20 R.L. 140.25 m
- ▼ Low Rise Apartments 19 R.L. 139.95 m
- ▼ Low Rise Apartments 18 R.L. 139.65 m
- ▼ Low Rise Apartments 17 R.L. 139.35 m
- ▼ Low Rise Apartments 16 R.L. 139.05 m
- ▼ Low Rise Apartments 15 R.L. 138.75 m
- ▼ Low Rise Apartments 14 R.L. 138.45 m
- ▼ Low Rise Apartments 13 R.L. 138.15 m
- ▼ Low Rise Apartments 12 R.L. 137.85 m
- ▼ Low Rise Apartments 11 R.L. 137.55 m
- ▼ Low Rise Apartments 10 R.L. 137.25 m
- ▼ Low Rise Apartments 9 R.L. 136.95 m
- ▼ Low Rise Apartments 8 R.L. 136.65 m
- ▼ Low Rise Apartments 7 R.L. 136.35 m
- ▼ Low Rise Apartments 6 R.L. 136.05 m
- ▼ Low Rise Apartments 5 R.L. 135.75 m
- ▼ Low Rise Apartments 4 R.L. 135.45 m
- ▼ Low Rise Apartments 3 R.L. 135.15 m
- ▼ Low Rise Apartments 2 R.L. 134.85 m
- ▼ Low Rise Apartments 1 R.L. 134.55 m
- ▼ Podium G1 Carpark R.L. 37 m
- ▼ Podium G4 Carpark E R.L. 36.45 m
- ▼ Podium G4 Carpark E R.L. 36.15 m
- ▼ Podium G2 Carpark E R.L. 35.85 m
- ▼ Podium G1 Carpark E R.L. 35.55 m
- ▼ Ground 00 R.L. 20 m

Revision	Date	Description	Initial	Checked
A	1/12/17	Issued for Info		

QVM Munro

East Elevation



Status: Project Status

Scale: 1 : 500 @ A0

Drawn: Author Checked Checker

Project No: M11988

Plot Date: 5/12/2017 11:18:45 AM

Plot File:

Drawing no. **A07.03** Revision **A**

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Revision	Date	Description	Initial	Checked
A	11/2017	Issued for Info		

QVM Munro

West Elevation

Status	Project Status
Scale	1 : 500 @ A0
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	5/12/2017 11:18:53 AM
Plot File	

Drawing no.	Revision
A07.04	A

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- ▽ Parapet 40
R.L. 153.65 m
- ▽ Plant 39
R.L. 149.65 m
- ▽ High Rise Apartments 38
R.L. 145.5 m
- ▽ High Rise Apartments 37
R.L. 142.35 m
- ▽ High Rise Apartments 36
R.L. 139.2 m
- ▽ High Rise Apartments 35
R.L. 136.05 m
- ▽ Mid Rise Apartments 34
R.L. 132.9 m
- ▽ Mid Rise Apartments 33
R.L. 129.75 m
- ▽ Mid Rise Apartments 32
R.L. 126.6 m
- ▽ Mid Rise Apartments 31
R.L. 123.45 m
- ▽ Mid Rise Apartments 30
R.L. 120.3 m
- ▽ Mid Rise Apartments 29
R.L. 117.15 m
- ▽ Mid Rise Apartments 28
R.L. 114 m
- ▽ Mid Rise Apartments 27
R.L. 110.85 m
- ▽ Mid Rise Apartments 26
R.L. 107.7 m
- ▽ Mid Rise Apartments 25
R.L. 104.55 m
- ▽ Mid Rise Apartments 24
R.L. 101.4 m
- ▽ Mid Rise Apartments 23
R.L. 98.25 m
- ▽ Mid Rise Apartments 22
R.L. 95.1 m
- ▽ Mid Rise Apartments 21
R.L. 91.95 m
- ▽ Mid Rise Apartments 20
R.L. 88.8 m
- ▽ Low Rise Apartments 19
R.L. 85.65 m
- ▽ Low Rise Apartments 18
R.L. 82.5 m
- ▽ Low Rise Apartments 17
R.L. 79.35 m
- ▽ Low Rise Apartments 16
R.L. 76.2 m
- ▽ Low Rise Apartments 15
R.L. 73.05 m
- ▽ Low Rise Apartments 14
R.L. 69.9 m
- ▽ Low Rise Apartments 13
R.L. 66.75 m
- ▽ Low Rise Apartments 12
R.L. 63.6 m
- ▽ Low Rise Apartments 11
R.L. 60.45 m
- ▽ Low Rise Apartments 10
R.L. 57.3 m
- ▽ Low Rise Apartments 9
R.L. 54.15 m
- ▽ Low Rise Apartments 8
R.L. 51 m
- ▽ Low Rise Apartments 7
R.L. 47.85 m
- ▽ Low Rise Apartments 6
R.L. 44.7 m
- ▽ Podium 5 Amenities
R.L. 39.5 m
- ▽ Podium 04 Hotel
R.L. 35.65 m
- ▽ Podium 03 Hotel
R.L. 32.5 m
- ▽ Podium 02 Hotel
R.L. 29.35 m
- ▽ Podium 01 Hotel
R.L. 26.2 m
- ▽ Mezzanine 00-1
R.L. 23.5 m
- ▽ Ground 00
R.L. 20.8 m

125m

TYPE 03/04
R.L. 33.85

Revision	Date	Description	Initial	Checked
A	18/01/18	Issued for Info		

QVM Munro

North Elevation

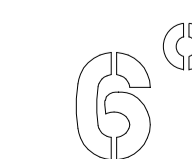
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Drawn	Author Checked Checker
Project No.	M11988
Plot Date	19/01/2018 3:25:10 PM
BIM	
Drawing no.	Revision
A07.09	A

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- Parapet 40
R.L. 153.65 m
- Plant 39
R.L. 148.65 m
- High Rise Apartments 38
R.L. 145.5 m
- High Rise Apartments 37
R.L. 142.35 m
- High Rise Apartments 36
R.L. 139.2 m
- High Rise Apartments 35
R.L. 136.05 m
- Mid Rise Apartments 34
R.L. 132.9 m
- Mid Rise Apartments 33
R.L. 129.75 m
- Mid Rise Apartments 32
R.L. 126.6 m
- Mid Rise Apartments 31
R.L. 123.45 m
- Mid Rise Apartments 30
R.L. 120.3 m
- Mid Rise Apartments 29
R.L. 117.15 m
- Mid Rise Apartments 28
R.L. 114 m
- Mid Rise Apartments 27
R.L. 110.85 m
- Mid Rise Apartments 26
R.L. 107.7 m
- Mid Rise Apartments 25
R.L. 104.55 m
- Mid Rise Apartments 24
R.L. 101.4 m
- Mid Rise Apartments 23
R.L. 98.25 m
- Mid Rise Apartments 22
R.L. 95.1 m
- Mid Rise Apartments 21
R.L. 91.95 m
- Mid Rise Apartments 20
R.L. 88.8 m
- Low Rise Apartments 19
R.L. 85.65 m
- Low Rise Apartments 18
R.L. 82.5 m
- Low Rise Apartments 17
R.L. 79.35 m
- Low Rise Apartments 16
R.L. 76.2 m
- Low Rise Apartments 15
R.L. 73.05 m
- Low Rise Apartments 14
R.L. 69.9 m
- Low Rise Apartments 13
R.L. 66.75 m
- Low Rise Apartments 12
R.L. 63.6 m
- Low Rise Apartments 11
R.L. 60.45 m
- Low Rise Apartments 10
R.L. 57.3 m
- Low Rise Apartments 9
R.L. 54.15 m
- Low Rise Apartments 8
R.L. 51 m
- Low Rise Apartments 7
R.L. 47.85 m
- Low Rise Apartments 6
R.L. 44.7 m
- Podium 5 Amenities
R.L. 39.5 m
- Podium 04 Hotel
R.L. 36.35 m
- Podium 03 Hotel
R.L. 32.5 m
- Podium 02 Hotel
R.L. 29.35 m
- Podium 01 Hotel
R.L. 26.2 m
- Mezzanine 00-1
R.L. 23.5 m
- Ground 00
R.L. 20.8 m

Revision	Date	Description	Initial	Checked
A	18/01/18	Issued for Info		

QVM Munro

South Elevation

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Drawn	Author Checked Checker
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Plot Date	19/01/2018 3:41:54 PM
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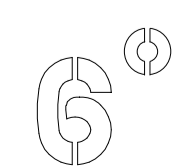
Drawing no.	Revision
A07.10	A

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- Podium 5 Amenities
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- Podium 04 Hotel
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- Podium 03 Hotel
R.L. 32.5 m
- Podium 02 Hotel
R.L. 29.35 m
- Podium 01 Hotel
R.L. 26.2 m
- Mezzanine 00-1
R.L. 23.5 m
- Ground 00
R.L. 20.8 m

125m

Revision	Date	Issued for Info	Description	Initial	Checked
A	18/01/18	Issued for Info			

QVM Munro

East Elevation

Status	Project Status
Scale	1 : 300 @ A1
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	19/01/2018 3:27:07 PM

Drawing no.	Revision
A07.11	A

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Podium 03 Hotel	R.L. 32.5 m
Podium 02 Hotel	R.L. 29.35 m
Podium 01 Hotel	R.L. 26.2 m
Mezzanine 00-1	
Ground 00	R.L. 20.8 m

Revision	Date	Description	Initial	Checked
A	18/01/18	Issued for Info		

QVM Munro

West Elevation

Status	Project Status
Scale	1 : 300 @ A1
Drawn	Author Checked Checker
Project No.	M11988
Plot Date	19/01/2018 3:25:11 PM
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Drawing no.	Revision
A07.12	A

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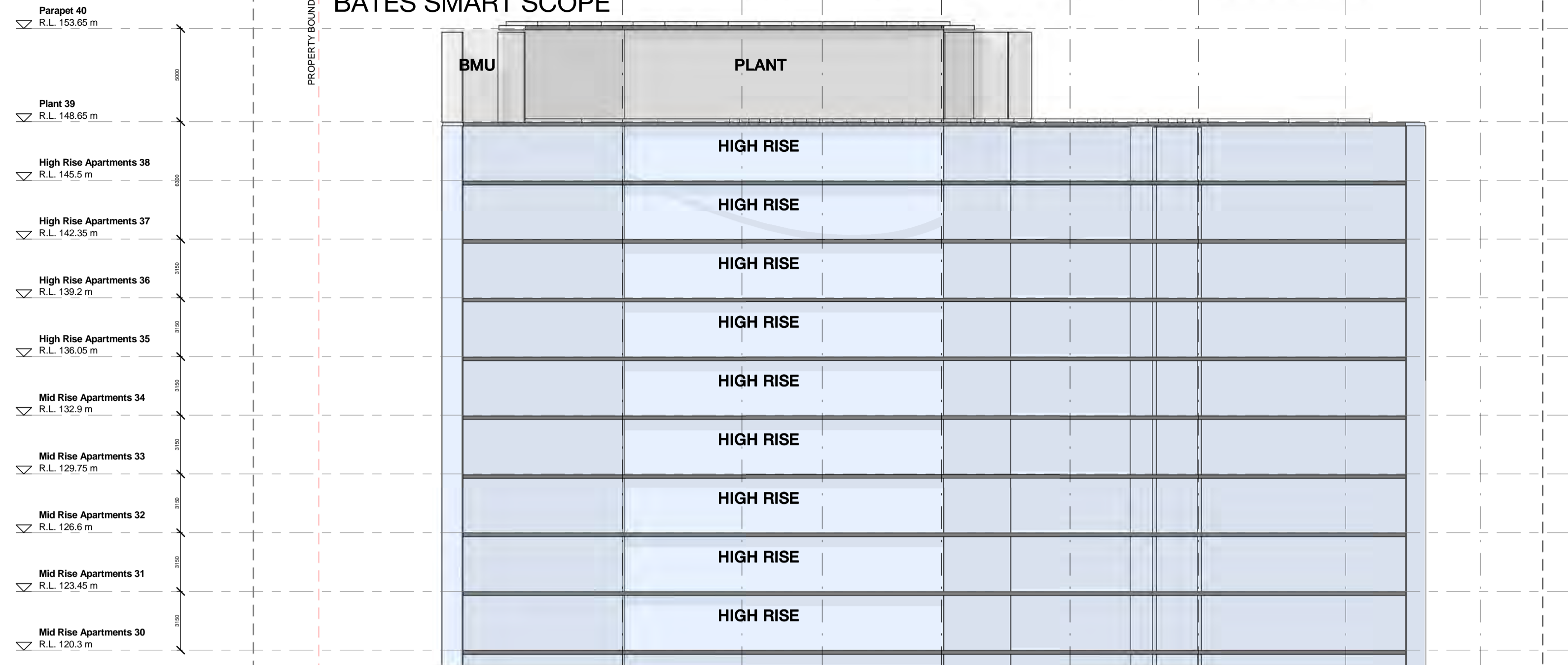
Bringing Property to Life



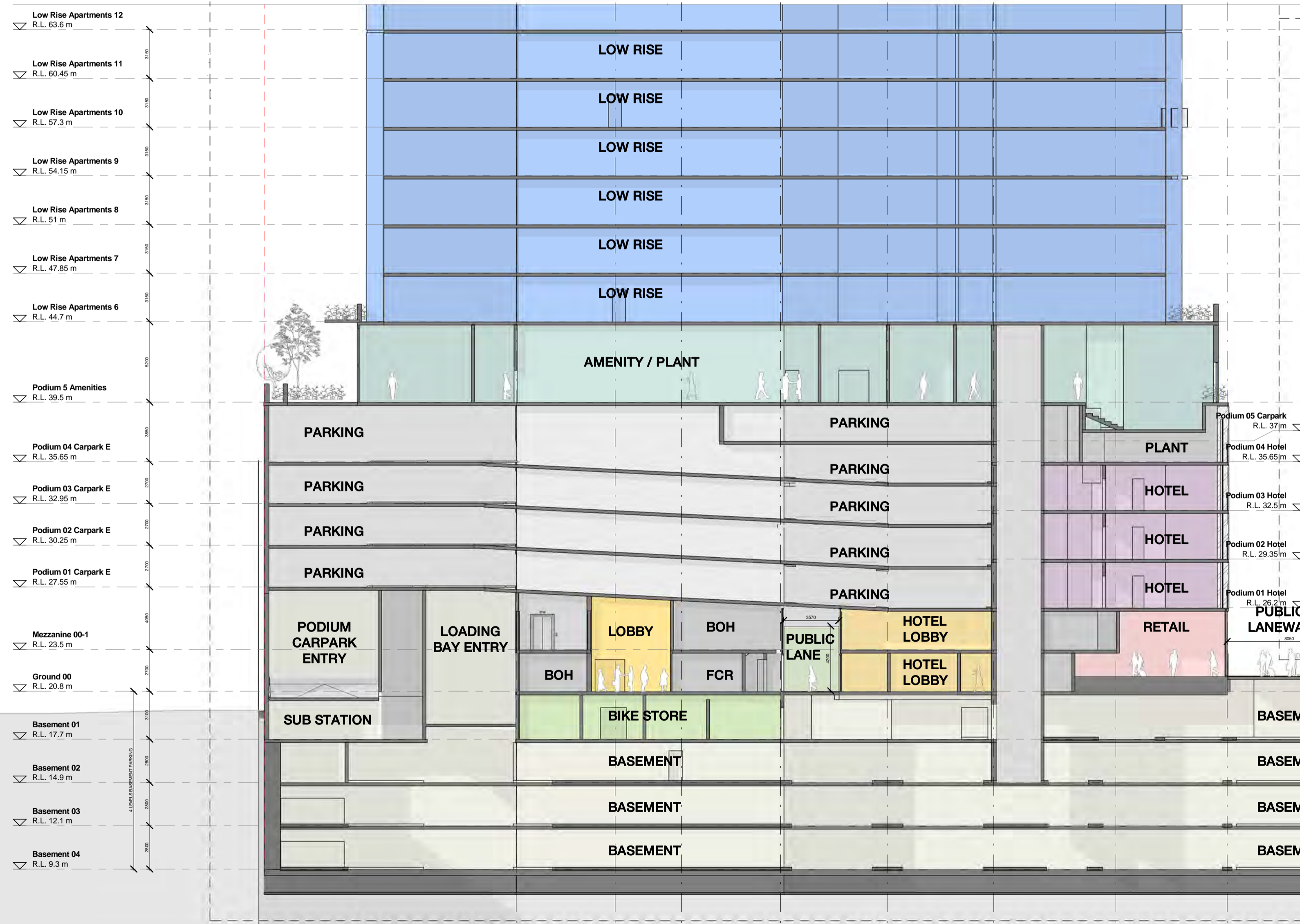
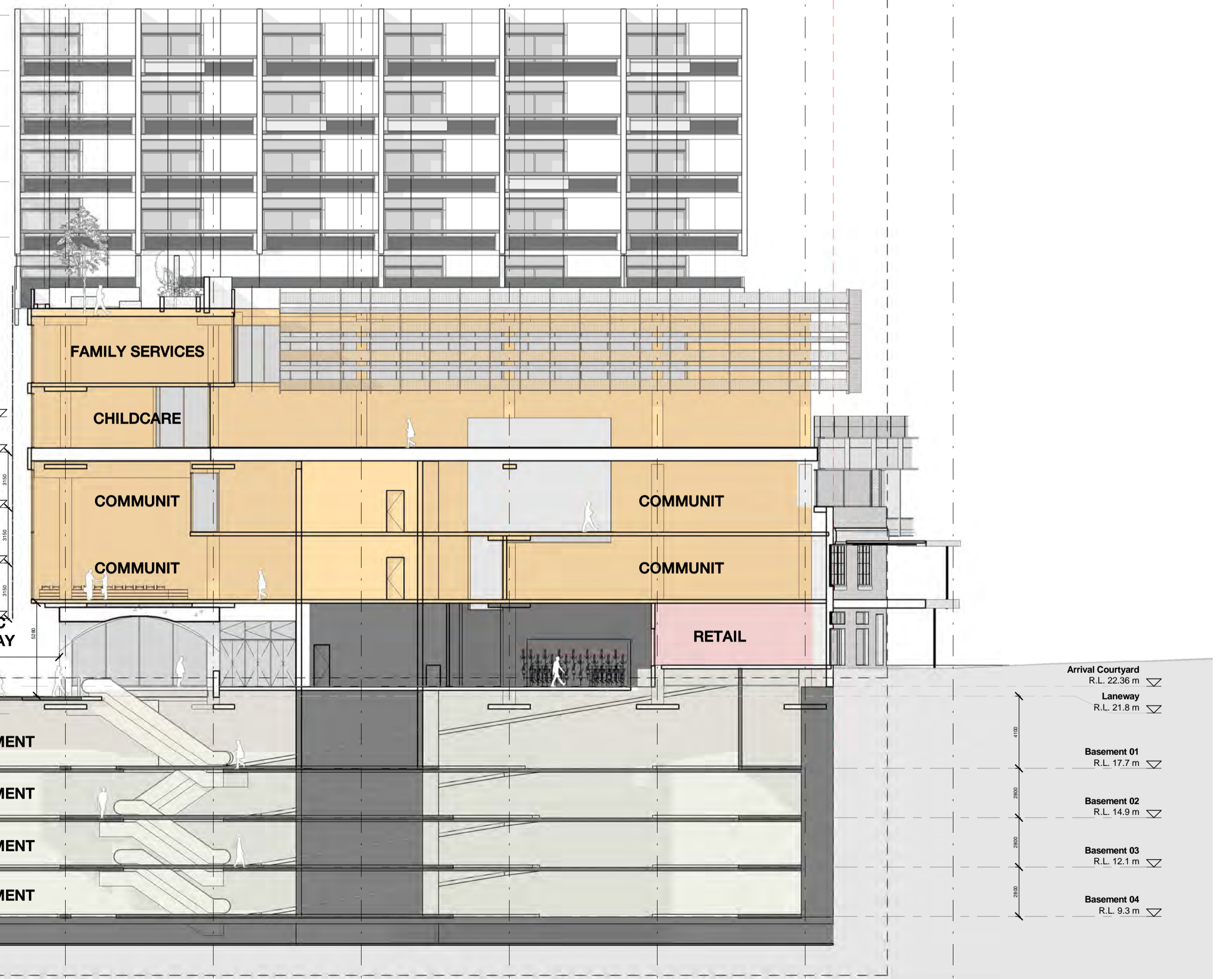
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BATES SMART SCOPE

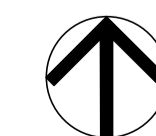


SIX DEGREES SCOPE



QVM Munro

General Arrangement Plan
Section AA - East/West Section



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Drawn	Author	Checked	Checker
Project no.	M11988		
Status	Project Status		
Plot Date	18/01/2018 4:21:42 PM		
BIM			
Drawing no.	A08.00	Revision	B

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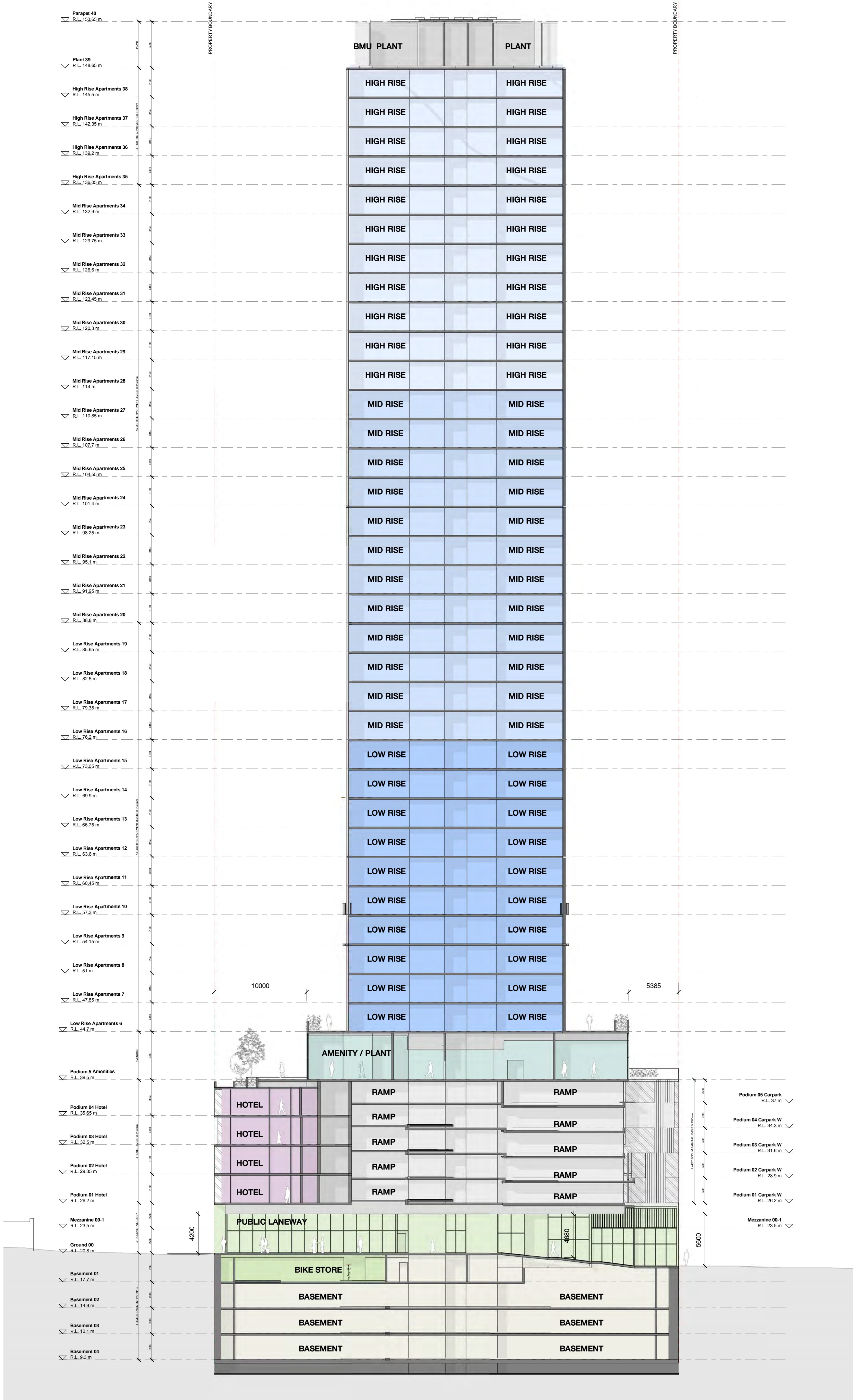
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Revision	Date	Description	Initial	Checked
B	1/2/17	Issued for info		
A	01/09/17	Issued for info		

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 Sydney NSW 2000
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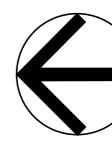
Bates Smart Pty Ltd ABN 70 004 999 400

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 Drawn: Author
 Project no: M11986
 Status: Project Status
 Plot Date: 18/07/2018 4:25:39 PM
 BIM

Checked: Checker
 Project Status: M11986
 Plot Date: 18/07/2018 4:25:39 PM
 BIM

Section BB - North/South Section

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Section BB - North/South Section

1/1/2017 Issued for info
 A 0/0/00/07 Issued for info
 Revision Date Description Initials Checked

BATESSMARTTM

Drawing no. **A08.01**
 Revision **B**



MATERIALITY AND FINISHES SCHEDULE

MATERIAL PALETTE

- /01. Facade Double Glazed System to Meet Environmental Performance 01
- /02. Facade Double Glazed System to Meet Environmental Performance 02
- /03. Lightweight Planting System
- /04. Bronze Coloured Metal framing
- /05. Dark Grey / Black Metal Glazing system
- /06. Brickwork / Bricksnaps
- /07. Bluestone / Stone Paving
- /08. Metal Mesh / Louvre System with Custom Perforation
- /09. Dark Grey Metal Wall Cladding



Facade Double Glazed System to Meet Environmental Performance 01



Facade Double Glazed System to Meet Environmental Performance 02



Lightweight Planting System



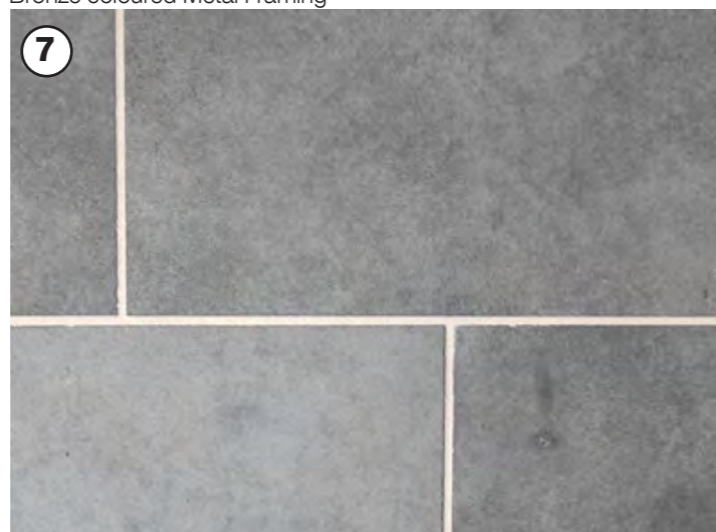
Bronze coloured Metal Framing



Dark Grey / Black Metal Glazing System



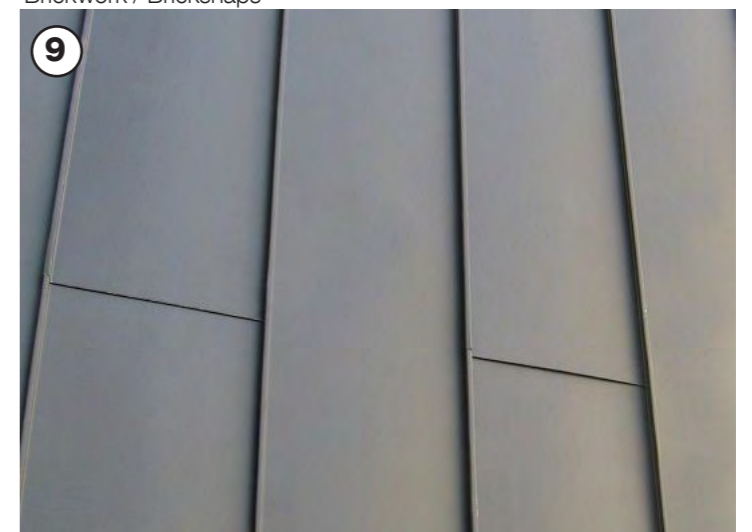
Brickwork / Bricksnaps



Bluestone / Stone Paving



Metal Mesh / Louvre System with Custom Perforation



Dark Grey Metal Wall Cladding

MATERIALITY AND FINISHES SCHEDULE

GLAZING, FRAMING, WALLS, PAVING

1A	Clear, low-iron vision glass, storey-high double glazed unit
1B	Clear, low-iron vision glass, storey-high double glazed with integrated sliding door unit
1C	Clear, low-iron vision glass, storey-high double glazed operable window
1D	Spandrel panel clear glass. Anodized aluminium backpan (colour and finish TBC)
1E	Clear glass balustrade with brushed stainless steel handrails and handrail supports
2	Storey-high double glazed clear vision glass for hotel
3A	Lightweight planter trough sandwich panel integrated into metal balustrade
3B	Lightweight planters (plant species and type refer to landscape dwgs)
4	Brushed satin bronze coloured metal framing to facade.
5	Glazing system and framing in dark grey / black anodized aluminium for shopfronts
6	Bricksnaps on external wall
7A	Entry driveway and public areas in bluestone cobblestone or similar stone paving. (Pattern design, stone colour, and size and finish TBC refer to landscape dwgs)
7B	Natural stone pavers to balconies and roof terraces. (Pattern design, stone tiles type, size and finish TBC refer to landscape dwgs)
8	Powdercoated dark grey metal mesh / louvre system with custom perforation
9	Powdercoated dark grey metal wall cladding

MATERIALITY NORTH ELEVATION



MATERIALITY WEST ELEVATION

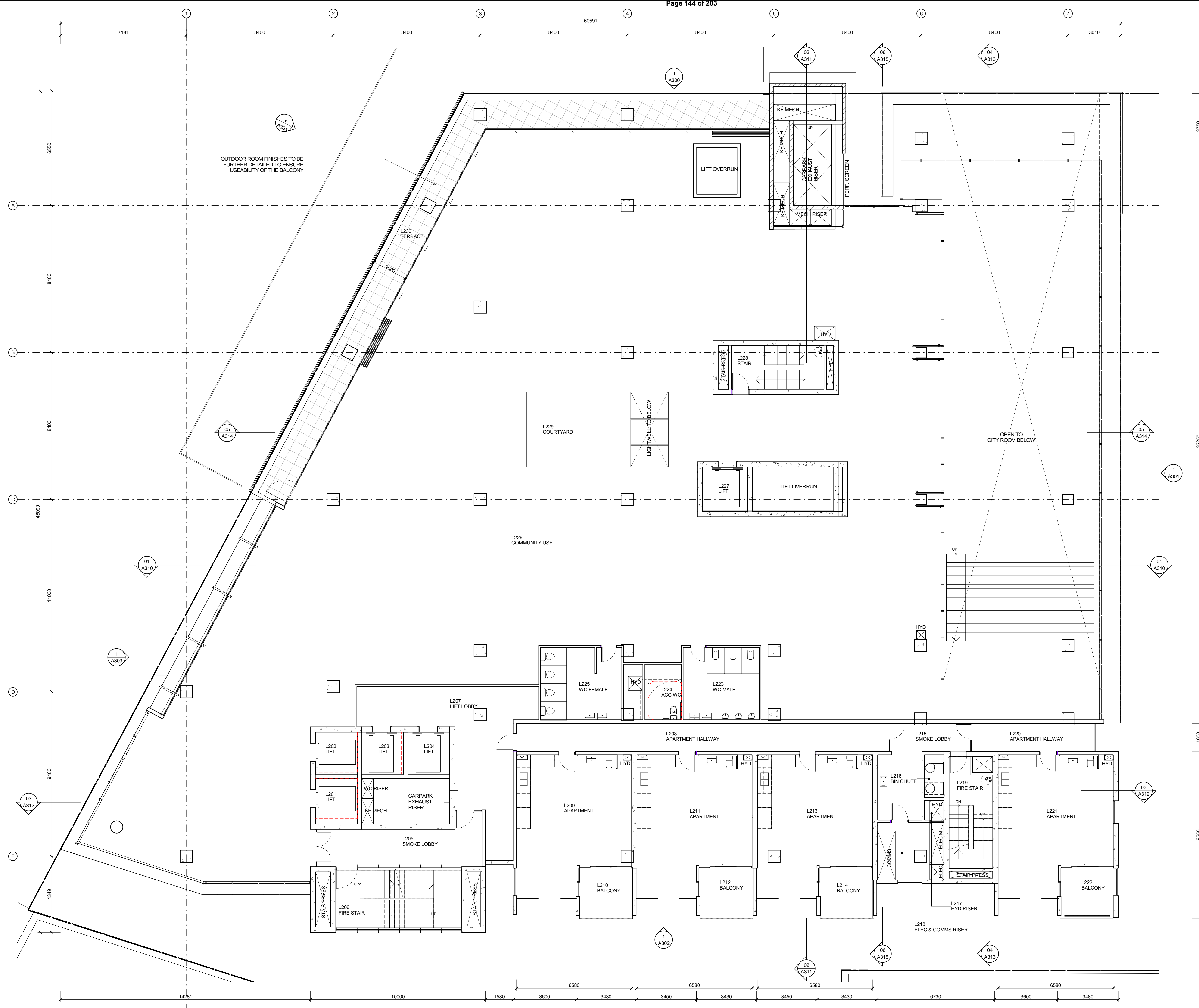


MATERIALITY SOUTH ELEVATION



MATERIALITY EAST ELEVATION





OUTDOOR ROOM FINISHES TO BE FURTHER DETAILED TO ENSURE USEABILITY OF THE BALCONY

GENERAL NOTES
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH SPECIFICATIONS, SCHEDULES AND OTHER CONTRACT DOCUMENTS.
 REFER TO STRUCTURAL ENGINEER'S DOCUMENTS FOR ALL STRUCTURAL REQUIREMENTS.
 ALL DIMENSIONS ARE TO BE CHECKED ON SITE PRIOR TO CONSTRUCTION. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.
 DO NOT SCALE DRAWING

ROOM SCHEDULE - LEVEL 02		
ROOM NO	ROOM NAME	AREA
L201	LIFT	6.2 m ²
L202	LIFT	5.8 m ²
L203	LIFT	5.7 m ²
L204	LIFT	5.7 m ²
L205	SMOKE LOBBY	25.1 m ²
L206	FIRE STAIR	26.2 m ²
L207	LIFT LOBBY	43.2 m ²
L208	APARTMENT HALLWAY	34.0 m ²
L209	APARTMENT	48.3 m ²
L210	BALCONY	8.8 m ²
L211	APARTMENT	48.5 m ²
L212	BALCONY	8.9 m ²
L213	APARTMENT	48.0 m ²
L214	BALCONY	8.9 m ²
L215	SMOKE LOBBY	17.3 m ²
L216	BIN CHUTE	2.7 m ²
L217	HYD RISER	1.2 m ²
L218	ELEC & COMMS RISER	12.2 m ²
L219	FIRE STAIR	14.6 m ²
L220	APARTMENT HALLWAY	11.3 m ²
L221	APARTMENT	48.5 m ²
L222	BALCONY	8.9 m ²
L223	WC MALE	18.0 m ²
L224	ACC WC	8.7 m ²
L225	WC FEMALE	18.1 m ²
L226	COMMUNITY USE	1372.7 m ²
L227	LIFT	6.6 m ²
L228	STAIR	13.3 m ²
L229	COURTYARD	34.9 m ²
L230	TERRACE	98.9 m ²

P3 For Information 14.03.2018
 P2 For Information 01.03.2018
 P1 For Information 22.02.2018

No.	REVISION	DATE

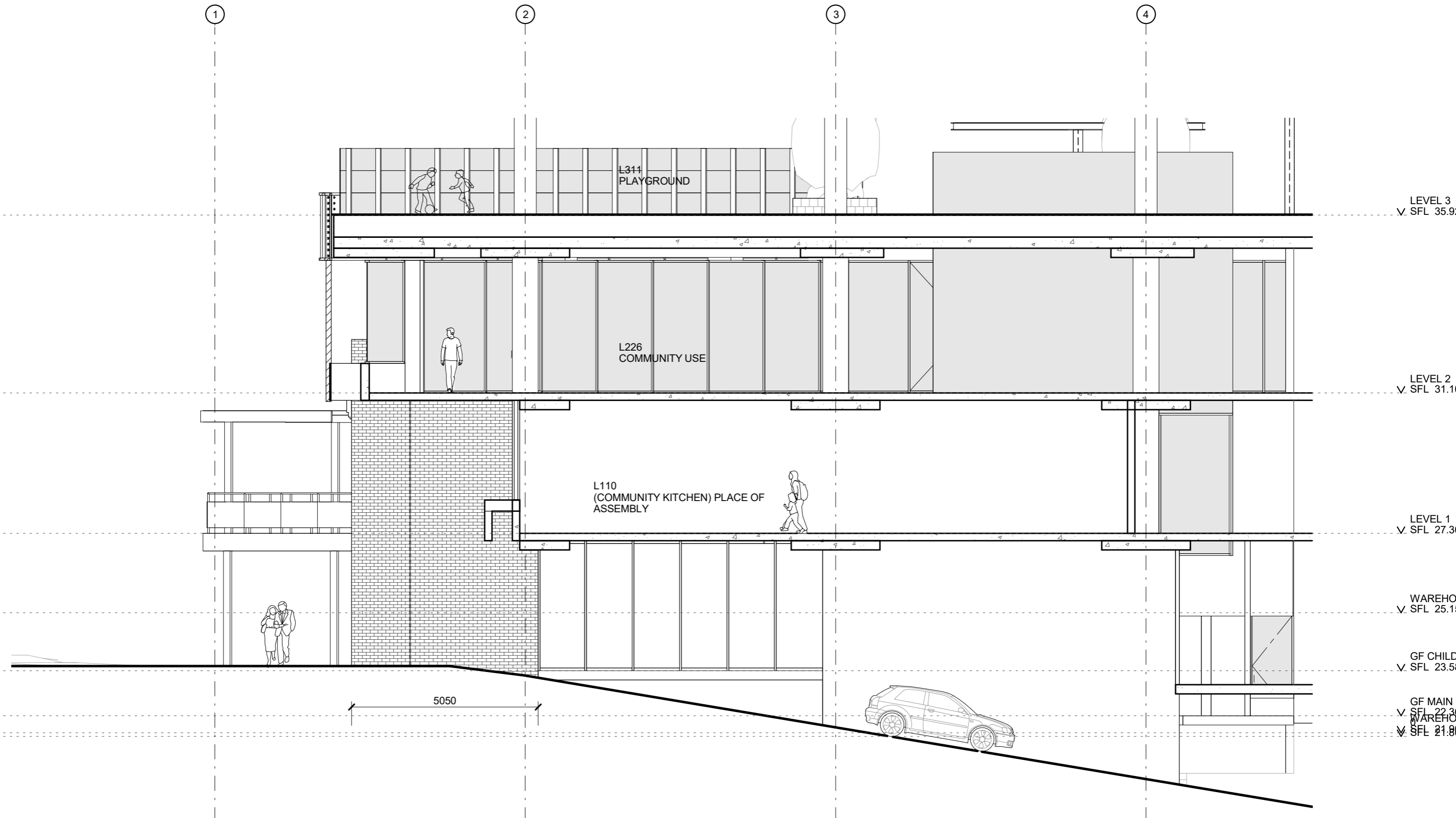
STATUS **PRELIMINARY**
NOT FOR CONSTRUCTION

ARCHITECTS **SIX DEGREES PTY LTD**
 110 ARGYLE STREET
 FITZROY VIC 3068
 A.C.N. 070 147 278
 T: +61 3 9635 6000
 F: +61 3 9635 6060

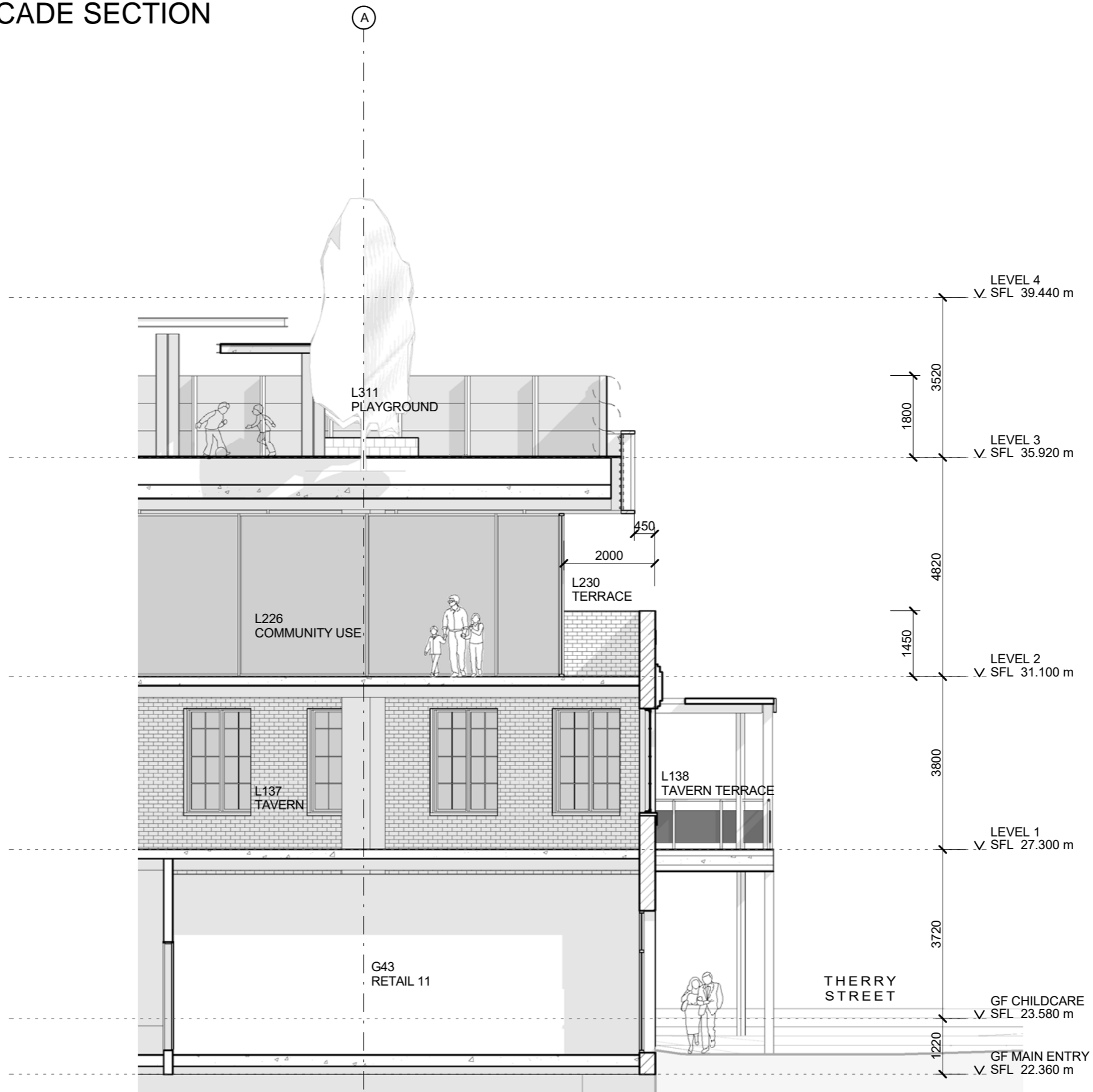
CLIENT **PDG**
 PROJECT **QVM**
 CNR OF QUEEN & TERRY ST
 MELBOURNE VIC

PROJECT No. 15027
 PLOT DATE 19/03/2018 10:24:19 AM
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 NORTH

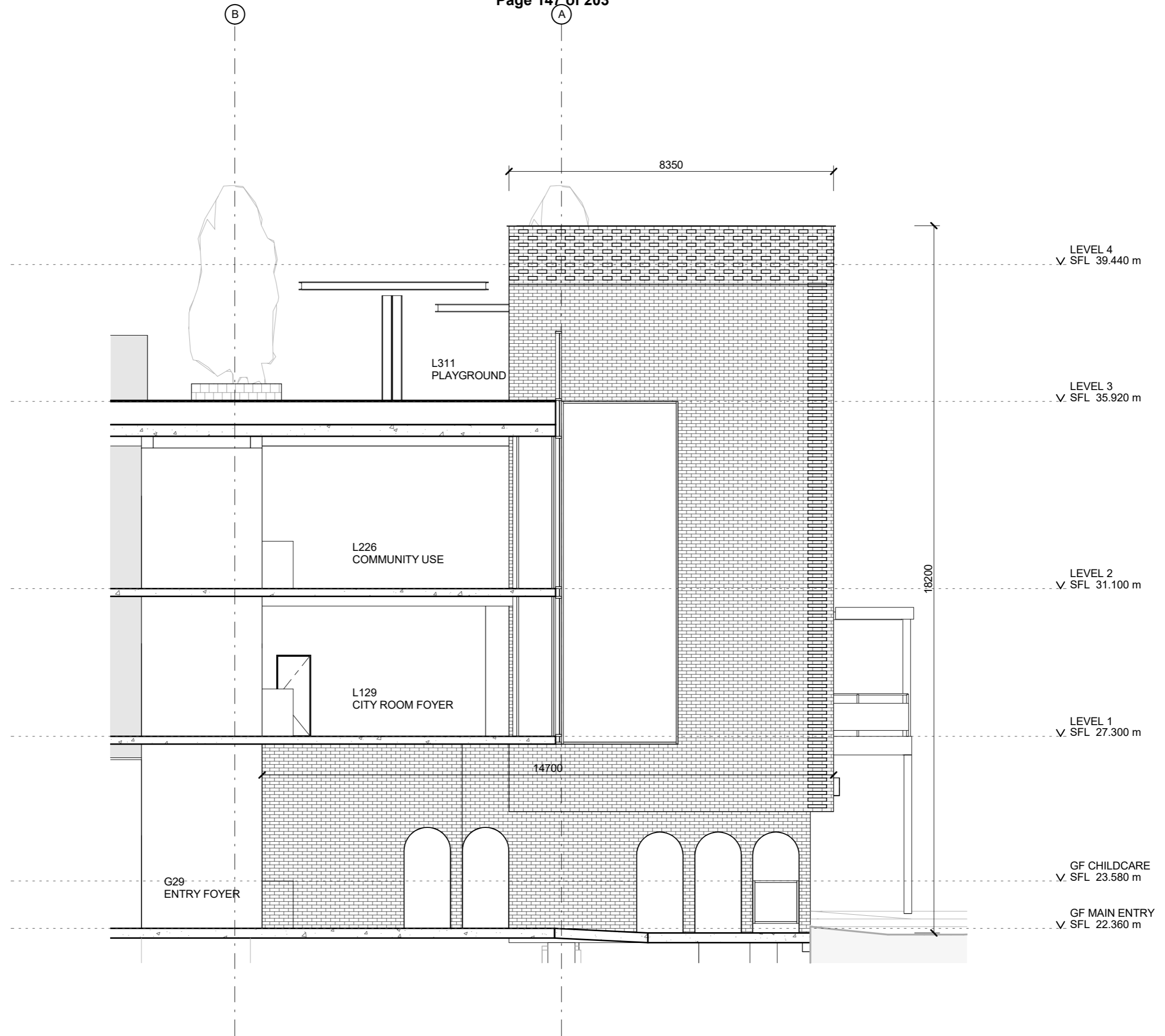
DRAWING TITLE **GA PLAN - LEVEL 02**
 DRAWING No. **A102 P3**



MUNRO WEST HUB - FACADE SECTION



MUNRO WEST HUB - LANEWAY SECTION



PLANNING REPORT

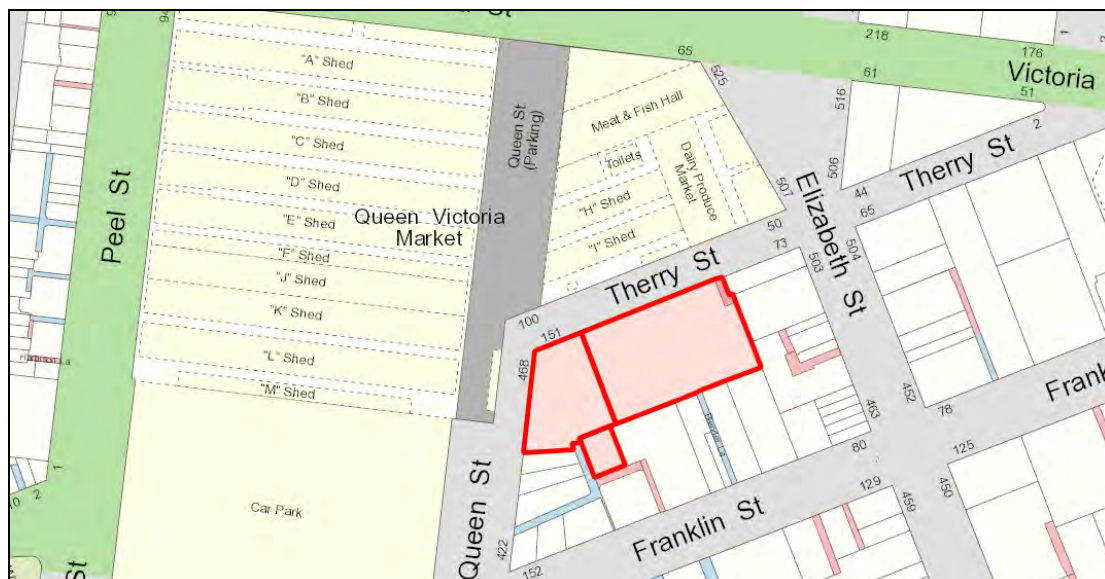
MINISTERIAL REFERRAL

Application number:	TPMR-2018-2
DELWP Application number:	PA1700314
Applicant / Owner / Architect:	PDG Corporation c/- Tract Conulstants / Melbourne City Council / Bates Smart and Six Degrees
Address:	93-141 Therry Street, MELBOURNE VIC 3000, 143-151 Therry Street, MELBOURNE VIC 3000, Rear 128-130 Franklin Street, MELBOURNE VIC 3000
Proposal:	Construction of a building and construction and carrying out of works, demolition, and use of land as a car park, childcare centre and tavern
Cost of works:	\$230,000,000
Date received by City of Melbourne:	22 January 2018
Report Date:	13 March 2018

1. SUBJECT SITE AND SURROUNDS

The subject land is located on the corner of Queen and Therry Streets, directly adjacent to the Queen Victoria Market (QVM).

Locality Plan



The land comprises three parcels known as:

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

The parcels of land are formally identified as Lots 1, 2, 3 and 4 on Title Plan TP249073U and Lot 1 on Title Plan PS 812421X.

In regard to each individual parcel of land it is noted:

- 93-141 Therry Street comprises a two storey brick building fronting Therry Street and is approximately 4,036sqm in area. The site is currently occupied by a variety of commercial uses.
- 143-151 Therry Street comprises a two storey brick building that sits on the south-east corner of the intersection of Queen Street and Therry Street and is approximately 1,933sqm in area. The site is currently occupied by the Mercat Cross Hotel and a range of other commercial uses.
- Rear of 128-130 Franklin Street, Melbourne comprises a two storey brick warehouse and is approximately 358sqm in area.

Overall the site has a frontage to Therry Street of approximately 100 metres in length, to Queen Street of approximately 54 metres and generally has a depth of approximately 50 metres (extending to 75 metres inclusive of rear of 128-130 Franklin Street). The overall site area is approximately 6,233sqm.

Aerial Photo



Surrounds

The subject site sits within the QVM precinct and given its size abuts several properties.

To the north of the site is Therry Street which is approximately 20 metres wide. Therry Street is a one-way street with parallel parking provided along the southern side of the street and 45 degree angle parking on the northern side. Over Therry

Street are a number of mature street trees, beyond which is an open plaza area adjacent to 'Shed I' of the QVM.

To the east of the site on Therry Street is a private laneway (PL5285) which adjoins a three storey early Victorian brick and bluestone building on the corner of Elizabeth and Therry Streets. Also to the east at 489 Elizabeth Street is the Jasper Hotel which is a nine storey concrete building with basement parking and 473-481 Elizabeth Street, Melbourne which is the Queen Victoria Mews, a former warehouse, store and retail complex of three buildings.

To the south of the site are a number of properties as identified in the application documentation including:

- 100 Franklin Street (Burbank House - a five storey brick former warehouse and workshop with a basement);
- 104 Franklin Street (Association House – a three storey brick former warehouse renovated and converted to offices and ground level retail);
- 110 Franklin Street (a two storey brick warehouse);
- 114-122 Franklin Street (Stargate Apartments – an eleven storey concrete apartment building with two levels of parking and ground level retail),
- The northern end of laneway which connects to Franklin Street to the south
- 126-130 Franklin Street (Franklin Apartments – a three storey brick former warehouse building comprising 11 residential properties and a ground level shop).
- The northern end of laneway CL1184 which runs south, before turning westward to connect back onto Queen Street.
- The side elevation of 450 Queen Street, a single storey brick shop currently occupied by the Sweeney Luggage Centre.

To the west of the site is Queen Street and on the far side of Queen Street are a single storey brick building comprising public toilets and ATM facilities. Further to the west are the QVM Sheds K, L and M and to the south-west is a large open-air car park.



Aerial View of the site looking south-east – source: Google Maps 2017

2. HISTORY

As noted within the application documentation the proposed redevelopment of the subject site forms part of the larger \$250 million Queen Victoria Precinct Renewal project which is set to be undertaken over the next five years with the City of Melbourne as the lead agency.

On 31 August 2017, Amendment C245 was gazetted into the Melbourne Planning Scheme following Ministerial approval. The planning controls introduced by amendment C245 now form the basis of this assessment.

This application has been lodged following a series of pre-application meetings held with the City of Melbourne and the Department of Environment Land Water and Planning (DELWP).

3. THE PROPOSAL

The City of Melbourne has been referred two applications for comment by DELWP in regard to the QVM Munro development.

On the 22 January 2018 the Ministerial planning permit application seeking development approval was referred to Council as a recommending referral authority under the Melbourne Planning Scheme.

On the 23 January 2018 the Stage 1 QVM Munro Site Development Plan (the development plan) was also referred to Council, with the Minister seeking Council's comment.

The detail within this assessment primarily focuses on the development application however the appropriateness of the development plan is also considered within the assessment.

The development application proposes construction of a building and construction and carrying out of works, demolition, and use of land as a car park, childcare centre and tavern. Details of the proposed uses are as follows:

Dwelling	Total number of dwellings: One bedroom apartments: One bedroom plus study apartments: Two bedrooms and one bathroom apartments: Two bedroom two bathroom apartments: Three bedroom and two bathroom apartments:	410 dwellings (including 48 Affordable Housing apartments) 44 42 10 210 56
Tavern	<u>Munro Site West</u> Hours of operation: 7am to 1am, 7 days a week Patron numbers: 350 <u>Munro Site East</u>	

	Hours of operation: 7am to 1am, 7 days a week Patron numbers: 180
Retail / Café / Restaurant	A range of retail / café / restaurant tenancies are proposed throughout the site
Community Use	Total 5332.1sqm
Residential hotel	Number of rooms: 70 Number of suites: 11
Child Care Centre	Student numbers: 120 children Hours of operation: 7am to 6pm, Monday to Friday Staff to be provided in accordance with State legislation
Parking	Public car park within four levels of basement Total car spaces: 666 Hours of operation: 6am to Midnight, seven days a week Total bicycle spaces: 412

The specific details of the proposal are as follows:

Building height	Munro West: 40 metres Munro East: 125 metres
Podium height	Munro West: 20 metres to Queen and Therry Streets Munro East: 20 metres to Therry Street
Front, side and rear setbacks	<u>Munro West</u> North – 10 metres South – 5 metres West – 10 metres <u>Munro East</u> North – 10 metres South – 5 metres East – 5 metres
Gross floor area (GFA)	95,986sqm
Car parking spaces	163 resident spaces 503 publicly accessible spaces
Bicycle facilities and spaces	<u>Munro West</u> 137 bicycle spaces <ul style="list-style-type: none"> • 57 spaces in a secure compound on ground level of the community hub for staff • 64 spaces in a secure compound near ground level foyer for affordable housing component • 16 publicly accessible spaces in Munro Square 6 showers (combined with change rooms) and 28 lockers in the secure bicycle parking area for employees.

	<p><u>Munro East</u></p> <p>275 bicycle spaces:</p> <ul style="list-style-type: none"> • 253 vertical spaces for resident and employee use in upper basement • 22 at grade spaces for public use
Loading/unloading	<p><u>Munro West</u></p> <p>Loading and waste collection in loading area which exceeds 27.4sqm</p> <p><u>Munro East</u></p> <p>Loading and waste provided for in southern boundary of upper ground level with an area of approximately 312sqm</p>
Vehicle access	<p><u>Munro West</u></p> <p>Access to basement car park via Queen Street on the western boundary.</p> <p><u>Munro East</u></p> <p>Single crossover from Therry Street via a ramp to the podium car park.</p>



Munro Site Development looking south east from corner of Queen and Franklin Streets – source: Application documentation

Stage 1 QVM Munro Site Development Plan

The Munro Site Development Plan (MSDP) prepared by Bates Smart on 13 December 2017 (MSDP) has been submitted to DELWP for consideration concurrently with the Munro site development application.

The Development Plan sets a framework to guide the future use and development of the land nominated as 'Parcel A' in the Queen Victoria Market Precinct Framework Plan 2017, which is the land that is the subject of the planning permit application.

The MSDP has been prepared having regard to the requirements of the Development Plan Overlay – Schedule 11 (DPO11 – Queen Victoria Market Environs). The MSDP provides for a range of supporting material in a manner consistent with the requirements of DPO11.



Aerial View of Munro Site Development Plan area – source: Application documentation

4. PLANNING SCHEME PROVISIONS

The following provisions of the Melbourne Planning Scheme apply:

State Planning Policies	<ul style="list-style-type: none"> • Clause 9 – Plan Melbourne • Clause 10 – Operation of the State Planning Policy Framework • Clause 11 – Settlement <ul style="list-style-type: none"> • Clause 11.02 – Urban Growth • Clause 11.06 – Metropolitan Melbourne <ul style="list-style-type: none"> • Clause 11.06-1 – Job and investment • Clause 11.06-2 – Housing Choice • Clause 11.06-4 – Place and identity • Clause 15 – Built Environment and Heritage <ul style="list-style-type: none"> • Clause 15.01 – Urban Design • Clause 15.02 – Sustainable Development • Clause 15.03 – Heritage <ul style="list-style-type: none"> • Clause 15.03-1 – Heritage Conservation • Clause 16 – Housing <ul style="list-style-type: none"> • Clause 16.01-1 – Integrated Housing • Clause 16.01-2 – Location of Residential Development • Clause 16.01-3 – Housing opportunity areas • Clause 16.01-4 – Housing Diversity
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	<ul style="list-style-type: none"> • Clause 16.01-5 – Housing Affordability • Clause 17 – Economic development • Clause 18 – Transport
Municipal Strategic Statement	<ul style="list-style-type: none"> • Clause 21.01 – The Municipal Strategic Statement – introduction • Clause 21.02 – Municipal Profile • Clause 21.03 – Vision • Clause 21.04 – Settlement • Clause 21.04-1 – Growth Area Framework • Clause 21.06 – Built Environment and Heritage • Clause 21.07 – Housing • Clause 21.11 – Local Areas
Local Planning Policies	<ul style="list-style-type: none"> • Clause 22.01 – Urban design within the Capital City Zone • Clause 22.02, Sunlight to Public Spaces • Clause 22.04 – Heritage Places Within the Capital City Zone • Clause 22.19 – Energy, Water and Waste Efficiency • Clause 22.23 – Stormwater Management (Water Sensitive Urban Design)

Statutory Controls	
Clause 37.04 Capital City Zone, Schedule 1 (Outside the retail core) (CCZ1)	<p>Pursuant to Clause 37.04-1 and 1.0 of CCZ1, a planning permit is required to use the land for (<i>inter alia</i>):</p> <ul style="list-style-type: none"> • A car park • Tavern • Child care centre (not listed in Section 1 or 3 of the table) <p>Pursuant to Clause 37.04-4 a permit is required to (<i>inter alia</i>):</p> <ul style="list-style-type: none"> • Construct a building or construct or carry out works unless the schedule to this zone specifies otherwise • Demolish or remove a building or works if specified in the schedule to this zone <p>Pursuant to Clause 3 of 37.04-1, a permit is required to (<i>inter alia</i>):</p> <ul style="list-style-type: none"> • Construct a building or carry out works • To construct a building which does not extend to the road boundary of the site
Clause 43.01 Heritage Overlay, Schedule 7 – Queen Victoria Market Precinct (HO7)	<p>Pursuant to Clause 43.01-1 a permit is required to (<i>inter alia</i>):</p> <ul style="list-style-type: none"> • Demolish or remove a building • Construct a building or carry out works • Externally alter a building
Clause 43.02 Design and	<p>A permit is required to carry out buildings and works.</p> <p>The provisions of the overlay relate to ground floor frontages and require</p>

Development Overlay 1 – Active Street frontage – Area 2	the provision of ground floor shops and activation along Major Pedestrian Area and Key Pedestrian Routes within the CCZ1
Clause 43.04 Development Plan Overlay 11 (DPO11 – Queen Victoria Market Precinct’	<p>A planning permit may be granted to use, subdivide land or for minor buildings and works to an existing development before a development plan has been prepared to the satisfaction of the responsible authority.</p> <p>The responsible authority must be satisfied that the grant of a permit will not prejudice the future use or development of the land in an integrated manner.</p> <p>Any permit issued for the use, subdivision or development of the land must be generally in accordance with:</p> <ul style="list-style-type: none"> • The approved Development Plan; • The <i>Queen Victoria Market Precinct Framework Plan 2017</i> at Figure 1; and • The Vision in Clause 3.0. <p>Any permit issued for the use, subdivision or development of the land must be compliant with the provisions of Table 1.</p> <p>A permit must not be granted for a development that does not meet the mandatory requirements in Table 1.</p> <p>It is considered that the Stage 1 QVM Munro Site Development Plan submitted with the application is consistent with the requirements of this schedule, and the planning permit application is also consistent with the Stage 1 QVM Munro Site Development Plan.</p>
Clause 45.09 Parking Overlay Schedule 1 Capital City Zone – Outside the Retail Core)	<p>Pursuant to Clause 52.06-2, 'before a new use commences, the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be provided to the satisfaction of the responsible authority'.</p> <p>Clause 2.0, Permit requirements, of the PO1 states that a permit is required to provide car parking spaces in excess of the car parking rates in Clause 3.0.</p> <p>Clause 3.0, Number of car spaces required, of PO1 states that, 'Where no part of the site is used for dwellings the number of car parking spaces must not exceed the number calculated using one of the following formulas:</p> <p style="text-align: center;">5 x net floor area of buildings on that part of the site in sqm / 1000sqm Or 12 x that part of the site in sqm / 1000 sqm</p> <p>In regard to Munro West the maximum allowable car parking provision is 86 spaces - It is proposed to provide 503 spaces across 4 basement levels as part of the relocation of the existing 721 spaces from the QVM carpark as required by the DPO11.</p> <p>In regard to Munro East the maximum allowable car parking provision is 381 spaces – it is proposed to provide 163 spaces over 5 podium levels.</p>

Particular Provisions	
Clause 52.06 Car Parking	Refer to PO1 regarding car parking rates. Clause 52.06-8 provides design standards for car parking.
Clause 52.27	Schedule 1 to Clause 52.27 specifies that no planning permit is required for all licences required under the Liquor Control Reform Act 1998 for all

Licensed Premises	land within the Capital City Zone; it follows that no planning permit is required for a licensed premises in this location.
Clause 52.34 Bicycle Facilities	<p>Pursuant to Clause 52.34-1 the use must not commence until bicycle facilities have been provided on the land. Table 1 to Clause 52.34-3 sets out the required bicycle facilities.</p> <p>Munro West is required to have 115 spaces – it is proposed to provide 275 bicycle spaces.</p> <p>Munro East is required to have 34 spaces – it is proposed to provide 137 spaces.</p>
Clause 58 Apartment Developments	The provisions of Clause 58 apply to the proposal.

General Provisions	
Clause 61.01 Administration and enforcement of this scheme	The Minister for Planning is the responsible authority for this planning permit application as the site is listed in the schedule to Clause 61.01 of the Melbourne Planning Scheme (which specifies the Minister for Planning as the responsible authority for administering the Scheme).
Clause 65 Approval of an application or plan	Before deciding on an application or approval of a plan, the responsible authority must consider the decision guidelines of Clause 65.
Clause 66 Referral and Notice Provisions	<p>These provisions set out the types of applications which must be referred under Section 55 of the Act or for which notice must be given under Section 52(1) (c) of the Act.</p> <p>It is the responsibility of DELWP to administer external referrals where necessary</p> <p>Melbourne City Council is a recommending referral authority for this application.</p>

5. PUBLIC NOTIFICATION

The application has been referred to the City of Melbourne as a recommending referral authority by the DELWP.

It is the responsibility of DELWP on behalf of the Minister for Planning to administer public notice where required.

6. REFERRALS

The application was referred to the following internal Council departments with responses provided below (summarised):

Urban Design

The City of Melbourne's Urban Design team are broadly supportive of the proposal but have requested various refinements in regard to: the form of the podium to Munro East; the parking entry to Queen Street; the treatment of car parking within the podium visible from the public realm; reinforcing the primary role of the arcade and Blender Lane as a through block link to Franklin Street; and the pedestrian quality of the laneway network and pedestrian interfaces.

These matters are discussed in greater detail within the assessment section of this report.

Heritage

The City of Melbourne's Heritage Advisor has reviewed the amended plans and has raised concern with the proposal in regard to the proposed extent of demolition, the design of the podium to Munro East and the lack of setbacks to the proposed works above the 'Mercat Hotel' in Munro West. The Heritage Advisor has recommended that modifications to the form would be required to achieve a built form which has an appropriate regard to heritage matters.

These matters are discussed in greater detail within the assessment section of this report.

Engineering

The City of Melbourne's Traffic Engineers are generally supportive of the proposal subject to conditions in regard to detailed matters. Dedicated on-site guest pick up / drop off (PUDO) has been requested to be provided in order enable the successful operation of the proposed hotel.

Waste

The City of Melbourne's Waste Services team have reviewed the Waste Management Plans provided with the application and have found it to be acceptable subject to:

- West site hard waste room needs to show access point for residents – no door shown on the room.
- East and West sites swept paths must be resubmitted clearly showing access. Currently it is unclear if there is clear way for vehicles.

Permit conditions are recommended to address these matters.

Civil Design

The City of Melbourne's Civil Engineers have viewed the proposal and are generally supportive of the application subject to conditions.

The permit conditions recommended by this report will address these matters.

Urban Sustainability

The City of Melbourne's Urban Sustainability team noted that there are no public tree assets immediately adjacent the northern property boundary but noted there are approximately eight, highly prominent, mature trees adjacent the property that may be affected at the construction stage of any development. Standard tree protection requirements will apply if any works/loading zones are proposed near trees within council property/public space and there may be design modifications required in order to retain trees.

Permit conditions are recommended to address these matters.

Land Survey

The City of Melbourne's Land Survey team have commented that the easement in the north east corner of the site must be included in the development area.

City Design

The City of Melbourne's City Design Studio have viewed the proposal and offer general support for the application noting that further design detail in regard to public and private landscaping, public realm works and the feasibility of the works within the public realm will need to be provided in the further development of construction documentation.

Permit conditions are recommended to address these matters.

Green Infrastructure

The City of Melbourne's Green Infrastructure team have viewed the proposal and generally support the application subject to further detail being provided.

Permit conditions are recommended to address these matters.

7. RESPONSE TO REFERRAL COMMENTS

In response to the matters raised by City of Melbourne's planning officers and internal referral comments the applicant provided a comprehensive consolidated summary and response to DELWP and the City of Melbourne.

The response provided included updated plans (dated March 2018) that made a number of modifications to address the matters raised. These plans have been considered in the assessment of the application and are referenced within condition 1 of the recommended permit conditions.

8. ASSESSMENT

The application seeks approval for the construction of a building and construction and carrying out of works, demolition, and use of land as a car park, childcare centre and tavern.

The key issues for consideration in the assessment of this application are:

- The Munro Site Development Plan/Built Form;
- Heritage;
- Uses;
- Public realm impacts;
- On-site amenity;
- Engineering matters;
- Signage

These matters are addressed below.

Munro Site Development Plan/Built Form

The subject site is affected by Development Plan Overlay Schedule 11 (DPO11) for the Queen Victoria Market Environs and is subject to the Stage 1 QVM Munro Site Development Plan 13 December 2017 (MSDP) which has been lodged with DELWP and has been referred to the City of Melbourne for comment concurrently with the Munro development application.

As previously outlined the MSDP has been prepared having regard to the requirements of the DPO11.

The MSDP outlines the vision and relevant requirements of DPO11; provides an analysis of the site context; and provides for a series of urban design principles and requirements relating to the use and development of the site.

With regard to the MSDP the following clarifications and changes are required:

- The north-south arcade should be depicted in all drawings. It appears to drop off in some block diagrams.
- Clarity is required that the wider north-south link will be open to sky.
- The principles around the podium design for Munro East are limited, and would benefit from further information around grain and the relationship to buildings that currently exist on the site and to the east toward Elizabeth Street;
- Remove reference to equitable development envelope.
- Lane and side setbacks/rear should be adequately detailed in drawings;
- On a number of diagrams the colour overlay appears to have slipped including 5.4 Transport, which makes the laneway appear incorrectly proportioned.
- 5.6 notes that the heritage Mercat Cross building would be 'rebuilt'. This should be deleted. The building should be retained and restored.

As noted within the application documentation the principal purpose of DPO11 is to set the framework for the approval of the Development Plan.

Clause 2.0 lists a series of 'conditions and requirements for permits' that provide a useful tool with respect to the assessment of a planning application within this area.

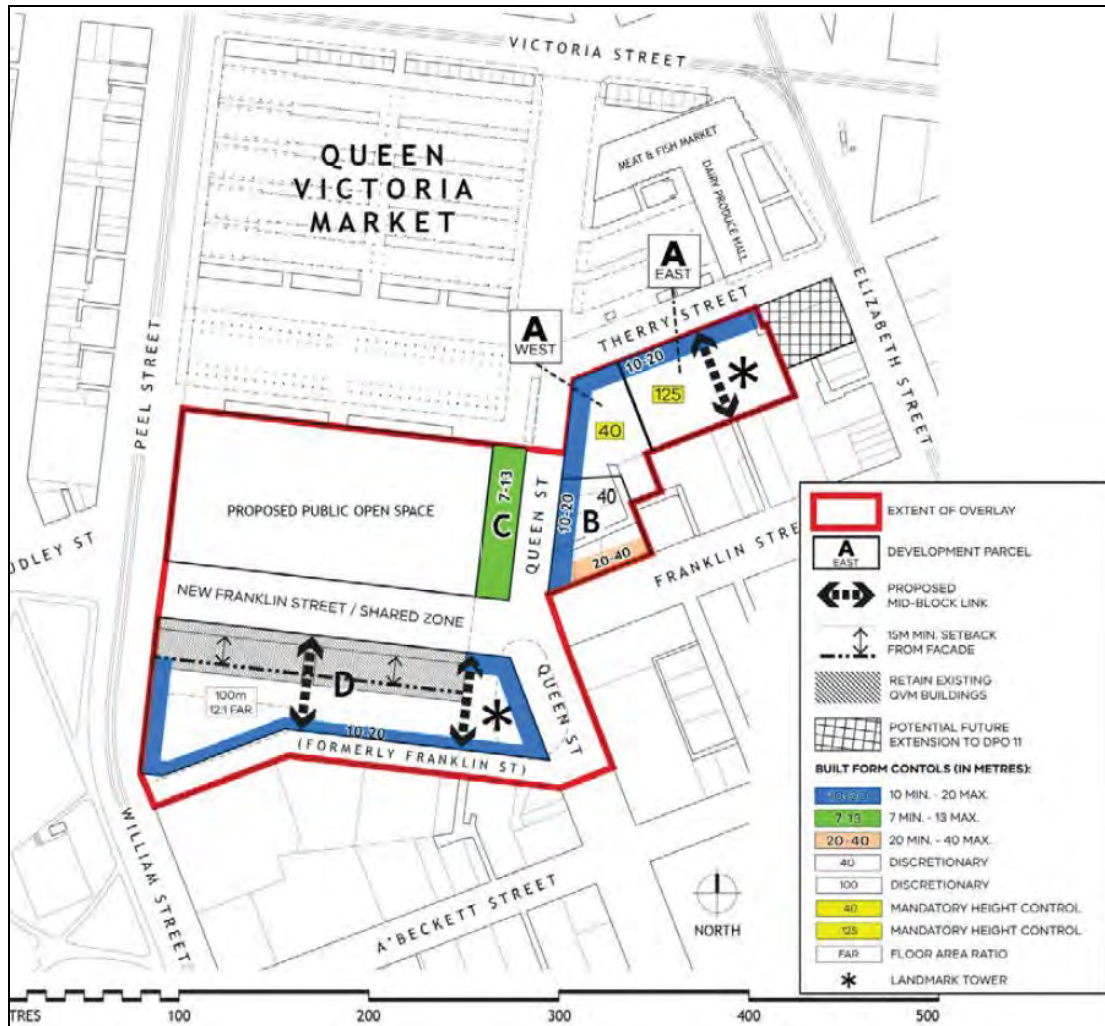
Each of the relevant matters (with respect to Parcel A) is set out below.

Any permit issued for the use, subdivision or development of the land must be generally in accordance with:

- The approved Development Plan;
- The Queen Victoria Market Precinct Framework Plan 2017; and
- The Vision in Clause 3.0

The subject site falls within Parcel A (East and West) in the Queen Victoria Market Precinct Framework Plan 2017(QVMPFP). The proposed use and development are considered consistent with this plan for the following reasons:

- The proposed podium/street edge condition is entirely consistent with that nominated in the MSDP and QVMPFP nominated for Queen and Therry Streets;
- A 'mid-block' link in the form of a 6 metre wide pedestrian laneway through the site in a north-south direction is provided. This link connects with a laneway network (via an east-west laneway) and ultimately provides a connection through to Franklin Street;
- The framework plan nominates the 'retention' of QVM buildings along the south side of New Franklin Street but remains silent with respect to the buildings on Parcel A. As a result of this the proposed demolition, partial demolition and adaptive re-use is considered to be consistent with this plan;
- The plan provides for a 40 metre mandatory height control to Parcel A West, a 125 metre mandatory height control across the Parcel A East, and specifically notes the potential for a 'landmark tower' on Parcel A East. The proposed development adheres to the mandatory maximum height requirements outlined and provides for an architecturally designed 'landmark' tower.



Queen Victoria Market Precinct Framework Plan 2017 – source: Melbourne Planning Scheme

The Vision at Clause 3 outlines a variety of themes that need to be adhered to including (*inter alia*):

- Development will contribute to the Melbourne CBD's distinctive character by reinforcing the distinction between the Hoddle Grid and Queen Victoria Market.
- Development will preserve and enhance the heritage significance of the Queen Victoria Market.
- Use and development will contribute to safe and activated streets and public spaces via appropriately scaled podiums that incorporate ground floor uses that foster interaction with the street and uses at upper levels that achieve passive surveillance of public spaces.
- Use and development defines and activates the Queen Victoria Market's edge as a special place that does not overwhelm the public domain and does not adversely affect its heritage significance.
- All existing 720 car parking spaces associated with the Queen Victoria Market will be relocated within Parcel A or Parcel D as shown on Figure 1 or within the Queen Victoria Market Precinct area and maintained to service the ongoing viability of the Queen Victoria Market.
- Parcel A will be a new mixed use development complementing the Queen Victoria Market and proposed public open space. This parcel will

accommodate fine grain retail, hospitality and community uses, commercial and residential apartments.

- Proposals on land owned or controlled by the City of Melbourne, will give consideration to incorporating affordable housing.

The matters outlined within Clause 3 are appropriately addressed in detail within the MSDP. The proposed design response, use and development are considered to appropriately meet the vision anticipated within the DPO11.

Any permit issued for the use, subdivision or development of the land must be compliant with the provisions of Table 1. A permit must not be granted for a development that does not meet the mandatory requirements in Table 1.

Table 1 to Schedule 11 of the Development Plan Overlay sets out built form outcomes (including discretionary and mandatory controls) for the QVMPFP.

For Parcel A these include:

- Discretionary minimum podium height of 10 metres;
- Mandatory maximum podium height of 20 metres;
- Mandatory minimum tower setback from front of podium of 10 metres;
- Mandatory minimum tower setback from side and rear boundaries (or from the centre line of an adjoining lane) of 5 metres;
- Discretionary minimum tower separation within a site and from existing or approved towers on adjoining sites of 24 metres;
- Mandatory minimum tower separation within a site and from existing or approved towers on adjoining sites of 10 metres;
- Mandatory maximum building height for Parcel A East of 125 metres;
- Mandatory maximum building height of Parcel A West of 40 metres.

The proposal has been designed to comply with all of the mandatory requirements and built form outcomes in Table 1 to Schedule 11 of the DPO. In particular the following is noted:

Podium Height

The proposed podium heights to Munro West and East are generally in accordance with the requirements of Table 1 to DPO11 and comply with the mandatory 20 metre street wall height requirement.

The scale of the podiums relates to the width of the Therry Street road reservation (being 20 metres) and will ensure an appropriate level of street enclosure. The proposed podiums (Munro West and East) are considered to appropriately complement each other and provide for an appropriate transition along the sloping street without negatively impacting on the heritage significance of QVM opposite.

It is noted that car parking has been included in the podium of Munro East tower however it has been appropriately sleeved by the proposed hotel to ensure there will be no visible elements of the car park from Therry Street or major public interfaces. The proposed parking to Munro West is all provided within basement levels.

Importantly the form of the proposed podium and tower has been informed by wind testing to ensure there will be no unreasonable wind impacts on the streets or within the laneways.



View of Munro East looking south across Therry Street– source: application documentation

In regard to the design of the Podium the City of Melbourne's Urban Design team have made the following comments:

The lower podium height of 20m maintained for the most part is supported, responding to the lower scale of the adjacent market buildings, and providing a buffer to higher form beyond. However the uniform horizontal datum of the parapet along the sloping Therry Street and resultant height at the lower point to the east requires further consideration. We strongly encourage the breaking of the podium form at the central arcade, in order to split the podium form into a finer grain that acknowledges the slope of Therry Street. The concrete planter/slab edge treatment at the podium rooftop should also be broken, with a step in parapet height/balustrade design in order to reinforce the slope...

We support the rhythmic design of the canopy which reinforces the grain of shop fronts. However, the canopy rises at the eastern end of the frontage due to the slope, reducing the enclosure of the public realm. The canopy should step to the east of the arcade location to respond to the slope and the low-rise eastern neighbour as well as to provide effective weather protection.

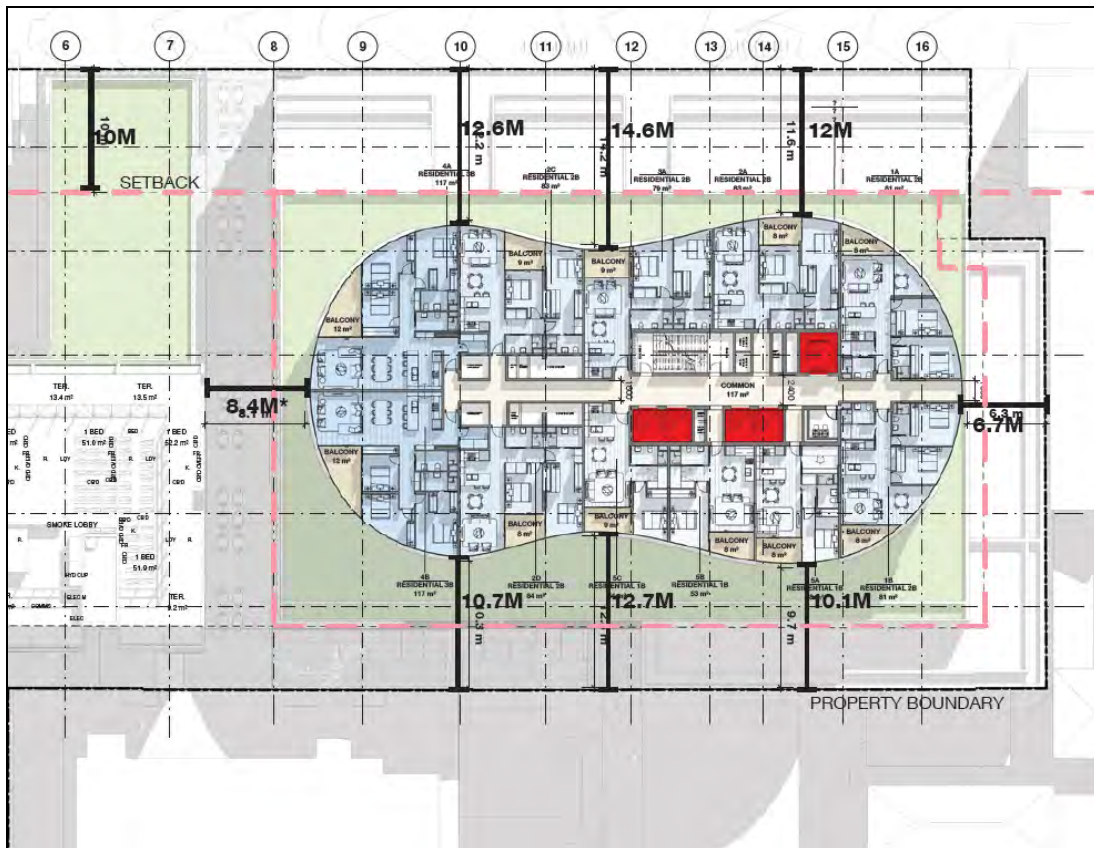
In response to these matters the applicant has responded, advising that while the internal planning of the hotel requires a consistent floor level along the extent of the northern façade, that the suggestions of varied canopy and parapet heights along the street can be met with further study and design resolution and this can readily be addressed in a condition of any permit to issue.

Tower Setbacks

The minimum tower setback requirements are generally in accordance with the requirements of Table 1 to DPO11.

Munro East provides for a street setback to the tower form of between 11m and 15m which is greater than the 10m street setback set out under DPO11. The tower on Munro Site East is also setback between 10m and 12.7m from the southern boundary and 7m from the eastern boundary (both substantially in excess of the 5m setback set out in DPO11).

The tower is orientated to ensure excellent sunlight penetration is maintained to the public realm and the design ensures the tower does not present as a large singular mass.



Munro East tower setbacks— source: application documentation

The City of Melbourne’s Urban Design team have made the following comments in regard to setbacks and massing of the proposed buildings:

The massing profile responds directly to the planning provisions with a mid-rise block sited to the west, and the taller form embedded to the east of the site, closer to the taller forms of Elizabeth Street nearby. The height of the tower presents comfortably within the backdrop of taller form to Elizabeth Street. Further, the setback of the curvilinear form of between 12 and 14m reduces the prominence of the tower within the immediately abutting streetscape, and reinforces the primacy of the base. Conversely the towers of Elizabeth Street exhibit sheer proportions without a legitimate street wall or podium.

It is noted for the purpose of this assessment that the building at Munro West is not a podium-tower form. The proposal complies with the required street wall height, setbacks above the street wall specified by the planning control. The mid-rise addition above the street wall does not constitute a tower and therefore the tower separation and side/rear setbacks for towers specified by the planning controls do not apply. The proposed setbacks for Munro West are considered acceptable with regard to internal and external amenity impacts and equitable development of adjoining sites.

Tower Separation

The proposed development includes a single tower to the Munro East site and as such there are no towers within the site that require mandatory separation. Further

there are no approved towers on adjoining sites that the tower is required to be separated from.

Notwithstanding this, the proposed development has been sited to ensure there is an equitable opportunity for outlook, daylight and privacy for adjoining properties and the addition on Munro West. Further the design of the proposed tower will not result in unreasonable wind impacts on the public realm.

The City of Melbourne's Urban Design team have made the following comments in regard to tower separation and outlook:

Apartments are generally sited to have adequate separation from existing or likely future development, in addition to separation between the two taller forms within the site. The affordable housing building has been carefully oriented to avoid any primary outlook to the east. Only two apartments per floor within the tower have outlook to the west into the side wall of the affordable housing building which is positive. These apartments benefit from the convex floorplate, which promotes oblique views away. Further, the only south facing affordable housing apartment which does not benefit from outlook over the pocket park has dual aspect and benefits from views to the east along the new lane. This approach is supported.

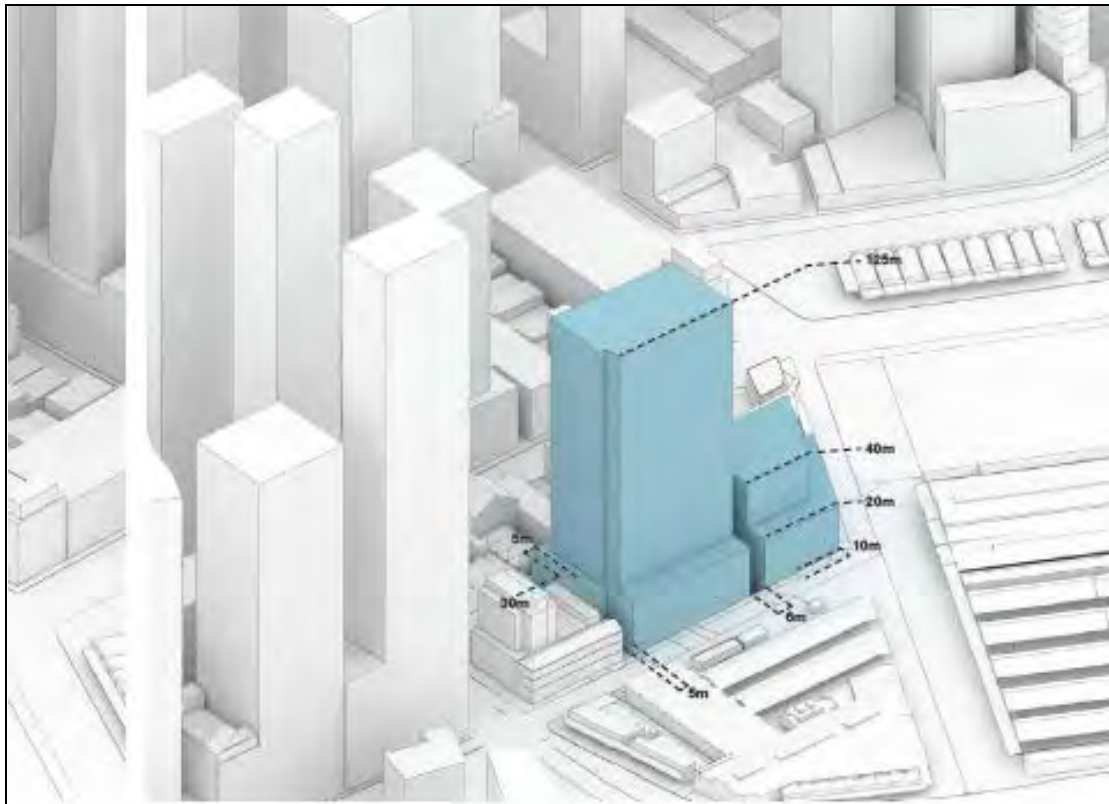
Building Height

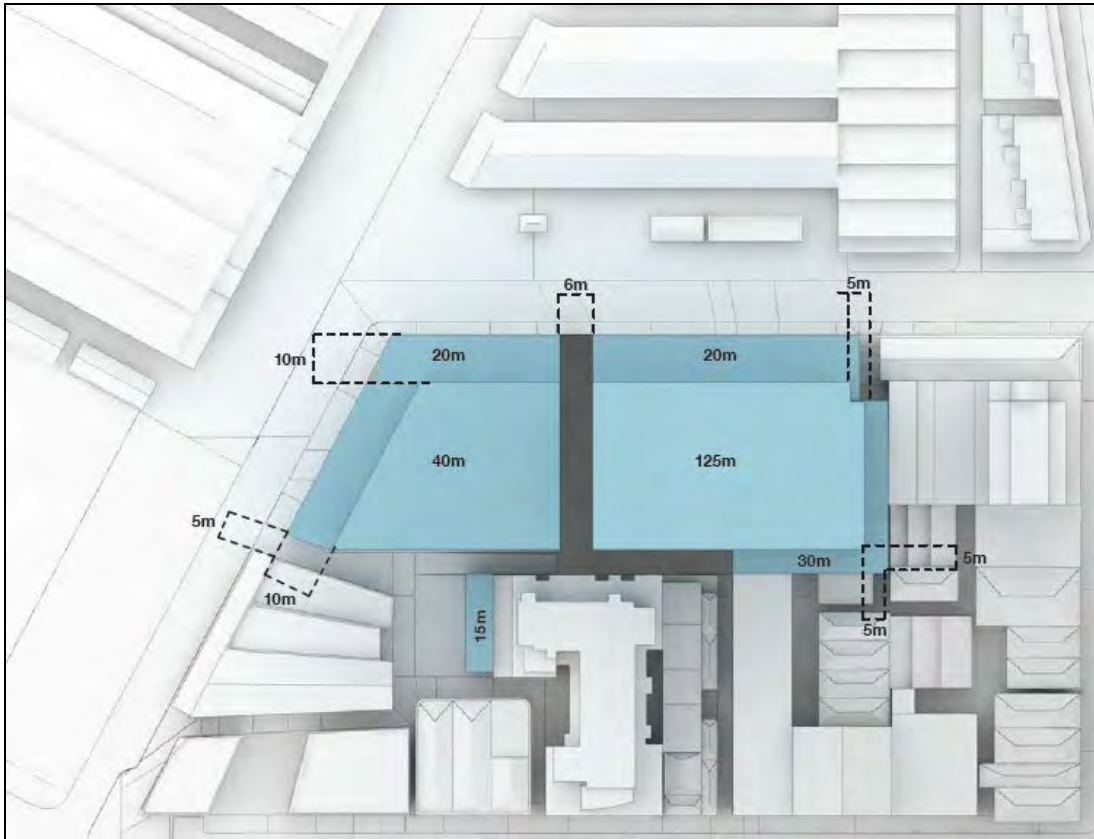
The mandatory building height requirements are generally in accordance with the requirements of Table 1 to DPO11.

As noted within the application the proposed building heights are as follows:

- Munro West – 40 metres (RL60.81)
- Munro East – 125 metres (RL148.65)

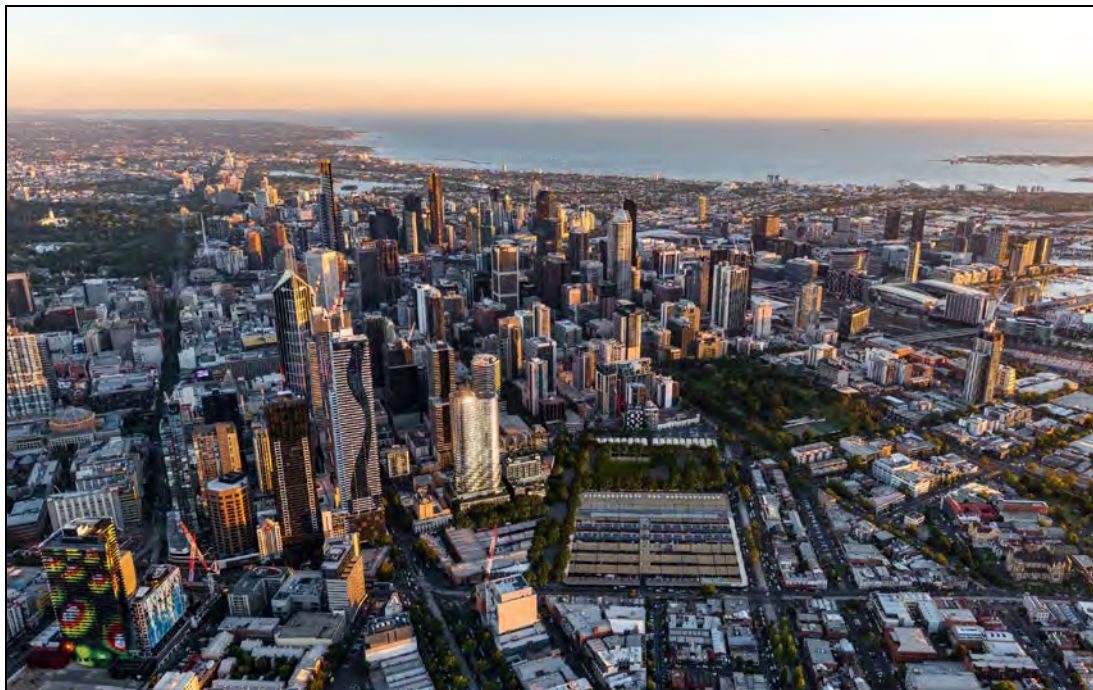
The MSDP addresses the mandatory requirement within 3D massing diagrams and appropriately demonstrates compliance with the requirement.





3D Massing diagrams - source: application documentation

As previously noted, the City of Melbourne's Urban Design team have provided support for the heights of the proposed buildings noting the buildings will sit comfortably within the backdrop of the taller form to Elizabeth Street and further beyond.



Aerial view of proposed development looking south toward the city - source: application documentation

In regard to the design detail of the tower, questions have been raised in regard to the all glass tower and its presentation being somewhat commercial. To help to alleviate this issue it is considered appropriate to require further exploration of the

legibility of the residential use to the upper sections of the tower. Exploration of potential design elements (i.e. the extension of the stacked box elements up the tower in a light manner) to help articulate balcony elements clearly within the façade would assist in this. This has been required by recommended permit conditions.



View of proposed development looking southeast across QVM toward the city - source: application documentation

Elevations and Cross-Section Plans that address and meet (as a minimum) the following design requirements:

The design of the first 10 metre rise of podiums, and any flanking walls, in Parcel A and B (as shown on Figure 1) should manage the heritage sensitivities in this location, including by the detailed design and treatment of the podium façade directly referencing the Queen Victoria Market opposite and provide an appropriate pedestrian experience.

As previously discussed the proposal provides for the retention and restoration of the Munro's Corner heritage building and the proposed podium treatments are varied in terms of materiality and scale to ensure they do not dominate or detract from the sensitive heritage interface with the market. The proposed design of the podiums is considered to provide for an appropriate pedestrian experience and will comfortably fit within the heritage context of the street.

Where consistent with the heritage significance of existing buildings, continuous weather protection should be provided to the footpaths of Therry Street, Queen Street, Peel Street and to the southern side of the New Franklin Street to promote pedestrian amenity and provide protection from rain, wind and sun.

Weather protection to Therry and Queen Street is relevant to this proposal.

The proposal includes adequate weather protection to both street frontages and recommended permit conditions ensure this is achieved in a manner consistent with the heritage character of the precinct.

An active frontage to the ground level of buildings fronting Therry Street, Queen Street, the southern side of New Franklin Street and Peel Street, comprising:

- At least 5 metres or 80% of the street frontage (whichever is the greater) as an entry or display window to a shop and/or a food and drink premises, or
- At least 5 metres or 80% of the street frontage (whichever is the greater) as other uses, customer service areas and activities, which provide pedestrian interest and interaction.

The proposal provides for excellent street activation across all frontages along Therry Street, Queen Street and the new north-south laneway and north-south arcade that is consistent with the above requirements.



Activation of Munro East and laneways - source: updated plans (March 2018)

New development should not cast a shadow across the Flagstaff Gardens or the proposed public open space in Figure 1 between 11.00 am and 2.00 pm on 22 June, unless the Responsible Authority considers the overshadowing will not significantly prejudice the amenity of the open space.

Shadow diagrams have been provided with the application and highlight that the proposal will not result in the overshadowing of the proposed public open space or the Flagstaff Gardens between 11am and 2pm on 22 June.

Site Layout Plans that address and meet (as a minimum) the following design requirements

- For street length blocks that exceed 100 metres in length the provision of at least one mid-block publicly accessible pedestrian link.
- For street length blocks that exceed 200 metres in length the provision of at least two mid-block publicly accessible pedestrian links.
- New publicly accessible pedestrian links should be located to connect to the area's pedestrian network and enhance the pedestrian permeability of the public realm, generally as shown on Figure 1.

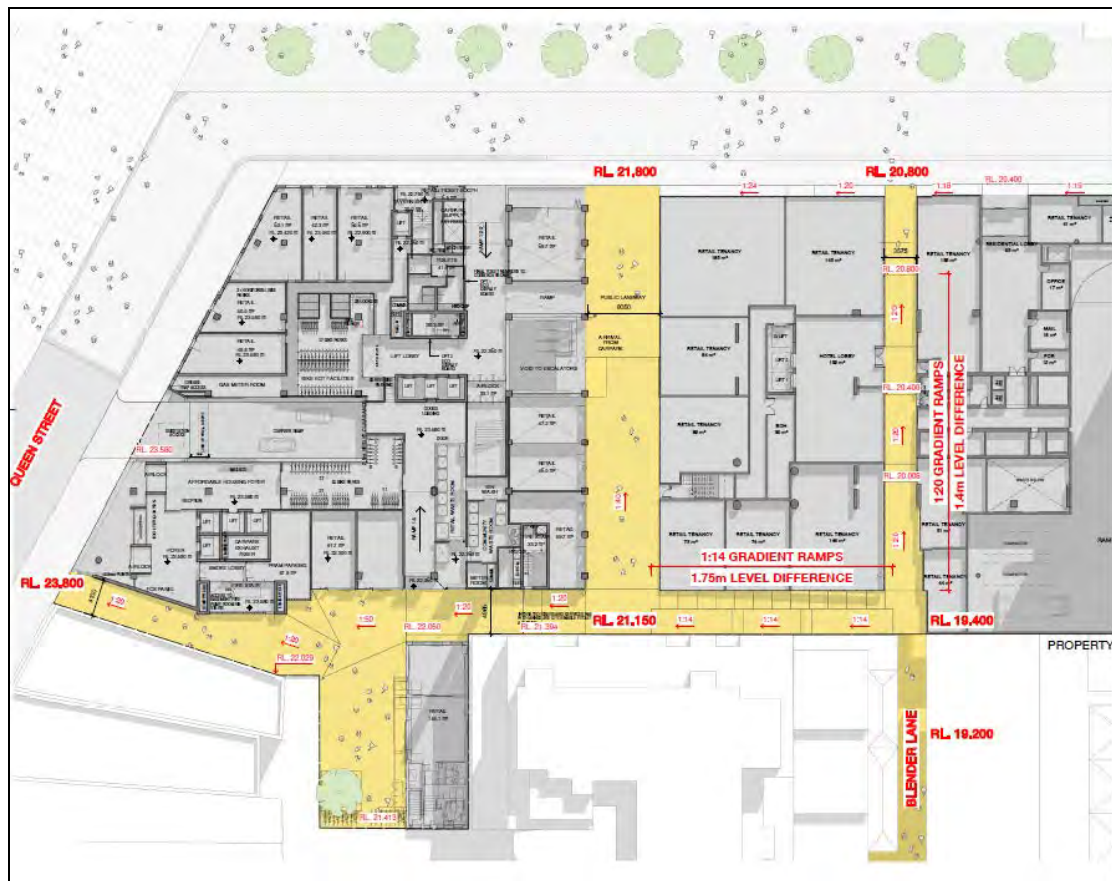
- Vehicular ingress and egress to new development (excluding loading and unloading facilities) should not be constructed within a frontage to Therry Street, Queen Street, Peel Street or the southern side of the New Franklin Street, where vehicle access via an alternative frontage is possible.

As noted within the application documentation the distance from Queen Street to Elizabeth Street along Therry Street is approximately 142 metres of which the subject site comprises approximately 100 metres.

The block length from Therry Street to Franklin Street along Queen Street is approximately 112 metres, of which the subject site comprises approximately 52 metres.

On this basis the proposal should include at least one north-south pedestrian link in the Therry Street frontage. As the site along Queen Street is only 52 metres and there is no specific requirement within QVMPFP for an east-west pedestrian link there is no technical requirement for a link to be provided along this frontage.

The proposed development incorporates a 6 metre wide north-south pedestrian laneway in the centre of the site along Therry Street that connects to a new east-west laneway running along the southern boundary of the site which also connects to the existing laneway network to Franklin Street. In addition a pedestrian arcade is also provided through the centre of the Munro East site.



Proposed laneway network - source: applicant

The proposed pedestrian links will feed directly into the surrounding pedestrian network for the Queen Victoria Market Precinct. It is considered that the proposed laneways will enhance the pedestrian experience of the market and surrounding area.

In regard to vehicle entry points, one is provided at the north-east corner of the site via Therry Street and one is provided at the south-west corner of the site via Queen

Street. Given the nature of the site with access only available via Therry and Queens Streets, access points along these interfaces is unavoidable. The location of the entries on both frontages have been positioned to ensure the pedestrianisation of Therry Street (as envisaged in the QVM masterplan) and to ensure minimal impact on the pedestrian experience through the area.

Floor Area Ratio assessment and report by an independent quantity surveyor

It is noted that the only reference to Floor Area Ratio (FAR) on the DPO11 provision related to Parcel D that identifies a 12:1 FAR. It is understood that this provision is not intended to apply to development for Parcel A. Nonetheless details of the GFA have been provided with the application and it is noted the proposed FAR is 11.988:1

Materials and Finishes Schedule that outline the specifications of the proposed building materials and finishes

The application documentation provided includes details of the proposed materials and finishes to be incorporated into the development. Conditions of any permit issued will require further design detail to be provided and updated where appropriate.

Wind Tunnel Model Study that addresses and meets (as a minimum) the following design requirements:

- Demonstrates that new development will not adversely affect the amenity of the public realm.
- New development adjoining the proposed public open space shown on Figure 1 and the frontages of Therry Street, Queen Street, the southern side of the New Franklin Street and Peel Street should be designed to be generally acceptable for short term stationary wind exposure (where the peak gust speed during the hourly average with a probability of exceedance of 0.1% in any 22.5o wind direction sector must not exceed 13ms-1).
- New development adjoining all other public spaces should be designed to be generally acceptable for walking (where the peak gust speed during the hourly average with a probability of exceedance of 0.1% in any 22.5o wind direction sector must not exceed 16ms1)

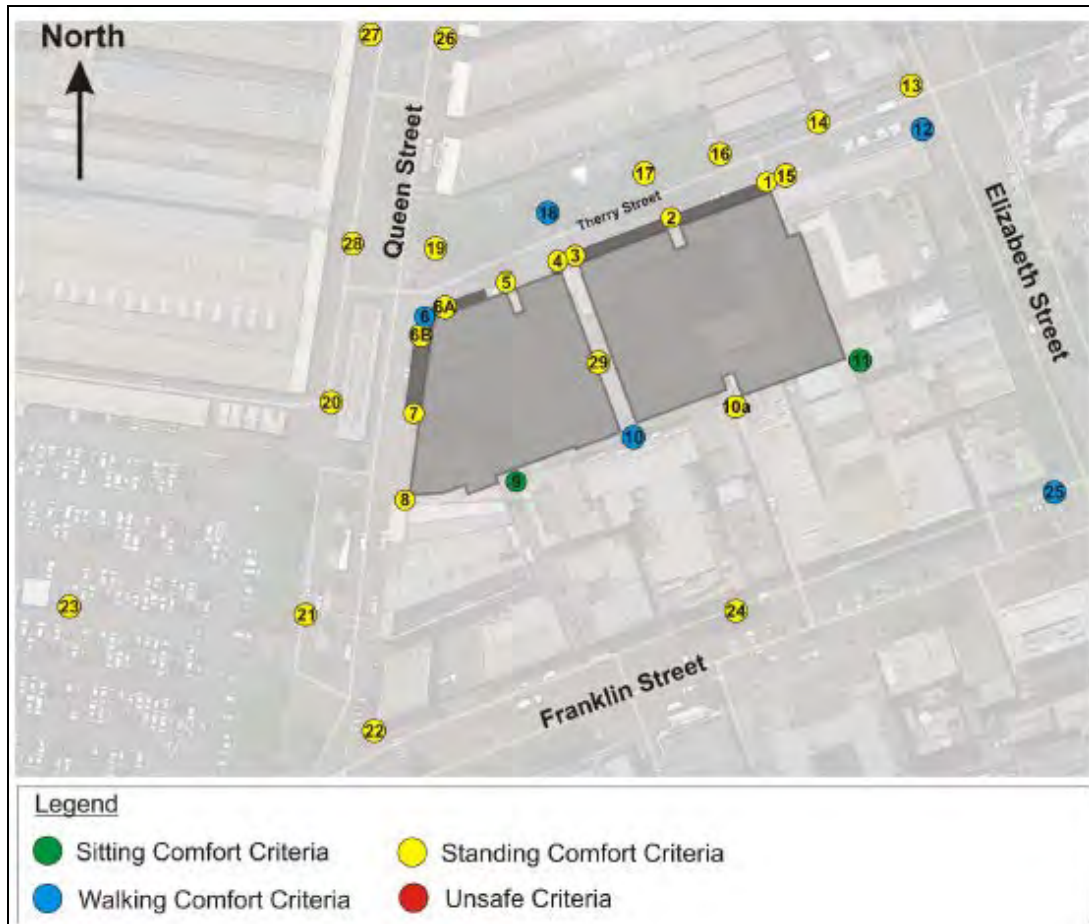
A wind impact assessment prepared by MEL consultants has been provided with the application and includes detailed wind tunnel modelling of the proposed development. The report concludes:

‘For the Proposed Configuration, wind conditions for all Test Locations in the streetscapes surrounding the Development achieved the walking criterion, with many Test Locations Satisfying the sitting and standing criteria...Finally, the wind conditions for the Proposed Configuration in the streetscapes that surround the QVM development satisfy the safety criterion.’

It is noted that the wind conditions within the open to sky laneway have been shown to achieve the walking and standing criteria but failed to achieve sitting criteria. The report notes:

‘Sealing the Therry Street entrance in conjunction with a canopy over the laneway has shown that wind conditions within could be improved to achieve the walking, standing and sitting criteria. Alternative, but expected to be less effective, mitigation options have also been discussed and would be available to assist with improving the local wind conditions.’

A more detailed analysis of how sitting criteria can be met is required to be provided and will form part of a recommended condition of permit.



Ground level wind comfort criteria - source: MEL Consultants – 18 January 2018

Acoustic Assessment Report that addresses and meets (as a minimum) the following design requirements:

- How noise sensitive uses will be protected from impacts from noise generating uses in the area;
- Buildings to be occupied by a residential use should be designed to limit internal noise levels in habitable rooms to a maximum of 45dB in accordance with relevant Australian Standards for acoustic control.

An acoustic report has been provided (for both Munro West and Munro East) with the application, prepared by Acoustic Logic.

The acoustic reports outline the local and proposed noise conditions and provide recommendations to ensure compliance with nominated criteria. A condition of any permit that may issue will require the proposed buildings to incorporate the acoustic measures outlined within the acoustic reports.

Environmental Sustainable Design and Water Sensitive Urban Design Assessment that outlines the initiatives that are to be included in the proposal

An Environmentally Sustainable Design Statement has been prepared by Ark resources for Munro West and East and provides an overview of the sustainable design initiatives to meet the relevant performance measures at Clause 22.19 and 22.23 of the Melbourne Planning Scheme.

Clause 22.19 (Energy, Water and Waste Efficiency) requires that applications be accompanied by:

- A Waste Management Plan

- An ESD Statement demonstrating how the development meets relevant policy objectives and requirements.

In terms of the ESD Statement, Clause 22.19-4 states that:

- ‘Applications for buildings over 2,000 square metres in gross floor area must provide a statement from a suitably qualified professional verifying that the building has the preliminary design potential to achieve the relevant required Performance Measures set out in clause 22.19-5.’

Further Clause 22.23, Stormwater Management (Water Sensitive Urban Design), requires that applications include a Water Sensitive Urban Design (WSUD) Response addressing the details set out in Clause 22.23-4.

The intent of Clause 22.19 is to encourage ‘Australian Excellence’ for new multi-unit/mixed use developments.

The Environmentally Sustainable Design statement submitted with the application notes that the proposed development incorporates a wide range of ESD features across Munro West and East and sets out primary goals to enhance the building’s environmental performance and meet the objectives of the Melbourne Planning Scheme. It also lists a number of these features.

The report concludes in regard to Munro West and East the following:

In terms of performance outcomes for Munro West, the analysis presented in this report demonstrates that the proposed development will:

- Attain a 5 star Green Star standard based on the Design & As Built v1.2 rating tool
- Attain a minimum average development NatHERS energy rating of 8 stars
- Attain a Gold rating standard based on an appropriate WELL Building Standard rating tool
- Achieve 6 points for the retail Green Star Wat-1 credit1
- Achieve 3 points for the office Green Star Wat-1 credit2
- Attain the Best Practice standard for urban stormwater quality

In terms of performance outcomes for Munro East, the analysis presented in this report demonstrates that the proposed development will:

- Attain a 5 star Green Star standard based on the Design & As Built v1.2 rating tool
- Achieve 1 point for the residential Green Star Wat-1 credit
- Achieve 3 points for the office Green Star Wat-1 credit
- Achieve 6 points for the retail Green Star Wat-1 credit
- Attain the Best Practice standard for urban stormwater quality
- Attain a minimum average development NatHERS energy rating of 8 stars

Given the range of environmental initiatives being incorporated into the development, the proposal is commended for going above and beyond the planning scheme requirements.

Demolition and Construction Management Plan that addresses (as a minimum) the following design requirements:

- Compliance with the City of Melbourne Construction Management Plan Guidelines.

- Construction vehicle access and traffic management that ensures that the ongoing activities of the Queen Victoria Market are not adversely affected.
- Public safety and amenity.
- Air and dust management.

A Construction Management Plan (CMP) has been prepared and submitted with the application.

The CMP details the processes and methods for the demolition and construction of the proposed basement and community hub for Munro West and fulfils the requirement of the DPO11 for the first stage of construction.

The City of Melbourne's Site Services team viewed the CMP and made the following comments:

The CMP appears comprehensive and suitable for review by our ESG once Hamilton Marino Builders are ready to submit same for approval.

Once a builder has been appointed for Munro East a further CMP will be required and can be included as a condition on any permit to be issued.

The MSDP has been prepared to guide the future use and development of the land nominated as 'Parcel A' in the Queen Victoria Market Precinct Framework Plan 2017 and provides for a range of supporting material in a manner consistent with the requirements of DPO11. The MSDP is supported in its current form.

Heritage

The subject site is located within Heritage Overlay 7 – Queen Victoria Market Precinct (excluding a minor section of the site abutting Blender Lane). Opposite the site, the whole of the Upper and Lower sections of the Queen Victoria Market (QVM) are included in the Victorian Heritage Register. It is noted that the subject site sits opposite I shed, the Substation and the Dairy Hall on Therry Street and K and L sheds and the QVM open area (car park) on the opposite side of Queen Street.

The subject site comprises a range of buildings with heritage significance. Specifically those buildings include:

- Shops – 93-141 Therry Street, Melbourne – 'C' graded in a level 2 Streetscape



93-141 Therry Street, Melbourne - source: Application documentation

- Munro's Corner - 143-151 Therry Street, Melbourne – 'C' graded in a level 2 Streetscape



143-151 Therry Street, Melbourne - source: Street View

- Rear 128-130 Franklin Street, Melbourne – 'C' graded



Rear 128-130 Franklin Street, Melbourne - source: application documentation

The Statement of Significance for the Queen Victoria Market Precinct (HO7) specifically identifies the subject site as being significant within the precinct

‘the south side of Therry Street between Queen and Elizabeth Streets (nos 97- 141)’

The Incorporated Document City North Heritage Review 2013 Statements of Significance (Revised June 2015) includes listings for the sites which contribute to heritage significance within HO7. For this development, the following are listed:

Shops	93-141 Therry Street, Melbourne	C2	Interwar	Extensive repair works were undertaken following a fire in 1945. There are 2 sections, nos 97-135 & 137-141. Both parts are two storey red brick. The main section has stucco parapet and multi-paned windows, though in varying rhythms and many covered by roller shutters. The smaller western end has steel-framed windows, some with hoppers and a wide entry with double doors. The shop fronts generally have textured bricks and timber-framed windows and may date to the mid-1940s.
Munro's Corner	143-151 Therry Street, Melbourne	C2	1935/ Interwar	Two storey, with glazed infill section at southern end. Similar detailing as nos 452-54 (soldier coursing and stucco band with scalloped margins). Multi-paned windows and French doors to first floor. Variety of opening types to ground floor shops.

Source: City North Heritage Review 2013 p.84

The proposal seeks to demolish the existing building at 93-141 Therry Street and partially demolish the existing buildings at 143-151 Therry and Rear 128-130 Franklin Street.

Clause 22.04 – Heritage Places within the Capital City Zone currently applies to the application and states the that demolition;

‘should not be supported unless it can be demonstrated that that action will contribute to the long-term conservation of the significant fabric of the heritage place’

The City of Melbourne’s heritage advisor has made the following comments in regard to the demolition of the buildings at 93-141 Therry Street:

The proposed demolition of the whole of the two-storey building at 97-141 Therry Street and all but the façade wall to 141-155 Therry Street is not consistent with Clause 43.01 and Clause 22.04. The proposed demolition would remove buildings which contribute to heritage significance within the heritage place HO7. These buildings have a similar scale to the QVM buildings and are of similar building date to the QVM Dairy Hall opposite the subject site. They provide a context which enhances the QVM.

Partial demolition and the removal of buildings along Therry and Queen Streets were anticipated in the original master plan for the Queen Victoria Market and formed part of the discussions at the Panel for Amendment C245. Within the discussion it is noted:

The most sensitive heritage interfaces to the east, along Therry and Queen Street, the Amendment proposes a defined built form edge in the form of street walls of up to 20 metres (5-6 storeys). This is considered a “very Melbourne response” and an appropriate scale from both a heritage and urban design perspective. It relates well to both the heritage context and the pedestrian scale, will achieve good street definition, and provide a mediating form to tower development behind.

The Panel accepts the recommendations of the Built Form Review and the Council’s heritage and urban design evidence that a defined built form edge of moderating podiums is an appropriate urban design response and can achieve an appropriate interface with the heritage sensitivities of the QVM.

Source: Melbourne Planning Scheme Amendment C245 – Panel Report – 12 July 2016

In this instance the façade of the Munro’s Corner building at 143-151 Therry Street is considered to be of the greatest significance within the streetscape and the retention

of this is considered to be necessary, and represents the appropriate balance between heritage and higher density development within this section of the precinct.

It is acknowledged that the shops at 93-141 Therry Street do contribute to the heritage significance of the precinct. It is relevant to consider the wider benefits and outcomes to be gained from the proposed development including the provision of affordable housing, extensive community facilities including child care, a maternal health centre, community kitchen, gallery space, a multi-purpose 'City Room' and the adaptive reuse of the Munro's Corner building.

The retention of the shops (which are heavily altered at ground floor level) would require further significant alteration (specifically at the first floor level) in order to allow integration into the building and which would significantly compromise the design response across the entire site as well as the alignment of the through block links.

The demolition of the shops is considered to be an acceptable and balanced outcome in this instance with regard to both heritage and the broader community benefit.



View looking east down Therry Street from corner of Therry and Queen Streets – source: application documentation



View of proposed built from looking west up Therry Street– source: application documentation

In regard to the replacement building (Munro East) on 93-141 Therry Street the City of Melbourne’s Heritage Advisor made the following recommendations to the proposed built form:

Recommendations for the Eastern portion of the development:

- (i) *De-emphasise the podium as a horizontal form. Delete the repeating expressed floor slabs at each of the podium levels. Step the building form with the rise in the land in Therry Street.*
- (ii) *Adopt a component scale which is consistent with repeated narrow elements which characterise the QVM buildings.*
- (iii) *Bring the podium to the property boundary at the street alignment.*
- (iv) *Use repeated simple forms in the fenestration.*
- (v) *Diminish the proportion of glazing and bring to prominence the materials which characterise the market.*

In response to these concerns the applicant acknowledged that the request to de-emphasise the podium as a horizontal form is consistent with commentary from the City of Melbourne’s Urban Design team and have suggested that the design team continue to investigate changes to the canopy, parapet and fenestration to allow a stepped form along Therry Street and greater legibility of the arcade entrance at the centre of the site. In regard to the request for the podium to be aligned with the street boundary the applicant has provided a revised ground floor plan along Therry Street which includes moving the building line out (in part) and re-configuring the residential and hotel entrances as well as putting more retail onto the street. It is considered that this response is appropriate and will address the concerns raised by the heritage advisor.

Overall the proposed development of Munro East incorporates a podium design that is fine grain and incorporates a pattern and rhythm at ground floor level that is generally consistent with that of existing heritage shops. The new façade reflects the existing historic façade through the use of similar materials and fenestration and subject to further design detail is considered to be an appropriate replacement for the heritage building to be removed.

As previously noted it is proposed to retain and refurbish the existing Munro's Edge building at 143-151 Therry Street. In regard to the proposed works to and above the building the City of Melbourne's heritage advisor has made the following comments in regard to the built form above the Munro's Edge building:

The development proposed for the western portion of the site includes 3 main parts. The taller section is generally set back from the street frontages and although it will be visible is broadly appropriate.

The corner development comprises the existing street wall of the majority of the "Munro's Corner" building with new 5 storey forms on either side addressing Therry and Queen Streets, and a taller portion set into the south east corner of the west development area. ...

Two storeys are proposed to be added directly above the portion of retained façade of the Munro's Corner building. The floor plate plans show this to be Community space on Level 2 and an Outdoor Terrace on Level 3...

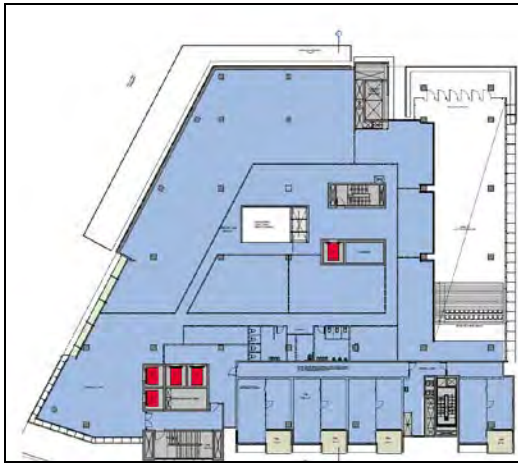
The sentiment expressed in the Bates Smart "Urban Context Report" for an appropriate setback from the retained façade to give it "presence in the streetscape" are supported. The manner in which this has been achieved in the development is to treat the façade as a skin of street wall paper – a two-dimensional façade - rather than as a three-dimensional building.

Clause 22.04 provides specific guidance for development in relation to facades and three dimensional form in the Policy Basis:

Much of Melbourne's charm is provided by its older buildings, which, while not always of high individual significance, together provide cultural significance or interest, and should be retained in their three dimensional form, not as two dimensional facades as has sometimes occurred.

Overall the development on the western portion of the site is responsive to context. I note that the Table 1 "podium height" of 10 metres is a discretionary minimum. In this case, amendment to the development scheme is recommended to also respond to HO7 and clauses 43.01 and 22.04.

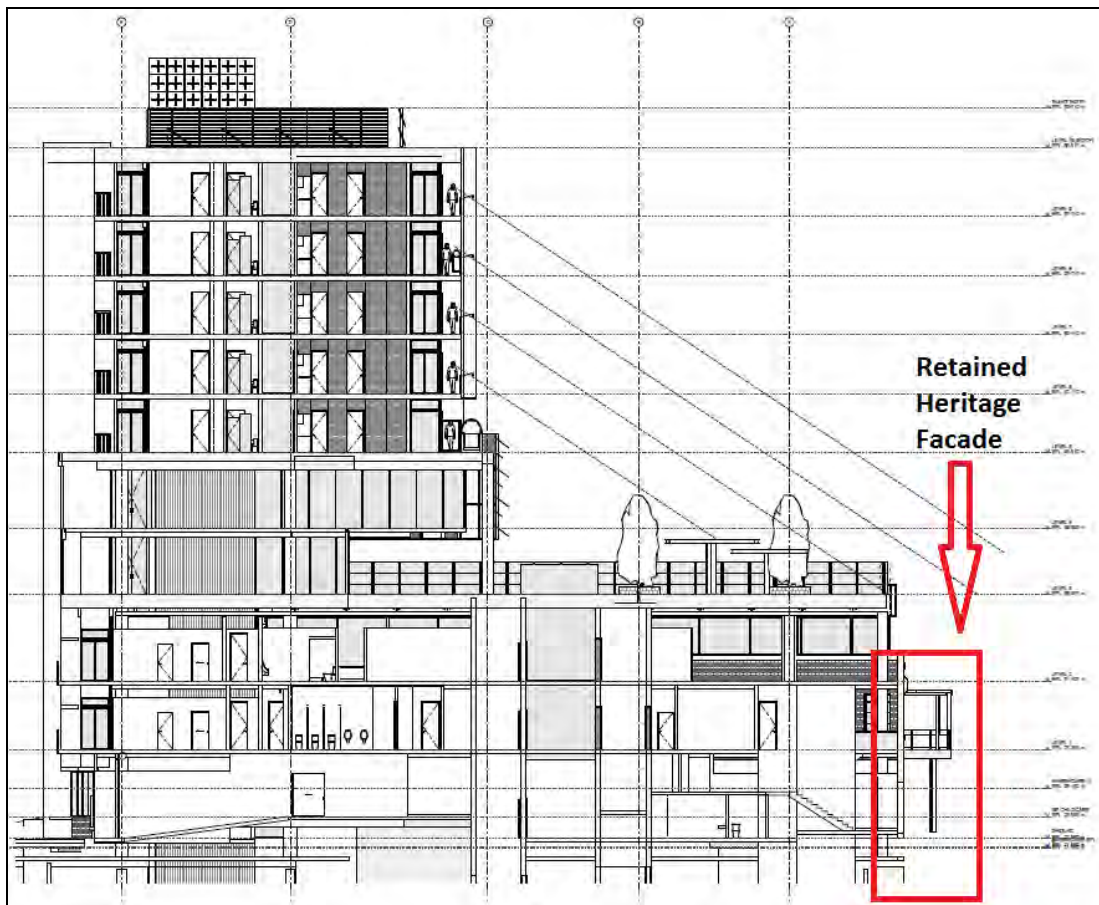
As suggested the development as submitted to DELWP proposed to retain the existing street wall of the majority of the "Munro's Corner" building with the eastern portion on Therry Street to be demolished where it steps down to follow the land form. It is then proposed to incorporate two storeys above the retained façade as can be seen on the following floor plans and section:



Munro West – Level 2 plan



Munro West – Level 3 plan



Munro West – Section diagram – source: application documentation

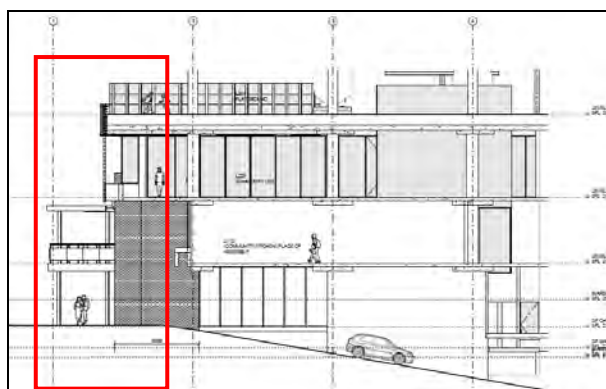
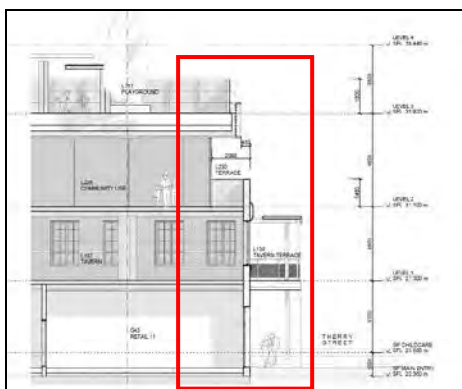
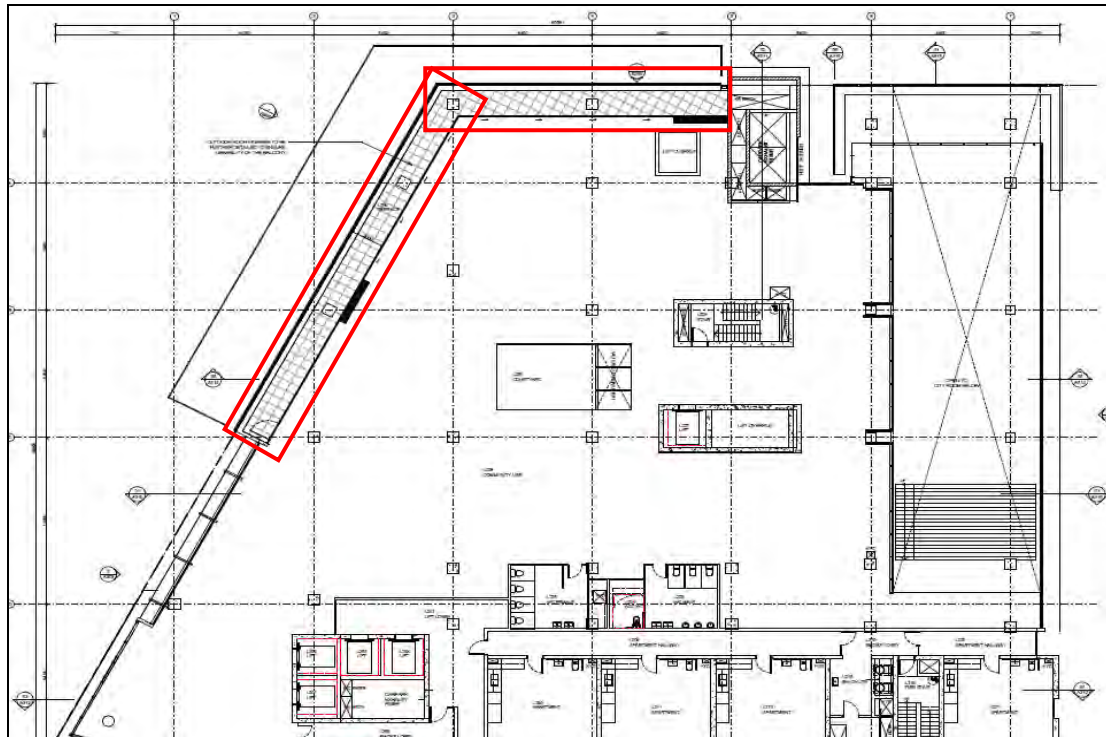
The City of Melbourne’s Heritage Advisor has suggested that a setback to levels two and three of 5 metres from both streets with a potential terrace incorporated within the setback zone at level two would be an appropriate response in ensuring the heritage building is appropriately expressed.

In response to the concerns the applicant provided the following commentary:

The project team supports a setback above the Munro Corner façade and the inclusion of a level 2 terrace facing Therry and Queen Streets. We have proposed a 2m setback to the level 2 glass line creating a deep, dark reveal which will highlight the top brick silhouette of the Munro corner façade. Please refer to attached level 2 plan (GA Plan – Level 02, Drawing No. A102 – Revision P3) and section detail (Munro West Hub – Façade Section).

The steel fascia, which forms the edge of the level 3 external childcare play space overhead, has been setback 0.45m from the Munro corner façade. We are unfortunately unable to provide any additional setbacks as this will reduce the level 3 outdoor play space which currently totals approximately 930sqm. This outdoor play area allowance is a requirement for licensing of a 120 place children's centre as determined by the Department of Education and Training.

The proposed modifications to the built form to respond to the heritage concerns are shown in the plans provided by the applicant below:



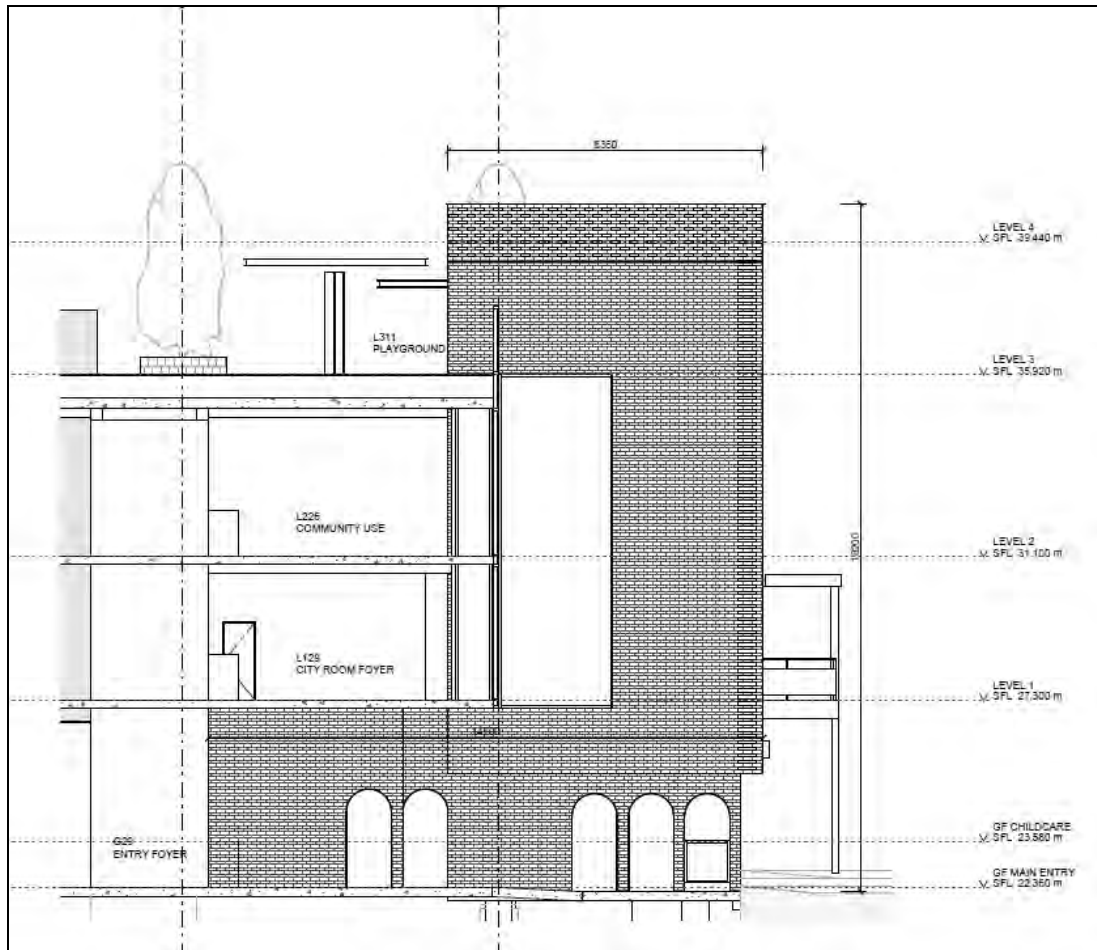
Proposed modifications to floor plan to Munro West to address heritage concerns – source - updated plans (dated March 2018)

It is considered that the proposed modifications put forward by the applicant are an acceptable compromise in this instance and will result in an appropriate separation between the heritage façade and the proposed build form and the design of the building will provide a clear delineation between old and new.

The requirement for open space for the proposed child care centre is a requirement specified by the Department of Education and Training and in balancing the impact on the heritage fabric of the building and the requirements of the uses within the building which are considered to be an overall community benefit, the proposed two

metre setback on level 2 with cantilevered open space above is considered appropriate. A reduction in floor area for the Child Care use would result in a reduction in available child care placement numbers under relevant legislation.

The City of Melbourne’s Heritage Advisor also recommended that the eastern and southern returns of Munro’s Corner building be retained at least 5 metres in depth of the existing face brick walls. The applicant has noted that due to the construction of the basement car park that the original façade returns are unable to be retained. The applicants have agreed to reintroduce similar brickwork to a minimum of 5 metres in depth on the southern return wall and proposed to hold the eastern end of the heritage façade with a vertical brick element which is apparent in the section provided below. This response is considered to appropriately address this matter and these modifications will be required via a condition of permit.



Munro West Laneway Section – source - updated plans (dated March 2018)

The proposal also involves the retention and adaptive re-use of the former warehouse building to the rear, incorporating this into a new pocket park (Munro Square). The proposed works to this building are considered to be positive and will help to open the building up to the public in a manner not previously available.

It is considered that the proposal has been appropriately designed to balance the objectives of the HO and DPO11 and is a satisfactory response to the heritage conservation objectives of the Heritage overlay Clause 15.03 and Clause 22.04.

Matters relating to height, massing and building design are discussed in further detail below.



North elevation render – source: application documentation

Land Use

The proposed development includes a range of uses across both Munro West and Munro East. Specifically the uses that require a permit pursuant to Clause 37.04-1 and 1.0 of CCZ1 of the Melbourne Planning Scheme are:

- The proposed public car park;
- Two taverns; and
- Child care

Within the central city context there are a range of uses that are as of right and help to compliment the role of the central city which seeks to ‘provide for a range of financial, legal, administrative, cultural, recreational, tourist, entertainment and other uses that complement the capital city function of the locality.’ The mix of uses proposed is considered to be consistent with, and are generally encouraged for, Central City Development within the Hoddle Grid.

Specifically the proposed uses are incorporated into each building:

Munro West

A proposed tavern of approximately 430sqm is incorporated into the building and faces internally to the market. The tavern is effectively a replacement of the existing tavern on the site, and subject to appropriate conditions in line with Clause 22.22 ‘Policy for Licensed Premises that require a Planning Permit’ of the Melbourne Planning Scheme, is considered acceptable for this site.

A child care centre is proposed that will generally operate during normal business hours and is orientated away from residential interfaces. The proposed child care centre is considered to be an appropriate use in this area and conditions of permit can be included to ensure the management of the centre is undertaken appropriately.

A public car park is proposed across the four levels of the basement across the site. This is proposed to provide for 503 publicly accessible car parking spaces and will be operated by the City of Melbourne/Queen Victoria Market as a commercial car park. The proposed car park provides for relocated spaces from the existing open-air

car park which will be operated in conjunction with the QVM with the balance of car parking spaces to be relocated within Parcel D. The proposed car parking is considered essential for the day to day operations of the market and is supported.

Munro East

A small ground floor tavern/restaurant is provided within Munro East. This tavern provides for a maximum of 180 patrons and subject to appropriate management is considered an appropriate use within this location.

Having regard to local and state policies which encourage a creative and prosperous city, the proposed uses are considered to compliment and take advantage of the unique site and are supported.

The proposed operation of the tavern, child care centre and commercial car park as detailed within the application documents are as follows:

Tavern

A maximum of 350 patrons on the premises at any one time

Operating hours:

	Indoor Areas	Outdoor Areas
Monday – Sunday	7am – 1am	7am – 11pm

Child Care

A maximum of 120 children on the premises at any one time

Operating hours:

- Monday to Friday – 7am to 6pm

The applicant has advised DELWP and CoM urban planners that it would be preferable for the hours of operation for the proposed childcare centre to be extended by half an hour on weekdays to ensure appropriate operation of the facilities; and to Saturdays and Sundays to ensure traders can make use of the facility on weekends.

The applicant has indicated that the application may be amended via DELWP to seek the following hours:

- Monday to Friday – 7am to 6:30pm
- Saturday to Sunday – 7am to 6pm

On merit, the above hours are considered acceptable as they will not result in unreasonable amenity impacts to other uses within the buildings whilst providing a better quality of service to market traders and the broader community.

Recommended permit conditions are included to reflect the above and also require an operational management plan primarily relating to staff awareness of operational requirements and complaints management.

Car Park

The provision of a car park at the scale proposed is envisaged by the DPO that applies to the land. Permit conditions are recommended in regards to the management and operation of the proposed car park.

The application proposed that the car park will operate between 6am to Midnight, seven days a week. It is considered that the provision of a public car park for hours longer than this may be appropriate having regard to the operational demands of the

market and the public who will be using this car park. Accordingly, a recommended permit condition requires the provision of a Traffic Management Plan which includes the requirement to specify operating hours and how those hours relate to the various uses within the buildings.

Subject to permit conditions (including the provision of an operational management plan for the tavern use) the proposed land uses are considered to be consistent with the purpose of the CCZ and will not result in unreasonable amenity impacts to nearby properties or conflict with future sensitive uses within the proposed development.

Public Realm

The proposed development will have a significant impact on the public realm. The reports provided with the application indicate that from a wind and shadowing perspective these impacts will not be unreasonable (as previously discussed).

In regard to the proposed laneways that will be created as a result of the development, the City of Melbourne's Urban Design team made the following relevant comments:

The open-to-sky public lane terminates at a blank ground floor elevation, serving the primary purpose of access via escalator to the parking below, whilst the arcade link to the east aligns neatly to Blender Lane. Stronger emphasis is required to ensure that this arcade provides for a generous, public feeling and legible connection through the urban block to Franklin Street...

We acknowledge the challenging slope across the site from west to east, but seek verification of whether access routes to the rear of the site meet expected gradients for universal access as per AS1428.1. For example a segment of the path between the primary north-south and east-west link adjacent to the pocket park is denoted as a 1:9 gradient. It is unclear whether there are sufficient high quality alternative routes for persons with limited mobility. We encourage the engagement of a DDA Access Consultant.

In response the applicant provided comment indicating they agree the end of laneway experience is critical to the success of the laneway and public experience and welcomed a condition to enable further exploration as to the specific treatment of the laneways and more particularly the blank ground floor elevation to the open-to-sky public lane termination where a public art component or the like could be incorporated.

In regard to the challenging sloping nature of the site and laneways the applicant made note the grading of publicly accessible laneways and arcade are required to achieve universal access. The applicant indicated the design team is currently undertaking a review of all external levels through the site and are proposing specific adjustments to ensure compliance and ensure a safe and attractive laneway network. Oversight of this and the final outcome can be included within any condition requiring further exploration of the detailed design of the laneway.

In regard to the proposed parking within the podium of Munro East, concern has been raised by the City of Melbourne's Urban Design team about the visibility of podium parking within the laneway noting:

We have some concerns with the visibility of podium parking from the rear lane environment. Consistent with the commentary in the urban context report, we require continuity of the planter/articulated facade treatment as opposed to what appears to be large voids cut in a brick facade to the parking.

The applicant has noted that the ventilation strategy for the podium parking is currently under review as part of the design development of the tower. It is noted that the area of exposed car parking is opposite the rear boundary where future development on the adjoining site is likely to entirely enclose this section of lane. Nonetheless further resolution of this interface could readily be conditioned to ensure it is treated in an appropriate way that will not detract from the laneway experience.



Indicative view down Munro Lane - source: application documentation

In regard to vehicle entries the City of Melbourne's Urban Design team have made the following comments:

While as a rule the visual prominence of vehicle entries should be minimised we acknowledge the important public role of the parking entry for community and market uses and subsequent need for legibility. We encourage further design treatment to this arrival. We encourage the incorporation of market branding or some other public artwork to provide both a legible space and one that is visually engaging for pedestrians.

The applicant has acknowledged that this aspect of the proposal needs to be further developed progressing into the detailed design development stage of the project and a condition of permit requiring this detail will be included on any permit to issue requiring this.

Similarly concerns have been raised in regard to the quality of the arrival experience from the basement car park into the laneway. In response to these concerns the applicant provided the following commentary:

The project team will explore the detailed design of the double height escalator space from basement levels up though to the laneway. Similar to a gothic cathedral, double height columns will support a large vaulted concrete ceiling over. We will introduce secondary layers of detail including lighting and wall tiles which will connect basement levels to the laneway whilst

considering its intended use and level of traffic which will be developed as part of fitout.

Statutory signage will be provided while wayfinding signage will be provided as part of fitout.

The final detail of this important arrival point can be conditioned in any permit to issue.



Initial car park to laneway entry design - source: Application documentation

On-site amenity

The proposed development provides for an appropriate level of on-site amenity for the future occupants and users of the site.

The applicant has provided a detailed assessment of the proposed dwellings against the requirements of the Better Apartment Design Standards and demonstrates compliance with Clause 58 (Apartment Developments) of the Melbourne Planning Scheme.

Further the proposal provides for a variety of dwelling types of varying shapes and sizes. Solar access has been maximised by the orientation of the building and all apartments are provided with an area of 'open space' including the provision of communal open space areas for residents.

The City of Melbourne's Urban Design team have made the following comments in regard to the proposed dwellings:

Apartments within both the tower and affordable housing slab exhibit high levels of internal amenity. The provision of natural light and ventilation to the residential corridors in both buildings is supported. The only minor amenity concern is the study within the tower plan, which at 2.2 x 3m is comparable in size to a range of borrowed light bedrooms delivered in recent years in the surrounding precinct. Integration of this space within the living area is preferred, with the removal of the door to preclude easy adaptation of this space to a substandard bedroom.

The applicant has indicated that they are willing to accept a condition of permit requiring the study areas within the proposed tower to be integrated within the living area, with the removal of the door to ensure the space is not easily converted into a bedroom.

Engineering matters

Melbourne City Council traffic, civil and waste engineers have viewed the proposal and are all generally supportive subject to conditions.

Of particular note, Traffic require the following, which could be included as conditions on any permit to issue;

- The access arrangements (including the number/operation of inbound/outbound lanes, location/specific type of access control provided, queuing analysis of inbound vehicles, etc) should be fully specified. Further information regarding parking control equipment (cameras, boom gates, etc.) will also need to be provided.
- Formal Road Safety Audits should be undertaken prior to occupation of both sites, which should include access arrangements into/from the sites, as well as internal circulation/layout.
- It is recommended that a dedicated on-site guest pick up / drop off (PUDO) area be provided, in order enable the successful operation of the hotel at the ME site.
- It is recommended that at least 8 on-site spaces in the basement carpark be appropriately designed/signed as a dedicated short-term parking area for the childcare centre (possibly only operating during the peak PUDO periods)
- Comprehensive Loading Management Plans (LMPs) should be prepared for both sites, specifying how the access/egress of loading/other vehicles is to be managed, so that any potential conflicts are satisfactorily addressed

In regard to the detailed design of access arrangements in Therry Street, including provision for on-street 'turn around an go back' movements the applicant has acknowledged that further design development studies will be undertaken as part of the preparation of a precinct-wide public realm plan.

It is also noted that it is considered appropriate to have all 503 spaces provided within the basement to be accessible to the public with no specific spaces allocated to the childcare facility. Given the standard time of day that children will be dropped off and picked up, there will more than likely be parking available within the public car park and this will avoid the need to provide restrictions on parking which could be difficult to monitor.

In response to the Traffic Engineers request for a dedicated on site pick up/ drop off area to be provided to enable the successful operation of the hotel at the Munro East site the applicant noted:

With respect to the detailed design of access arrangements in Therry Street, including provision for on-street 'turn around and go back' movements, further design development studies will be undertaken as part of the preparation of a precinct-wide public realm plan to be led by City Design and Projects for further approval of the responsible authority.

A condition of any permit to issue will require further investigation into the pick-up and drop off arrangements for the proposed Hotel.

Signage

A detailed signage plan / strategy should be submitted for consideration prior to any signage being erected on the site or all reference to signage should be removed from the plans with separate planning applications lodged for signage lodged with the City of Melbourne where required.

9. OFFICER RECOMMENDATION

That a letter be sent to DELWP advising that the City of Melbourne offers support for the proposal subject to the following:

With regard to the MSDP the following clarifications and changes are required:

- The north-south arcade should be depicted in all drawings. It appears to drop off in some block diagrams.
- Clarity is required that the wider north-south link will be open to sky.
- The principles around the podium design for Munro East are limited, and would benefit from further information around grain and the relationship to buildings that currently exist on the site and to the east toward Elizabeth Street;
- Remove reference to equitable development envelope.
- Lane and side setbacks/rear should be adequately detailed in drawings.
- On a number of diagrams the colour overlay appears to have slipped including 5.4 Transport, which makes the laneway appear incorrectly proportioned.
- 5.6 notes that the heritage Mercat Cross building would be 'rebuilt'. This should be deleted. The building should be retained and restored.

With regard to the planning permit application for the development, the following conditions are recommended:

1. Prior to the commencement of the use and development (including demolition) on the land, two copies of plans, drawn to scale must be submitted to and approved by the Responsible Authority. The plans must be drawn to scale with dimensions and three copies plus an electronic copy must be provided. The plans must be generally in accordance with the plans referred by DELWP to the City of Melbourne on 22 January 2018, but modified to show:
 - a. A 1:50 architectural strategy provided for the building plinth for Munro West and Munro East, to demonstrate appropriate pedestrian scale design, including treatment of active and inactive elements, parking entries and services.
 - b. Modifications to the ground floor building line to Munro East building and subsequent reconfiguration of the hotel and residential entrances generally in accordance with the floor plans prepared by Bates Smart dated March 2018.
 - c. A setback of two metres for the glazing/façade line at level 2 of the Munro West building above the retained Mercat Cross Hotel façade generally in accordance with the sketch plans and sectional diagram prepared by Six Degrees Architects dated March 2018.
 - d. A setback of 450mm to the cantilevered balcony at level 3 of the Munro West building above the retained Mercat Cross Hotel façade generally in accordance with the sketch plans and sectional diagram prepared by Six Degrees Architects dated March 2018 with additional details of the soffit and proposed materials.
 - e. The southern return wall to the Munro Corner (Munro West) building to be constructed in brick similar to the existing to a minimum 5 metres in depth generally in accordance with the Sketch plans and sectional diagram prepared by Six Degrees dated March 2018.

- f. The proposed vertical brick element located along the eastern return of the Munro Corner (Munro West) building generally in accordance with the Sketch plans and sectional diagram prepared by Six Degrees Architects dated March 2018.
- g. Design resolution of the section of southern podium elevation to Munro East where car parking is visible from the proposed laneway network is required to appropriately conceal car parking.
- h. Further details regarding the proposed internal laneway to ensure an appropriate arrival experience, including details of any proposed public art as required by the detailed laneway plans.
- i. Further details of the proposed arrival spaces to the car park (entrances) and from the basement car park to the laneway at ground level.
- j. The study areas within the proposed Munro East tower to be integrated within the living areas so as not to be a separate area with no window.
- k. The proposed canopy to step down in height to the east of the arcade location along Therry Street to respond to the low-rise eastern neighbour and to provide effective weather protection.
- l. Floor plans showing the location and dimensions of planter boxes and other façade projections within the tower of the Munro West building.
- m. A plan clearly identifying future ownership of land including laneways, arcades and open space areas.
- n. Any changes as required as a result of the requirement for a revised Waste Management Plan.
- o. Any changes as required as a result of the Façade Strategy
- p. Any changes as required as a result of the Detailed Laneway Plans
- q. Any changes as required as a result of the Loading Management Plan.
- r. Any changes as required as a result of the Traffic Management Plan.
- s. Any changes as required as a result of the revised Wind Report.

These amended plans must be to the satisfaction of the Responsible Authority and when approved shall be the endorsed plans of this permit.

Compliance with endorsed plans

- 2. The use and development as shown on the endorsed plans must not be altered or modified unless with the prior written consent of the Responsible Authority.

Detailed matters

- 3. No architectural features and services other than those shown on the endorsed plans shall be permitted above the roof levels unless otherwise approved in writing by the Responsible Authority.
- 4. Except with the consent of the Responsible Authority, all external glazing must be of a type that does not reflect more than 15% of visible light when measured at an angle of incidence normal to the glass surface.

Heritage

- 5. Prior to the commencement of the development, including demolition, a report prepared by a suitably qualified structural engineer, or equivalent, must be submitted to the Responsible Authority, demonstrating the means by which the retained portions of building will be supported during demolition and construction works to ensure their retention, to the satisfaction of the Responsible Authority.

6. The buildings and works associated with the approved development must be planned and constructed in a manner which prevents damage to the heritage fabric to be retained. Where hidden original or inaccessible details of the buildings are uncovered, works are to cease until the appropriate further record has been made. Where unanticipated original detail is discovered the Responsible Authority is also to be notified prior to re-commencement of the works.
7. Prior to demolition, the permit holder must satisfy the Responsible Authority that substantial progress has been made towards obtaining the necessary building permits for the development of the land generally in accordance with the development of the land proposed under this permit and that the permit holder has entered into a bona fide contract for the construction of the development.

Construction Management Plan

8. Prior to the commencement of each stage of the development, excluding demolition, bulk excavation, site preparation and retention works, soil remediation, piling, footings, ground beams and ground slabs, a detailed Construction Management Plan (CMP) generally in accordance with the Hamilton Marino Construction Management Plan dated November 2017 must be submitted to and be approved by the Melbourne City Council. All development must be carried out in accordance with the approved CMP to the satisfaction of the Melbourne City Council. The CMP must describe how the developer of the land will manage the environmental, construction and amenity impacts associated with the construction of the development. The CMP must address the following:
 - a. Staging of construction;
 - b. Management of public access and linkages around the site during construction and occupation of footpaths outside title boundaries for the purposes of builders works;
 - c. Site access and traffic management (including any disruptions to adjoining vehicular and pedestrian access ways);
 - d. Any works within the adjoining street network road reserves;
 - e. Sediment control and site drainage;
 - f. Hours of construction;
 - g. Control of noise, dust and soiling of roadways;
 - h. Discharge of polluted waters;
 - i. Collection and disposal of building and construction waste;
 - j. Reasonable measures to ensure that disruption to adjacent public transport services are kept to a minimum.

Façade Strategy

9. In conjunction with the submission of development plans under Condition 1, a Façade Strategy and Materials and Finishes must be submitted to and be approved by the Responsible Authority, in consultation with Melbourne City Council. All materials, finishes and colours must be in conformity with the approved Façade Strategy to the satisfaction of the Responsible Authority. Unless otherwise approved by the Responsible Authority, the Façade Strategy must be generally in accordance with the development plans and must detail:

- a. Elevation details generally at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities, typical tower detail, and any special features which are important to the building's presentation. The drawings must demonstrate the:
 - i. A concise description by the architect(s) of the building design concept(s) and how the façade works to achieve this.
 - ii. The authenticity of the brickwork on the buildings and any corbelling or pattern that is to be employed.
 - iii. Any modifications required to the canopy, parapet and fenestration to allow a stepped building form along Therry Street and greater legibility of the arcade entrance at the centre of the site to Therry Street.
 - iv. Further legibility of the residential use to the upper sections of Munro East tower with articulated balcony, planter boxes and other elements within the façade.
- b. Cross sections or another method of demonstrating the façade systems, including fixing details indicating junctions between materials and significant changes in form and/or material.
- c. Information about how the façade will be accessed and maintained and cleaned, including any planting if proposed.
- d. Example prototypes and/or precedents that demonstrate the intended design outcome as indicated on plans and perspective images, to produce a high quality built, durable outcome in accordance with the design concept.
- e. A schedule of colours, materials and finishes, including the colour, type and quality of materials showing their application and appearance. Materials and finishes must be of a high quality, contextually appropriate, durable and fit for purpose. This can be demonstrated in coloured elevations or renders from key viewpoints, to show the materials and finishes linking them to a physical sample board with coding.

Tavern

10. The maximum number of patrons on the premises must be no more than 350 at any one time unless with the prior written consent of the Responsible Authority.
11. Except with the prior written consent of the Responsible Authority, the premises must only be open for the use between the following hours:

	Indoor Areas	Outdoor Areas
Monday – Sunday	7am – 1am	7am – 11pm

12. No external sound amplification equipment or loud speakers are to be used for the purpose of announcement, broadcast, playing of music or similar purpose, to the satisfaction of the Responsible Authority.
13. The Responsible Authority, with just cause, may at any time request lodgement of an acoustic report, prepared by a suitably qualified acoustic consultant. The report must be to the satisfaction of the Responsible Authority and identify all potential noise sources and sound attenuation work required to address any noise issues and to comply with *State Environment Protection Policy, (Control of Noise from Commerce, Industry and Trade), No. N-1*, and *State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2*. The

recommendations of the report must be implemented by the applicant to the satisfaction of the Responsible Authority.

14. No bottles or other waste material may be removed from the site between the hours of 9.00pm and 7.00am the following morning, seven days a week.
15. Prior to the commencement of the use the applicant must submit an operational management plan to the Responsible Authority in consultation with the Melbourne City Council describing:
 - a. The ways in which staff are to be made aware of the conditions attached to this permit.
 - b. Details of the type(s) of liquor licence sought – refer to definitions in the Liquor Control Reform Act 1998.
 - c. Details of the proposed hours of operation of the premises.
 - d. Details of any proposed special events.
 - e. Details of the provision of music including the frequency and hours of entertainments provided by live bands, live music (DJ), amplified music and any other forms of entertainment.
 - f. Security arrangements including the number of personnel and their hours of operation.
 - g. Details of the maximum number of patrons to be permitted on the premises.
 - h. Pass-out arrangements.
 - i. Lighting within the boundaries of the site.
 - j. Security lighting outside the premises.
 - k. General rubbish storage and removal arrangements including hours of pick up.
 - l. Bottle storage and removal arrangements including hours of pick up.
 - m. Noise attenuation measures (if applicable).
 - n. The recommendations of any acoustic report submitted in support of the proposal.
 - o. The training of staff in the management of patron behaviour.
 - p. A complaint handling process to be put in place to effectively manage complaints received from neighbouring and nearby businesses and residents. This must include details of a Complaints Register to be kept at the premises. The Register must include details of the complaint received, any action taken and the response provided to the complainant.
 - q. Details of the management methods to be employed to minimise queuing outside the venue.
 - r. Details of the management of patrons in outdoor areas to minimise impacts on the amenity of nearby properties.
 - s. Details of the management of patrons who are smoking.

The management plan must be to the satisfaction of, and be approved by, the Responsible Authority. Once approved, the management plan will form a part of the endorsed documents under this permit. The operation of the use must be carried out in accordance with the endorsed operational management plan unless with the prior written consent of the Responsible Authority.

Child care

16. The maximum number of students on the premises must be no more than 120 at any one time unless with the prior written consent of the Responsible Authority.
17. Except with the prior written consent of the Responsible Authority, the premises must only be open for the use between the following hours:
 - Monday to Friday – 7am to 6:30pm
 - Saturday to Sunday – 7am to 6pm
18. Prior to the commencement of the use the applicant must submit an operational management plan to the Responsible Authority in consultation with the Melbourne City Council describing:
 - a. the ways in which staff are to be made aware of the conditions attached to this permit
 - b. a complaint handling process to be put in place to effectively manage complaints received from neighbouring and nearby businesses and residents. This must include details of a Complaints Register to be kept at the premises. The register must include details of the complaint received, and any action taken and the response provided to the complainant

The management plan must be to the satisfaction of, and be approved by, the Responsible Authority in consultation with the Melbourne City Council. Once approved, the management plan will form a part of the endorsed documents under this permit. The operation of the use must be carried out in accordance with the endorsed operational management plan unless with the prior written consent of the Responsible Authority.

Legal Agreement

19. Prior to the commencement of the development, excluding demolition, bulk excavation, site preparation and retention works, soil remediation, piling, footings, ground beams and ground slabs, the owner of the land must enter into an agreement with Melbourne City Council pursuant to Section 173 of the Planning and Environment Act 1987 regarding the north-south and east-west through block links between Queen Street, Therry Street and Blender Lane (Link). The Agreement must:
 - a. provide that the links will remain the responsibility of the owner of the land in perpetuity;
 - b. require the Owner of the land to maintain 24-hour unobstructed public access (7 days a week) to the Links, except with the prior written consent of the Melbourne City Council;
 - c. provide that the Owner of the land is solely responsible for the care and maintenance of the Link at the Owner's cost and to the satisfaction of Council;

- d. be to the satisfaction of the Council's Manager Engineering Services and Chief Legal Counsel.

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

20. Prior to the commencement of the demolition or removal of existing buildings or works on the land, the owner of the land must enter into an agreement pursuant to Section 173 of the Planning and Environment Act 1987. The agreement must provide that the owner must construct temporary works on the land to the satisfaction of the Responsible Authority if any of the following occur:
 - a. the land remains vacant for 6 months after completion of the demolition;
 - b. demolition or construction activity ceases for a period of 6 months; or
 - c. construction activity ceases for an aggregate of 6 months after commencement of the construction.

Prior to the commencement of construction of any temporary works, details of the works must be submitted to and be to the satisfaction of the Responsible Authority.

Temporary works may include:

- a. The construction of temporary buildings for short-term retail or commercial use. Such structures shall include the provision of an active street frontage; or
- b. Landscaping of the site for the purpose of public recreation and open space.

The owner of the land must pay all of the Responsible Authority's reasonable legal costs and expenses of this agreement, including preparation, execution and registration on title.

Landscape plan

21. Within six months of commencement of development, or as otherwise agreed with the Responsible Authority a landscape plan for the detailed design and landscaping of all open space areas must be submitted to and approved by the Responsible Authority in consultation with Melbourne City Council. The landscape plan must be generally in accordance with the Formium landscape plan provided with the application and must include:
 - a. A schedule of all soft and hard landscaping and treatments generally to the Council's standards;
 - b. Incorporation of urban design elements that include but are not limited to paving, lighting and seating, and a clear demarcation of the adjoining public realm and private space, including pedestrian, bicycle and vehicle circulation and the location, setback and design of in-built seats and fixed furniture on property frontages;
 - c. Detailed landscaping of the laneways and arcades to ensure legibility without sole reliance on signage;
 - d. Water sensitive urban design principles, as appropriate;
 - e. Location of buildings and trees on neighbouring properties within three metres of the property boundary, including street trees;
 - f. Planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant;

- g. Details of surface finishes of any retaining walls, pathways, kerbs, laneways and arcades;
 - h. Specific detail on tree species and sub surface provision for tree planting within Munro Square;
 - i. Detail of the proposed planting provision and design and shade structure layout for the Community Hub Level 3 Terrace, Level 5 Community Garden, QVM Tower Roof and Garden details including confirmation of drainage points for planters to avoid discharge across paved areas, how irrigation is delivered to planters and structural provision for soil volumes adequate for the proposed trees.
22. Prior to the commencement of all landscaping works, a landscape management plan detailing the ownership, maintenance regime and management responsibilities of the open spaces associated with the development must be submitted to and approved by the Responsible Authority.
23. Landscaping as shown in the approved landscape plan must be completed within three months of the completion of the development, or as otherwise agreed with the Responsible Authority.

Green Infrastructure

24. Prior to the commencement all landscaping works associated with the green infrastructure components to be integrated within each building façade, a Green Infrastructure Management Plan for each building detailing the ownership, maintenance regime and management responsibilities of the green infrastructure associated with each building façade must be prepared and submitted to the satisfaction of the Responsible Authority in consultation with Melbourne City Council.
25. If the green infrastructure integrated within any of the building façades fails, details of an alternative treatment for the relevant façade must be submitted to, and approved by, the Responsible Authority. The alternative treatment must be implemented within three months of approval at no cost to Melbourne City Council and to the satisfaction of the Responsible Authority.

Street Trees

26. Prior to the commencement of any works including demolition and bulk excavation, a Tree Protection Plan (TPP), for any public trees that may be affected by the development, must be provided to the satisfaction of the Responsible Authority (Urban Forestry & Ecology). The TPP must be in accordance with AS 4970-2009 – Protection of trees on development sites and include:
- a. City of Melbourne asset numbers for the subject trees (found at <http://melbourneurbanforestvisual.com.au>).
 - b. Site specific details of the temporary tree protection fencing to be used to isolate publicly owned trees from the demolition and construction activities or details of any other tree protection measures considered necessary and appropriate to the site.
 - c. Specific details of any special construction methodologies to be used within the Tree Protection Zone of any publicly owned tree.
 - d. Full specifications of any pruning required to publicly owned trees.
 - e. Any special arrangements required to allow ongoing maintenance of publicly owned trees for the duration of the development.

- f. Name and contact details of the project arborist who will monitor the implementation of the Tree Protection Plan for the duration of the development (including demolition).
 - g. Details of the frequency of the project arborist monitoring visits, interim reporting periods and final completion report (necessary for bond release). Interim reports of monitoring must be provided to Council's email via trees@melbourne.vic.gov.au.
27. In the event that a Construction Management Plan or Traffic Management Plan changes any of the tree protection methodologies or impacts on public trees in ways not identified in the endorsed Tree Protection Plan (TPP) must be provided to the satisfaction of the Responsible Authority. When provided to the satisfaction of the Responsible Authority the revised TPP will be endorsed to form part of this permit and will supersede any previously endorsed TPP for the purpose of Condition 18.
28. If any public trees are proposed for removal at any stage of the development under a Tree Protection Plan endorsed under this permit, then prior to the commencement of the development (including demolition and bulk excavation), the applicant must submit a Street Tree Plot Replacement Strategy to Melbourne City Council, which shows replacement and/or additional tree plots in accordance with Council's Tree Retention and Removal Policy. When provided to the satisfaction of Melbourne City Council (Urban Forest & Ecology), the Street Tree Plot Replacement Strategy will be endorsed to form part of this permit.
29. Prior to the occupation of the development, the replacement and/or additional street tree plots shown on the Street Tree Plot Replacement Strategy endorsed under this permit must be constructed at no cost to Melbourne City Council and be to the satisfaction of Melbourne City Council (Urban Forest & Ecology).
30. Following the approval of a Tree Protection Plan (TPP) a bank guarantee equivalent to the combined environmental and amenity values of public trees that may be affected by the development will be held against the TPP for the duration of construction activities. The bond amount will be calculated by council and provided to the applicant/developer/owner of the site. Should any tree be adversely impacted on, the City of Melbourne will be compensated for any loss of amenity, ecological services or amelioration works incurred.

Traffic management

31. Prior to the commencement of the development (excluding demolition, bulk excavation piling, site preparation and any retention works) a Traffic Management Plan is to be prepared by a suitably qualified person to the satisfaction of the Responsible Authority in consultation with the City of Melbourne. The Traffic Management Plan must:
- a. Specify details of general management and operation including the hours of operation and, if relevant, how these relate to various uses within the buildings.
 - b. Specify the internal design of the car park and loading docks, the positioning of boom gates, card readers, control equipment, including car park control points, and ramp grades must be generally in accordance with the Australian and New Zealand Standard 2890.1-2004.
 - c. Fully specify the access arrangements (including the number/operation of inbound/outbound lanes, location/specific type of access control provided, queuing analysis of inbound vehicles, etc).

- d. Include detail in regard to the operation of the doorways into both sites to be clarified ensuring that entering vehicles do not stop on-street and obstruct pedestrians/traffic while waiting for the doors to open, the doors should be offset at least 6m from the site boundaries or the doors at/near the site boundaries could be left open during peak periods and closed off-peak.
- e. Detail the pick-up and drop off arrangements for the proposed Hotel and should specify where this would be best situated if necessary.

This Traffic management plan must be adhered to at all times unless with the prior written consent of the Responsible Authority

32. The area set aside for car parking and access of vehicles and access ways must be constructed, delineated and clearly line marked to indicate each car space, the access ways and the direction in which vehicles must proceed along the access ways, in conformity with the endorsed plans. Parking areas and access ways must be kept available for these purposes at all times and maintained to the satisfaction of the Responsible Authority

Loading Management Plan

33. Prior to the commencement of the development a comprehensive Loading Management Plan is to be prepared to the satisfaction of the Responsible Authority in consultation with the City of Melbourne, specifying how the access/egress of loading vehicles is to be managed and ensuring that:
 - a. The delivery needs of the various components of the development can be accommodated;
 - b. Vehicles do not queue on-street;
 - c. Vehicles are able to both access/egress the Land in a forward direction;
 - d. Any potential conflicts between various vehicles (and other road users) are satisfactorily addressed; and
 - e. The loading facilities should be designed generally in accordance with AS2890.2;

The owner of the Land or the developer must reimburse the Council for all costs associated with any parking changes.

Green Travel Plan

34. Prior to occupation of the development, a Green Travel Plan (GTP) must be prepared by a suitably qualified person to the satisfaction of the Responsible Authority in consultation with the City of Melbourne. The GTP must:
 - a. Describe the location in the context of alternative modes of transport and objectives for the GTP.
 - b. Outline GTP measures for the building including:
 - i. employee welcome packs to include public transport information;
 - ii. other incentives for employees (i.e. provision of public transport ticket discounts if available);
 - iii. cycle parking and facilities available;
 - iv. GTP management;
 - v. monitoring and review.

Once approved the GTP will form part of the planning permit or any on-going management plan for the site to ensure the GTP continues to be implemented by

the owner/management of the development site to the satisfaction of the Responsible Authority.

Road Safety Audit

35. Prior to the occupation, a Road Safety Audit prepared by a suitably qualified professional must be submitted to and approved by the Responsible Authority in consultation with Melbourne City Council. The Audit is to include access arrangements into/from both of the sites as well as internal circulation/layout.
36. When provided to the satisfaction of the Responsible Authority, the Road Safety Audit will be endorsed to form part of this permit.
37. Prior to the occupation of the use hereby approved, the recommended safety measures included in the endorsed Road Safety Audit must be implemented and maintained to the satisfaction of the Responsible Authority.

Laneways, Arcades and Open Space

38. The type, function and quantum of open space at the ground plane, which largely comprises a series of laneways and arcades, as shown on the development plans, shall not be altered or amended without the prior approval of the Responsible Authority.
39. Prior to the commencement of development detailed laneway plans showing the proposed design, detailing and the quality, durability and type of materials and finishes to all elevations of the laneways, including the ceiling/roof elevations and lighting details, must be prepared and submitted to the satisfaction of the Responsible Authority in consultation with the City of Melbourne. The plans must:
 - a. detail treatment of the blank boundary wall located at the southern termination of the new open to sky laneway.
 - b. Provide plan and elevation details of the buildings fronting all laneways and the north-south arcade at no greater scale than 1:50,
 - c. Show an increased emphasis on solid and tactile materials (with a commensurate decreased emphasis on glazing) to the ground floor of the eastern side of the north-south laneway located between the east and west buildings,

The extent of activation of the ground level of all laneways and arcades must be optimised and be to the satisfaction of the Responsible Authority in consultation with the Melbourne City Council.

40. Prior to the commencement of development detailed laneway plans showing the proposed design, detailing and the quality, durability and type of materials and finishes to all elevations of the laneways, including the ceiling/roof elevations and lighting details, must be prepared and submitted to the satisfaction of the Responsible Authority in consultation with Melbourne City Council. The plan should highlight the specific treatment of the laneways having particular regard to the blank ground floor elevation to the open-to-sky public lane termination where a public art component or the like could be incorporated.

Wind Assessment

41. Prior to commencement of development, excluding demolition, bulk excavation, piling, site preparation and any retention works, a revised Wind Assessment, including wind tunnel testing, must be submitted to and be approved by the Responsible Authority. The Assessment should be generally in accordance with the Wind Study prepared by MEL Consultants, dated 18 January 2018 and demonstrate that suitable wind conditions can be achieved to the satisfaction of

the Responsible Authority. The wind report should not rely on trees for suitable wind conditions within the adjoining public realm.

Disabled Access

42. Provision must be made for disabled access into the building in accordance with the Disability (Access to Premises-Buildings) Standards 2010, to the satisfaction of the Responsible Authority.

Pedestrian Ramps

43. All pedestrian ramps must be designed and constructed in accordance with AS 1428:2009 Design for Access and Mobility and should be fitted with ground surface tactile indicators (TGIs). Details of the TGIs must be submitted to and approved by City of Melbourne – Engineering Services prior to their installation.

Noise

44. Prior to the occupation, the noise attenuation measures outlined in the Acoustic Reports prepared by Acoustic Logic dated 23 November 2017 must be constructed, installed and verification testing must be carried out to the satisfaction of the Responsible Authority.

Contaminated Land

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

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

Should the PEA reveal that further investigative or remedial work is required to accommodate the intended use, then prior to the commencement of the development (excluding any demolition or works necessary to undertake the Comprehensive Environmental Assessment (CEA)), the applicant must carry out a CEA of the site to determine if it is suitable for the intended use(s). This CEA must be carried out by a suitably qualified environmental professional who is a member of the Australian Contaminated Land Consultants Association or a person who is acceptable to the Responsible Authority. This CEA must be submitted to, and be approved by the Responsible Authority prior to the commencement of the use/development (excluding demolition). The CEA should include:

- Details of the nature of the land uses previously occupying the site and the activities associated with these land uses. This includes details of how long the uses occupied the site.
- A review of any previous assessments of the site and surrounding sites, including details of any on-site or off-site sources of contaminated materials. This includes a review of any previous Environmental Audits of the site and surrounding sites.

- Intrusive soil sampling in accordance with the requirements of Australian Standard (AS) 44582.1. This includes minimum sampling densities to ensure the condition of the site is accurately characterised.
- An appraisal of the data obtained following soil sampling in accordance with ecological, health-based and waste disposal guidelines.
- Recommendations regarding what further investigative and remediation work, if any, may be necessary to ensure the site is suitable for the intended use(s).
- Prior to the occupation of the building, the applicant must submit to the Responsible Authority a letter confirming compliance with any findings, requirements, recommendations and conditions of the CEA.

Should the CEA recommend that an Environmental Audit of the site is necessary then prior to the occupation of the building the applicant must provide either:

- a. A Certificate of Environmental Audit in accordance with Section 53Y of the Environment Protection Act 1970; or
- b. A Statement of Environmental Audit in accordance with Section 53Z of the Environment Protection Act 1970. This Statement must confirm that the site is suitable for the intended use(s).

Where a Statement of Environmental Audit is provided, all the conditions of this Statement must be complied with to the satisfaction of the Responsible Authority and prior to the occupation of the building. Written confirmation of compliance must be provided by a suitably qualified environmental professional who is a member of the Australian Contaminated Land Consultants Association or other person acceptable to the Responsible Authority. In addition, the signing off of the Statement must be in accordance with any requirements in it regarding the verification of works.

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

Environmentally Sustainable Design

46. The performance outcomes specified in the Environmentally Sustainable Design (ESD) Statement prepared by Ark Resources and dated 4 December 2017 for the development must be implemented prior to occupancy at no cost to the Responsible Authority or the City of Melbourne and be to the satisfaction of the Responsible Authority.
47. Any change during detailed design, which affects the approach of the endorsed ESD Statement, must be assessed by an accredited professional. The revised statement must be endorsed by the Responsible Authority prior to the commencement of construction (excluding demolition, bulk excavation piling, site preparation and any retention works).

Building appurtenances

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

Civil works

50. All projections over the street alignment must be drained to a legal point of discharge in accordance with plans and specifications first approved by the Melbourne City Council – Engineering Services.
51. Prior to the commencement of the development excluding demolition and bulk excavation, a stormwater drainage system, incorporating integrated water management design principles, must be submitted to and approved by the Melbourne City Council – Engineering Services. This system must be constructed prior to the occupation of the development and provision made to connect this system to the Melbourne City Council's underground stormwater drainage system.
52. Prior to the commencement of the use/occupation of the development, all necessary vehicle crossings must be constructed and all unnecessary vehicle crossings must be demolished and the footpath, kerb and channel reconstructed, in accordance with plans and specifications first approved by the Melbourne City Council – Engineering Services.
53. The footpaths adjoining the site along Queen and Therry Streets must be reconstructed in sawn bluestone together with associated works including the renewal of kerb and channel and/or services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the Melbourne City Council – Engineering Services.
54. All portions of road affected by the construction activities of the subject land must be reconstructed together with associated works including the reconstruction or relocation of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the Melbourne City Council – Engineering Services.
55. Existing street levels in Queen Street, Therry Street, Blender Lane and Laneway CL1184 must not be altered for the purpose of constructing new vehicle crossings or pedestrian entrances without first obtaining approval from the Melbourne City Council – Engineering Services.
56. Existing public street lighting must not be altered without first obtaining the written approval of the Melbourne City Council – Engineering Services.
57. New Public Street Lighting must be installed in Blender Lane at the cost of developer. Luminaries must be LED fittings and must comply with AS1158 category P3 requirements as a minimum.
58. Existing street furniture must not be removed or relocated without first obtaining the written approval of the Melbourne City Council – Engineering Services.

59. All street furniture such as street litter bins, recycling bins, seats and bicycle rails must be supplied and installed on Queen Street and Therry Street footpaths outside the proposed building to plans and specifications first approved by the Melbourne City Council – Engineering Services.

Lighting

60. All public lighting must conform to AS1158, AS3771 and The Public Lighting Code September 2001 to the satisfaction of the Melbourne City Council – Engineering Services. All light poles and specifications first approved by the Melbourne City Council – Manager Engineering Services.

Waste

61. Prior to the commencement of the development or any stage (excluding bulk excavation and demolition) revised Waste Management Plans (WMP) shall be prepared and submitted to Melbourne City Council Engineering Services. The WMP should be generally in accordance with the plans prepared by Irwin Consult dated 1 December 2017 but amended to include:
- West site Hard Waste room to show access point for residents; and
 - East and West sites swept paths clearly showing clear way for vehicles.
62. The WMP should detail waste storage and collection arrangements and be prepared with reference to the City of Melbourne Guidelines for Preparing a Waste Management Plan. Waste storage and collection arrangements must not be altered without prior consent of the City of Melbourne Engineering Services.
63. No garbage bin or surplus materials generated by the permitted use may be deposited or stored outside the site and bins must be returned to the garbage storage areas as soon as practicable after garbage collection.
64. The loading and unloading of vehicles and delivery of goods to and from the premises must at all times take place within the boundaries of the site.

3D Model

65. Prior to the commencement of the development, excluding demolition, bulk excavation, site preparation and retention works, soil remediation, piling, footings, ground beams and ground slabs or as otherwise agreed with the Responsible Authority an updated 3D digital model of the development and its immediate surrounds which reflects the required modifications under condition 1 of this permit, as appropriate, must be submitted to the Responsible Authority and the City of Melbourne and be to the satisfaction of the Responsible Authority in conformity with the Department of Environment, Land, Water & Planning Advisory Note 3D Digital Modeling. In the event that further substantial modifications are made to the building envelope a revised 3D digital model must be submitted to and be to the satisfaction of the Responsible Authority.

Advertising Signage

66. Prior to the commencement of the development, excluding demolition, bulk excavation, site preparation and retention works, soil remediation, piling, footings, ground beams and ground slabs, an advertising signage strategy must be submitted to and approved by the Responsible Authority in consultation with Melbourne City Council.

Wayfinding

67. Prior to occupation, an integrated wayfinding strategy must be submitted to and be approved by the Responsible Authority. This strategy must ensure that the laneways and arcades are legible and welcoming as publicly accessible spaces.

Development time limit

68. In accordance with section 68 of the Planning and Environment Act 1987, this permit will expire if one of the following circumstances applies:
- a. The development is not started within three (3) years of the date of this permit.
 - b. The development is not completed within five (5) years of the date of this permit.
 - c. The use is not started within five (5) years of the date of this permit.
69. The Responsible Authority may extend the permit if a request is made in writing before the permit expires, or within six months afterwards. The Responsible Authority may extend the time for completion of the development if a request is made in writing within 12 months after the permit expires and the development started lawfully before the permit expired.

NOTES

All necessary approvals and permits are to be first obtained from the Melbourne City Council and the works performed to the satisfaction of Melbourne City Council Manager Engineering Services.

No advertising signs shall be erected, painted or displayed on the land without the permission of the Responsible Authority unless in accordance with the exemption provisions of the Melbourne Planning Scheme.

Council may not change the on-street parking restrictions to accommodate the access, servicing, delivery and parking needs of this development. As per Council's policy, developments in this area are not entitled to resident parking permits. Therefore, the residents/occupants/staff/visitors of this development will not be eligible to receive parking permits and will not be exempt from any on-street parking restrictions. Council will not accept responsibility for any damage incurred to the vehicles within the carpark

All projections over the street alignment must conform to Building Regulations 2006, Part 5, Sections 505 to 514 as appropriate. Reference may be made to the City of Melbourne's Road Encroachment Operational Guidelines with respect to projections impacting on street trees and clearances from face/back of kerb.