

Report to the Future Melbourne Committee

Agenda item 6.1

**Ministerial Planning Application: TPMR-2020-52
383 La Trobe Street, Melbourne****1 June 2021****Presenter:** Larry Parsons, Head of Statutory Planning**Purpose and background**

1. The purpose of this report is to advise the Future Melbourne Committee of a Ministerial Planning Application seeking approval for the demolition of the existing building; and buildings and works for the construction of a multi-storey mixed use building for the land at 383 La Trobe Street, Melbourne (refer Attachment 2 – Locality Plan).
2. The applicant is Urbis, the owner is Mirvac and the architect is Cox Architecture.
3. The site is located on the south side of La Trobe Street, with Queen Street to the east and William Street to the west, and has a total site area of 2850 square metres.
4. The site is located in the Capital City Zone, Schedule 1 (CCZ1), Design and Development Overlay, Schedule 1, Area 2 (DDO1-A2), Design and Development Overlay Schedule 10 (DDO10), and Parking Overlay Schedule 1 (PO1).
5. The plans submitted with the application propose full demolition of the existing building on the site and the construction of a 31 storey (121.6 metres) building fronting La Trobe Street. The building will feature retail uses at the ground floor with office space above.
6. The building has a gross floor area of 62,666 square metres and a plot ratio of 22:1.
7. The Department of Environment, Land, Water and Planning, on behalf of the Minister for Planning, has formally referred the application to Council as a recommending referral authority.

Key issues

8. The revised plans which formed the basis for the assessment of the application generally respond to internal referral comments from various departments, aside from minor matters noted in the delegate report, and which can be conditioned.
9. The proposal responds acceptably to the built form outcomes of DDO10. The proposal is considered to be of a high quality, well-articulated and responds appropriately to the site's context.
10. In accordance with Clause 22.03, the floor area uplift requirement has been more than satisfied via the provision of office space and therefore is supported. The office use is to be secured via a Section 173 Agreement for a minimum 10 year period via a recommended permit condition.
11. The proposal is consistent with key aspects of the seriously entertained Melbourne Planning Scheme Amendment C308. This includes ensuring car parking is located underground, providing multiple pedestrian entry points to the site, the use of high quality and tactile materials, a fine grain design at the lower levels and building programming which engages pedestrians. Laneways and an arcade, where public access is to be secured via a s173 legal agreement, will provide pedestrian access from La Trobe Street to Little Lonsdale and Queen Streets.

Recommendation from management

12. That the Future Melbourne Committee resolves to advise the Department of Environment, Land, Water and Planning that the Melbourne City Council does not object to the proposal subject to the conditions outlined in the delegate report (refer to Attachment 4 of the report from management).

Attachments:

1. Supporting Attachment (Page 2 of 92)
2. Locality Plan (Page 3 of 92)
3. Selected Plans (Page 4 of 92)
4. Delegate Report (Page 52 of 92)

Supporting Attachment

Legal

1. The Minister for Planning is the Responsible Authority for determining this application.
2. The Minister for Planning has formally referred the application to Council under Section 55 of the *Planning and Environment Act 1987* (the Act).

Finance

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

Conflict of interest

4. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a material or general conflict of interest in relation to the matter of the report.

Health and Safety

5. Relevant planning considerations such as traffic and waste management, potential amenity impacts and potentially contaminated land that could impact on health and safety have been considered within the planning permit application and assessment process.

Stakeholder consultation

6. The application is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3), and the review rights of section 82(1) of the Act.

Relation to Council policy

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

Environmental sustainability

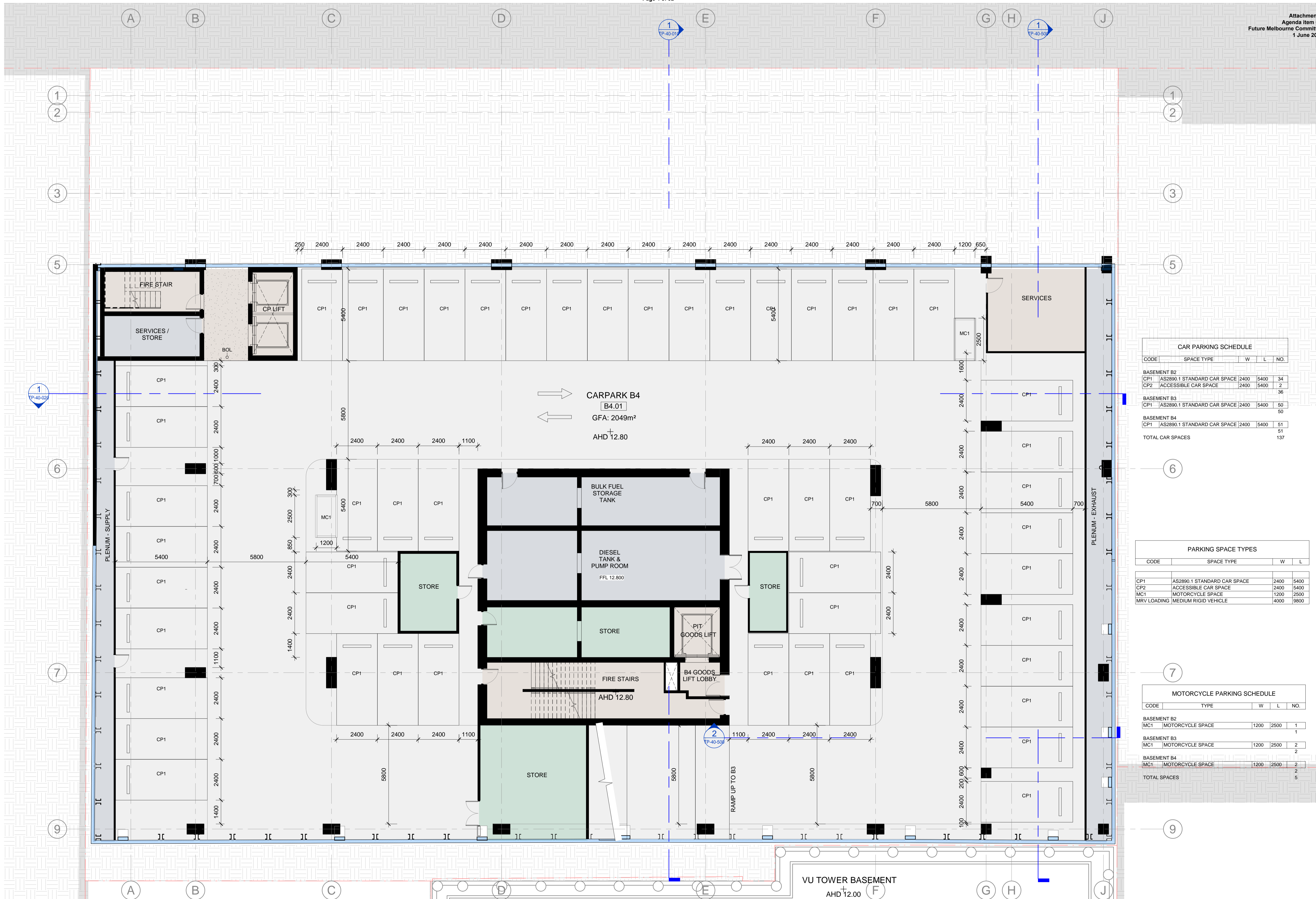
8. The Environmentally Sustainable Design report submitted with the application confirms the development will achieve the relevant performance measures set out in Clauses 22.19 (Energy, Water and Waste Efficiency) and 22.23 (Stormwater Management) of the Melbourne Planning Scheme.
9. Permit conditions requiring implementation of the ESD initiatives are recommended.

Locality Plan

Attachment 2
Agenda item 6.1
Future Melbourne Committee
1 June 2021

383 La Trobe Street, Melbourne





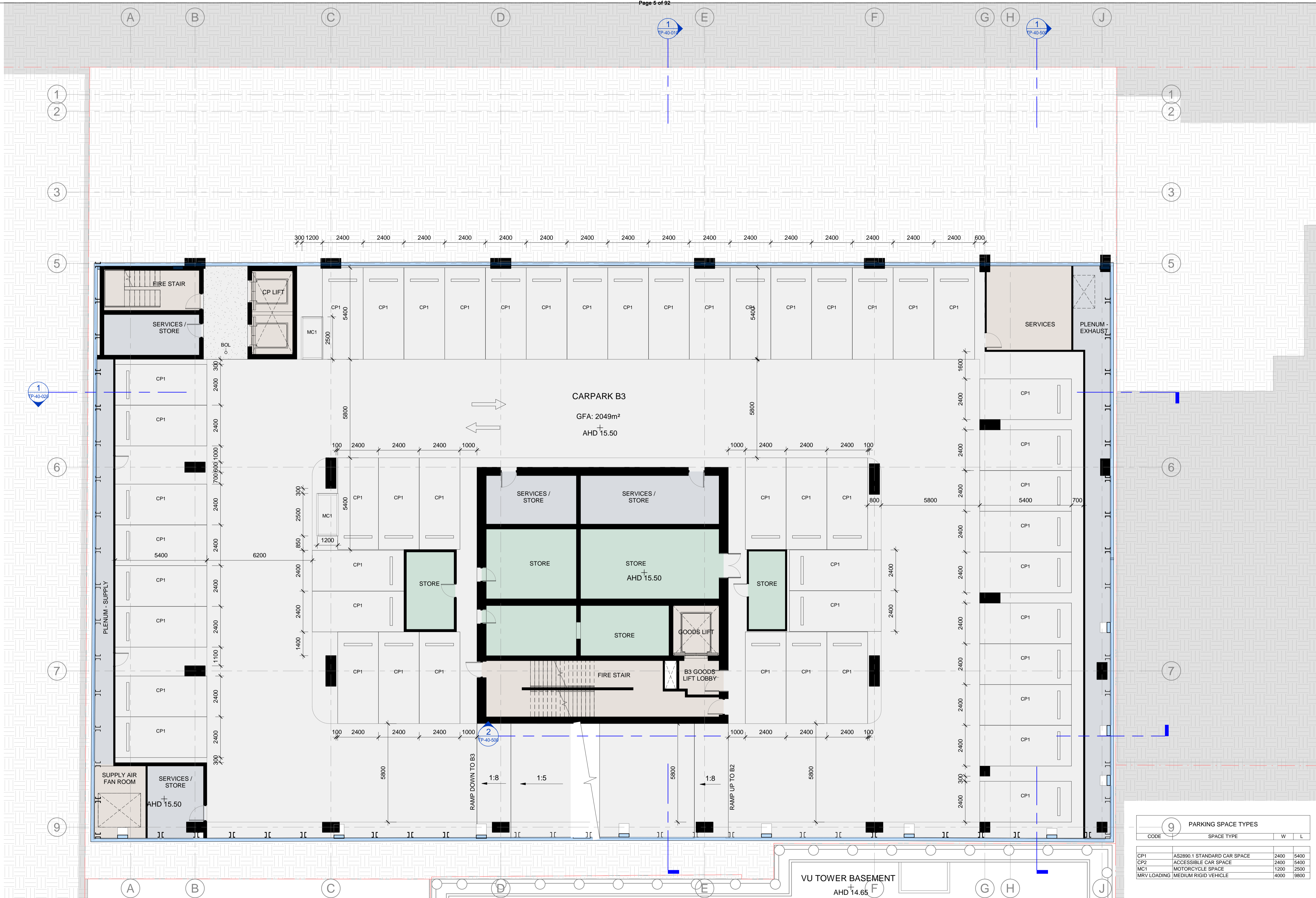
CARPARK B4
 B4.01
 GFA: 2049m²
 AHD +12.80

CAR PARKING SCHEDULE				
CODE	SPACE TYPE	W	L	NO.
BASEMENT B2				
CP1	AS2890.1 STANDARD CAR SPACE	2400	5400	34
CP2	ACCESSIBLE CAR SPACE	2400	5400	2
BASEMENT B3				
CP1	AS2890.1 STANDARD CAR SPACE	2400	5400	50
BASEMENT B4				
CP1	AS2890.1 STANDARD CAR SPACE	2400	5400	51
TOTAL CAR SPACES				137

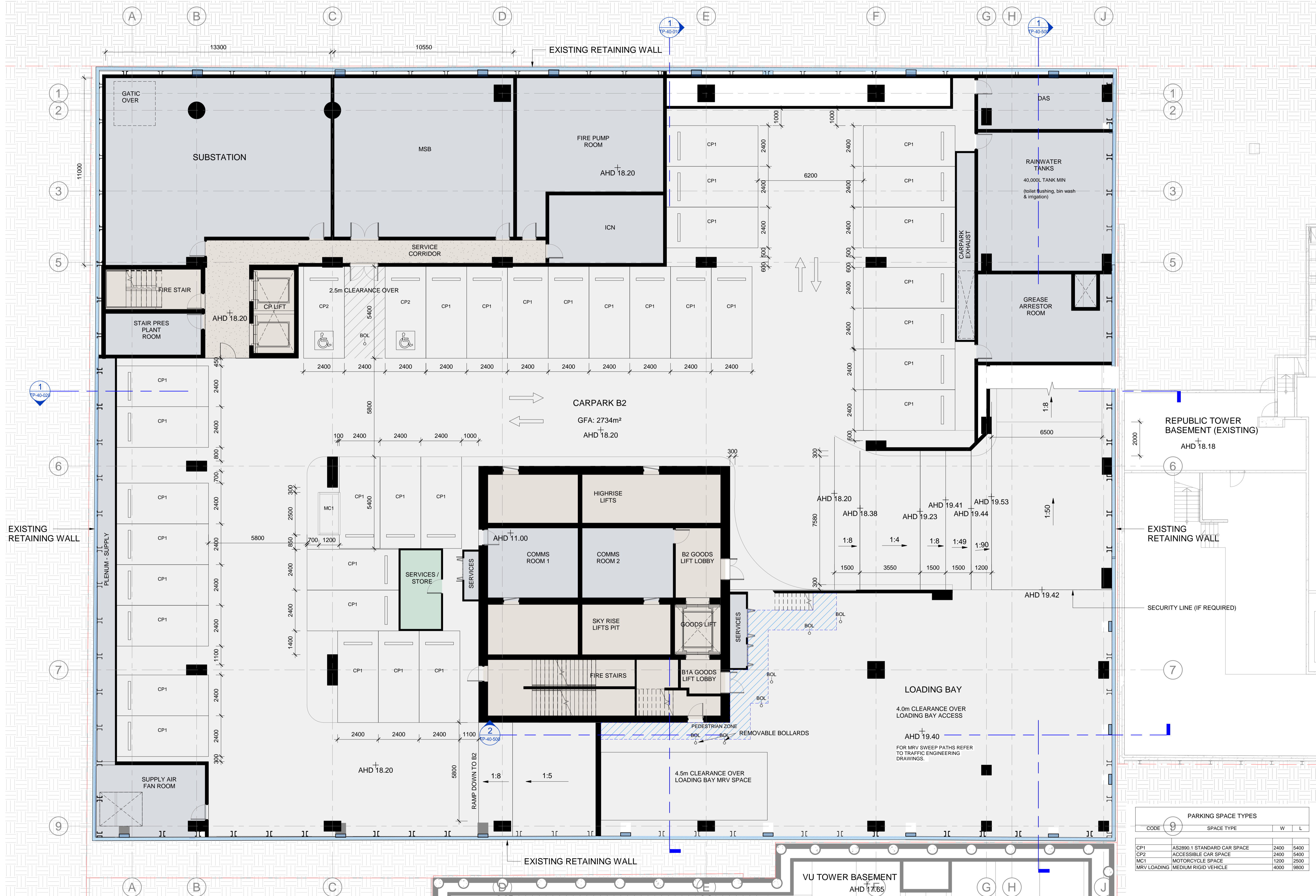
PARKING SPACE TYPES			
CODE	SPACE TYPE	W	L
CP1	AS2890.1 STANDARD CAR SPACE	2400	5400
CP2	ACCESSIBLE CAR SPACE	2400	5400
MC1	MOTORCYCLE SPACE	1200	2500
MRV LOADING	MEDIUM RIGID VEHICLE	4000	9800

MOTORCYCLE PARKING SCHEDULE				
CODE	TYPE	W	L	NO.
BASEMENT B2				
MC1	MOTORCYCLE SPACE	1200	2500	1
BASEMENT B3				
MC1	MOTORCYCLE SPACE	1200	2500	2
BASEMENT B4				
MC1	MOTORCYCLE SPACE	1200	2500	2
TOTAL SPACES				5

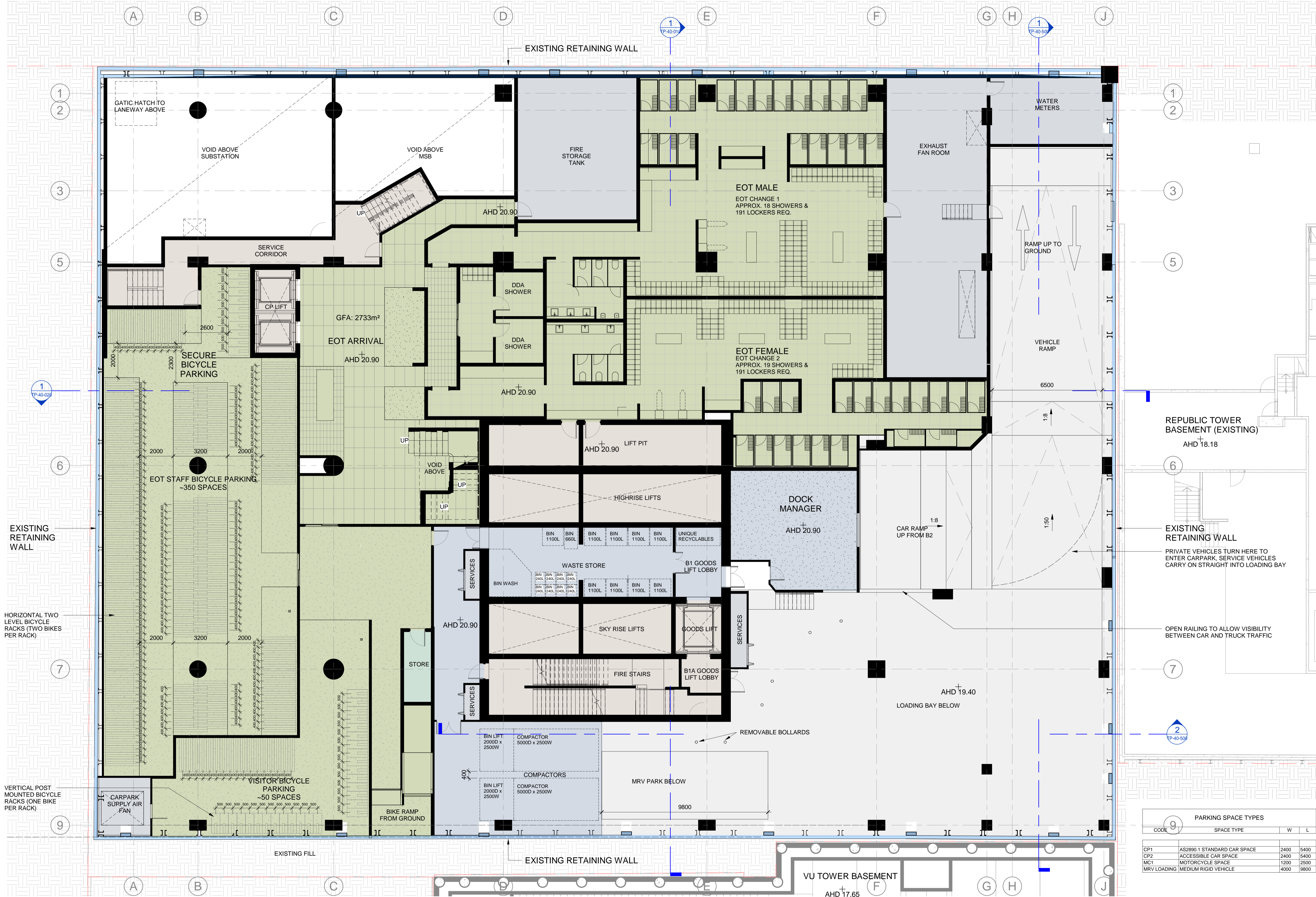
VU TOWER BASEMENT
AHD +12.00



9 PARKING SPACE TYPES			
CODE	SPACE TYPE	W	L
CP1	AS2890.1 STANDARD CAR SPACE	2400	5400
CP2	ACCESSIBLE CAR SPACE	2400	5400
MC1	MOTORCYCLE SPACE	1200	2500
MRV LOADING	MEDIUM RIGID VEHICLE	4000	9800



PARKING SPACE TYPES			
CODE	SPACE TYPE	W	L
CP1	AS2890.1 STANDARD CAR SPACE	2400	5400
CP2	ACCESSIBLE CAR SPACE	2400	5400
MC1	MOTORCYCLE SPACE	1200	2500
MRV LOADING	MEDIUM RIGID VEHICLE	4000	9800



9 PARKING SPACE TYPES

CODE	SPACE TYPE	W	L
CP1	AS2890.1 STANDARD CAR SPACE	2400	5400
CP2	ACCESSIBLE CAR SPACE	2400	5400
MC1	MOTORCYCLE SPACE	1200	2500
MRV LOADING	MEDIUM RIGID VEHICLE	4000	9800



Project:
383 LA TROBE ST

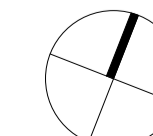
Drawing Title:
BASEMENT 01 PLAN

Drawing Number:
TP-21-099

Rev:
B

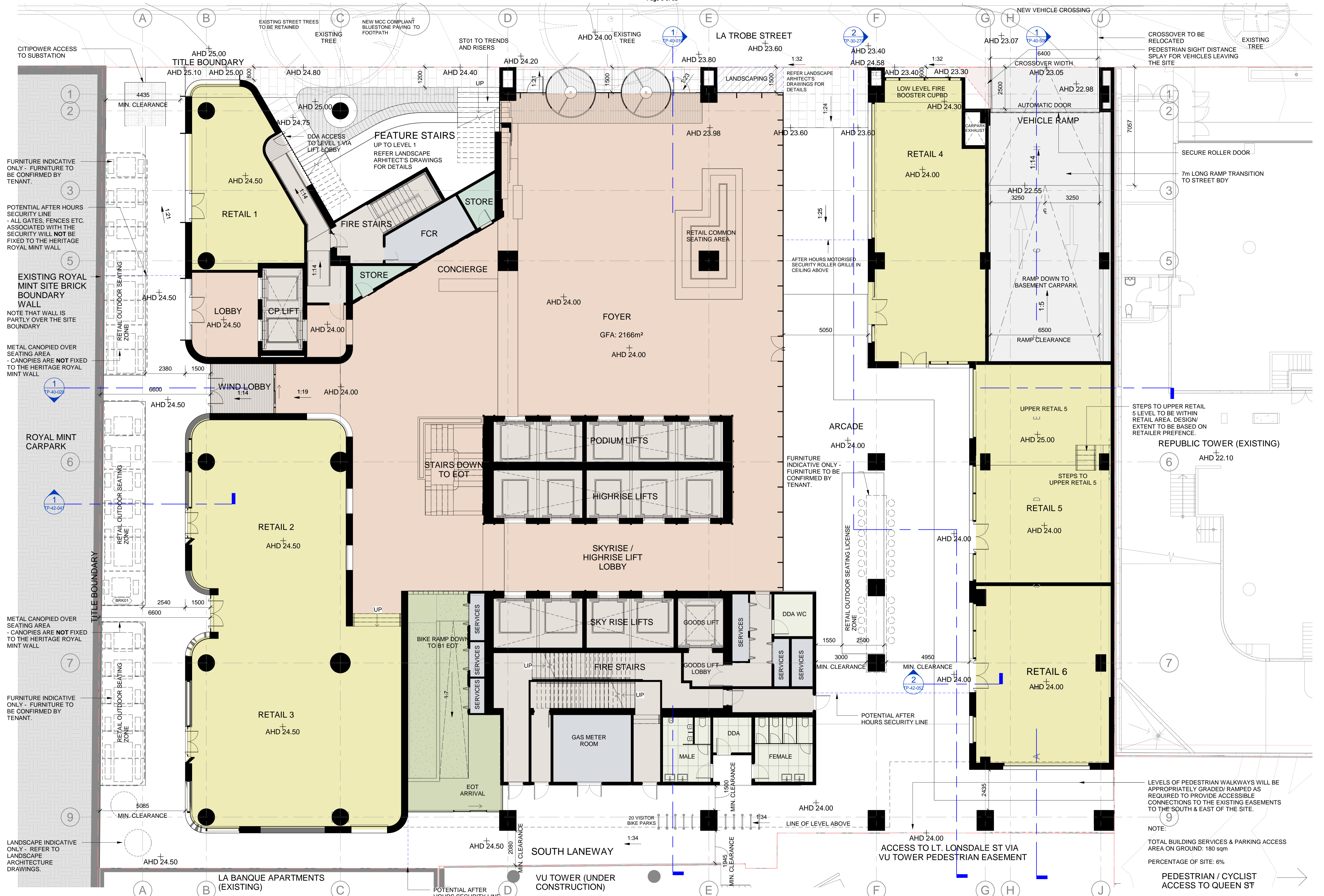
Date:
14.11.2020

Scale:
1 : 100 @ A1



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3288
F + 61 3 9650 2747
www.coxarchitecture.com.au





FURNITURE INDICATIVE ONLY - FURNITURE TO BE CONFIRMED BY TENANT.

POTENTIAL AFTER HOURS SECURITY LINE - ALL GATES, FENCES ETC. ASSOCIATED WITH THE SECURITY WILL NOT BE FIXED TO THE HERITAGE ROYAL MINT WALL

EXISTING ROYAL MINT SITE BRICK BOUNDARY WALL
NOTE THAT WALL IS PARTLY OVER THE SITE BOUNDARY

METAL CANOPIED OVER SEATING AREA - CANOPIES ARE NOT FIXED TO THE HERITAGE ROYAL MINT WALL

ROYAL MINT CARPARK

METAL CANOPIED OVER SEATING AREA - CANOPIES ARE NOT FIXED TO THE HERITAGE ROYAL MINT WALL

FURNITURE INDICATIVE ONLY - FURNITURE TO BE CONFIRMED BY TENANT.

LANDSCAPE INDICATIVE ONLY - REFER TO LANDSCAPE ARCHITECTURE DRAWINGS.

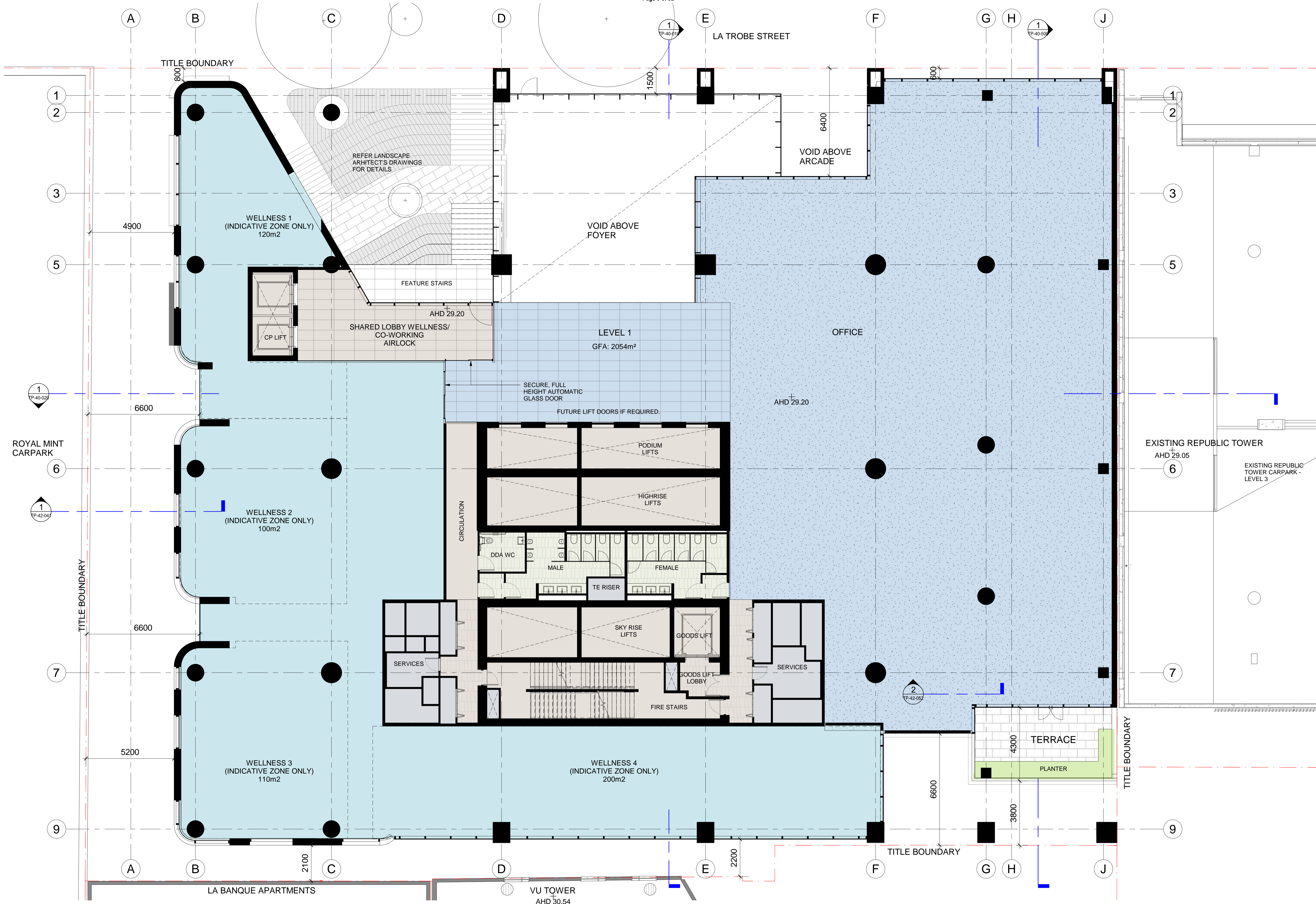
STEPS TO UPPER RETAIL 5 LEVEL TO BE WITHIN RETAIL AREA. DESIGN/ EXTENT TO BE BASED ON RETAILER PREFERENCE.

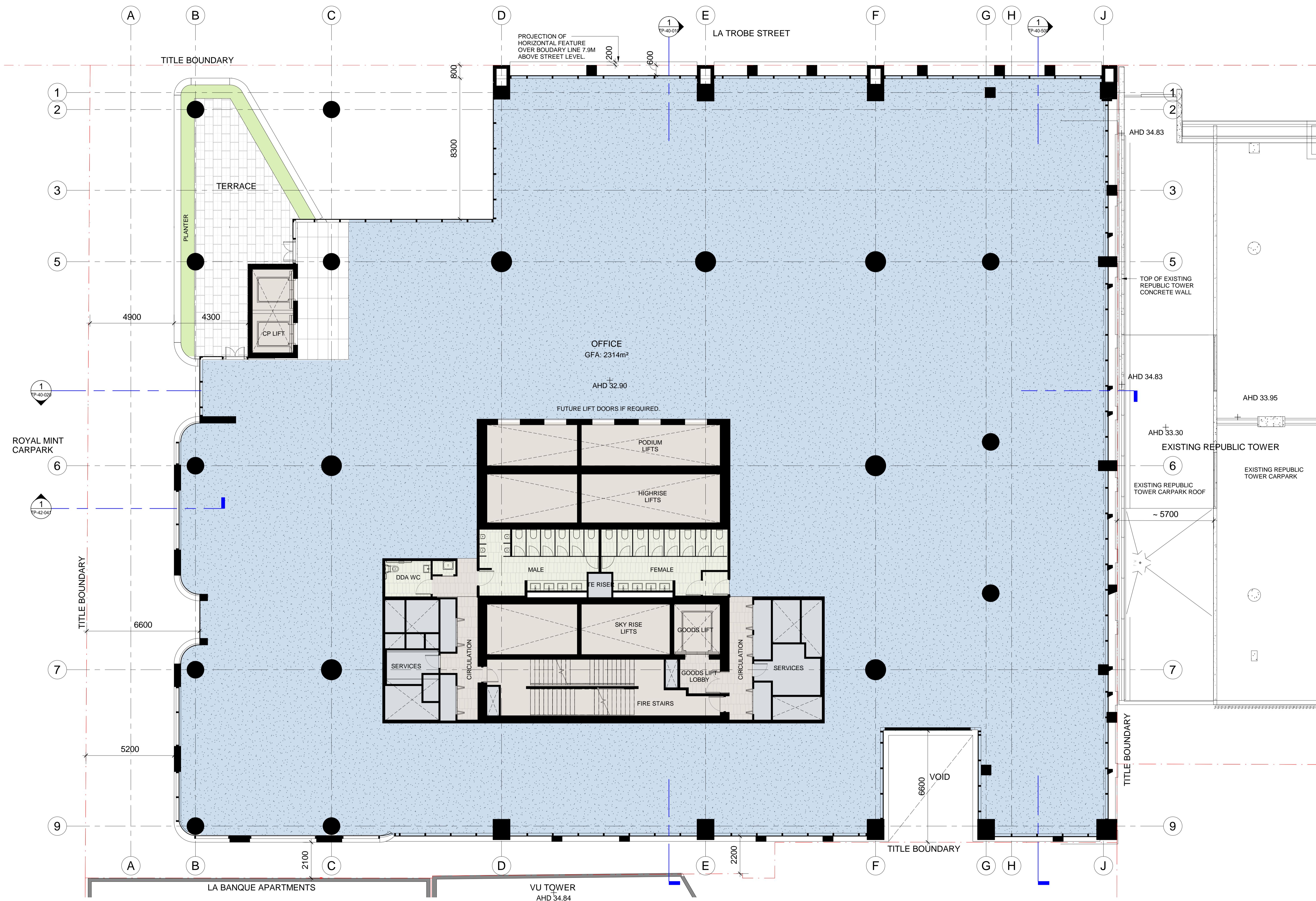
REPUBLIC TOWER (EXISTING)

LEVELS OF PEDESTRIAN WALKWAYS WILL BE APPROPRIATELY GRADED/ RAMPED AS REQUIRED TO PROVIDE ACCESSIBLE CONNECTIONS TO THE EXISTING EASEMENTS TO THE SOUTH & EAST OF THE SITE.

NOTE:
TOTAL BUILDING SERVICES & PARKING ACCESS AREA ON GROUND: 180 sqm
PERCENTAGE OF SITE: 6%

PEDESTRIAN / CYCLIST ACCESS TO QUEEN ST





Project:
383 LA TROBE ST

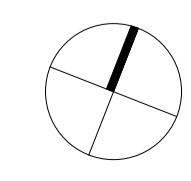
Drawing Title:
LEVEL 02 PLAN

Drawing Number:
TP-21-102

Rev:
B

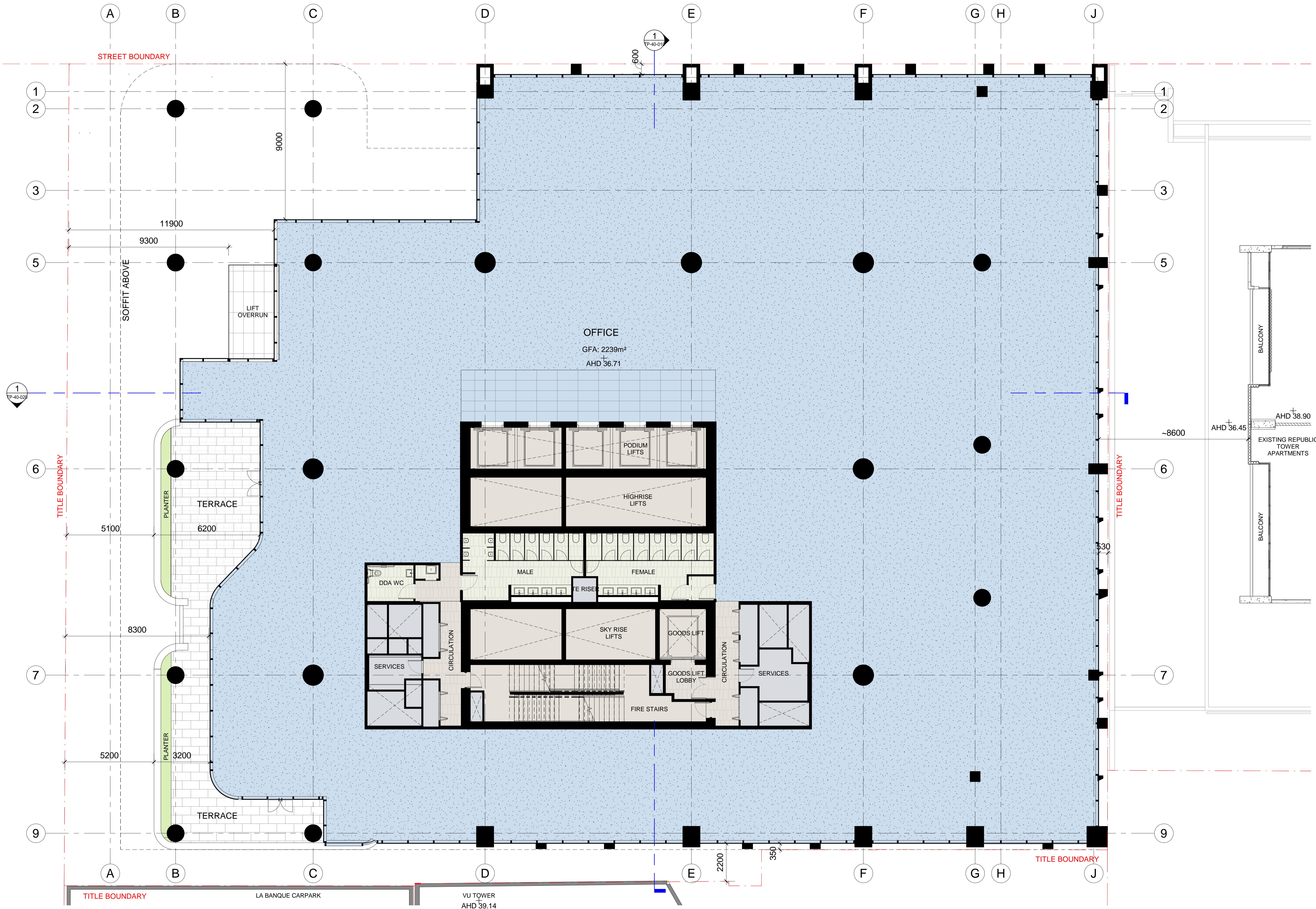
Date:
14.11.2020

Scale:
1 : 100 @ A1



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3288
F + 61 3 9650 2747
www.coxarchitecture.com.au





Project: 383 LA TROBE ST

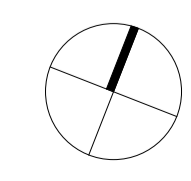
Drawing Title: LEVEL 03 PLAN

Drawing Number: TP-21-103

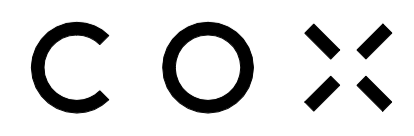
Rev: B

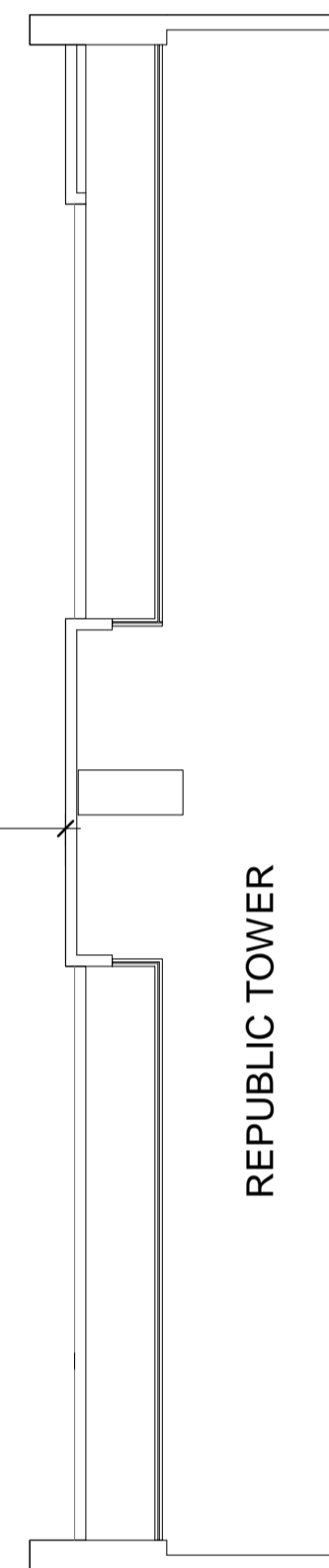
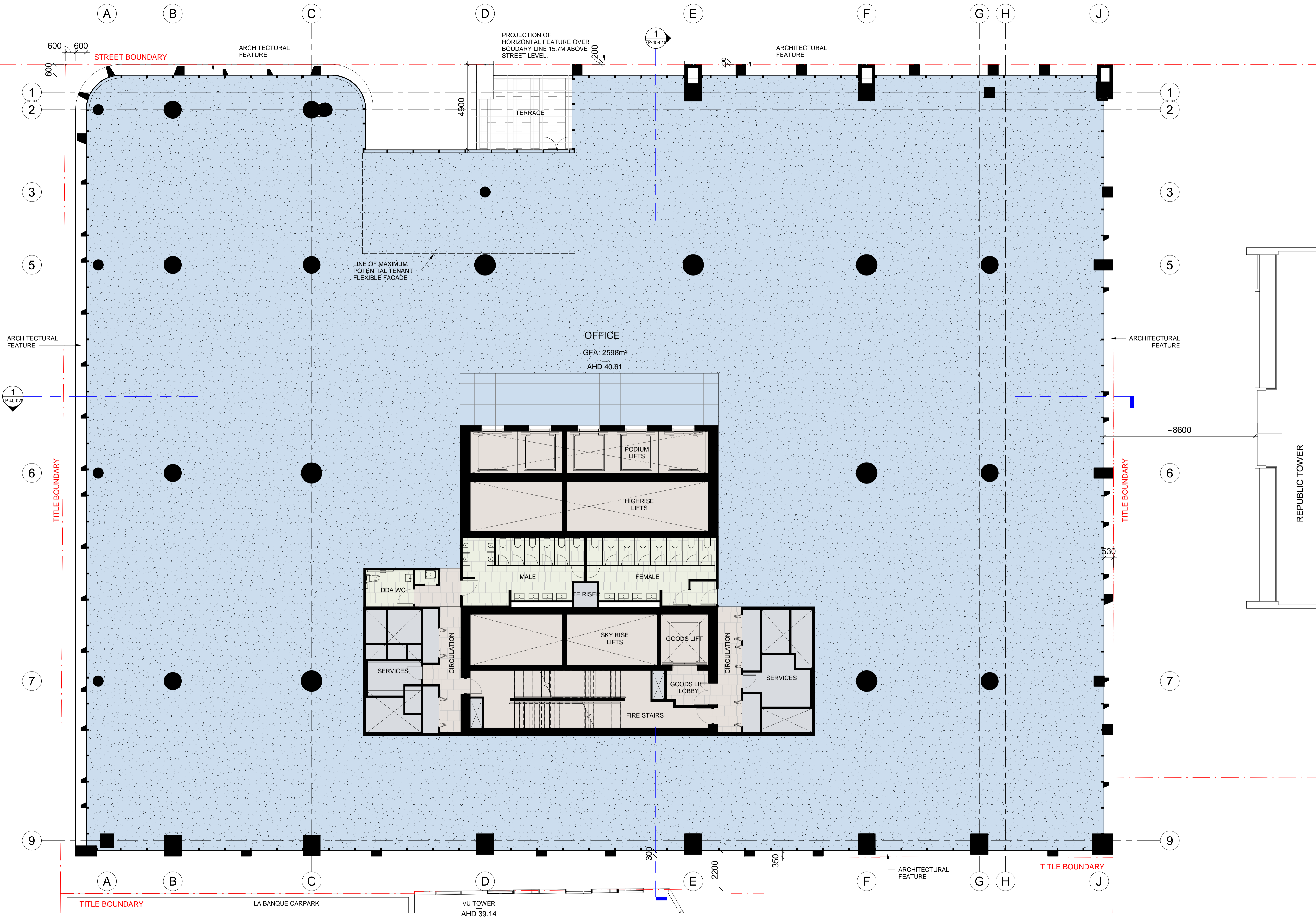
Date: 14.11.2020 1 : 100 @ A1

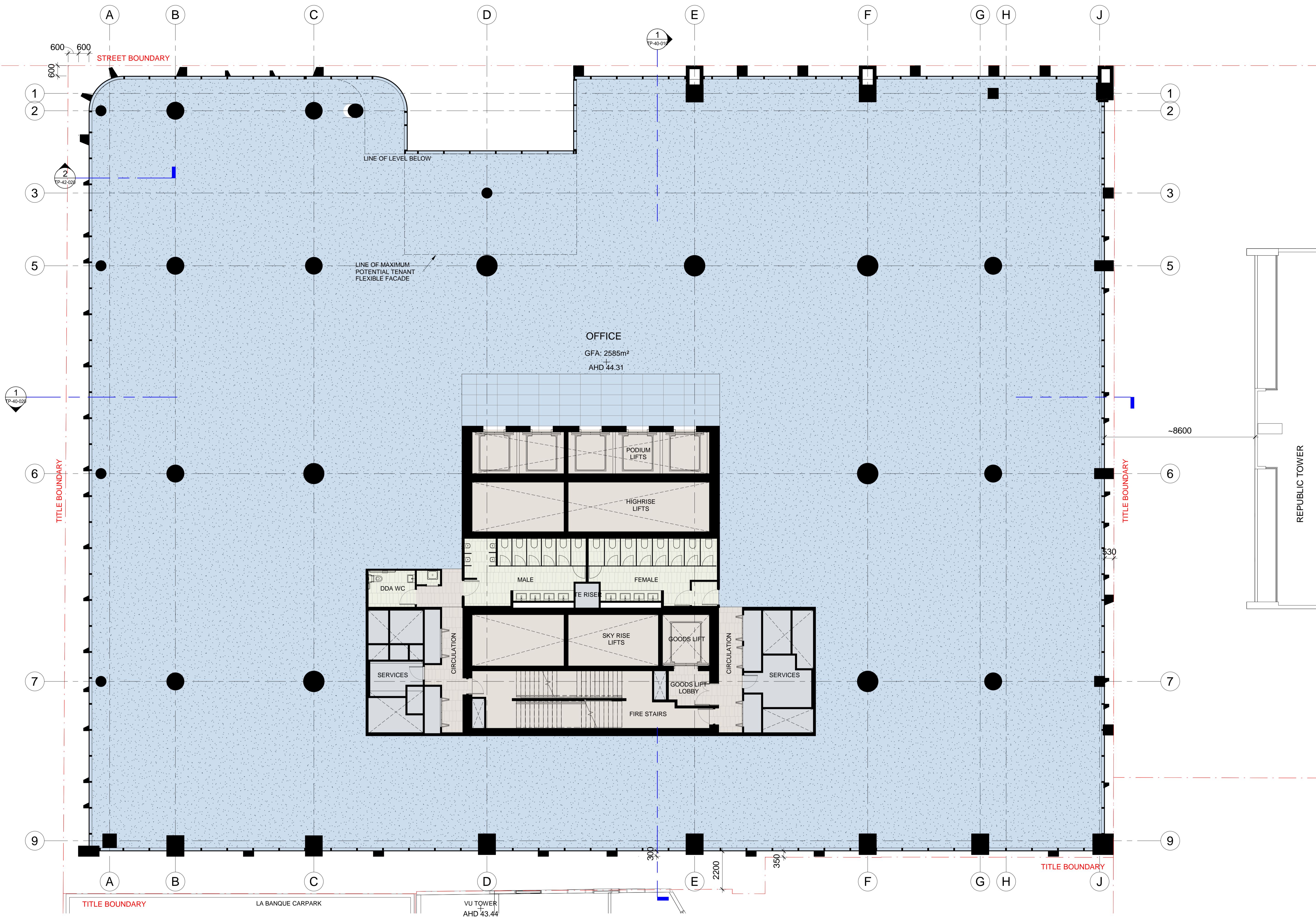
Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3288
F + 61 3 9650 2747
www.coxarchitecture.com.au







Project:
383 LA TROBE ST

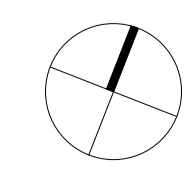
Drawing Title:
LEVEL 05 PLAN

Drawing Number:
TP-21-105

Rev:
B

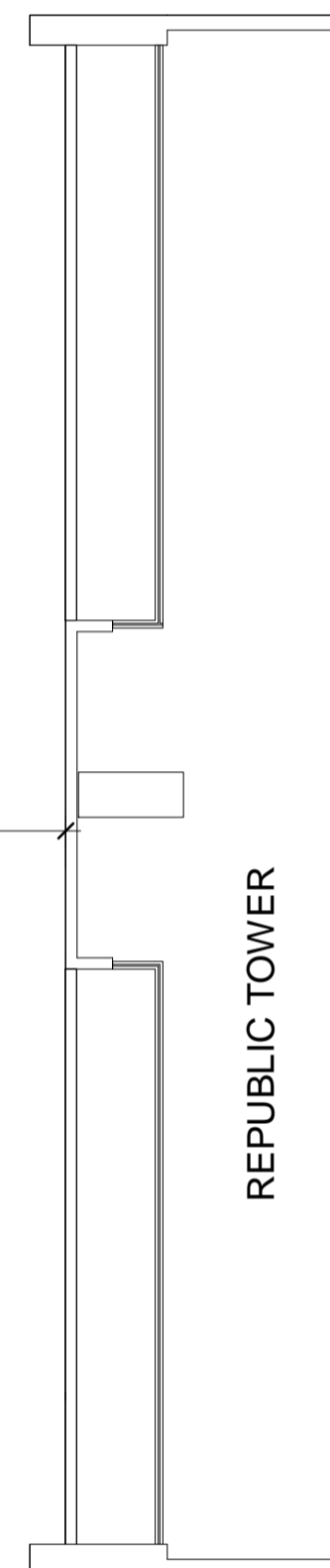
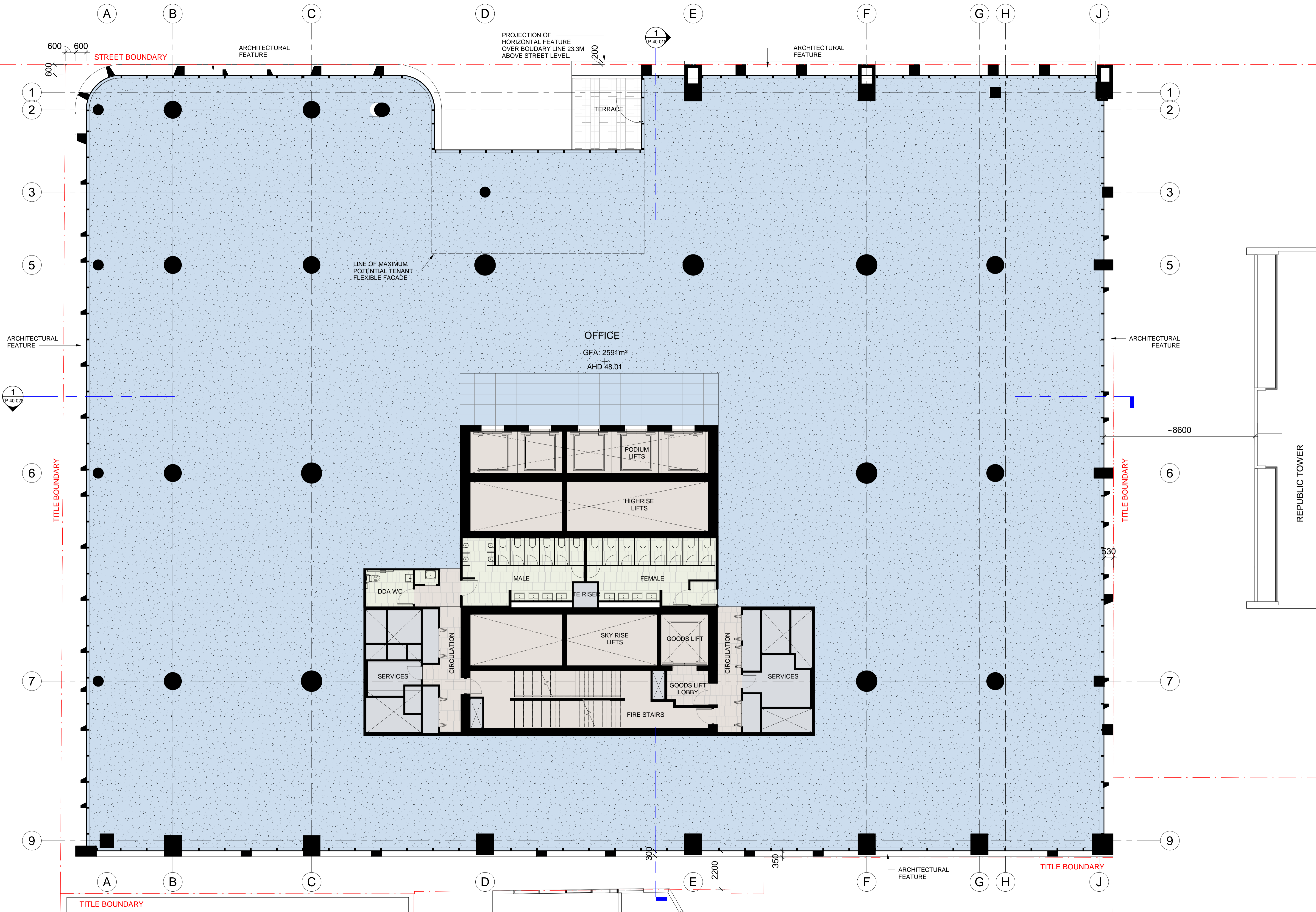
Date:
14.11.2020

Scale:
1 : 100 @ A1



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au





Project:
383 LA TROBE ST

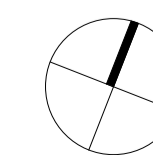
Drawing Title:
LEVEL 06 PLAN

Drawing Number:
TP-21-106

Rev:
B

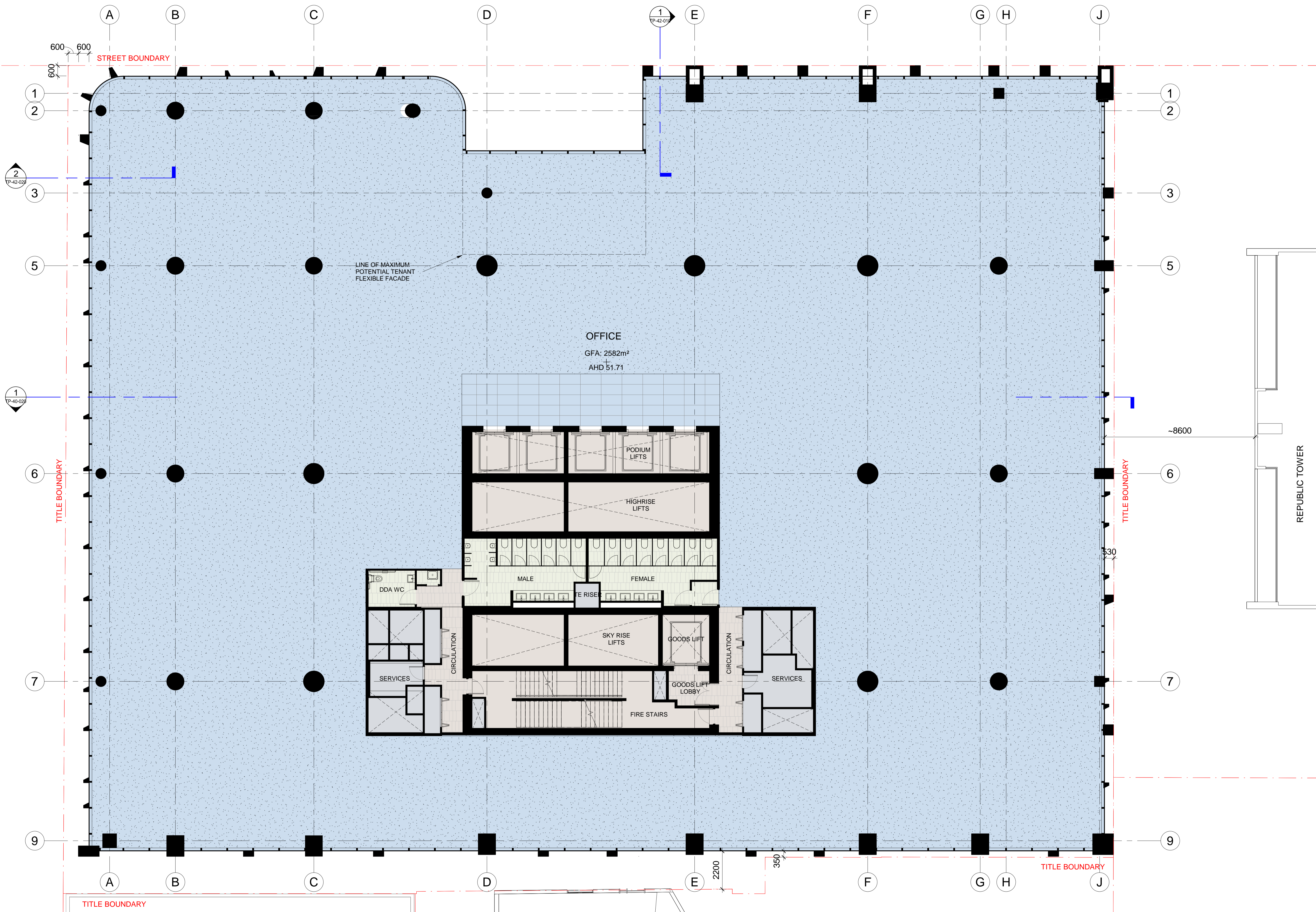
Date:
14.11.2020

Scale:
1 : 100 @ A1



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au





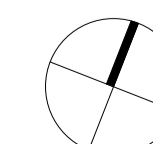
Project: 383 LA TROBE ST

Drawing Title: LEVEL 07 PLAN

Drawing Number: TP-21-107

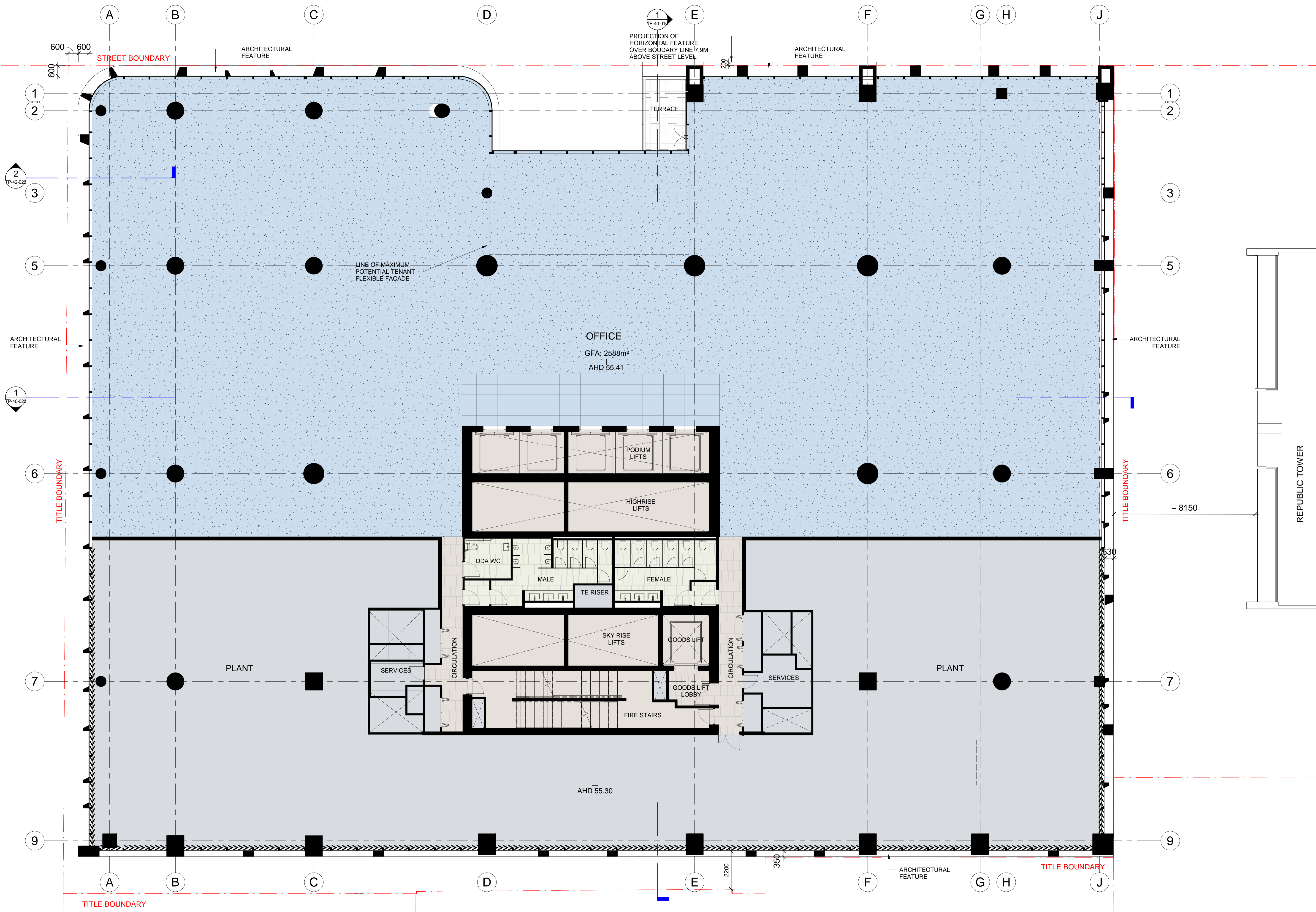
Rev: B

Date: 14.11.2020 Scale: 1 : 100 @ A1



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au





Project: 383 LA TROBE ST

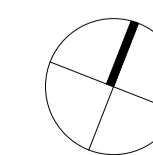
Drawing Title: LEVEL 08 PLAN

Drawing Number: TP-21-108

Rev: B

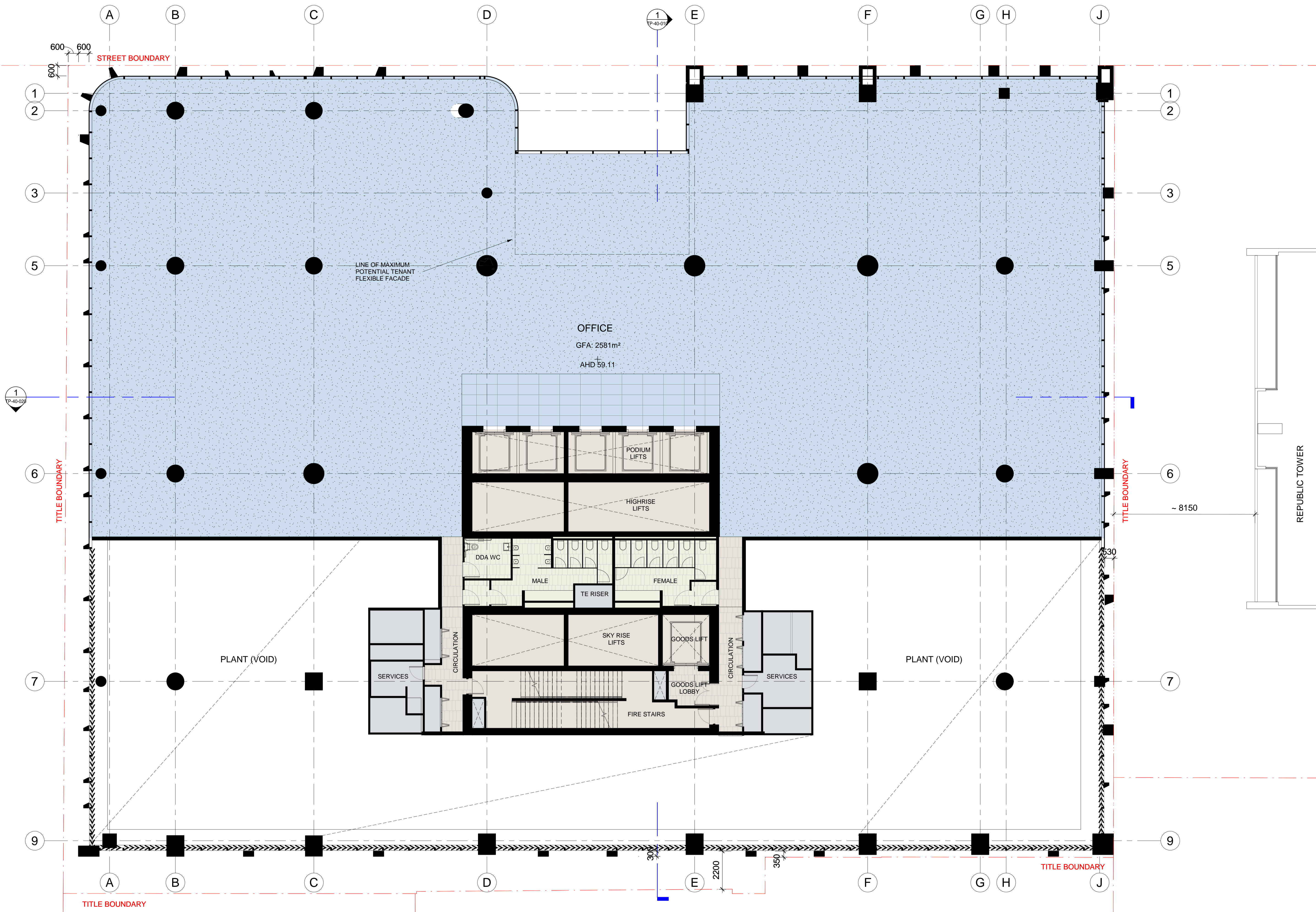
Date: 14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3288
F + 61 3 9650 2747
www.coxarchitecture.com.au





OFFICE
 GFA: 2581m²
 AHD 59.11

LINE OF MAXIMUM
 POTENTIAL TENANT
 FLEXIBLE FACADE

PODIUM LIFTS

HIGHRISE LIFTS

DDA WC

MALE

FEMALE

TE RISER

SKY RISE LIFTS

GOODS LIFT

SERVICES

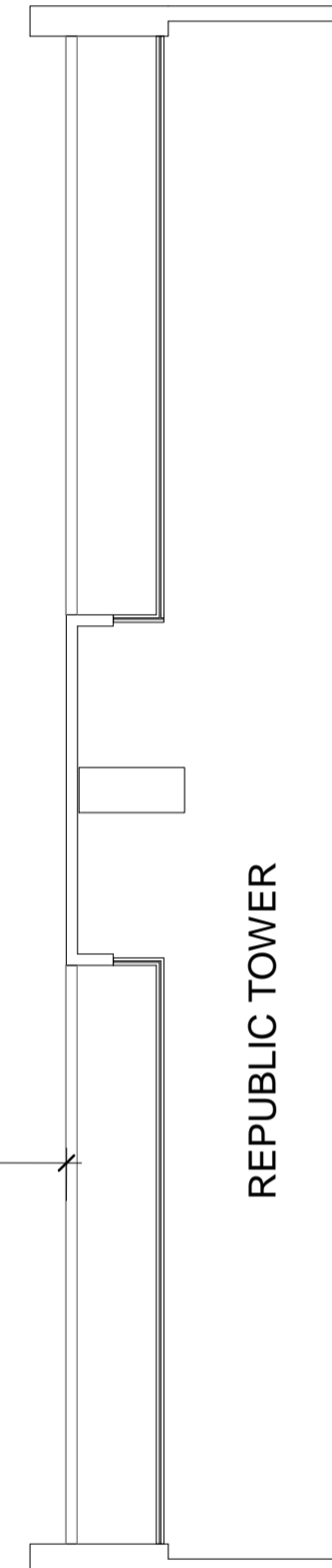
SERVICES

GOODS LIFT LOBBY

FIRE STAIRS

PLANT (VOID)

PLANT (VOID)



6

~ 8150

7

9



Project:
383 LA TROBE ST

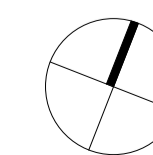
Drawing Title:
LEVEL 09 PLAN

Drawing Number:
TP-21-109

Rev:
A

Date:
14.11.2020

Scale:
1 : 100 @ A1



Cox Architecture
 Level 2, 167 Flinders Lane,
 Melbourne, VIC 3000, Australia
 T + 61 3 9650 3288
 F + 61 3 9650 2747
 www.coxarchitecture.com.au



LA TROBE STREET

PROJECTION OF HORIZONTAL FEATURE OVER BOUNDARY LINE 7.9M ABOVE STREET LEVEL.

STREET BOUNDARY

ARCHITECTURAL FEATURE

1.3m HIGH PLANTER

30mm BLUESTONE PAVERS ON PEDESTALS OVER MEMBRANE

TERRACE

OFFICE

GFA: 1586m²

AHD 62.81

PODIUM LIFTS

HIGHRISE LIFTS

SERVICES

SKY RISE LIFTS

GOODS LIFT

SERVICES

MALE

CIRCULATION

UP

UP

UP

GOODS LIFT LOBBY

CIRCULATION

FEMALE

5000 MIN. SETBACK

MEMBRANE ROOFING ON CONCRETE SLAB

8600

6700

ARCHITECTURAL FEATURE

TITLE BOUNDARY

1.3m HIGH PLANTER

TITLE BOUNDARY

~13100

REPUBLIC TOWER

TITLE BOUNDARY

A

B

C

D

E

F

G

H

J

1

2

3

5

6

7

9

1

2

3

5

6

7

9

ARCHITECTURAL FEATURE

1

TP-40-02d

ARCHITECTURAL FEATURE

1

TP-40-01f



Project: 383 LA TROBE ST

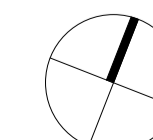
Drawing Title: LEVEL 10 PLAN

Drawing Number: TP-21-110

Rev: A

Date: 14.11.2020 1 : 100 @ A1

Scale:

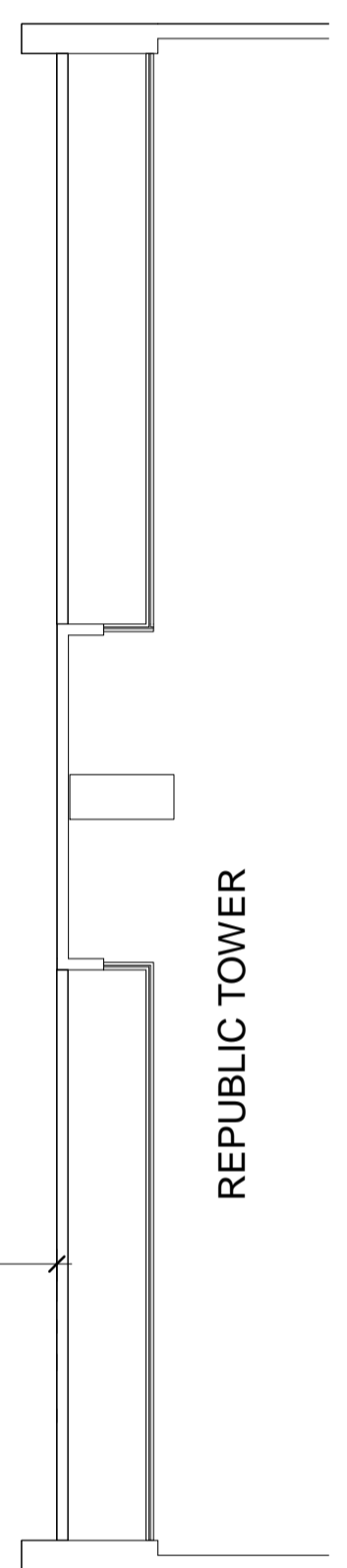
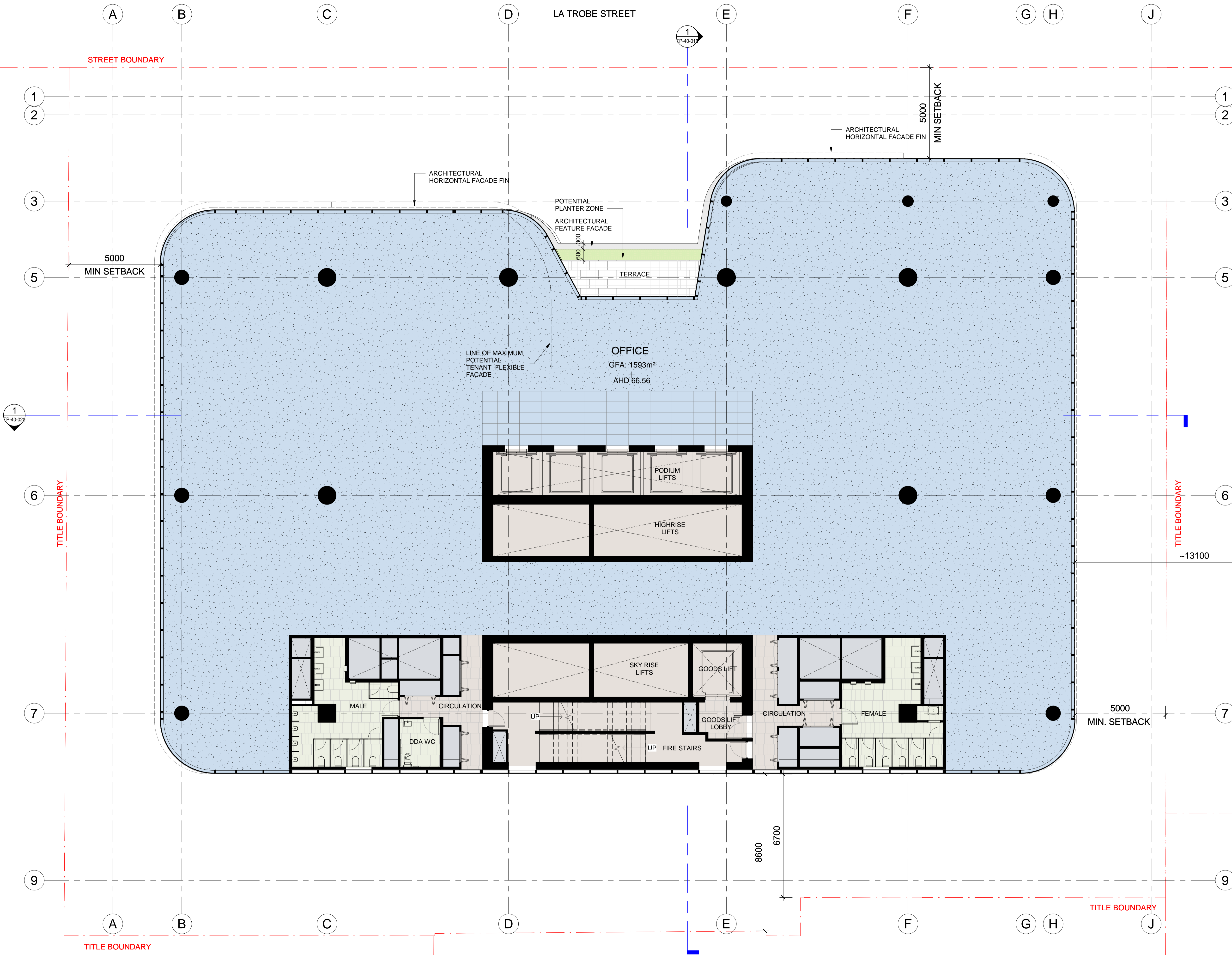


Cox Architecture Level 2, 167 Flinders Lane, Melbourne, VIC 3000, Australia T +61 3 9650 3286 F +61 3 9650 2747 www.coxarchitecture.com.au



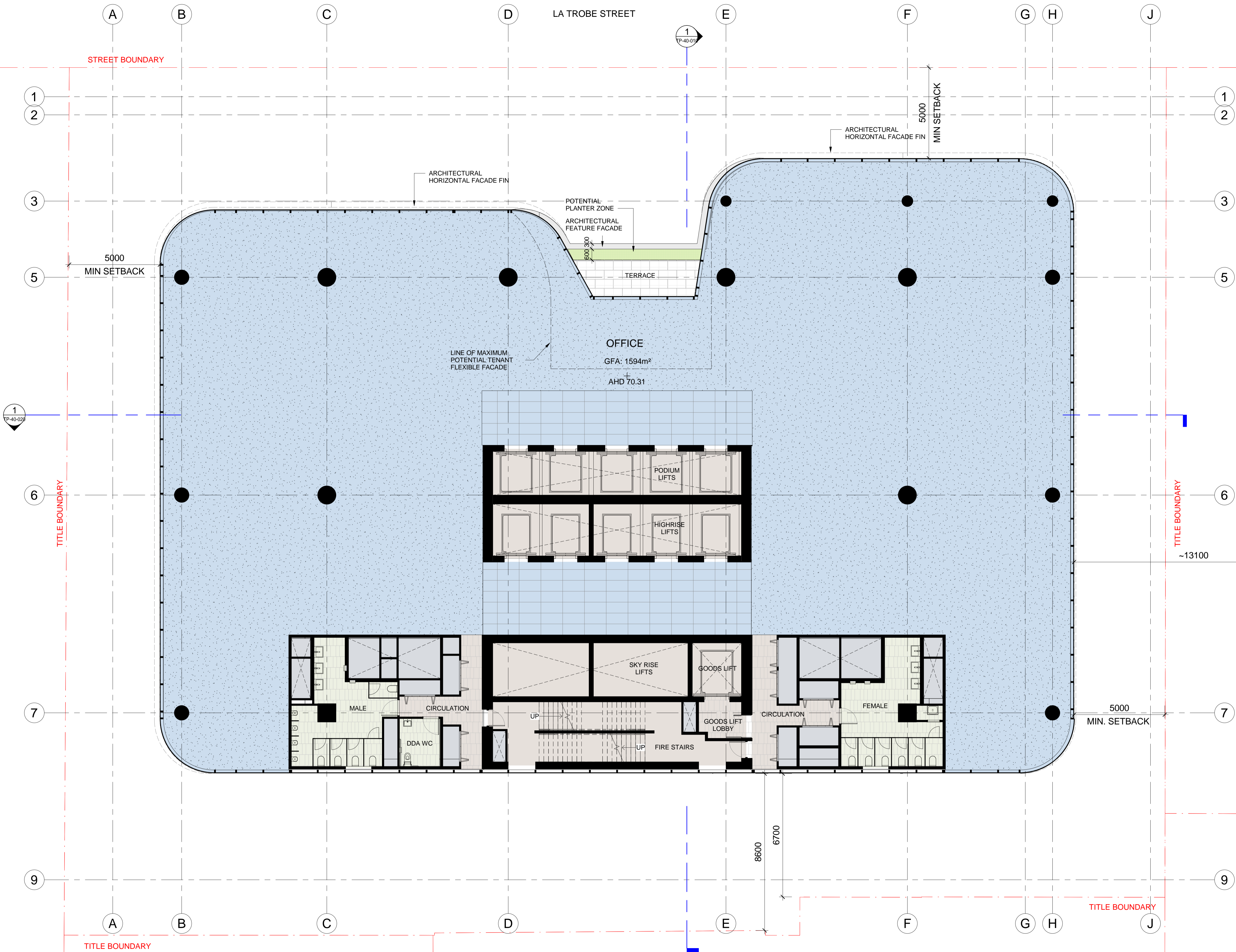
LA TROBE STREET

STREET BOUNDARY



LA TROBE STREET

STREET BOUNDARY



Project: 383 LA TROBE ST

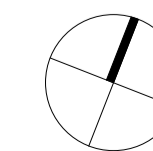
Drawing Title: LEVEL 12 PLAN

Drawing Number: TP-21-112

Rev: A

Date: 14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3296
F + 61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN
5000
MIN SETBACK

OFFICE
GFA: 1593m²
AHD 74.06

LINE OF MAXIMUM
POTENTIAL
TENANT FLEXIBLE
FACADE

PODIUM
LIFTS
OVERUN

HIGHRISE
LIFTS

SERVICES

MALE

CIRCULATION

DDA WC

UP

UP FIRE STAIRS

SKY RISE
LIFTS

GOODS LIFT

GOODS LIFT
LOBBY

SERVICES

FEMALE

CIRCULATION

5000
MIN. SETBACK

REPUBLIC TOWER
(EXISTING)

TITLE BOUNDARY
~13100

TITLE BOUNDARY

TITLE BOUNDARY



Project:
383 LA TROBE ST

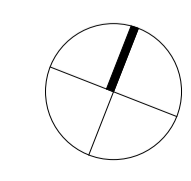
Drawing Title:
LEVEL 13 PLAN

Drawing Number:
TP-21-113

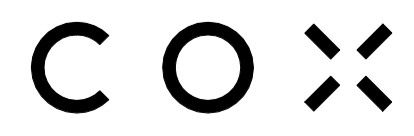
Rev:
B

Date:
14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

TITLE BOUNDARY

TITLE BOUNDARY

~13100

REPUBLIC TOWER (EXISTING)

5000 MIN SETBACK

5000 MIN. SETBACK

OFFICE
GFA: 1595m²
AHD 77.81

HIGHRISE LIFTS

SKY RISE LIFTS

GOODS LIFT

GOODS LIFT LOBBY

UP

UP

FIRE STAIRS

MALE

CIRCULATION

DDA WC

CIRCULATION

FEMALE

POTENTIAL PLANTER ZONE
ARCHITECTURAL FEATURE FACADE
TERRACE

LINE OF MAXIMUM POTENTIAL TENANT FLEXIBLE FACADE

ARCHITECTURAL HORIZONTAL FACADE FIN
5000 MIN SETBACK

ARCHITECTURAL HORIZONTAL FACADE FIN

A

B

C

D

E

F

G

H

J

1

2

3

5

6

7

9

1

2

3

5

6

7

9

A

B

C

D

E

F

G

H

J



Project: 383 LA TROBE ST

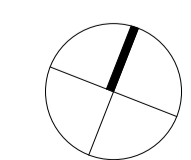
Drawing Title: LEVEL 14 PLAN

Drawing Number: TP-21-114

Rev: A

Date: 14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN
5000
MIN SETBACK

OFFICE

GFA: 1596m²

AHD 81.56

HIGHRISE LIFTS

SKY RISE LIFTS

MALE

CIRCULATION

DDA WC

UP

UP

FIRE STAIRS

CIRCULATION

FEMALE

5000
MIN. SETBACK

TITLE BOUNDARY

~13100

REPUBLIC TOWER
(EXISTING)

TITLE BOUNDARY

TITLE BOUNDARY



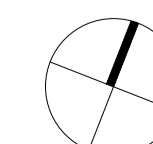
Project:
383 LA TROBE ST

Drawing Title:
LEVEL 15 PLAN

Drawing Number:
TP-21-115

Rev:
B

Date:
14.11.2020 Scale:
1 : 100 @ A1



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN
5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN

POTENTIAL
PLANTER ZONE

ARCHITECTURAL
FEATURE FACADE

TERRACE

OFFICE

GFA: 1596m²

AHD 85.31

LINE OF MAXIMUM
POTENTIAL
TENANT FLEXIBLE
FACADE

HIGHRISE LIFTS

SKY RISE
LIFTS

GOODS LIFT

GOODS LIFT
LOBBY

UP

UP
FIRE STAIRS

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

TITLE BOUNDARY

~13100

5000
MIN. SETBACK

TITLE BOUNDARY

REPUBLIC TOWER
(EXISTING)

TITLE BOUNDARY

383 LA TROBE ST

LEVEL 16 PLAN

TP-21-116

B

14.11.2020 1 : 100 @ A1

Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au



Project:

Drawing Title:

Drawing Number:

Rev:

Date:

Scale:

LA TROBE STREET

STREET BOUNDARY

5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN
5000
MIN SETBACK

POTENTIAL
PLANTER ZONE

ARCHITECTURAL
FEATURE FACADE

TERRACE

OFFICE

GFA: 1595m²

AHD 89.06

LINE OF MAXIMUM
POTENTIAL
TENANT FLEXIBLE
FACADE

HIGHRISE LIFTS

SKY RISE
LIFTS

GOODS LIFT

GOODS LIFT
LOBBY

UP
FIRE STAIRS

MALE

CIRCULATION

DDA WC

CIRCULATION

FEMALE

5000
MIN. SETBACK

TITLE BOUNDARY

~13100

REPUBLIC TOWER
(EXISTING)

TITLE BOUNDARY

TITLE BOUNDARY



Project:
383 LA TROBE ST

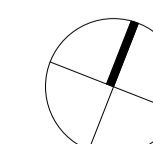
Drawing Title:
LEVEL 17 PLAN

Drawing Number:
TP-21-117

Rev:
A

Date:
14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN
5000
MIN SETBACK

OFFICE

GFA: 1594m²

AHD 92.81

LINE OF MAXIMUM
POTENTIAL TENANT
FLEXIBLE FACADE

HIGHRISE LIFTS

SKY RISE LIFTS

GOODS LIFT

GOODS LIFT LOBBY

UP

UP

FIRE STAIRS

CIRCULATION

CIRCULATION

FEMALE

MALE

DDA WC

CIRCULATION

TITLE BOUNDARY

~13100

5000
MIN. SETBACK

TITLE BOUNDARY

REPUBLIC TOWER
(EXISTING)



Project:
383 LA TROBE ST

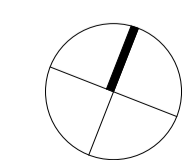
Drawing Title:
LEVEL 18 PLAN

Drawing Number:
TP-21-118

Rev:
A

Date:
14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3296
F + 61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN
5000
MIN SETBACK

OFFICE

GFA: 1595m²

AHD 96.56

LINE OF MAXIMUM
POTENTIAL
TENANT FLEXIBLE
FACADE

POTENTIAL
PLANTER ZONE
ARCHITECTURAL
FEATURE FACADE

TERRACE

HIGHRISE LIFTS

SKY RISE LIFTS

GOODS LIFT

GOODS LIFT LOBBY

FIRE STAIRS

MALE

CIRCULATION

DDA WC

CIRCULATION

FEMALE

5000
MIN. SETBACK

TITLE BOUNDARY

~13100

REPUBLIC TOWER
(EXISTING)

TITLE BOUNDARY

TITLE BOUNDARY



Project:
383 LA TROBE ST

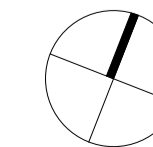
Drawing Title:
LEVEL 19 PLAN

Drawing Number:
TP-21-119

Rev:
A

Date:
14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3296
F + 61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN
5000
MIN SETBACK

POTENTIAL
PLANTER ZONE
ARCHITECTURAL
FEATURE FACADE
800 300
TERRACE

OFFICE
GFA: 1595m²
AHD 100.31

LINE OF MAXIMUM
POTENTIAL
TENANT FLEXIBLE
FACADE

HIGHRISE LIFTS

MALE
CIRCULATION
DDA WC
UP
FIRE STAIRS
UP
GOODS LIFT
LOBBY
GOODS LIFT
SKY RISE LIFTS
CIRCULATION
FEMALE

REPUBLIC TOWER
(EXISTING)

TITLE BOUNDARY

~13100

5000
MIN. SETBACK

TITLE BOUNDARY

TITLE BOUNDARY



Project:
383 LA TROBE ST

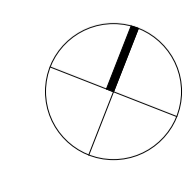
Drawing Title:
LEVEL 20 PLAN

Drawing Number:
TP-21-120

Rev:
A

Date:
14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN
5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN

POTENTIAL
PLANTER ZONE

ARCHITECTURAL
FEATURE FACADE

800 300

TERRACE

OFFICE

GFA: 1593m²

AHD 103.95

LINE OF MAXIMUM
POTENTIAL
TENANT FLEXIBLE
FACADE

HIGHRISE LIFTS

LIFT TRANSFER LOBBY

SKY RISE
LIFTS

GOODS LIFT

GOODS LIFT
LOBBY

UP
FIRE STAIRS

MALE

CIRCULATION

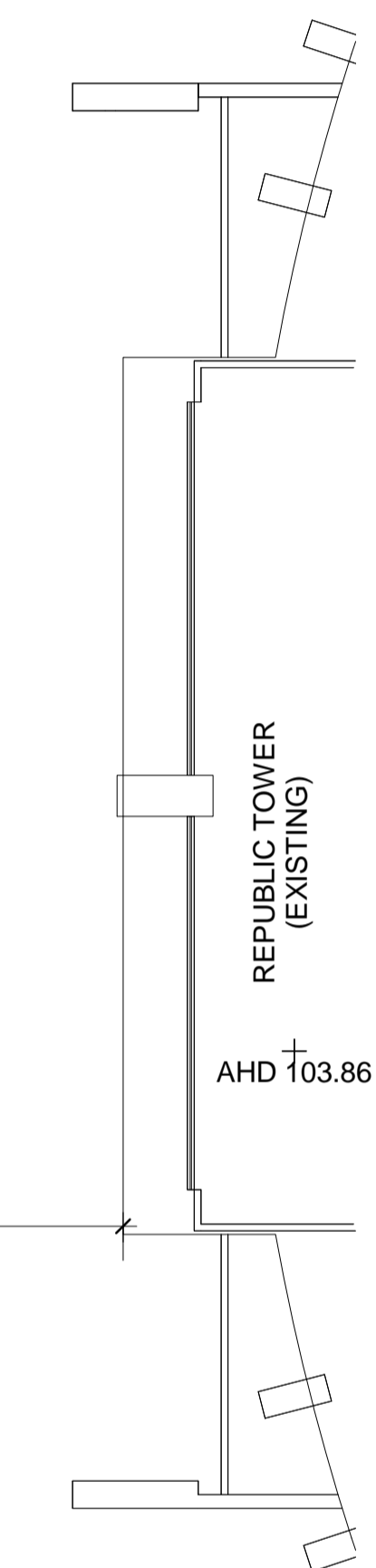
DDA WC

FEMALE

CIRCULATION

5000
MIN. SETBACK

TITLE BOUNDARY



REPUBLIC TOWER
(EXISTING)

AHD 103.86

-13300



Project:
383 LA TROBE ST

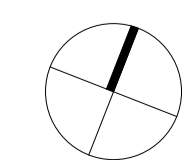
Drawing Title:
LEVEL 21 PLAN

Drawing Number:
TP-21-121

Rev:
B

Date:
14.11.2020 1 : 100 @ A1

Scale:



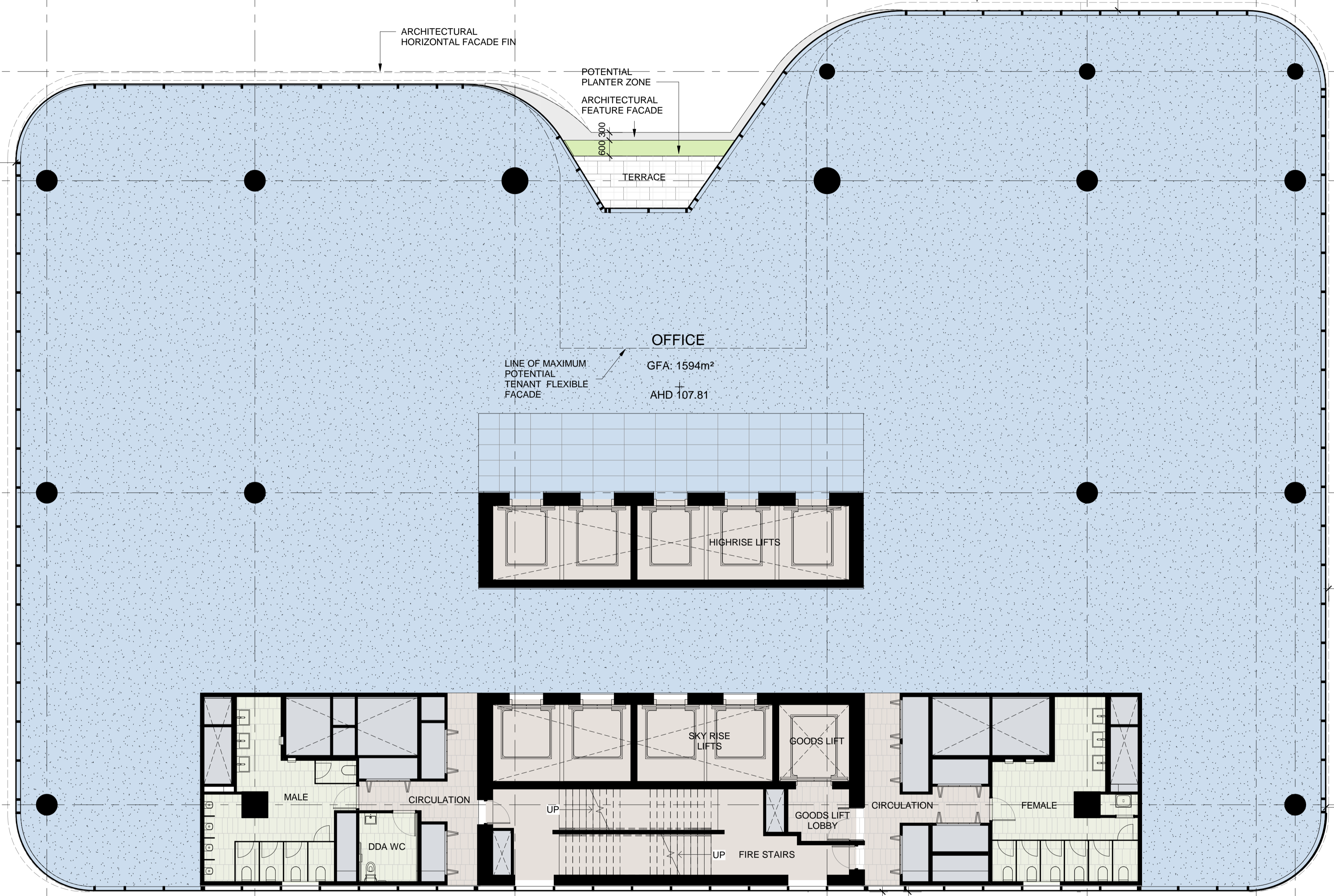
Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

A B C D E F G H J
1 2 3 5 6 7 9
TITLE BOUNDARY



ARCHITECTURAL HORIZONTAL FACADE FIN

POTENTIAL PLANTER ZONE

ARCHITECTURAL FEATURE FACADE

TERRACE

OFFICE

GFA: 1594m²

AHD 107.81

LINE OF MAXIMUM POTENTIAL TENANT FLEXIBLE FACADE

HIGHRISE LIFTS

SKY RISE LIFTS

GOODS LIFT

GOODS LIFT LOBBY

UP FIRE STAIRS

MALE

DDA WC

CIRCULATION

FEMALE

CIRCULATION

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

UP

5000 MIN SETBACK

5000 MIN SETBACK

5000 MIN. SETBACK

TITLE BOUNDARY

-13300

REPUBLIC TOWER (EXISTING)



Project: 383 LA TROBE ST

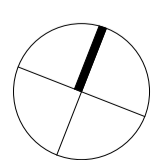
Drawing Title: LEVEL 22 PLAN

Drawing Number: TP-21-122

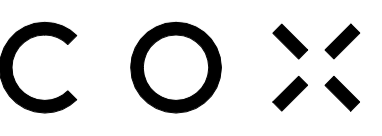
Rev: A

Date: 14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture Level 2, 167 Flinders Lane, Melbourne, VIC 3000, Australia T +61 3 9650 3286 F +61 3 9650 2747 www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN
5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN

POTENTIAL
PLANTER ZONE

ARCHITECTURAL
FEATURE FACADE

TERRACE

LINE OF MAXIMUM
POTENTIAL
TENANT FLEXIBLE
FACADE

OFFICE

GFA: 1594m²

AHD 111.56

HIGH RISE LIFT

SKY RISE
LIFTS

GOODS LIFT

GOODS LIFT
LOBBY

UP
FIRE STAIRS

MALE

CIRCULATION

DDA WC

FEMALE

CIRCULATION

5000
MIN. SETBACK

TITLE BOUNDARY

-13300

REPUBLIC TOWER
(EXISTING)

TITLE BOUNDARY

TITLE BOUNDARY



Project:
383 LA TROBE ST

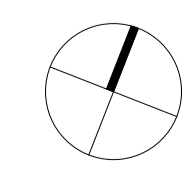
Drawing Title:
LEVEL 23 PLAN

Drawing Number:
TP-21-123

Rev:
A

Date:
14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3296
F + 61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN
5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN

POTENTIAL
PLANTER ZONE
ARCHITECTURAL
FEATURE FACADE
TERRACE

LINE OF MAXIMUM
POTENTIAL
TENANT FLEXIBLE
FACADE
OFFICE
GFA: 1594m²
AHD 115.21

HIGH RISE LIFT OVERRUN

MALE
CIRCULATION
DDA WC

UP
UP FIRE STAIRS

SKY RISE LIFTS
GOODS LIFT
GOODS LIFT LOBBY
CIRCULATION
FEMALE

5000
MIN. SETBACK

TITLE BOUNDARY

-13300

REPUBLIC TOWER
(EXISTING)

TITLE BOUNDARY

TITLE BOUNDARY



Project:
383 LA TROBE ST

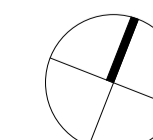
Drawing Title:
LEVEL 24 PLAN

Drawing Number:
TP-21-124

Rev:
A

Date:
14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN
5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN

POTENTIAL
PLANTER ZONE

ARCHITECTURAL
FEATURE FACADE

TERRACE

LINE OF MAXIMUM
POTENTIAL
TENANT FLEXIBLE
FACADE

OFFICE

GFA: 1591m²

AHD ↑ 19.06

HIGH RISE LIFT
MACHINE ROOM

SKY RISE
LIFTS

GOODS LIFT

MALE

CIRCULATION

DDA WC

UP

UP FIRE STAIRS

GOODS LIFT
LOBBY

CIRCULATION

FEMALE

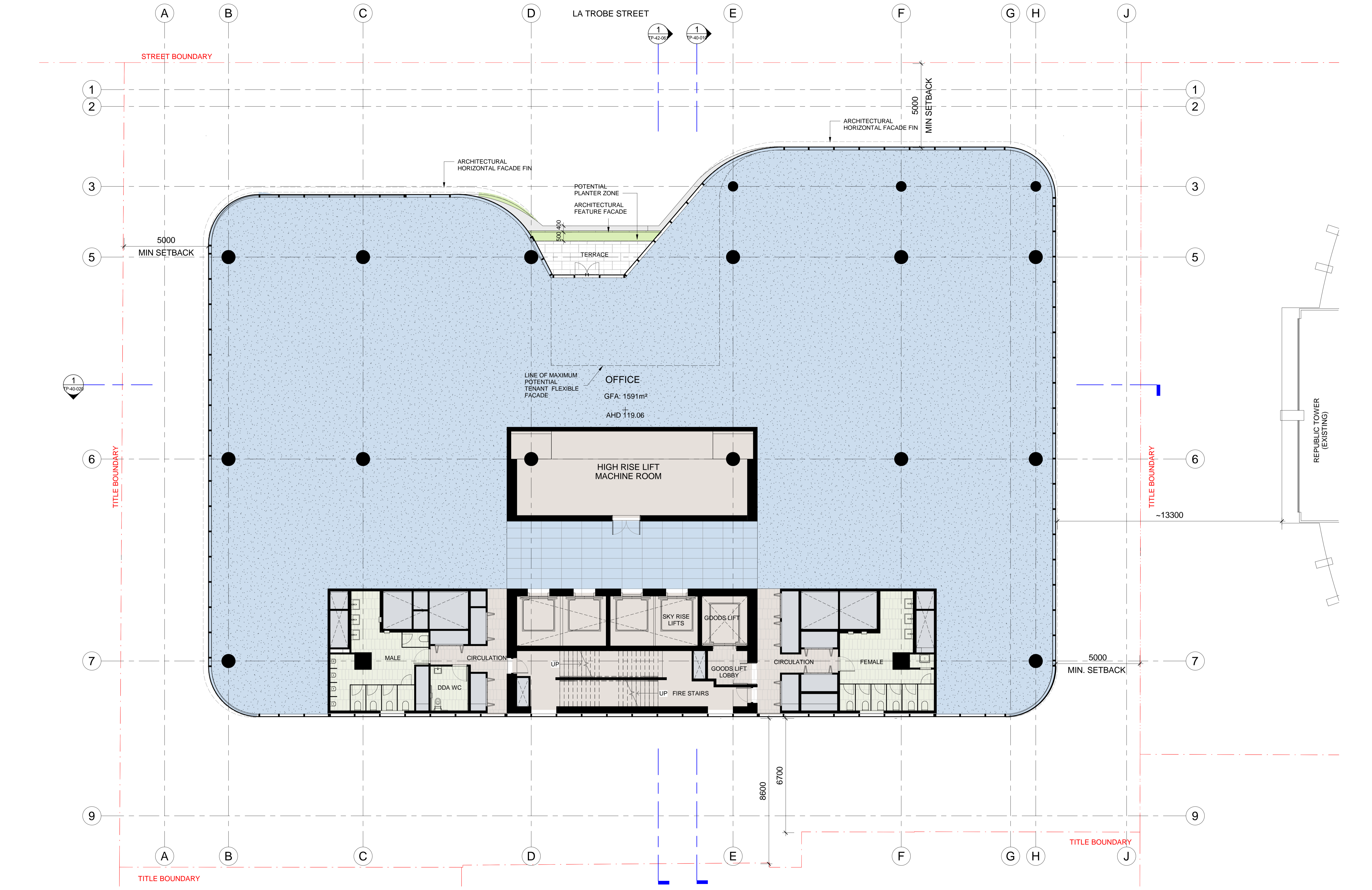
5000
MIN. SETBACK

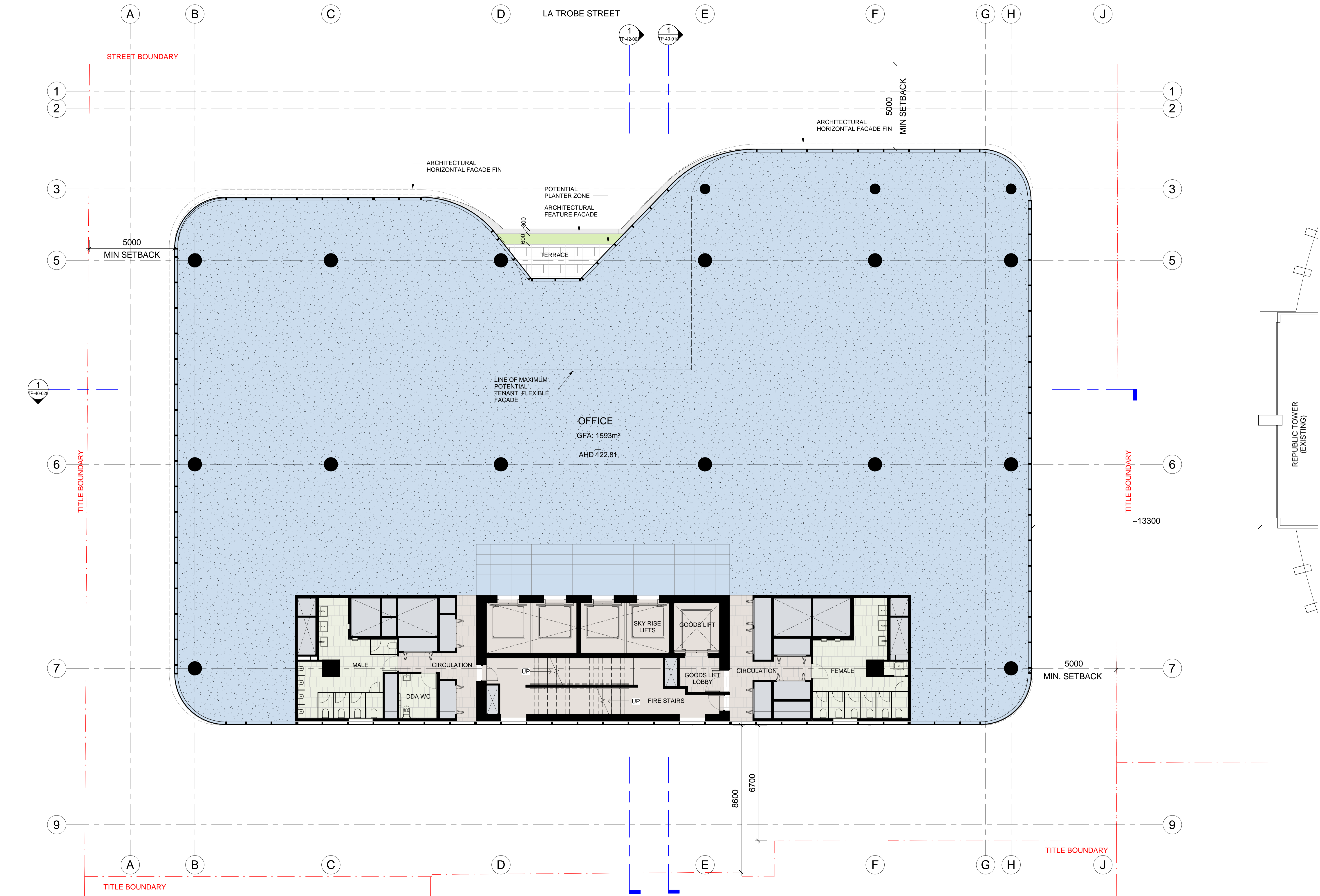
TITLE BOUNDARY

REPUBLIC TOWER
(EXISTING)

TITLE BOUNDARY

-13300





Project: 383 LA TROBE ST

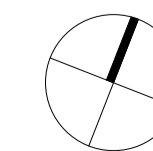
Drawing Title: LEVEL 26 PLAN

Drawing Number: TP-21-126

Rev: A

Date: 14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T +61 3 9650 3286
F +61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

TITLE BOUNDARY

TITLE BOUNDARY

TITLE BOUNDARY

TITLE BOUNDARY

5000
MIN SETBACK

5000
MIN SETBACK

5000
MIN. SETBACK

OFFICE
GFA: 1592m²
AHD 126.56

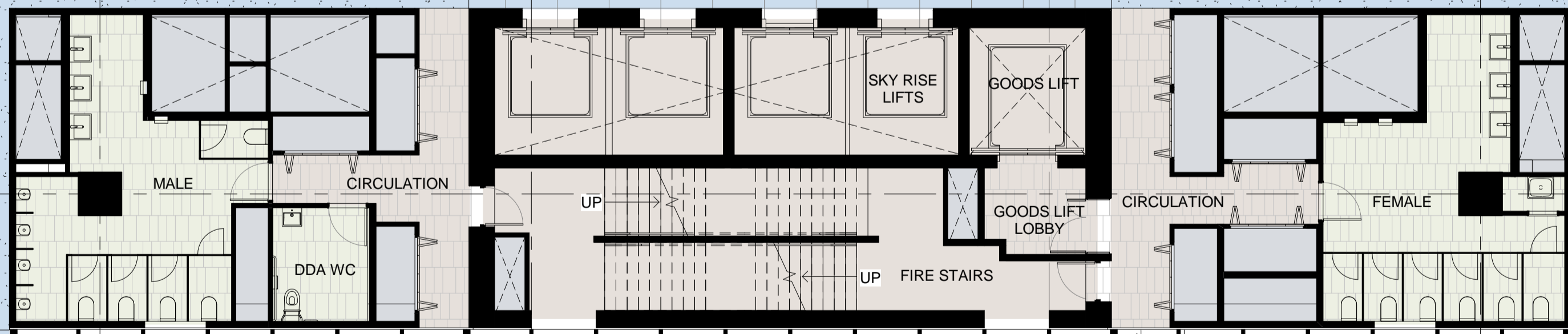
LINE OF MAXIMUM
POTENTIAL
TENANT FLEXIBLE
FACADE

POTENTIAL
PLANTER ZONE
ARCHITECTURAL
FEATURE FACADE

TERRACE

ARCHITECTURAL
HORIZONTAL FACADE FIN

ARCHITECTURAL
HORIZONTAL FACADE FIN



REPUBLIC TOWER
(EXISTING)

-13300

8600
6700



Project:
383 LA TROBE ST

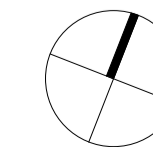
Drawing Title:
LEVEL 27 PLAN

Drawing Number:
TP-21-127

Rev:
A

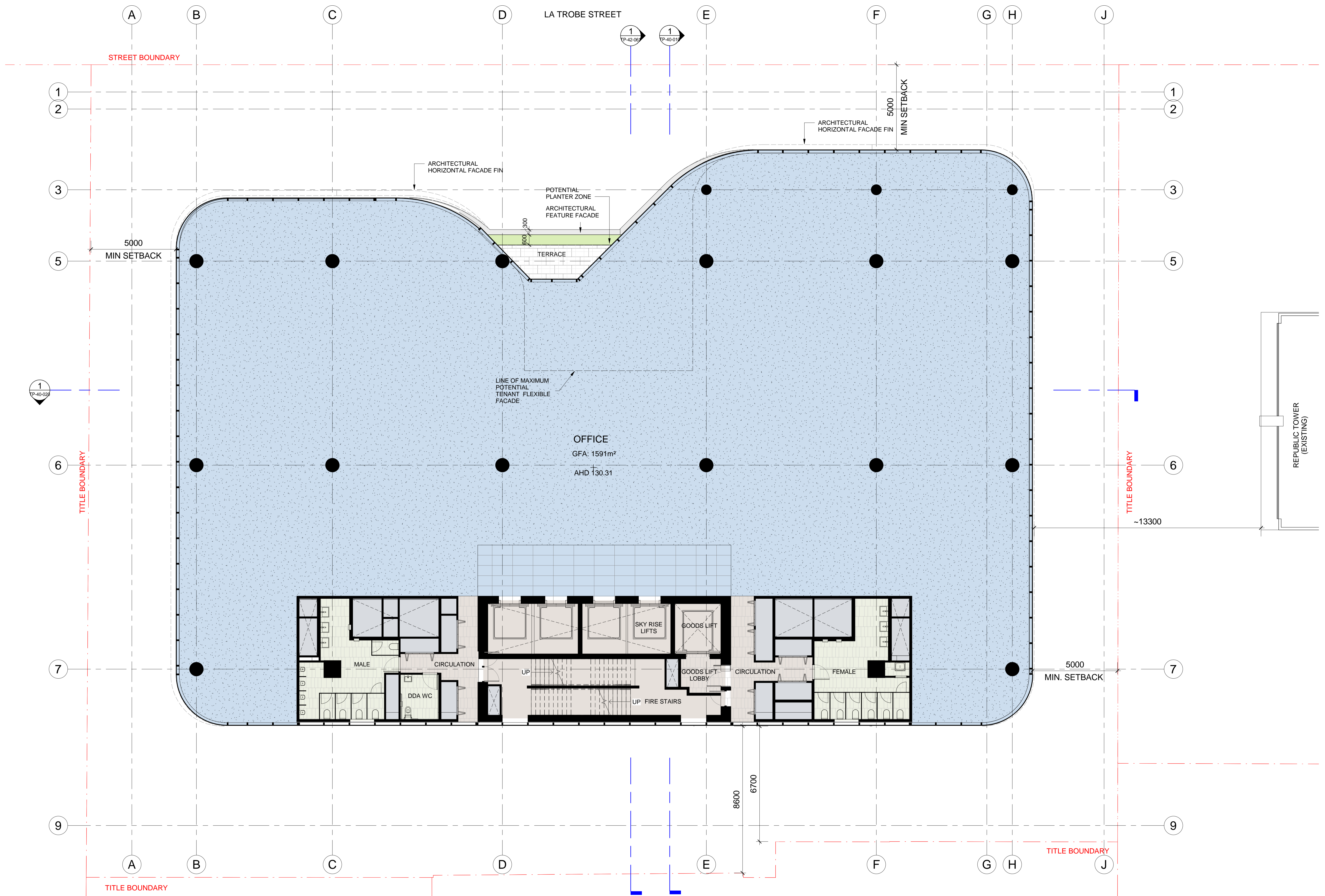
Date:
14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T +61 3 9650 3286
F +61 3 9650 2747
www.coxarchitecture.com.au





Project: 383 LA TROBE ST

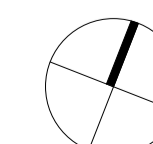
Drawing Title: LEVEL 28 PLAN

Drawing Number: TP-21-128

Rev: A

Date: 14.11.2020 1 : 100 @ A1

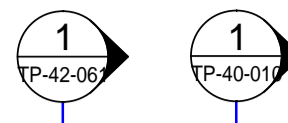
Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T +61 3 9650 3286
F +61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET



STREET BOUNDARY

ARCHITECTURAL HORIZONTAL FACADE FIN
5000
MIN SETBACK

ARCHITECTURAL HORIZONTAL FACADE FIN

POTENTIAL PLANTER ZONE

ARCHITECTURAL FEATURE FACADE

TERRACE

5000
MIN SETBACK

LINE OF MAXIMUM POTENTIAL TENANT FLEXIBLE FACADE

OFFICE

GFA: 1591m²

AHD 134.06

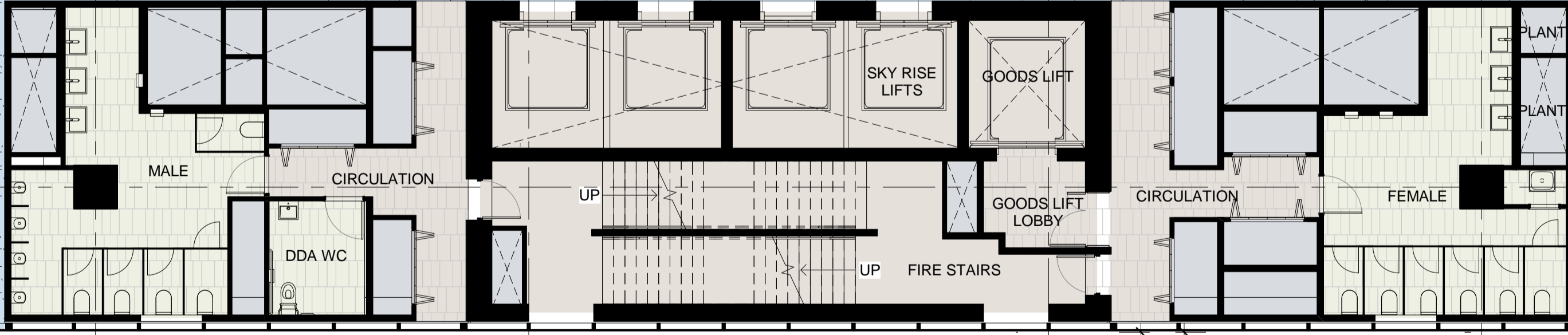
TITLE BOUNDARY

~13300

REPUBLIC TOWER (EXISTING)

5000
MIN. SETBACK

TITLE BOUNDARY



8600

6700

TITLE BOUNDARY



Project: 383 LA TROBE ST

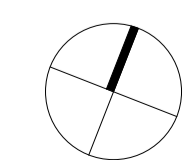
Drawing Title: LEVEL 29 PLAN

Drawing Number: TP-21-129

Rev: A

Date: 14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN
5000
MIN SETBACK

ARCHITECTURAL
HORIZONTAL FACADE FIN

POTENTIAL
PLANTER ZONE
ARCHITECTURAL
FEATURE FACADE

TERRACE

LINE OF MAXIMUM
POTENTIAL
TENANT FLEXIBLE
FACADE

OFFICE

GFA: 1589m²

AHD 137.81

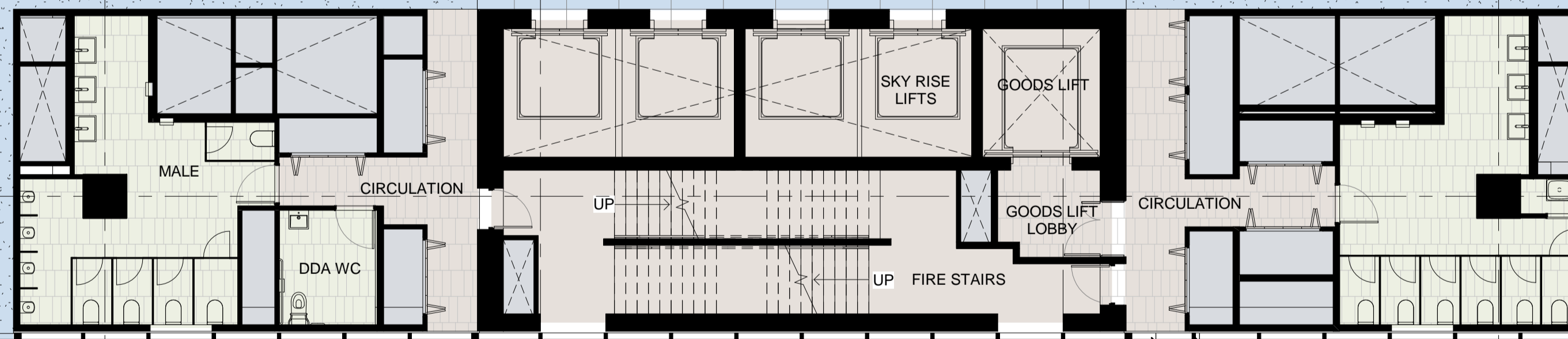
REPUBLIC TOWER
(EXISTING)

TITLE BOUNDARY

-13300

5000
MIN. SETBACK

TITLE BOUNDARY



Project:
383 LA TROBE ST

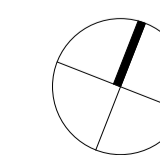
Drawing Title:
LEVEL 30 PLAN

Drawing Number:
TP-21-130

Rev:
B

Date:
14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T +61 3 9650 3286
F +61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

5000
MIN SETBACK

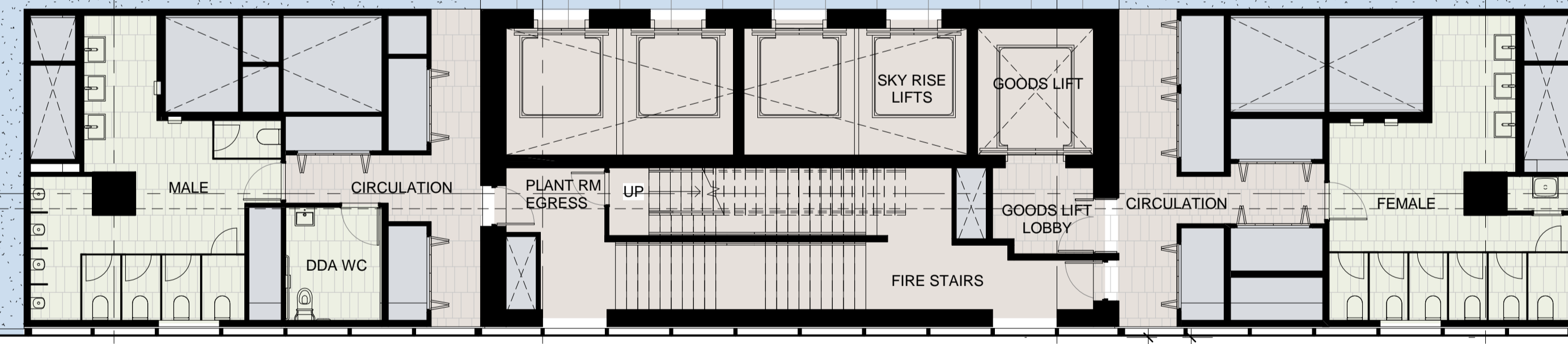
5000
MIN SETBACK

5000
MIN. SETBACK

OFFICE
GFA: 1589m²

REPUBLIC TOWER ROOF
BELOW
(EXISTING)
AHD +134.50

-13300



Project:
383 LA TROBE ST

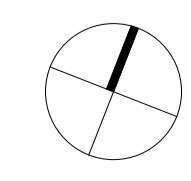
Drawing Title:
LEVEL 31 PLAN

Drawing Number:
TP-21-131

Rev:
B

Date:
14.11.2020 1 : 100 @ A1

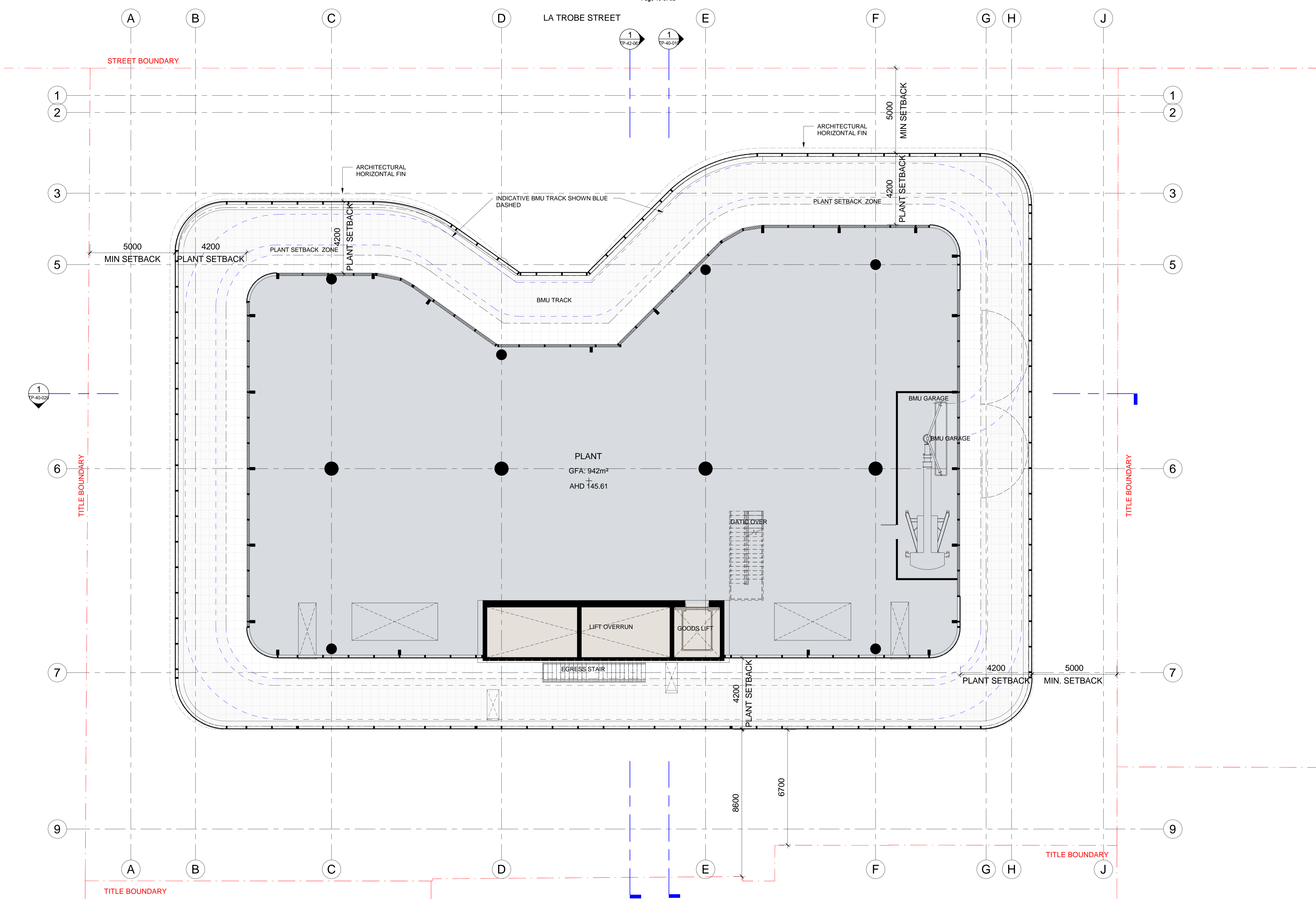
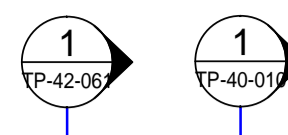
Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET



STREET BOUNDARY

TITLE BOUNDARY

TITLE BOUNDARY

TITLE BOUNDARY

TITLE BOUNDARY



Project: 383 LA TROBE ST

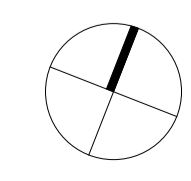
Drawing Title: LEVEL 32 PLAN - PLANT

Drawing Number: TP-21-132

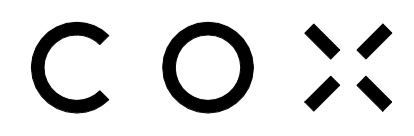
Rev: B

Date: 14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture Level 2, 167 Flinders Lane, Melbourne, VIC 3000, Australia T +61 3 9650 3286 F +61 3 9650 2747 www.coxarchitecture.com.au



LA TROBE STREET

STREET BOUNDARY

1
TP-40-011

1
2

1
2

3

3

5

5

1
TP-40-009

6

6

TITLE BOUNDARY

TITLE BOUNDARY

7

7

9

9

TITLE BOUNDARY

TITLE BOUNDARY

A

B

C

D

E

F

G

H

J

TITLE BOUNDARY

5000
MIN. SETBACK

4200
PLANT SETBACK

4200
PLANT SETBACK

4200
PLANT SETBACK

4200
PLANT SETBACK

4200
PLANT SETBACK

4200
PLANT SETBACK

4200
PLANT SETBACK

5000
MIN. SETBACK

4200
PLANT SETBACK

8600

6830

UP

COOLING TOWERS

PLANT
GFA: 942m²
OPEN TO SKY

SKY RISE LMR

GOODS LIFT LMR

GATIC TO BELOW



Project:
383 LA TROBE ST

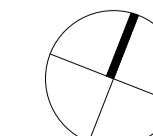
Drawing Title:
LEVEL 33 PLAN - ROOF PLANT

Drawing Number:
TP-21-133

Rev:
B

Date:
14.11.2020 1 : 100 @ A1

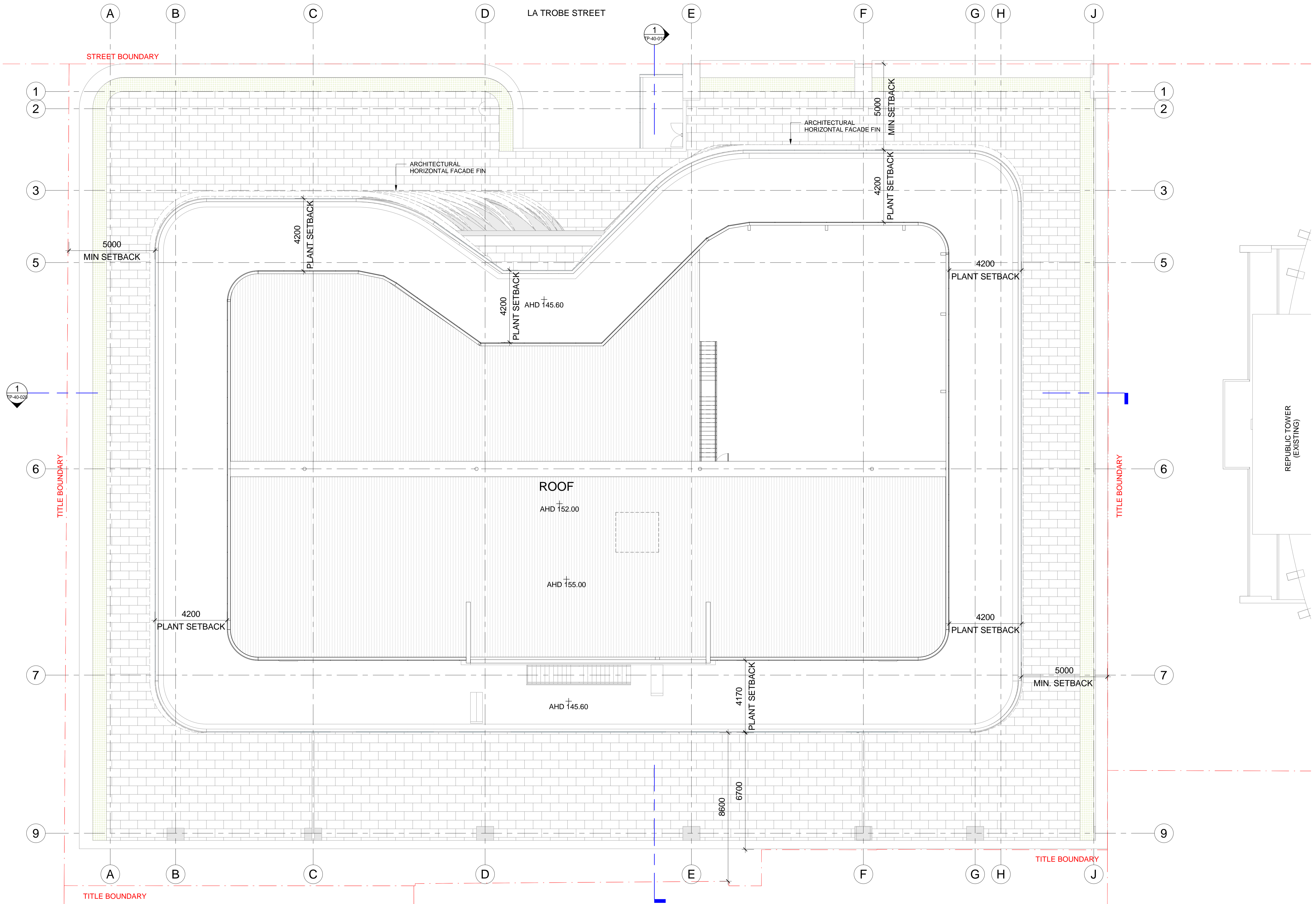
Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3296
F + 61 3 9650 2747
www.coxarchitecture.com.au



LA TROBE STREET



Project: 383 LA TROBE ST

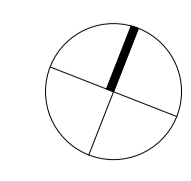
Drawing Title: ROOF PLAN

Drawing Number: TP-21-135

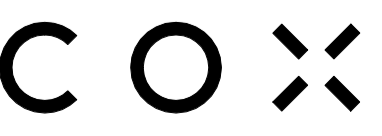
Rev: B

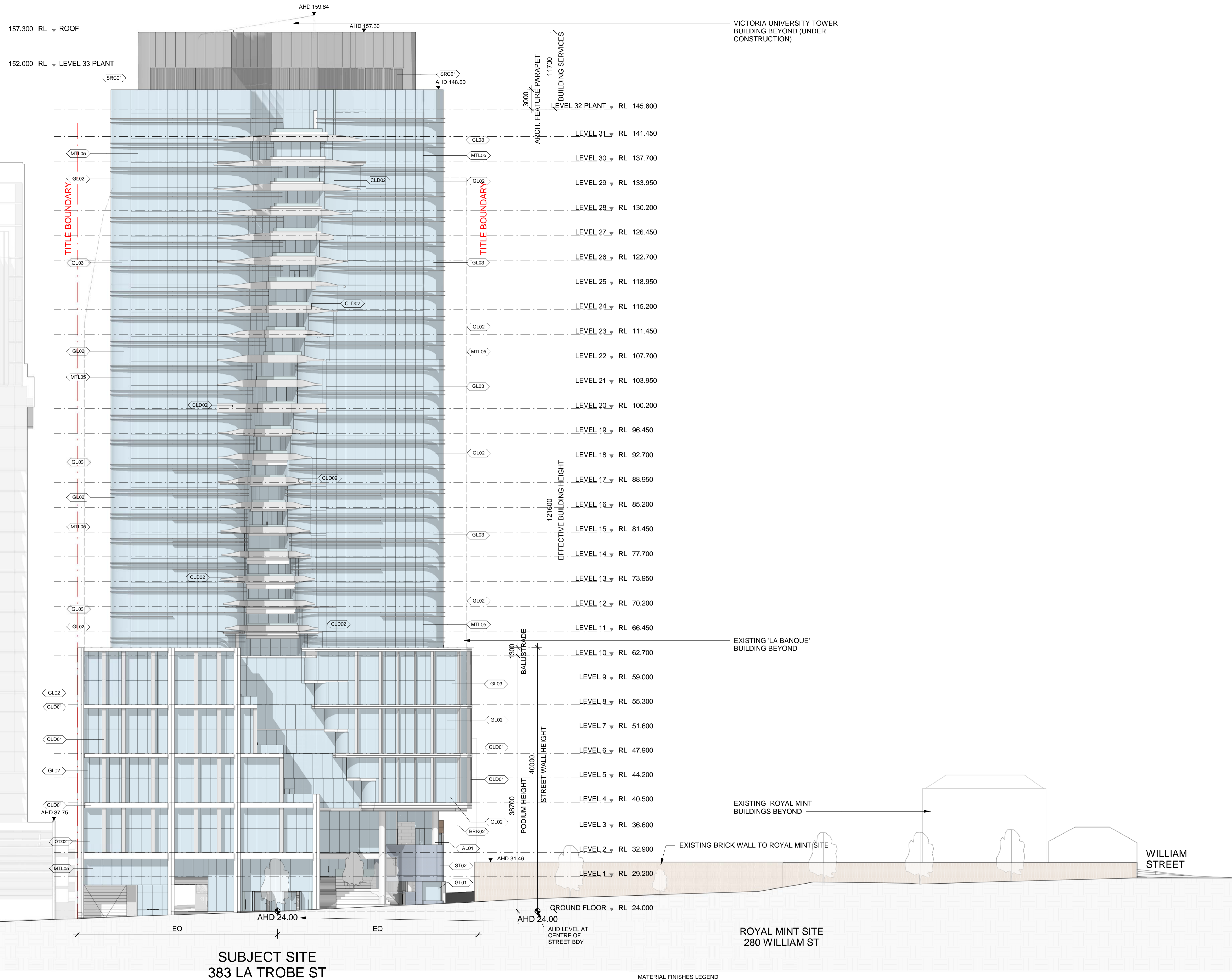
Date: 14.11.2020 1 : 100 @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au





NORTH ELEVATION
SCALE 1 : 300

MATERIAL FINISHES LEGEND									
BRK01	Custom Brick Paving to Laneway	CLD01	Precast or similar	GL02	Curtain Wall Glazing	MTL06	Aluminium Window mullions - black	SRC01	Vertical Aluminium Plant screen (dark grey)
BRK02	Masonry - Red brick running bond	CLD02	Precast concrete facade elements	GL03	Curtain Wall Glazing - Spandrel Zone	MTL07	Aluminium louvers - charcoal	ST01	Bluestone Flooring to laneway, arcade and foyer
BRK03	Masonry - Red brick stack bond	CLG01	Aluminium panels	MTL01	Aluminium horizontal fins - light grey	MTL08	Aluminium Window mullions - light grey	ST02	Bluestone running bond
BRK04	Masonry - White brick running bond	CLG02	Aluminium panels	MTL02	Black steel portal to retail openings	MTL09	Steel portal - light grey	ST03	Bluestone stack bond
BRK05	Masonry - White brick stack bond	GL01	Clear glazing to Foyer and Retail	MTL05	Aluminium Window mullions - charcoal	AL01	Aluminium to columns		



Project:
383 LA TROBE ST

Drawing Title:
NORTH ELEVATION

Drawing Number:
TP-30-100

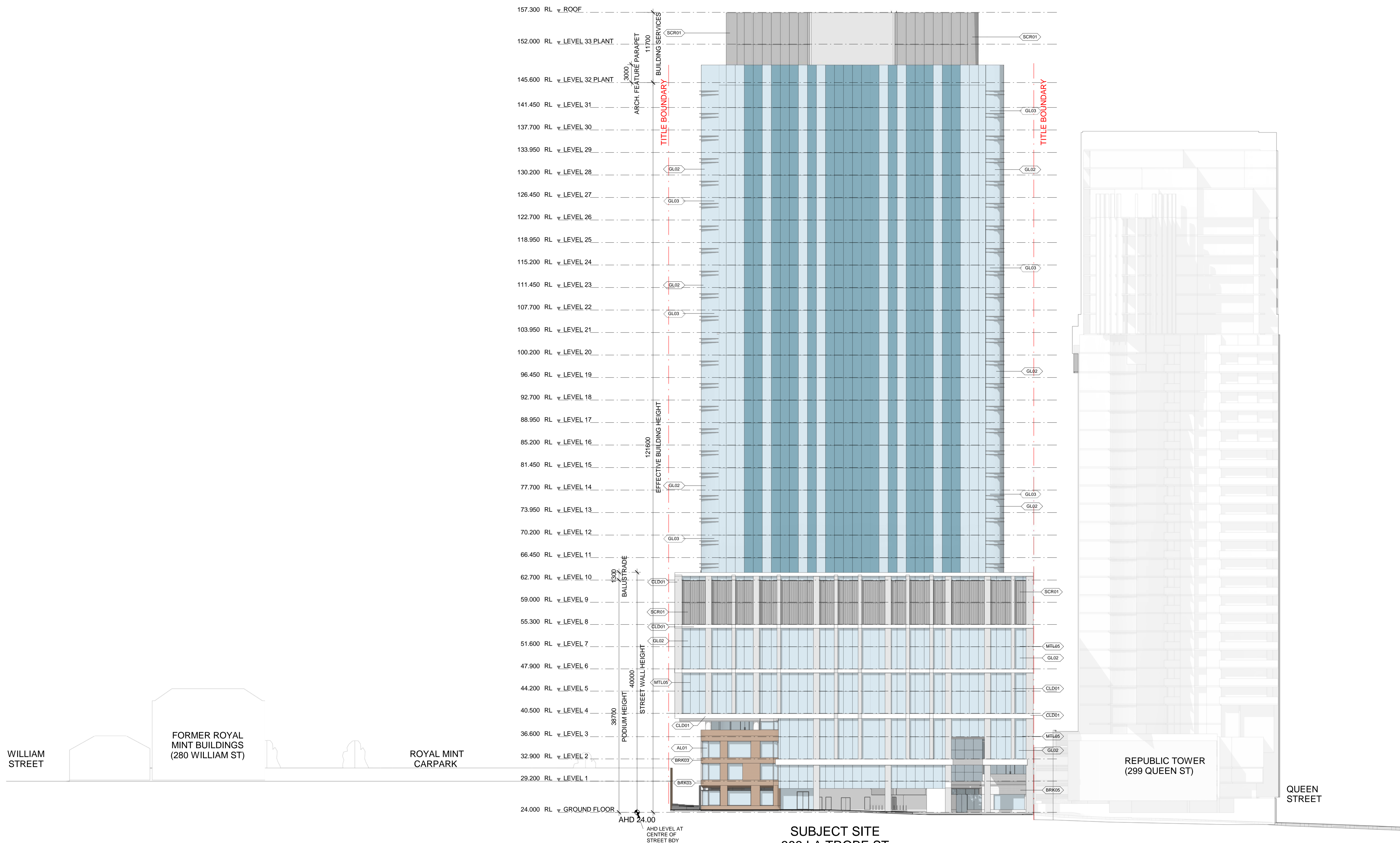
Rev:
B

Date:
14.11.2020 As indicated @ A1

Scale:

Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au





SOUTH ELEVATION
SCALE 1 : 300

MATERIAL FINISHES LEGEND									
BRK01	Custom Brick Paving to Laneway	CLD01	Precast or similar	GL02	Curtain Wall Glazing	MTL06	Aluminium Window mullions - black	SCR01	Vertical Aluminium Plant screen (dark grey)
BRK02	Masonry - Red brick running bond	CLD02	Precast concrete facade elements	GL03	Curtain Wall Glazing - Spandrel Zone	MTL07	Aluminium louvers - charcoal	ST01	Bluestone Flooring to laneway, arcade and foyer
BRK03	Masonry - Red brick stack bond	CLG01	Aluminium panels	MTL01	Aluminium horizontal fins - light grey	MTL08	Aluminium Window mullions - light grey	ST02	Bluestone running bond
BRK04	Masonry - White brick running bond	CLG02	Aluminium panels	MTL02	Black steel portal to retail openings	MTL09	Steel portal - light grey	ST03	Bluestone stack bond
BRK05	Masonry - White brick stack bond	GL01	Clear glazing to Foyer and Retail	MTL05	Aluminium Window mullions - charcoal	AL01	Aluminium to columns		



Project:
383 LA TROBE ST

Drawing Title:
SOUTH ELEVATION

Drawing Number:
TP-30-110

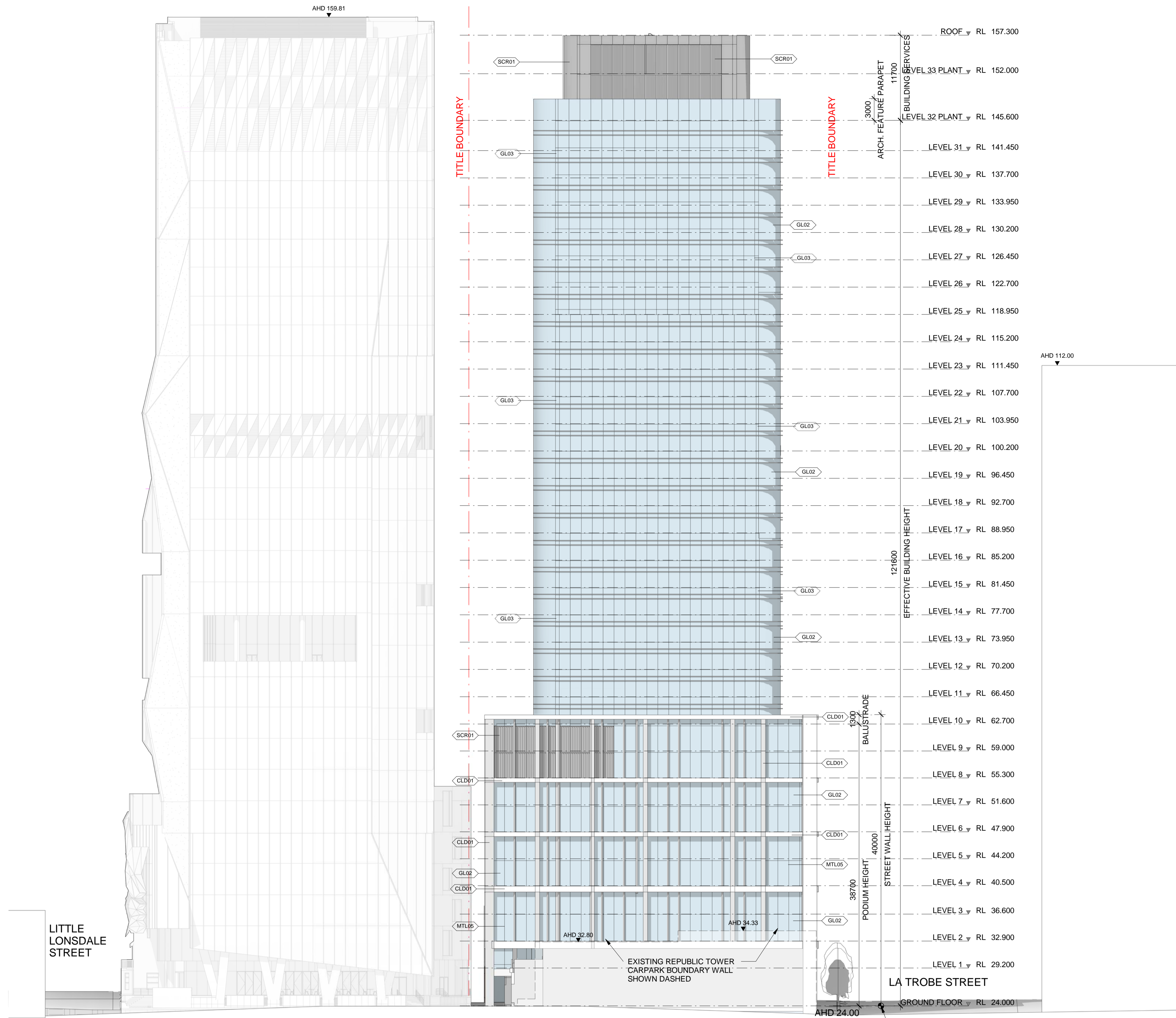
Rev:
B

Date:
14.11.2020 As indicated @ A1

Scale:

Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au





MATERIAL FINISHES LEGEND

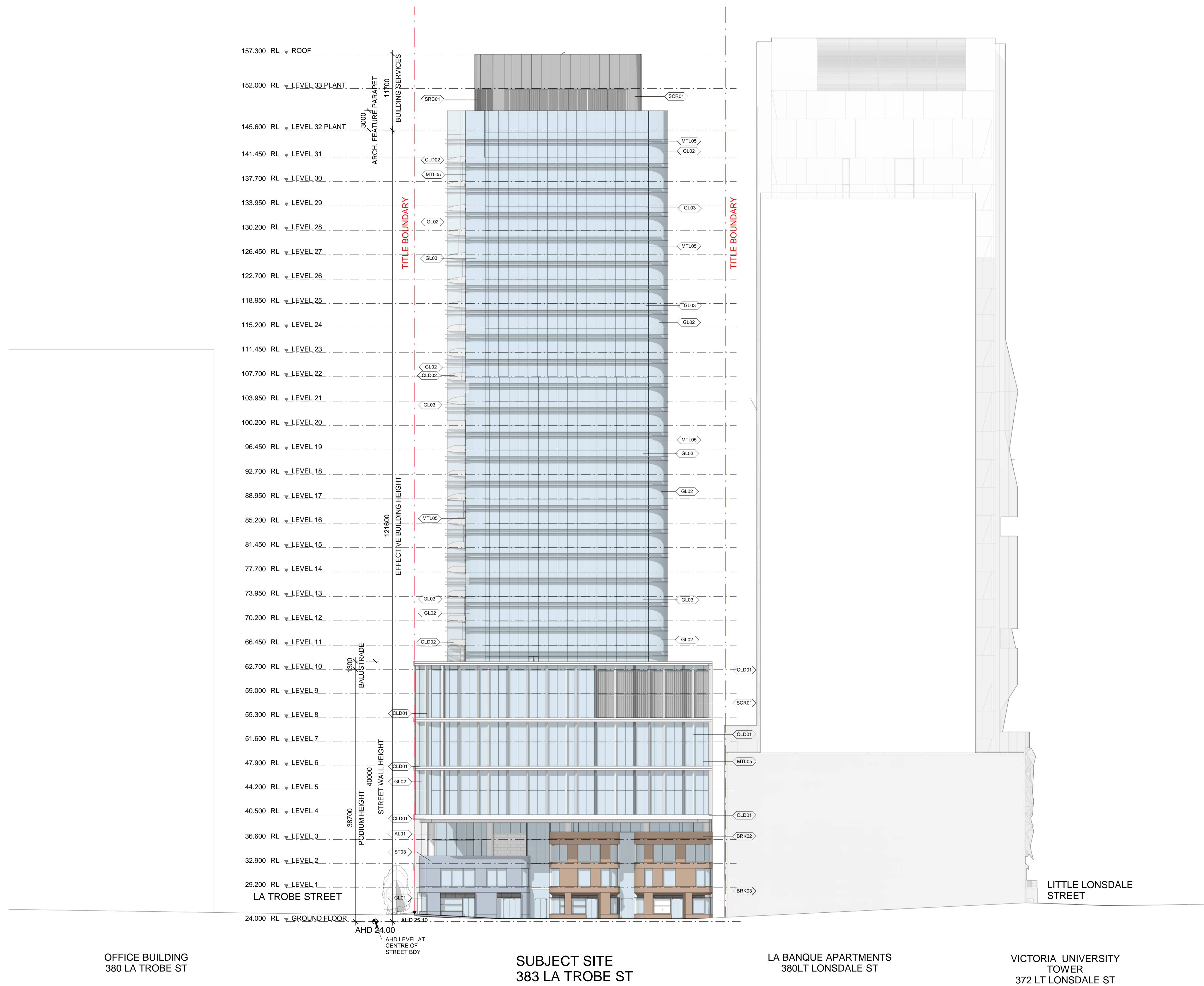
BRK01	Custom Brick Paving to Laneway
BRK02	Masonry - Red brick running bond
BRK03	Masonry - Red brick stack bond
BRK04	Masonry - White brick running bond
BRK05	Masonry - White brick stack bond
CLD01	GRC Cladding
CLD02	Precast concrete facade elements
CLG01	Aluminium panels
CLG02	Aluminium panels
GL01	Clear glazing to Foyer and Retail
GL02	Curtain Wall Glazing
GL03	Curtain Wall Glazing - Spandrel Zone
MTL01	Aluminium horizontal fins - light grey
MTL02	Black steel portal to retail openings
MTL05	Aluminium Window mullions - charcoal
MTL06	Aluminium Window mullions - black
MTL07	Aluminium louvers - charcoal
MTL08	Aluminium Window mullions - light grey
MTL09	Steel portal - light grey
AL01	Aluminium to columns
SRC01	Vertical Aluminium Plant screen (dark grey)
ST01	Bluestone Flooring to laneway, arcade and foyer
ST02	Bluestone running bond
ST03	Bluestone stack bond

VICTORIA UNIVERSITY TOWER
372 LT LONSDALE ST

SUBJECT SITE
383 LA TROBE ST

OFFICE BUILDING
380 LA TROBE ST

EAST ELEVATION
SCALE 1 : 300



MATERIAL FINISHES LEGEND	
BRK01	Custom Brick Paving to Laneway
BRK02	Masonry - Red brick running bond
BRK03	Masonry - Red brick stack bond
BRK04	Masonry - White brick running bond
BRK05	Masonry - White brick stack bond
CLD01	GRC Cladding
CLD02	Precast concrete facade elements
CLG01	Aluminium panels
CLG02	Aluminium panels
GL01	Clear glazing to Foyer and Retail
GL02	Curtain Wall Glazing
GL03	Curtain Wall Glazing - Spandrel Zone
MTL01	Aluminium horizontal fins - light grey
MTL02	Black steel portal to retail openings
MTL05	Aluminium Window mullions - charcoal
MTL06	Aluminium Window mullions - black
MTL07	Aluminium louvers - charcoal
MTL08	Aluminium Window mullions - light grey
MTL09	Steel portal - light grey
AL01	Aluminium to columns
SRC01	Vertical Aluminium Plant screen (dark grey)
ST01	Bluestone Flooring to laneway, arcade and foyer
ST02	Bluestone running bond
ST03	Bluestone stack bond

OFFICE BUILDING
380 LA TROBE ST

SUBJECT SITE
383 LA TROBE ST

LA BANQUE APARTMENTS
380LT LONSDALE ST

VICTORIA UNIVERSITY
TOWER
372 LT LONSDALE ST



Project:
383 LA TROBE ST

Drawing Title:
WEST ELEVATION

Drawing Number:
TP-30-130

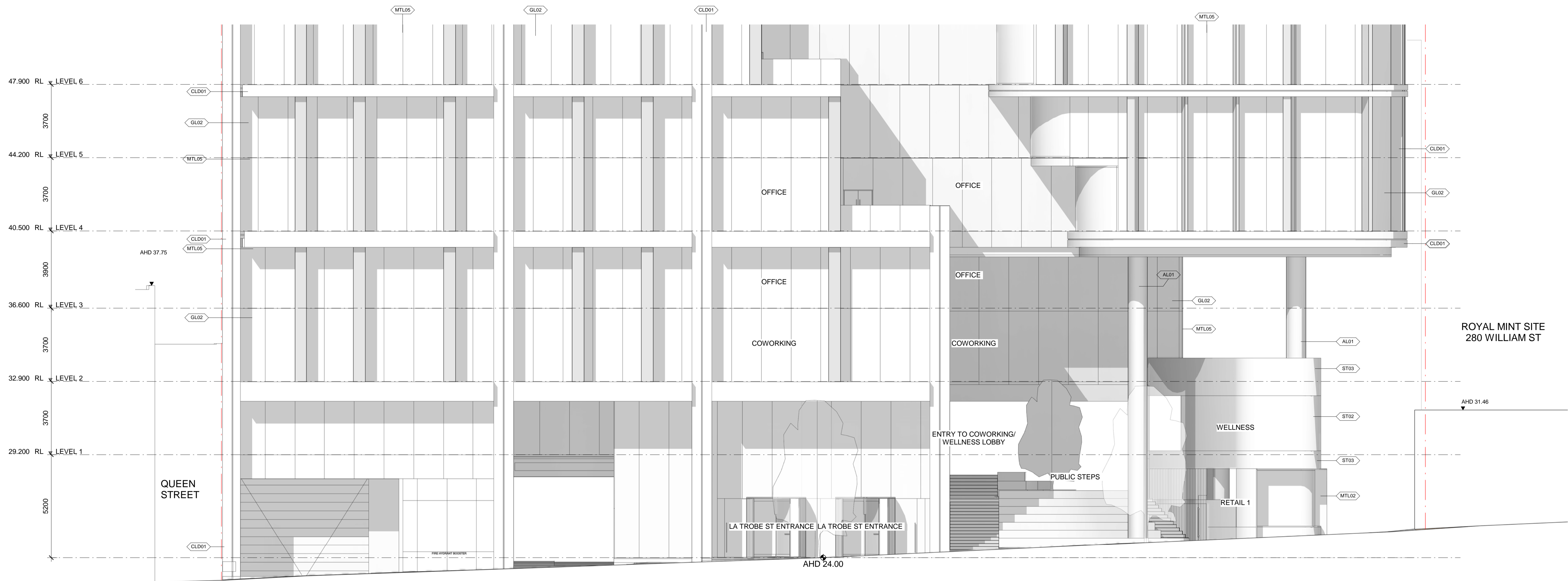
Rev:
B

Date:
14.11.2020 As indicated @ A1

Scale:

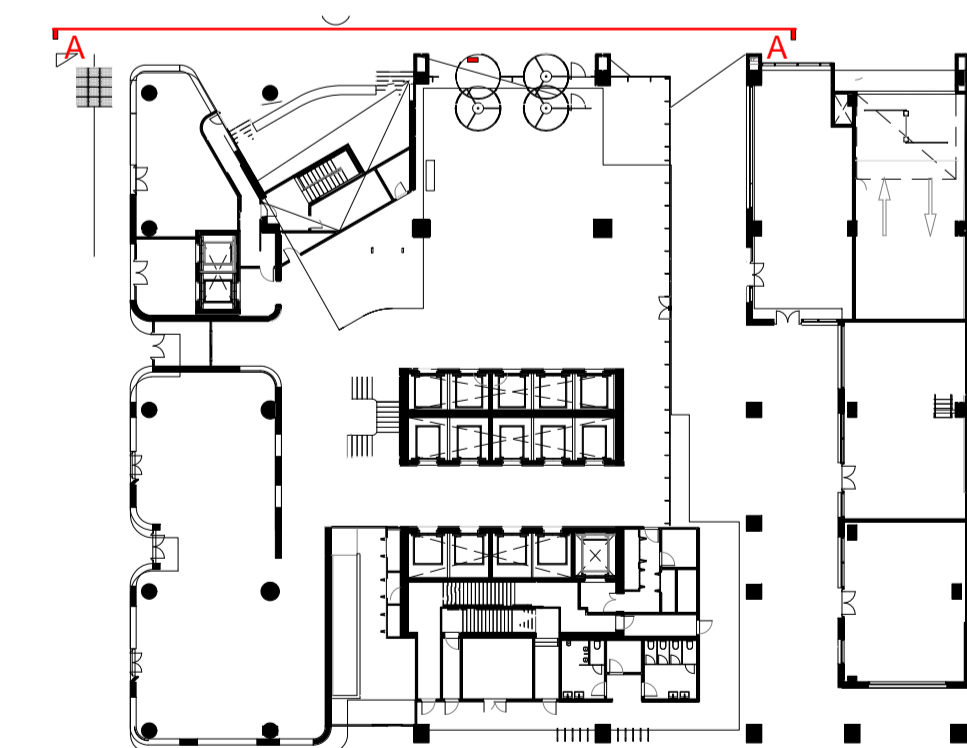
Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3286
F + 61 3 9650 2747
www.coxarchitecture.com.au





1 NORTH ELEVATION
SCALE 1 : 100

SUBJECT SITE
383 LA TROBE ST



2 KEY PLAN
SCALE 1 : 500

MATERIAL FINISHES LEGEND									
BRK01	Custom Brick Paving to Laneway	CLD01	Precast or similar	GL02	Curtain Wall Glazing	MTL06	Aluminium Window Mullions - black	SRC01	Vertical Aluminium Plant screen (dark grey)
BRK02	Masonry - Red brick running bond	CLD02	Precast concrete facade elements	GL03	Curtain Wall Glazing - Spandrel Zone	MTL07	Aluminium louvers - charcoal	ST01	Bluestone Flooring to laneway, arcade and foyer
BRK03	Masonry - Red brick stack bond	CLG01	Aluminium panels	MTL01	Aluminium horizontal fins - light grey	MTL08	Aluminium Window Mullions - light grey	ST02	Bluestone running bond
BRK04	Masonry - White brick running bond	CLG02	Aluminium panels	MTL02	Black steel portal to retail openings	MTL09	Steel portal - light grey	ST03	Bluestone stack bond
BRK05	Masonry - White brick stack bond	GL01	Clear glazing to Foyer and Retail	MTL05	Aluminium Window Mullions - charcoal	AL01	Aluminium to columns		



Project:
383 LA TROBE ST

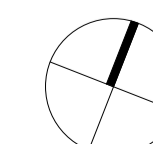
Drawing Title:
LA TROBE STREET ELEVATION

Drawing Number:
TP-30-250

Rev:
B

Date:
14.11.2020 As indicated @ A1

Scale:

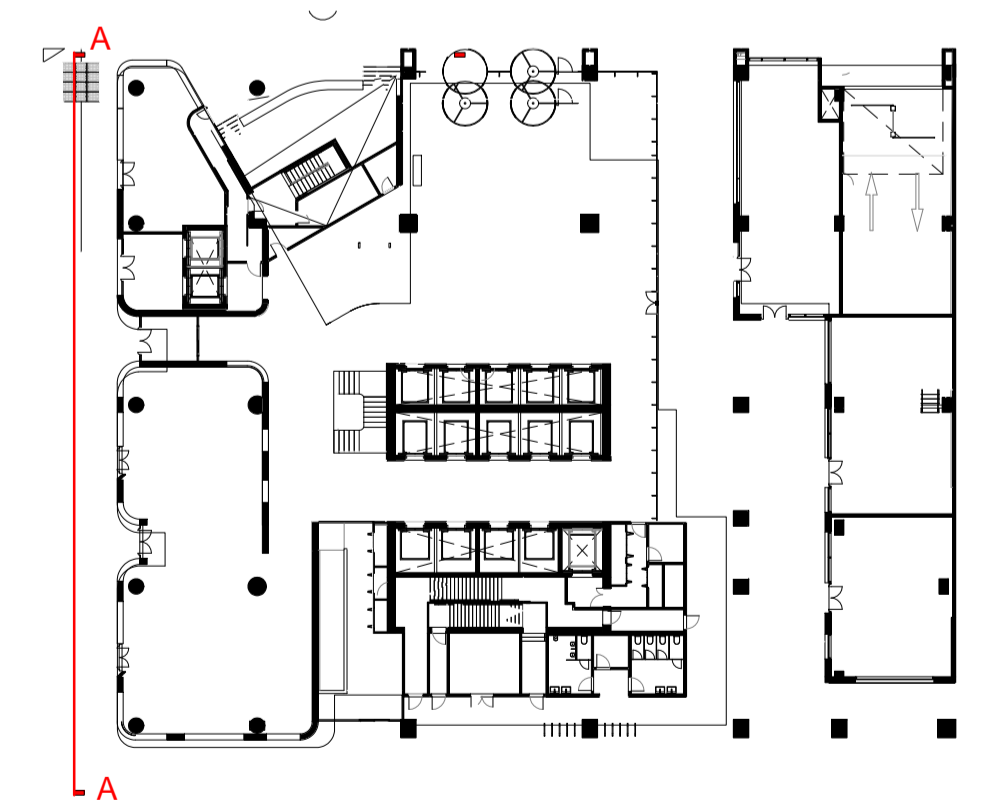


Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3288
F + 61 3 9650 2747
www.coxarchitecture.com.au





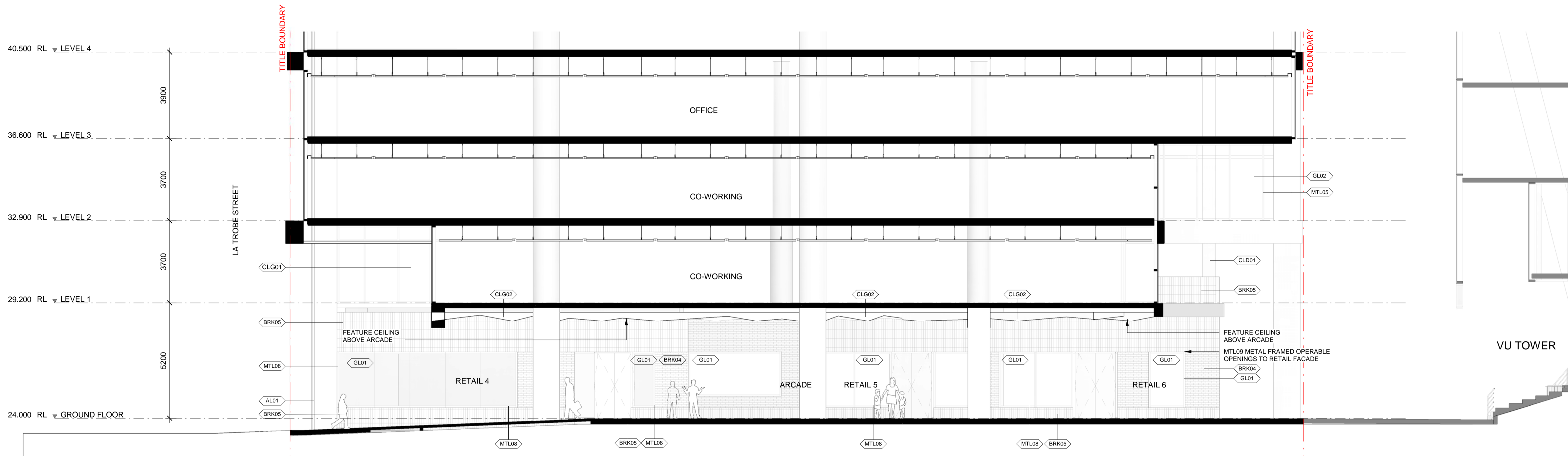
1 FORGOTTEN LANEWAY WEST ELEVATION
SCALE 1 : 100



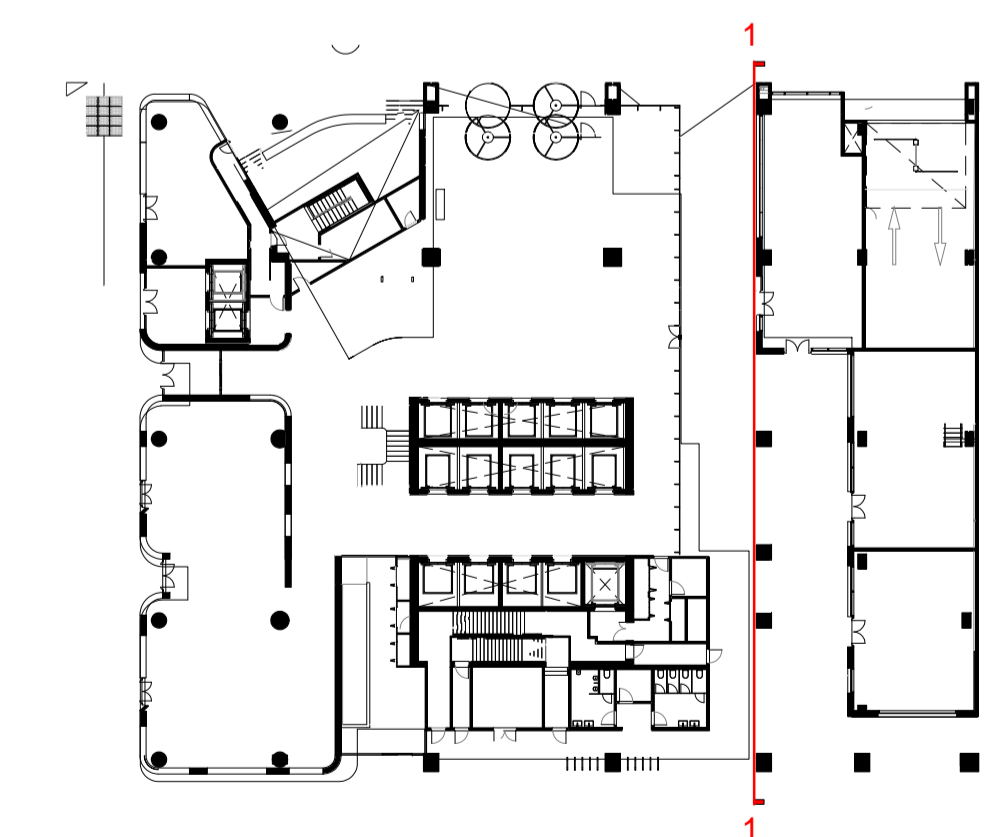
2 KEY PLAN
SCALE 1 : 500

MATERIAL FINISHES LEGEND

BRK01 Custom Brick Paving to Laneway	CLD01 Precast or similar	GL02 Curtain Wall Glazing	MTL06 Aluminium Window mullions - black	SRC01 Vertical Aluminium Plant screen (dark grey)
BRK02 Masonry - Red brick running bond	CLD02 Precast concrete facade elements	GL03 Curtain Wall Glazing - Spandrel Zone	MTL07 Aluminium louvers - charcoal	ST01 Bluestone Flooring to laneway, arcade and foyer
BRK03 Masonry - Red brick stack bond	CLG01 Aluminium panels	MTL01 Aluminium horizontal fins - light grey	MTL08 Aluminium Window mullions - light grey	ST02 Bluestone running bond
BRK04 Masonry - White brick running bond	CLG02 Aluminium panels	MTL02 Black steel portal to retail openings	MTL09 Steel portal - light grey	ST03 Bluestone stack bond
BRK05 Masonry - White brick stack bond	GL01 Clear glazing to Foyer and Retail	MTL05 Aluminium Window mullions - charcoal	AL01 Aluminium to columns	



2 NORTH SOUTH SECTION THROUGH ARCADE
SCALE 1 : 100



1 KEY PLAN
SCALE 1 : 500

MATERIAL FINISHES LEGEND			
BRK01	Custom Brick Paving to Laneway	CLD01	Precast or similar
BRK02	Masonry - Red brick running bond	CLD02	Precast concrete facade elements
BRK03	Masonry - Red brick stack bond	CLG01	Aluminium panels
BRK04	Masonry - White brick running bond	CLG02	Aluminium panels
BRK05	Masonry - White brick stack bond	GL01	Clear glazing to Foyer and Retail
GL02	Curtain Wall Glazing	MTL06	Aluminium Window Mullions - black
GL03	Curtain Wall Glazing - Spandrel Zone	MTL07	Aluminium louvers - charcoal
MTL01	Aluminium horizontal fins - light grey	MTL08	Aluminium Window Mullions - light grey
MTL02	Black steel portal to retail openings	MTL09	Steel portal - light grey
MTL05	Aluminium Window Mullions - charcoal	AL01	Aluminium to columns
SRC01	Vertical Aluminium Plant screen (dark grey)	ST01	Bluestone Flooring to laneway, arcade and foyer
ST02	Bluestone running bond	ST03	Bluestone stack bond



Project:
383 LA TROBE ST

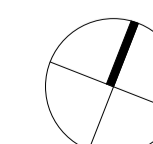
Drawing Title:
ARCADE ELEVATION

Drawing Number:
TP-30-270

Rev:
A

Date:
14.11.2020 As indicated @ A1

Scale:



Cox Architecture
Level 2, 167 Flinders Lane,
Melbourne, VIC 3000, Australia
T + 61 3 9650 3298
F + 61 3 9650 2747
www.coxarchitecture.com.au



PLANNING REPORT

MINISTERIAL REFERRAL

Application number:	TPMR-2020-52
DELWP Application number:	PA2000854
Applicant / Owner / Architect:	Urbis / Mirvac / Cox Architecture
Address:	383 La Trobe Street, MELBOURNE VIC 3000
Proposal:	Demolition of the existing building; and buildings and works for the construction of a multi-storey mixed use building
Cost of works:	\$215 million
Date received by City of Melbourne:	15 June 2020
Responsible officer:	Nikki Brock
Report Date:	26 April 2021

1. SUBJECT SITE AND SURROUNDS

1.1. The site

The subject site at 383 La Trobe Street, Melbourne sits on the south side of La Trobe Street between Queen Street and William Street. The site has a frontage to La Trobe Street of 60.36 metres and a maximum depth of 47.88 metres, yielding an overall site area of 2,850 square metres. The site's lowest point is at its north-east corner, with a rise of approximately 3.0 metres to the north-west and south-west corners.

The land is currently occupied by a five storey office building, known as the Royal Mint Centre, and car park built to all boundaries of the site, aside from a small setback on the west where the building is separated from the existing heritage wall of the former Royal Mint at 280-318 William Street.

Aside from the office use of the building, a 24-hour commercial car park operates within the basement level of the building and can accommodate up to 178 vehicles. Access to the basement is via three separate accessways at the east side of the La Trobe Street frontage.



Figure 1: Site viewed from La Trobe Street (Source: Applicant)

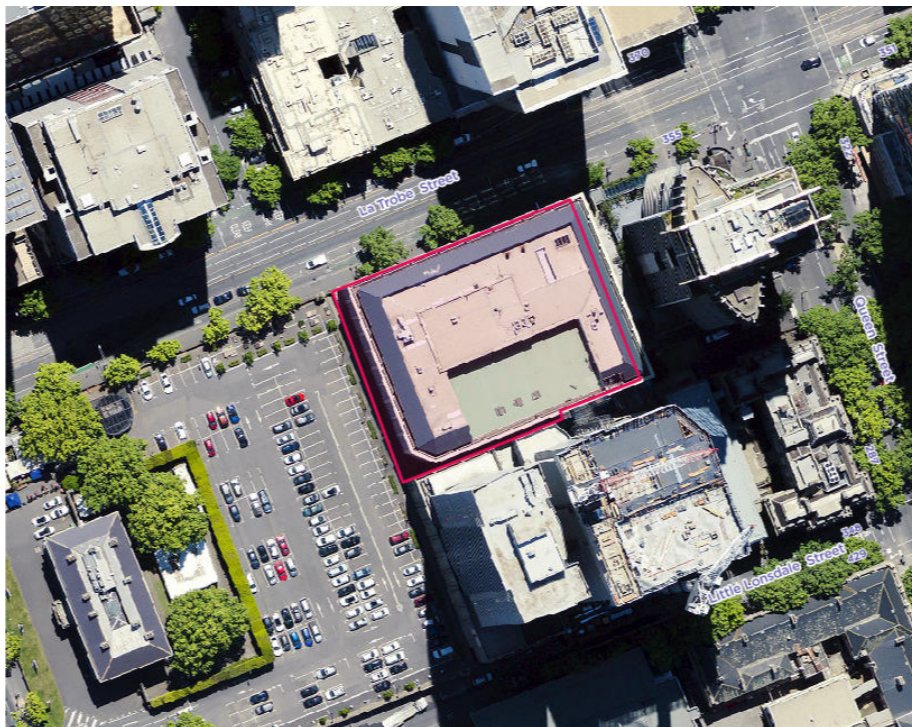


Figure 2: Aerial photo of site outlined in red (Source: Compass 3 November 2020)



Figure 3: Locality plan (Source: Compass)

1.2. Surrounds

Immediately adjoining sites are characterised as follows:

- North

To the north of the site on the north side of La Trobe Street, three separate sites contain buildings at 378-392, 394-400 and 408 La Trobe Street respectively.

The building at 378-392 La Trobe Street features 22 levels of office space above four levels of car parking, plus ground level retail space. The rear of this site faces A'Beckett Street.

Hudson on La Trobe Apartments at 394-400 La Trobe Street features five levels which were converted to apartments in 1998. The rear of the site also faces A'Beckett Street.

The corner of La Trobe and Wills Streets is occupied by the Empire Apartments at 408 La Trobe Street. This six storey building was also converted to apartments in 1999.

- South

The site at 364-378 Little Lonsdale Street is currently undergoing development for the construction of a multi-storey tower to be used by Victoria University as an education centre, together with ground floor retail spaces. The maximum height of the building approved is 136 metres, or 26 habitable levels.

The development will include a connection to a network of laneways including within the subject site, providing connections to Little Lonsdale and Queen Streets.

The building at 380 Little Lonsdale Street contains the La Banque Apartments, 244 apartments within a 36 level building, or a height of approximately 111 metres.

- East

The adjoining site to the east is occupied by Republic Tower at 299-319 Queen Street. The residential building features a five storey podium and a total of 36 storeys, or 113 metres.

- West

The large site to the west contains the former Royal Mint and associated car park. The main two storey building sits central to the site's frontage along William Street, with small single storey guardhouses at the north and south corners of the site, fronting William Street.

The rear of the site, adjacent to the subject site, is currently used as an open-air public car park. The boundary between the car park and subject site is defined by an iconic brick and bluestone wall that surrounds the Royal Mint.

2. THE PROPOSAL

The plans referred to the City of Melbourne for comment were received on 15 June 2020, with revised plans in response to DELWP's request for further information and referral comments from the City of Melbourne received on 10 December 2020.



Figure 4: Image of development viewed from La Trobe Street (Source: Applicant)

The application proposes the following uses:

Office	30 levels Leasable Floor Area (44,776 m ²)
Retail (ground level and podium)	Leasable Floor Area (607 m ²)

The specific details of the proposal are as follows:

Site area	2,850 m ²
Building height	31 storeys (121.6 metres)
Podium height	10 storeys (40 metres)
Front, side and rear tower setbacks	North 5 metres South 6.8-8.7 metres East 5 metres West 5 metres
Gross floor area (GFA)	62,666 m ²
Plot ratio	22:1
Car parking spaces	137
Motorcycle parking	5
Bicycle facilities and spaces	Employee – 350 spaces Visitor (Basement and Ground Floor) – 70 spaces Facilities – 37 showers and 382 lockers in two separate change rooms
Loading / unloading	Basement Level 1
Vehicle access	Via La Trobe Street (adjoining existing crossover)
Pedestrian access	Via La Trobe Street, 'Forgotten' (West) Laneway, South Laneway and central arcade Laneway (west side of site) and central arcade will allow pedestrian connections between La Trobe, Little Lonsdale, and Queen Streets (via the Victoria University Tower pedestrian easement)

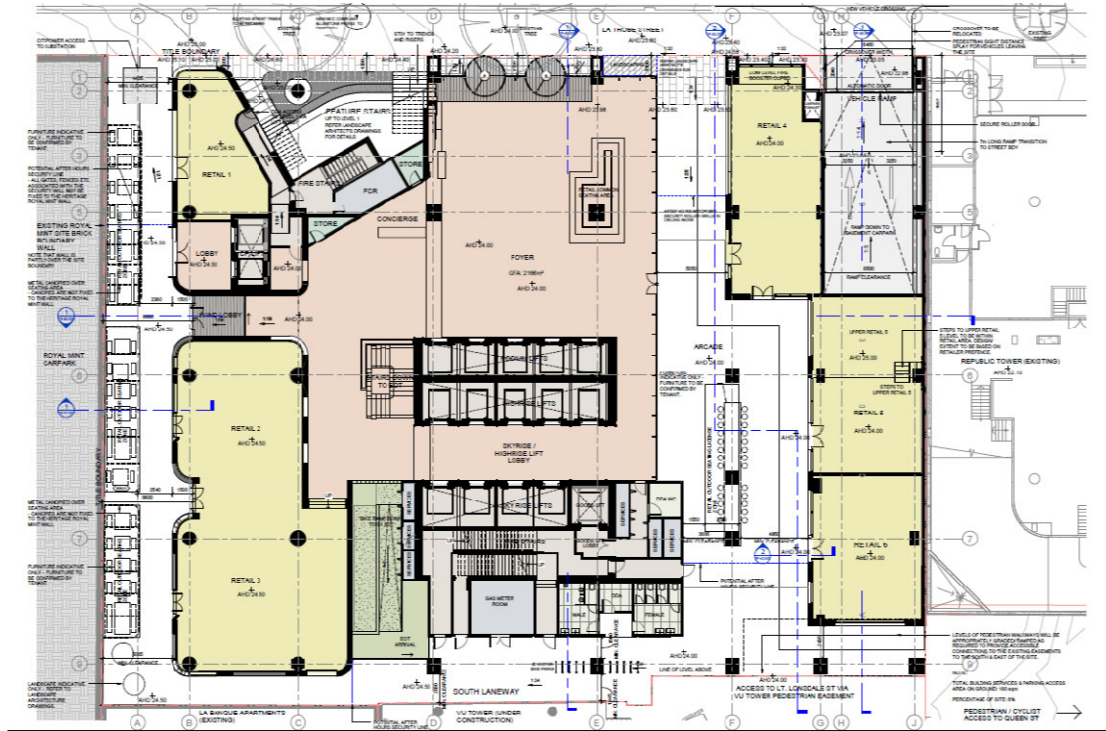


Figure 5: Ground Level Plan (Source: Applicant)

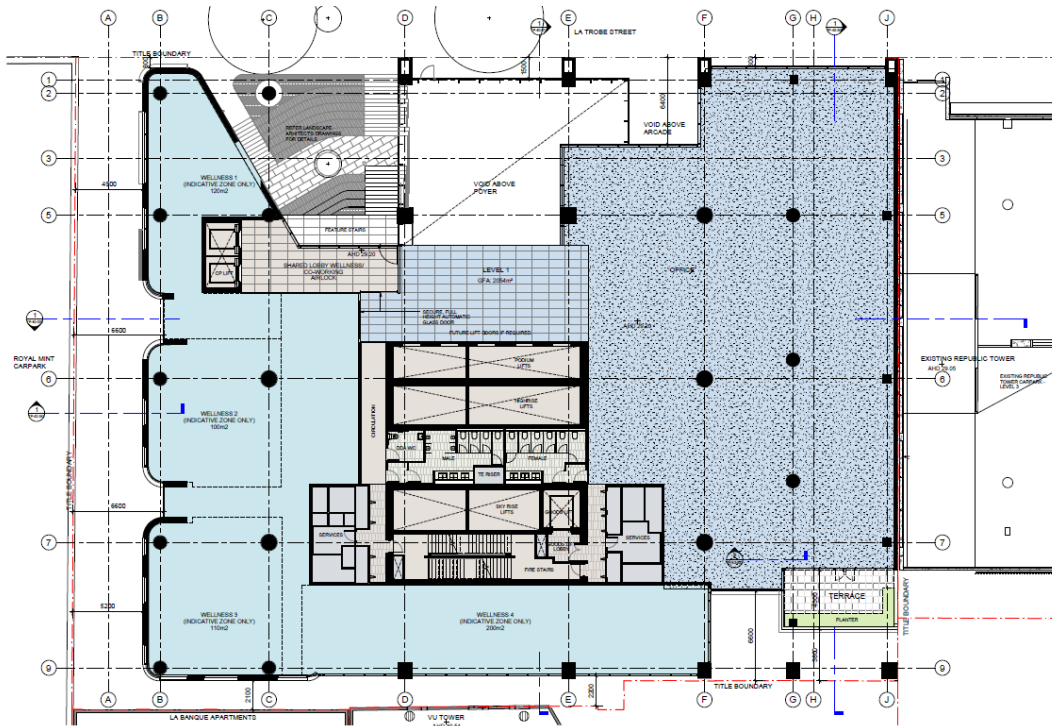


Figure 6: Level 1 Plan (Source: Applicant)

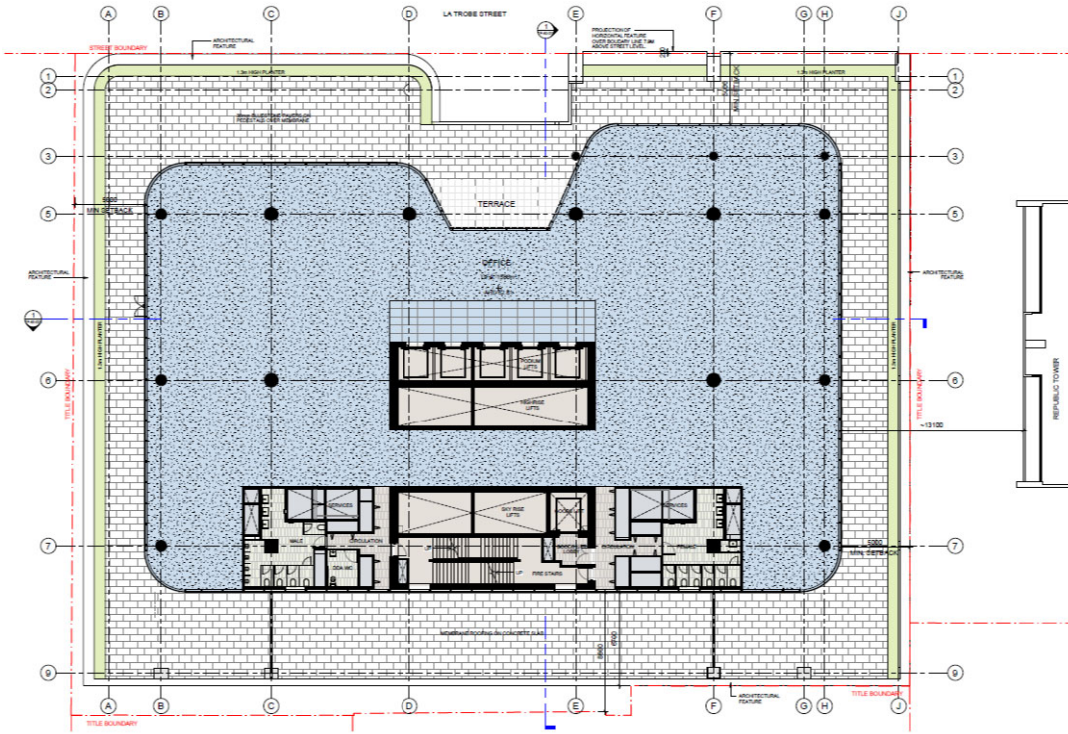


Figure 7: Level 10 Plan (Source: Applicant)

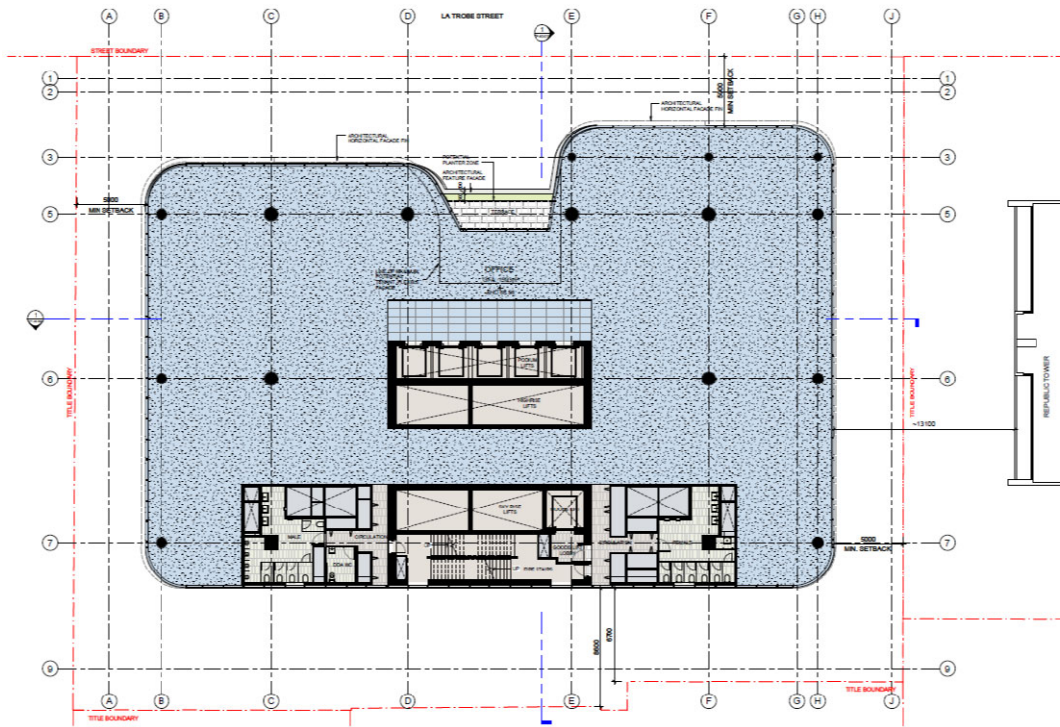


Figure 8: Typical tower level (Source: Applicant)



Figure 9: Forgotten Laneway (Source: Applicant)



Figure 10: Feature stairs on La Trobe Street frontage (Source: Applicant)

3. BACKGROUND

3.1. Pre-application discussions

The plans presented at the pre-application meeting showed an alternative proposal to the existing approval for the site PA1600102 which approved a 71 storey mixed-use building, which was primarily residential.

The key issues raised at the pre-application meeting were:

- That existing permit conditions requiring s173 Agreements for public benefits and design team must be met.
- Appropriate side setbacks – 6% must be met.

3.2. Site history

The following planning permits issued for this site and surrounding sites are considered relevant to this application:

TP number	Description of Proposal	Decision & Date of Decision
TPMR-2016-14 (PA1600102)	Demolition of the existing building and construction of a multi storey mixed use building.	Permit issued by DELWP for subject site (since lapsed)
TP-2006-414	Demolition of existing building and construction	Permit for 380 Little

	of a 36 level building for the purposes of 244 apartments, ground level retail and associated car parking.	Lonsdale Street to rear of site Issued 31 August 2006
TPM-2012-8 (2012002554)	Partial demolition of 372-378 Little Lonsdale Street, demolition of 364-370 Little Lonsdale Street and buildings and works to develop a multi-storey tower comprising education centre with café and retail areas at ground level.	Permit issued by DELWP for Little Lonsdale Street to rear of site Issued 2 July 2013 (and subsequently amended)

4. PLANNING SCHEME PROVISIONS

The following provisions of the Melbourne Planning Scheme apply:

Planning Policy Framework	<p>Clause 11 – Settlement</p> <p>Clause 15 – Built Environment and Heritage</p> <p>Clause 17 – Economic Development</p> <p>Clause 18 – Transport</p>
Municipal Strategic Statement	<p>Clause 21.03 – Vision</p> <p>Clause 21.06 – Built Environment and Heritage</p> <p>Clause 21.08 – Economic Development</p> <p>Clause 21.09 – Transport</p> <p>Clause 21.12 – Hoddle Grid</p>
Local Planning Policies	<p>Clause 22.01 – Urban Design within the Capital City Zone</p> <p>Clause 22.02 – Sunlight to Public Spaces</p> <p>Clause 22.03 – Floor Area Uplift and Delivery of Public Benefits</p> <p>Clause 22.19 – Energy, Water and Waste Efficiency</p> <p>Clause 22.23 – Stormwater Management (Water Sensitive Urban Design)</p>

Statutory Controls	
Capital City Zone Schedule 1 – Outside the Retail Core	<p>Pursuant to Clause 37.04-1, the use of land for the purpose of office and retail premises (other than adult sex bookshop, department store, hotel, supermarket, and tavern) are Section 1 uses and, therefore, no permit is required.</p> <p>Pursuant to Clause 37.04-4, a permit is required to construct a building or construct or carry out works; and to demolish or remove a building or works.</p> <p>Clause 3.0 of Schedule 1 states that:</p> <p>A permit must not be granted to construct a building or construct or carry out works with a floor area ratio in excess of 18:1 on land to which</p>

	<p>schedule 10 to the Design and Development Overlay applies unless:</p> <ul style="list-style-type: none"> • a public benefit as calculated and specified in a manner agreed to by the responsible authority is provided; and • the permit includes a condition (or conditions) which requires the provision of a public benefit to be secured via an agreement made under section 173 of the Planning and Environment Act 1987. <p>Clause 4.0 of Schedule 1 states that a permit and prior approval for the redevelopment of the site are required to demolish or remove a building or works.</p>
Design and Development Overlay	<p>Pursuant to Clause 43.02-2, a permit is required to construct a building or construct or carry out works unless a schedule specifically states that a permit is not required.</p> <p>Buildings and works must be constructed in accordance with any requirements in a schedule to this overlay.</p> <p>A permit may be granted to construct a building or construct or carry out works which are not in accordance with any requirement in a schedule to this overlay, unless the schedule specifies otherwise.</p>
Design and Development Overlay Schedule 1 – Area 2 – Active Street Frontage	<p>Clause 2.0 of Schedule 1 includes requirements for Area 2 – Major Pedestrian Areas and Key Pedestrian Routes within CCZ1.</p> <p>Clause 3.0 of Schedule 1 states that a permit is not required for buildings and works other than at ground level.</p> <p>The proposal includes works at ground level and, therefore, a permit is required.</p>
Design and Development Overlay schedule 10 – General Development Area Built Form	<p>Clause 2.2 of Schedule 10 outlines permit exemptions for buildings and works and does not include the type proposed under the current application, therefore, a permit is required.</p> <p>Clause 2.3 of Schedule 10 outlines requirements for buildings and works:</p> <p>Buildings and works:</p> <ul style="list-style-type: none"> • must meet the Design Objectives specified in this schedule; • must satisfy the Built Form Outcomes specified for each relevant Design Element in Table 3 to this schedule; and • should meet the Preferred Requirement specified for each relevant Design Element in Table 3 to this Schedule. <p>An application to vary the Preferred Requirement for any Design Element specified in Table 3 to this schedule must document how the development will achieve the relevant Design Objectives and Built Form Outcomes.</p> <p>An application which does not meet the Preferred Requirement, must be considered under the Modified Requirement for each relevant Design Element.</p> <p>A permit must not be granted for buildings and works that do not meet the Modified Requirement for any relevant Design Element specified in Table 3 to this schedule.</p>
Parking Overlay Schedule 1 – Capital City Zone – Outside the	<p>Clause 2.0 of Schedule 1 to the overlay states that a permit is required to provide car parking spaces in excess of the car parking rates in Clause 3.0 of this schedule.</p> <p>Clause 3.0 states that where no part of the site is used for dwellings the</p>

Retail Core	<p>number of car parking spaces must not exceed the number calculated using one of the following formulas:</p> <p>Maximum spaces</p> <p>5 x net floor area of buildings on the site in m²/1000 m²; or</p> <p>12 x site area in m²/1000 m²</p> <p>The applicant has used the above formulas to calculate a maximum of 226 spaces (223 for the office use and 3 for the retail use) is allowed.</p> <p>A total of 137 spaces are proposed and, therefore, no permit is required.</p>
-------------	--

Particular Provisions	
Clause 52.06 - Car Parking	<p>Refer to Parking Overlay Schedule 1 above for car parking rates.</p> <p>Clause 52.06-9 provides design standards for car parking.</p>
Clause 52.34 - Bicycle Facilities	<p>Pursuant to Clause 52.34-2, a permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6.</p> <p>The applicant has used the rates at Clause 52.34-5 to calculate that a total of 151 (employees) and 46 (visitors) spaces would be required, with a total of 35 shower and change room facilities.</p> <p>A total of 350 spaces for employees and 70 spaces for visitors are proposed, alongside 37 shower and change rooms, therefore, no permit is required.</p>
Clause 53.18 - Stormwater Management in Urban Development	<p>Pursuant to Clause 53.18-3, an application to construct a building or construct or carry out works:</p> <ul style="list-style-type: none"> • Must meet all of the objectives of Clauses 53.18-5 and 53.18-6. • Should meet all of the standards of Clauses 53.18-5 and 53.18-6. <p>An application must be accompanied by details of the proposed stormwater management system, including drainage works and retention, detention and discharges of stormwater to the drainage system.</p>

General Provisions	
Clause 65 - Decision Guidelines	<p>Before deciding on an application or approval of a plan, the responsible authority must consider the decision guidelines of Clause 65.01.</p>
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>

Operational Provisions	
Clause 72 - Administration and Enforcement of this Scheme	<p>Pursuant to Schedule 1 to Clause 72.01, the Minister for Planning is the responsible authority for administering and enforcing the provision of this planning scheme for the construction of a new building or buildings containing a gross floor area of more than 25,000 m².</p>

5. PLANNING SCHEME AMENDMENTS

Amendment C308 to the Melbourne Planning Scheme is of relevance to the current application. The amendment proposes to introduce new urban design policy into the Melbourne Planning Scheme, including a new overlay, to improve the quality of urban design outcomes in private development in the Central City and Southbank.

Summarised, Amendment C308 proposes to introduce new urban design provisions into the Melbourne Planning Scheme relevant to the current proposal by:

- Deleting Clause 22.01 Urban Design in the Capital City Zone policy.
- Replacing Schedule 1 to the Design and Development Overlay (Active Street Frontages) with a new Schedule 1 to the Design and Development Overlay (Urban Design in the Central City and Southbank). The proposed DDO1 includes development requirements to ensure a high standard of urban design, architecture and landscape architecture in all new development.

The amendment was endorsed by Council on 19 November 2019 and is considered to be seriously entertained.

6. PUBLIC NOTIFICATION

The application has been referred to the City of Melbourne for comment. Pursuant to Clauses 37.04-4 and 43.02-2, this application is exempt from the notice requirements of Section 52 (1) (a), (b) and (d), the decision requirements of Section 64 (1), (2) and (3) and the review rights of Section 82 (1) of the Act.

7. REFERRALS

The application was internally referred with comments summarised as follows:

7.1 Urban Design

Commend the design team for providing a higher level of detail in regards to proposed finishes and articulation at the ground level. There are a few outstanding critical matters which should be addressed to ensure contextual relevance, quality, longevity and human scale, especially if a 40 metre podium height is to be pursued adjacent to a low scale heritage form.

Complete comments included at Attachment 1.

7.2 ESD

Previous ESD submission was satisfactory. However, the addition of 50kW_r of solar PV and electric vehicle parking on the site will improve on an already accepted design.

The landscape and Green Infrastructure detailed design is satisfactory. However, a plant schedule and Landscape Management Plan is recommended to be provided as further supporting documentation as conditions of permit.

Regarding the ESD statement item 23 - this could be further demonstrated by provision of a biodiverse and detailed planting palette / schedule, as per above point.

The proposed vegetation coverage is realistic and supported, however it does not clearly demonstrate the suggested 75% site coverage. This is a matter for the Green Building Council of Australia to further assess the proposed pathway that meets the Urban Heat Island criteria.

7.3 Traffic

A total of 137 parking spaces are proposed, which is less than allowed under the Parking Overlay and is therefore acceptable.

Access to the car park is acceptable.

Strongly suggested that changes are made to ensure two vehicles can conveniently pass each other at the 'pinch point' created at the bottom of the ramp at Basement Level 1.

The SALT traffic report includes several requirements for minor changes to the layout that should be required should a permit be issued.

Bicycle parking exceeds the Planning Scheme requirements. A total of 37 showers and 382 lockers are provided at B1 level, slightly exceeding the requirements of the Planning Scheme.

The location of the visitor bike spaces at ground level is questioned. It appears that bikes parked in this location may excessively narrow the pedestrian route.

If a permit is issued, a condition should be included requiring 20% of spaces are ground level horizontal spaces.

The site currently provides more than the proposed 137 car parking spaces (including a public car park). Therefore it is accepted that the proposal will have no additional impact on the road network.

Complete comments included at Attachment 1.

7.4 Infrastructure and Assets

All projections over the street alignment must conform to Building Regulations 2018, Part 6, Sections 98 to 110 as appropriate. Reference can 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.

The maximum permissible width of a vehicle crossover without a pedestrian refuge is 7.6 metres. The crossings wider than 7.6 metres should include the provision of a minimum of 2.0 metres long pedestrian refuge islands at 7.6 metre spacing.

Standard conditions required and can be included on any permit to issue.

Complete comments included at Attachment 1.

7.5 City Design

Note that the 'feature public stair', 'forgotten laneway' and 'terraces' have been modified in response to previous comments. Accept the responses made, subject to minor additional comments.

These comments relate to the confirmation of surface finishes, planting and levels of pedestrian walkways. Required conditions can be included on any permit to issue.

Complete comments included at Attachment 1.

7.6 Urban Forestry

A Tree Protection Plan will be required for trees to be retained, particularly during the construction phase.

Required conditions can be included on any permit to issue.

Complete comments included at Attachment 1.

7.7 Waste

Waste and Recycling have reviewed the Waste Management Plan by WSP dated December 2020, as well as responses by the applicant which included a revised compactor layout and swept paths. They have advised that the following items need to be addressed:

- The realignment of one of the compactors has resulted in minimal clearance between the compactors. In order for the collection of compactors to occur in a safe and practical manner, ensure that there is at least 400mm clearance between each of the compactors and adjacent walls.
- The realignment of one of the compactors shows a conflict between the compactor and bin lifter. Either relocate the bin lifter into a workable position, or confirm that the bin lifter will be operational without having to align with the compactor.

8. ASSESSMENT

The key issues in the consideration of this application are:

- Built form
- Public benefit
- Traffic and parking
- Waste
- ESD and Green Infrastructure

8.1. Built form

The proposed development comprises a 33 level building, with 10 level podium, resulting in a height of 121.6 metres. Internally, the building will house four levels of basement, ground floor retail, a wellness centre for the building at Level 1 and co-working spaces within the podium, offices above and two levels of plant in the upper levels of the tower.

At the ground level, publicly accessible laneways will feature to the west and rear, with an arcade extending north-south through the site. The western laneway and arcade will feature outdoor seating for the retail spaces. Feature stairs will define the La Trobe Street entrance to Level 1 of the building, and provide additional public seating. The laneways will also provide the opportunity for pedestrian connections to Little Lonsdale and Queen Streets, via the Victoria University building to the south.

A large terrace will extend around the perimeter of the podium at Level 10.

A flexible façade is proposed where tenants will be able to curate a terrace zone with a depth ranging between 2.0 to 9.0 metres. Terraces are orientated to the north and will have views over Flagstaff Gardens and, collectively, have the potential to provide a green vertical spine to the building's façade.

8.1.1 DDO10

Clause 2.3 of Schedule 10 to the Design and Development Overlay sets out requirements relating to built form. Pursuant to the provisions of this schedule, buildings and works must meet the Design Objectives; must satisfy the Built Form Outcomes and should meet the Preferred Requirement for relevant Design Elements in Table 3 to the schedule.

Design objectives	
To ensure development achieves a high quality of pedestrian amenity in the public realm in relation to human scale and microclimate conditions such as acceptable levels of sunlight access and wind.	The development will provide ample opportunities for pedestrian connections between the public and private realm, and produce a high quality of amenity for pedestrians. Overshadowing and wind will be further assessed below.
To ensure that development respects and responds to the built form outcomes sought	The development appropriately respects and responds to the built form outcomes sought

for the Central City.	for the central city, as outlined in the below assessment.
To encourage a level of development that maintains and contributes to the valued public realm attributes of the Central City.	The development will positively contribute to and enhance the valued public realm attributes of the central city by providing ground floor activation to the La Trobe Street boundary as well as the western and southern laneways and central arcade, and provide landscaped and paved areas with outdoor seating for retail spaces as well as public seating on the feature stairs.
To ensure that new buildings provide equitable development rights for adjoining sites and allow reasonable access to privacy, sunlight, daylight and outlook for habitable rooms.	The only site which realistically has further development potential currently is the Royal Mint to the west. However, tower setbacks will ensure that adjoining sites can be developed in the future, including a 5.0 metre setback to the east and west, and between 6.7 and 8.6 metres from the southern title boundary.
To provide a high level of internal amenity for building occupants.	A high level of internal amenity will be afforded to future tenants with habitable spaces separated from basement car parking and end of trip facilities. Most office levels will be provided with their own terrace, flexible in area, with a larger terrace above the podium. A wellness centre will also be provided for the building at Level 1.
To ensure the design of public spaces and buildings is of a high quality.	The ground floor laneways, arcade and feature stairs, which are all publicly accessible, will be of a high quality, along with the building itself, as evidenced by the below assessment and internal referral responses, particularly that from Council's Urban Designers.
To encourage intensive developments in the Central City to adopt a podium and tower format.	The development proposes a typical podium and tower format, consistent with adjoining and surrounding development, and appropriate for a development of this scale.

Table 3 to Schedule 10			
Design Element	Preferred Requirement	Modified Requirement	Built Form Outcomes
Street wall height	Up to 20 metres	<p>The street wall height must be no greater than:</p> <ul style="list-style-type: none"> • 40 metres; or • 80 metres where it: • defines a street corner where at least one street is a main street and the 80 metre high street wall should not extend more than 25 metres along each street frontage, and/or • fronts a public space including any road reserve wider than 80 metres. 	<p>Street wall height is scaled to ensure:</p> <ul style="list-style-type: none"> • a human scale. • an appropriate level of street enclosure having regard to the width of the street with lower street wall heights to narrower streets. • consistency with the prevalent parapet height of adjoining buildings. • height that respects the scale of adjoining heritage places. • adequate opportunity for daylight, sunlight and skyviews in the street.

			<ul style="list-style-type: none"> • definition of main street corners and/or public space where there are no significant impacts on the amenity of public spaces. • maintenance of the prevailing street wall height and vertical rhythm on the street.
--	--	--	--

Compliance

The application proposes a street wall height of 40 metres, slightly higher than the approval under TPMP-2016-14, which had a street wall of 36.5 metres. However, it is considered that the street wall is appropriately scaled for the following reasons:

- A human scale is provided to the ground floor and feature stairs to Level 1.
- The height of the street wall responds to the La Trobe Street road reserve which features two-way traffic and central tram lines.
- The 40 metre street wall height is much higher than the adjoining Republic Tower which features a 5 storey podium, of approximately 20 metres. However, the height is similar to the previous approval for the site. The height is also not dissimilar to podium or building heights for other sites along La Trobe Street, as evidenced in the Urban Context Report by Cox, shown below.



Figure 11. Street wall heights to the southern side of La Trobe Street (Source: Applicant)

- Despite the podium’s 40 metre height, elements are incorporated into the lower levels which respond appropriately to the heritage wall along the west boundary and heritage status of the adjoining Royal Mint. The podium is also set back from this boundary.

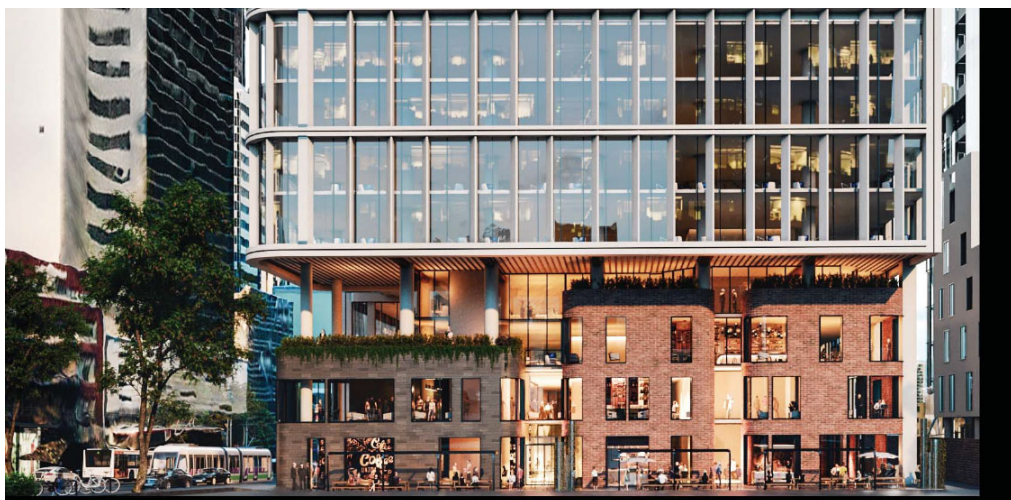


Figure 12. Image of western elevation adjoining Royal Mint (Source: Applicant)

- The site’s location on the southern side of La Trobe Street will not have a detrimental

<p>impact on daylight, sunlight and sky views.</p> <ul style="list-style-type: none"> The street wall will not be at odds with the prevailing conditions along La Trobe Street, which features a varied street wall character. 			
Design Element	Preferred Requirement	Modified Requirement	Built Form Outcomes
Building setbacks above street wall	Above the street wall, towers and additions should be setback 10 metres from the title boundary.	Above the street wall, towers must be setback a minimum of 5 metres from the title boundary.	Towers and additions are setback to ensure: <ul style="list-style-type: none"> large buildings do not visually dominate the street or public space. the prevalent street wall scale is maintained. overshadowing and wind impacts are mitigated. the tower or addition includes a distinctly different form or architectural expression.
Compliance			
<p>The tower will feature a minimum 5.0 metre setback from the La Trobe Street boundary, as per the modified requirement. The built form outcomes are met and ensure the building:</p> <ul style="list-style-type: none"> Will not dominate the street. Exhibits a street wall not dissimilar to developments to the east and west along La Trobe Street. Will not result in unreasonable overshadowing or wind impacts. There is distinction between the podium's masonry grid expression and the tower's vertical lines and central spine above. 			
Design Element	Preferred Requirement	Modified Requirement	Built Form Outcomes
Building setbacks from side boundaries and rear boundaries (or from the centre line of an adjoining laneway)	Above the street wall or 40 metres (where there is no street wall), towers and additions should be setback a minimum of 5 metres or 6% of the total building height whichever is greater.	Towers exceeding 80 metres in total height: Above the street wall or 40 metres (where there is no street wall), towers and additions must be setback a minimum of 5 metres and must meet the design element requirements for tower floorplate.	Towers and additions are designed and spaced to ensure: <ul style="list-style-type: none"> sun penetration and mitigation of wind impacts at street level. provision of reasonable sunlight, daylight, privacy and outlook from habitable rooms, for both existing and potential developments on adjoining sites. floorplate layout or architectural treatment limits direct overlooking between habitable rooms. buildings do not appear as a continuous wall at street level or from nearby vantage points and maintain open sky views between them. buildings do not visually dominate heritage places and streetscapes, nor significant view lines.
Compliance			
<p>Setbacks to the east, south and west vary between a minimum 5.0 metres and 8.7 metres. For setbacks to meet 6% of the total building height of 121.6 metres, setbacks of 7.3 metres are required. However, the adjusted floorplate criterion is met, allowing the varied setbacks.</p>			

The proposed setbacks from the side and rear boundaries are considered acceptable for the following reasons:

- Overshadowing and wind are addressed further below. However, it is noted that it is not anticipated that conditions created by the proposed building would be detrimental.
- The podium and tower are appropriately set back from the most sensitive interfaces to the south (La Banque Apartments and Victoria University Tower) and east (Republic Tower).
- Setbacks from the southern boundary for the podium will activate the space between the building and adjoining buildings. Only the VU Tower features windows within the podium level facing the subject site, and separation here will maintain access to light and air.
- The setback of 8.7 metres from the tower to La Banque Apartments and VU Tower will ensure appropriate access to light and air at the upper levels.
- To the east, Republic Tower features a 5 storey podium constructed to the shared boundary. The tower above is set back in the order of 8.15 metres from the title boundary.
- Living areas within the Republic Tower were designed to face north or south, whilst some have bedrooms and balconies that face the subject site. However, separation of the building from the subject site will maintain an appropriate level of privacy, with access to light and air.
- It is noted that the existing building on the subject site, constructed to the shared boundary to the east, has a height of approximately 8.0 metres less than the proposed podium. Given this, the condition created by the new podium will not be vastly different to that created by the proposed.
- Activation is provided throughout the ground plane with the podium and tower above appropriately articulated so that the building will not appear as a continuous wall at street level or from nearby vantage points.
- The building will not dominate the Royal Mint building and grounds to the west. The development has taken advantage of the existing heritage wall separating the two sites to reveal the wall and use it to mark the boundary between the two sites. Additionally, the tower will be set back 5.0 metres from the title boundary to ensure equitable development opportunities.

Design Element	Preferred Requirement	Modified Requirement	Built Form Outcomes
Tower floorplate	The tower floorplate is determined by the preferred requirement for building setbacks from side and rear boundaries and tower separation within a site, and the modified requirement for building setback(s) above the street wall.	The tower floorplates above the street wall for a tower above 80 metres in height may be adjusted in terms of location and/or shape but must not: <ul style="list-style-type: none"> • Result in an increase in the floorplate area; • be situated less than 5 metres from a side or rear boundary (or from the centre line of an adjoining laneway); • be less than 5 metres to a street boundary; • be less than 10 metres to an adjoining tower on the site. 	The adjusted floorplate is designed and spaced to: <ul style="list-style-type: none"> • reduce impact on existing and potential neighbours in terms of privacy, outlook, daylight and sunlight access. • minimise visual bulk. • reduce impact on public spaces, including overshadowing and wind effects and reduced visual dominance. • buildings do not visually dominate heritage places and streetscapes, nor significant view lines. • buildings do not appear as a continuous wall at street level or from nearby vantage points and maintain open sky views between them.

Compliance

The tower floorplate has been adjusted. However, a minimum 5.0 metre setback is maintained to all boundaries of the site and the proposed floorplate will not result in an increase in the base compliant floorplate area (indicated by blue dotted line).

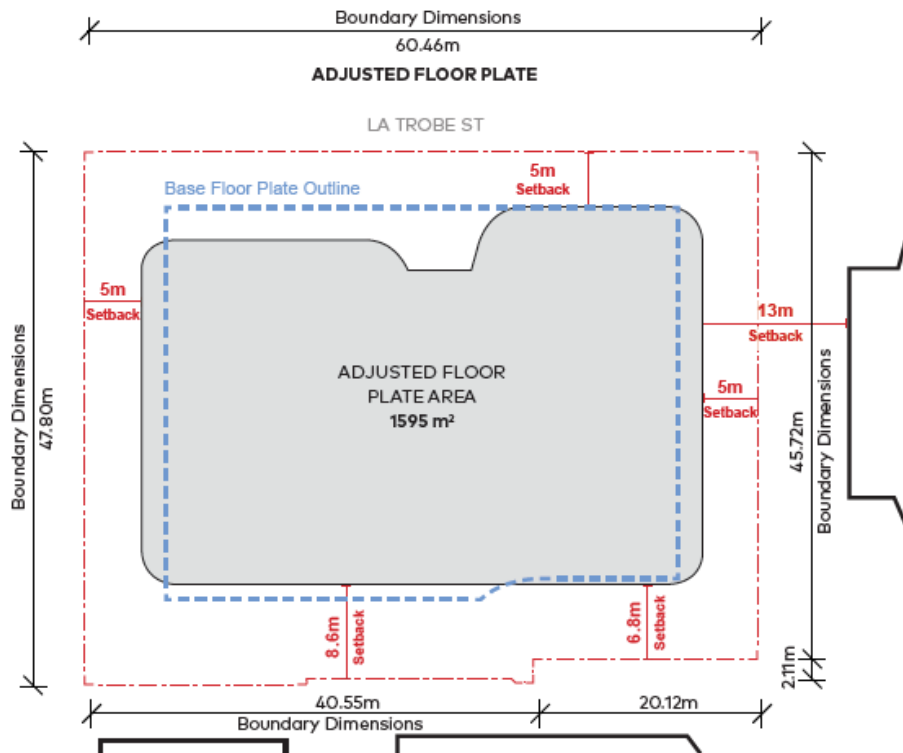


Figure 13. Adjusted floorplate and setbacks (Source: Applicant)

- The adjusted floorplate will maintain appropriate setbacks, not resulting in any detrimental impact on adjoining buildings.
- The adjusted floorplate will assist with articulation to the development overall.
- The adjusted floor plate will have no undesirable impact on public spaces.
- Tower floorplates are considered acceptable for the reasons outlined above.

Wind Effects

Schedule 10 to the Design and Development Overlay states that a permit must not be granted for a building in excess of 40 metres high that would create unsafe or uncomfortable wind conditions in publicly accessible areas.

Accordingly, the applicant has submitted a report based on environmental wind tunnel modelling by MEL Consultants, dated November 2020.

Wind tunnel tests were carried out on a 1/400 scale model of the proposed development. Results demonstrated that wind conditions in all test locations for streets surrounding the development passed the walking criterion, as a minimum.

Accordingly, no wind mitigation strategies have been recommended to be incorporated into the overall design of the building.

Wind effects as a result of the development are considered satisfactory and meet the requirements of the DDO10.

Overshadowing

Shadow diagrams submitted with the application confirm that the proposed development will not result in overshadowing of any of the spaces listed in Table 1 or

Table 2 of Schedule 10 to the Design and Development Overlay, as appropriate, including:

- Flagstaff Gardens.
- Bourke Street Mall south of the tram tracks.
- State Library Forecourt.

Furthermore, overshadowing of any public spaces will be limited and will not have an unreasonable impact on the amenity of any such spaces.

Clause 22.02 (Sunlight to Public Spaces) also requires that the impact of additional overshadowing on the amenity, quality and usability of public space is considered.

The proposed development achieves the policy objectives in regards to sunlight by achieving a comfortable and enjoyable public realm and ensuring that overshadowing from the new building will not result in a significant loss of sunlight to public spaces.

8.1.2 Urban design policies and the proposed DDO1

With regard to Amendment C308 (Urban Design in the Central City and Southbank) and the proposed DDO1:

- The urban structure provisions are of relevance to the site and will be achieved through:
 - The newly created laneways and arcade that will connect with the Victoria University Tower to the rear.
 - New pedestrian links between La Trobe Street, Little Lonsdale and Queen Streets (and across to Guildford Lane) will be established.
 - The pedestrian connections from the site will be safe, direct, attractive and well lit.
 - The laneways and arcade will be lined by active frontages, primarily retail uses.
 - Entrapment spaces are avoided and passive surveillance will be possible in all areas from the ground floor of the building.
- The development achieves the site layout provisions by:
 - Positioning the main building entry on La Trobe Street.
 - Vehicle access and services are located on La Trobe Street but positioned away from the main building entrance and pedestrian seating area / feature stairs.
 - Avoiding any inappropriate alcoves or recesses or deeply recessed ground floor facades void of active frontages.
 - Building to the street and east boundaries of the site, where appropriate, leaving adequate setbacks for pedestrian laneways to the west and south.
- The development achieves the building mass provisions by:
 - Providing an appropriate response and setbacks to the Royal Mint.
 - Setbacks and the shape of the tower will maximise sunlight and daylight penetration at the ground level.
 - Incorporating a high level of material quality, and highly articulated facades with an expressed masonry frame to the podium with a vertical spine to the tower.
- The development achieves the building program provisions by:

- Limiting vehicle parking to the basement levels.
- A minor percentage of the ground floor is occupied by building services, far less than 40%.
- Active uses are provided to La Trobe Street, as well as the laneways and arcade.
- A high level of internal amenity will be afforded to tenants of the building.
- The ground floor is generally accessible to the public and appropriate activation is provided to the public realm.
- The development achieves the public interface provisions (for General Development Areas) by:
 - Providing at least 80 percent of the ground level to La Trobe Street as an entry or window, or area which provides pedestrian interest and interaction.
 - Ground floor to feature clear glazing, entries and publicly accessible stairs, without long expanses of floor to ceiling glass.
 - Integrated seating will be provided on the feature stairs.
 - Waste Management Plan can comply with relevant guidelines subject to meeting conditions on this permit.
 - Entries to building services are provided to La Trobe Street without creating any undesirable recesses or alcoves.
 - The development can achieve the design detail provisions by adopting the high quality materials and finishes proposed, as well as through the submission of condition 1 development plans and a facade strategy.

8.2. Public benefit

A planning permit is required under both the Capital City Zone 1 and Design and Development Overlay 10 to construct a building. Pursuant to Clause 3.0 to Schedule 1 of the zone, a permit must not be granted to construct a building or construct or carry out works with a floor area ratio in excess of 18:1 on land to which Schedule 10 to the Design and Development Overlay applies unless:

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

The following calculations are based on the document 'How to Calculate Floor Area Uplifts and Public Benefits' (November 2016):

Floor area uplift and public benefits calculations

Base GFA (18:1 FAR)	$2,850 \times 18 = 51,300 \text{ m}^2$
Proposed GFA (above ground)	61,215 m ²
Floor area uplift (FAU)	$61,215 \text{ m}^2 - 51,300 \text{ m}^2 = 9,915 \text{ m}^2$
Base data for valuing FAU (GRV/m ²)	\$5,500/ m ² commercial in Flagstaff precinct
Value of each m ² of FAU (10% of GRV)	$\$5,500/ \text{m}^2 \times 10\% = \$550/ \text{m}^2$
Total value of FAU	$9,915 \text{ m}^2 \times \$550/ \text{m}^2 = \$5,453,250$
Value of public benefit to be provided	At least \$5,453,250
Proposed public benefits to be provided	Office area (uplift) = 9,915 m ² GRV (residential) – GRV (commercial): $\$7,000 - \$5,500 = \$1,500$ Value of public benefit: $9,915 \text{ m}^2 \times \$1,500 = \mathbf{\$14,872,500}$

The application proposes to provide a public benefit, with the valuation based on 'office' as a strategically justified use, as per the table above.

The calculations above clearly demonstrate that the public benefit provided exceeds that required. In addition to the additional office floor area, the proposed development also includes a high degree of activation of the public realm, including a western and southern laneway and north-south arcade, as well as public stairs / seating to the La Trobe Street frontage.

Clause 22.03 requires the responsible authority to assess whether the floor area uplift is appropriately matched by the public benefits. In this instance, it is considered that:

- The additional office floor area is supported by relevant State and Local Planning Policy including Clause 17.02-1S (Business) which encourages development that meets the community's needs for office space, amongst others; and Clause 21.08-2 (Business) that seeks to reinforce the city's role as Victoria's principal centre for commerce.

- The value of the floor area uplift has been appropriately calculated and the public benefit exceeds the value.

In accordance with Clause 22.03 it is recommended that a condition be placed on the permit requiring a Section 173 Agreement to be registered on title requiring the office use to be secured for a minimum of 10 years.

8.3. Traffic and parking

Above ground, the existing building will be demolished, with some basement retaining walls preserved. Four levels of basement will provide three levels of car parking, with Basement Level 1 providing waste storage and end of trip facilities.

Access to the site will be retained, via a relocated crossover, adjacent to the east boundary. Given the existing parking on site, that will be removed under the current proposal, Council's Traffic Engineers have advised that they do not anticipate any impact on the road network as a result of the proposed development.

A total of 137 car spaces will be provided on site for use by office tenants, with no parking for the retail uses. This is less than the maximum of 226 allowed under the Parking Overlay, and Council's Traffic Engineers have confirmed this number is acceptable. They have also confirmed acceptance of 2 motorcycle parking spaces and 2 accessible spaces which are appropriately located in proximity to the lift core.

All parking spaces have been designed to meet relevant Australian Standards and access and circulation spaces on site are adequate.

The applicant has provided a response to the minor concerns raised by Council's Traffic Engineers and confirmed that these have either been revised, as required, or can be included as conditions of permit, should one issue.

The proposed bicycle spaces and end of trip facilities exceed the provision required under Clause 52.34-5, and is therefore considered satisfactory. The majority of spaces and facilities are located in Basement Level 1, accessed via a bicycle ramp from the South Laneway.

Twenty visitor spaces are also proposed to be provided in the South Laneway in proximity to the externally accessible bathroom facilities. Council's Traffic Engineers have raised a concern with this location as it narrows the pedestrian access. These are provided via 10 bicycle hoops located on either side of a supporting column which has a clearance between walls on the north and south 1.5 metres and 1.945 metres respectively. It does not appear that adequate pedestrian access would be provided on either side of the columns if bicycles were also parked in this location. A condition of permit can require the relocation of this bicycle parking, should one issue.

Additionally, a condition of permit is required to ensure that a minimum of 20% of bicycle spaces are provided as horizontal spaces, as per advice from Council's Traffic Engineers.

8.4. Waste

Waste storage and compactors will be located in the Basement Level 1. Waste vehicles will access the site via the La Trobe Street entrance and use the basement loading dock for transferring all waste.

All waste collection will occur wholly on site.

Council's Waste and Recycling team have reviewed the Waste Management Plan by WSP, dated December 2020 and revised compactor layout and swept paths and raised concerns with the placement of compactors.

The applicant has advised they can address the outstanding concerns via conditions of permit, should one issue. This is acceptable and relevant conditions will be included.

8.5. ESD and Green Infrastructure

8.5.1 Green Infrastructure

A revised ESD Statement by Norman Disney & Young, dated 27 November 2020, was submitted to Council and provides a comprehensive overview of the sustainable design initiatives to be incorporated into the building.

The applicant has summarised the key ESD initiatives as follows:

- A high-efficiency thermally broken façade, with solar control glass and twin horizontal shading fins per floor to all façades wherever they aren't heavily shaded by adjacent developments. The western and eastern facades achieve a sensible window-wall-ratio by strategically using vertical spandrel zones.
- Air permeability testing to validate building air tightness.
- Potable water reduction through fixtures with high WELS ratings and rainwater collected from the rooftop to supply toilet and urinal flushing.
- A flexible northern façade design for levels 4 to 30, in which tenants will be able to decide how much indoor and outdoor space they want, with the potential to incorporate mixed mode ventilation provision and reduce mechanical ventilation energy use.
- Chilled water for supplementary tenant cooling in-lieu of condenser water, to realise a better whole of-building energy efficiency outcome.
- A 50kWp rooftop photovoltaic array to provide on-site renewable energy generation.
- Electric vehicle charging equipment will be provided to at least 5% of car parking spaces.

The ESD Statement demonstrates compliance with Clause 22.19 (Energy, Water and Waste Efficiency) via the Green Star Design & As Built v1.2 Tool.

In addition to the above, the applicant has also submitted a Stormwater Management Report, by AECOM, dated 17 July 2020 which outlines the development's compliance with Clauses 22.23 (Stormwater Management (Water Sensitive Urban Design)) and 53.18 (Stormwater Management in Urban Development).

Council's ESD Officer has advised they are supportive of the ESD initiatives proposed, particularly given the later addition of a rooftop photovoltaic system and charging for electric vehicles on site.

8.5.2 Green Infrastructure

The proposed landscaping and green infrastructure has been reviewed by Council's Green Infrastructure Officer and Landscape Architect and both have confirmed these are satisfactory.

Conditions of permit, should one issue, can address the outstanding information sought including a plant schedule and Landscape Management Plan.

Subject to the above conditions, the ESD and Green Infrastructure initiatives proposed for the development are considered satisfactory.

8.6. Conclusion

The proposed development demonstrates a high level of compliance with relevant planning policy and will make a positive contribution to the Central City, particularly in terms of its contribution to the public realm and the creation of pedestrian links between La Trobe, Little Lonsdale and Queen Streets.

The development responds acceptably to adjoining sites, including adjoining residential towers and the Royal Mint which is on the Victorian Heritage Register.

A high level of internal amenity will be afforded to future tenants with the provision of basement car parking and end of trip facilities, as well as a wellness centre for the building and the provision of a terrace to each office level.

9. OFFICER RECOMMENDATION

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

Amended plans

1. Prior to the commencement of the development, including demolition and bulk excavation, an electronic copy of plans, which are drawn to scale, must be submitted to the Responsible Authority generally in accordance with the plans drawn by Cox Architecture, dated 14 November 2020 but amended to show:
 - a) Details of the internal layout of the ground floor foyer, including appropriate methods of activation, such as, but not limited to, a retail offering.
 - b) An annotation on the Basement plans to state that a minimum of 20% of bicycle spaces will be provided as horizontal spaces.
 - c) Ground Level bicycle parking relocated to ensure sufficient clearance for pedestrian access through the Southern Laneway.
 - d) Details of levels and cross sections to confirm the arrangement of the laneway connections at the south-eastern site boundaries.
 - e) Any changes as required by the Waste Management Plan at Condition 13.

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

Layout not altered and satisfactory completion

2. The development as shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.
3. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.
4. Prior to the occupation of the development hereby approved, all buildings and works required by this permit must be completed to the satisfaction of the Responsible Authority.
5. No architectural features, plant and equipment or services other than those shown on the endorsed plans are permitted above roof level, unless with the prior written consent of the Responsible Authority.

Façade Strategy

6. Concurrent with the endorsement of plans pursuant to Condition 1, a Façade Strategy and Materials and Finishes must be submitted to and be approved by the Responsible Authority. 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) A detailed southern elevation at a scale of 1:50.
 - b) Detail of the finishes to the Feature Public Stair.
 - c) Detail, in addition to the La Trobe Street ground level entrance depicted on TP-30-250, to demonstrate the arcade entrance, such as localised canopy or shroud elements to emphasise the location of the arcade from the street and encourage public use.
 - d) Further detail of the arcade soffit to convey high quality, natural material with a textured finish, such as textured concrete or indented / perforated natural metal panels.
 - e) Details of materiality, finish and any pattern to the vehicle entrance clearly specified, and to be visually interesting and of high quality, and integrated with overall architecture of the building.
 - f) Details of a textured, natural and robust finish for columns throughout the development to enhance a sense of human scale and robustness to the building entry forecourt.
 - g) 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.

Non-reflective Glazing

7. Glazing materials used on all external walls must be of a type that does not reflect more than 15% of visible light, when measured at an angle of 90 degrees to the glass surface, to the satisfaction of the Responsible Authority.

Construction Management Plan

8. Prior to the commencement of the development, including demolition and bulk excavation, a detailed construction and demolition management plan must be submitted to and be approved by the Responsible Authority – Construction Management Group. This construction management plan must be prepared in accordance with the City of Melbourne - Construction Management Plan Guidelines and is to consider the following:
 - a) public safety, amenity and site security.
 - b) operating hours, noise and vibration controls.
 - c) air and dust management.
 - d) stormwater and sediment control.
 - e) waste and materials reuse.
 - f) traffic management.
 - g) protection of street trees.

Tree Protection Plan

9. Prior to the commencement of any works, including demolition and bulk excavation, a Tree Protection Plan (TPP) must be provided to the satisfaction of the City of Melbourne (Urban Forestry & Ecology). The TPP must identify all impacts to public trees, 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. Reference to the Tree Protection Plan (TPP) by Greenwood Consulting, dated 2 March 2020.
 - c. Reference to the finalised Construction and Traffic Management Plan, including any public protection gantries, scaffolding, construction zones, machinery locations and vehicle swept paths.
 - d. Site specific details of the temporary tree protection methods to be used to isolate public trees from the demolition and construction activities.
 - e. Specific details of any special construction methodologies to be used within the Tree Protection Zone of any public trees. These must be provided for any utility connections or civil engineering works.
 - f. Full specifications of any pruning required to public trees with reference to marked images.
 - g. Any special arrangements required to allow ongoing maintenance of public trees for the duration of the development.
 - h. Details of the frequency of the Project Arborist monitoring visits, interim reporting periods and final completion report (necessary for bond release).

Public Tree Protection

10. All works (including demolition), within the Tree Protection Zone of public trees must be undertaken in accordance with the endorsed Tree Protection Plan and supervised by a suitably qualified Arborist where identified in the report, except with the further written consent of the Responsible Authority.
11. In the event that public trees are proposed for removal at any stage of the development, the applicant must submit plans for the approval of the City of Melbourne that show replacement and or additional tree plots of a larger size and increased soil volume than currently exists in the street frontages adjacent to the development.
12. 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.

Waste Management

13. Prior to the commencement of the development, including demolition and bulk excavation, an amended Waste Management Plan (WMP) to the satisfaction of the Responsible Authority shall be prepared and submitted to the City of Melbourne – Waste and Recycling.

The WMP must be prepared on the basis of the approved development; and be generally in accordance with the WMP prepared by WSP, dated 10 December 2020 but amended to show:

- a) An appropriate clearance between each of the compactors and adjacent walls.
- b) The bin lifter located in a position where it will not be in conflict with the relevant compactor; or confirmation (via a notation on the relevant plan/s and / or details included in the amended WMP) that the bin lifter will be operational without having to align with the compactor.

When provided to the satisfaction of the Responsible Authority, the WMP submitted in accordance with this condition will be endorsed to form part of this permit.

14. Waste storage and collection arrangements as shown in the endorsed WMP must not be altered without the prior consent of the City of Melbourne - Engineering Services.
15. No garbage bin or waste materials generated by the development may be deposited or stored outside the site and bins must be returned to the garbage storage area as soon as practical after garbage collection, to the satisfaction of the Responsible Authority.

Environmentally Sustainable Design

16. The performance outcomes specified in the Environmentally Sustainable Design (ESD) Statement prepared by Norman Disney & Young and dated 27 November 2020 must be achieved in the completed development.

Any change during detailed design, which prevents or alters the attainment of the performance outcomes specified in the endorsed ESD Statement, must be documented by the author of the endorsed ESD statement in an addendum to this report, which must be provided to the satisfaction of the Responsible Authority prior to the commencement of construction.

17. Prior to the occupation of any building approved under this permit, a report from the author of the endorsed ESD report, or similarly qualified persons or companies, outlining how the performance outcomes specified in the ESD report have been implemented must be submitted to the Responsible Authority.

The report must be to the satisfaction of the Responsible Authority and must confirm and provide sufficient evidence that all measures specified in the approved ESD report have been implemented in accordance with the relevant approved plans. The report must include all final calculations and modelling reports to the appropriate standard, commissioning and testing reports, building user guides and other supplementary materials and the like that have been produced to demonstrate compliance with the relevant targets included in the endorsed ESD report.

Landscaping

18. Prior to the commencement of the development excluding any demolition or bulk excavation, detailed landscape plans prepared by a suitably qualified landscape architect must be submitted to and approved by the Responsible Authority. This plan must include:

- a) A schedule of all soft and hard landscaping and treatments.
- b) Urban design elements including, but not limited to, paving, lighting, seating and public art, and clear demarcation of public realm and private spaces, including arrangements for pedestrian, bicycle and vehicular circulation.
- c) How the project responds to water sensitive urban design principles, including how storm water will be mitigated, captured, cleaned and stored for

onsite use and the location and type of irrigation systems to be used including the location of any rainwater tanks to be used for irrigation.

- d) Location of buildings and trees on neighbouring properties within three metres of the boundary, including street trees.
- e) 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.
- f) Details of surface finishes of retaining walls, pathways and driveways.
- g) A Landscape Management Plan providing detail with respect to ongoing maintenance requirements, including specific provision for maintenance beyond the fifty two week period following Practical Completion.

Landscape plans must be to the satisfaction of the Responsible Authority and when approved shall form a part of the endorsed plans of this permit.

- 19. Prior to the occupation of the development, landscape works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority.
- 20. Landscape works within all common areas of the development must be maintained to the satisfaction of the Responsible Authority, except with the written consent of the Responsible Authority.

3D Digital Model

- 21. Prior to the occupation of the development, a 3D digital model of the approved development must be submitted to, and must be to the satisfaction of, the Responsible Authority. The model should be prepared having regard to Advisory Note – 3D Digital Modelling Melbourne City Council. Digital models provided to the Melbourne City Council may be shared with other government organisations for planning purposes. The Melbourne City Council may also derive a representation of the model which is suitable for viewing and use within its own 3D modelling environment. In the event that 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.

Legal agreement for pedestrian connections

- 22. Prior to the commencement of the development, the owner of the land must enter into an agreement with the City of Melbourne pursuant to Section 173 of the Planning and Environment Act 1987 regarding the western laneway, southern laneway and north-south arcade between La Trobe Street, Little Lonsdale Street, and Queen Street. The Agreement must:
 - a) provide that the pedestrian connections will remain privately owned and controlled.
 - b) provide that the Owner is solely responsible for the care and maintenance of the pedestrian connections at the Owners cost and to the satisfaction of Council.
 - c) be to the satisfaction of the Council's Director Infrastructure and Assets and Chief Legal Counsel.

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

Legal agreement for temporary works

23. Prior to the commencement of the demolition or removal of existing buildings or works (excluding demolition or removal of temporary structures) 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 the following:

- a) if 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,

The owner must construct temporary works on the land to the satisfaction of the Responsible Authority.

Prior to the commencement of construction of the 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 Council's reasonable legal costs and expenses of this agreement, including preparation, execution and registration on title.

Legal agreement for public benefit

24. Prior to the commencement of the development 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. This agreement must:

- a) Secure the office use within the tower component for a minimum of 10 years from the date of issue of a certificate of occupancy for the building. The Agreement must make provision for the removal of this requirement from the land following completion of the obligations contained in the agreement.

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

Infrastructure and Assets

25. 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 Responsible Authority – Infrastructure and Assets.

26. Prior to the commencement of the development, a stormwater drainage system, incorporating integrated water management design principles, must be submitted to and approved by the Responsible Authority – Infrastructure and Assets. This system must be constructed prior to the occupation of the development and provision made to connect this system to the City of Melbourne's underground stormwater drainage system.

27. 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 Responsible Authority – Infrastructure and Assets.
28. All portions of roads affected by the building related 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 Responsible Authority – Infrastructure and Assets.
 29. The footpath adjoining the site along La Trobe Street must be reconstructed in sawn bluestone together with associated works including the renewal of kerb and channel, provision of street furniture and modification of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the Responsible Authority – Infrastructure and Assets.
 30. Existing street levels in roads adjoining the site must not be altered for the purpose of constructing new vehicle crossings or pedestrian entrances without first obtaining approval from the Responsible Authority – Infrastructure and Assets.
 31. All street lighting assets temporarily removed or altered to facilitate construction works shall be reinstated once the need for removal or alteration has been ceased. Existing public street lighting must not be altered without first obtaining the written approval of the Responsible Authority – Infrastructure and Assets.
 32. Existing street furniture must not be removed or relocated without first obtaining the written approval of the Responsible Authority – Infrastructure and Assets.
 33. All street furniture such as street litter bins, recycling bins, seats and bicycle rails must be supplied and installed on footpaths outside the proposed building to plans and specifications first approved by the Responsible Authority – Infrastructure and Assets.
 34. Prior to the commencement of the development, excluding preliminary site works, demolition and any clean up works, or as may otherwise be agreed with the City of Melbourne, a lighting plan must be prepared to the satisfaction of Council. The lighting plan should be generally consistent with Council's Lighting Strategy, and include the provision of appropriate lighting in the publicly accessible laneways and arcades. The lighting works must be undertaken prior to the commencement of the use / occupation of the development, in accordance with plans and specifications first approved by the Responsible Authority – Infrastructure and Assets.
 35. All groundwater and water that seeps from the ground adjoining the building basement (seepage water) and any overflow from a reuse system which collects groundwater or seepage water must not be discharged to the Council's drainage network. All contaminated water must be treated via a suitable treatment system and fully reused on site or discharged into a sewerage network under a relevant trade waste agreement with the responsible service authority.

Retain architects

36. Except with the written consent of the Responsible Authority, Cox Architecture must be retained to complete and provide architectural oversight during construction of the detailed design as shown in the endorsed plans and endorsed schedule of materials to the satisfaction of the Responsible Authority.

Permit Expiry

37. This permit will expire if one of the following circumstances applies:

- a) The development is not started within three years of the date of this permit.
- b) The development is not completed within five years of the date of this permit.

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

- A. This permit does not authorise the commencement of any demolition or construction on the land. Before any demolition or construction may commence, the applicant must apply for and obtain appropriate building approval from a Registered Building Surveyor.
- B. The applicant / owner will provide a copy of this planning permit and endorsed plans to any appointed Building Surveyor. It is the responsibility of the applicant / owner and the relevant Building Surveyor to ensure that all building (development) works approved by any building permit are consistent with this planning permit.
- C. This Planning Permit does not represent the approval of other departments of Melbourne City Council or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit.
- D. The internal roads and walkways should remain the responsibility of the land owner(s) in perpetuity. The City of Melbourne is unlikely to agree to the internal paths being made public.
- E. All necessary approvals and permits are to be first obtained from the City of Melbourne and the works performed to the satisfaction of the Responsible Authority – Infrastructure and Assets.
- F. In accordance with the City of Melbourne Tree Retention and Removal Policy a bank guarantee must be:
 1. Issued to City of Melbourne, ABN: 55 370 219 287.
 2. From a recognised Australian bank.
 3. Unconditional (i.e. no end date)
 4. Executed (i.e. signed and dated with the bank stamp)
 - Please note that insurance bonds are not accepted by the City Of Melbourne. An acceptable bank guarantee is to be supplied to Council House 2, to a representative from Council's Urban Forest and Ecology Team. Please email trees@melbourne.vic.gov.au to arrange a suitable time for the bank guarantee to be received. A receipt will be provided at this time.
 - At the time of lodgement of the bank guarantee the completed Project Arborist Confirmation Form must be provided. On completion of the works the bank guarantee will only be released when evidence is provided of Project Arborist supervision throughout the works and a final completion

report confirms that the health of the subject public trees has not been compromised.

- Approval for any tree removal is subject to the Tree Retention and Removal Policy, Council's Delegations Policy and requirements for public notification, and a briefing paper to councillors. It should be noted that certain tree removals including but not limited to significant or controversial tree removals, may be subject to decision by Council or a Committee of Council.
- All costs in connection with the removal and replacement of public trees, including any payment for the amenity and ecological services value of a tree to be removed, must be met by the applicant / developer / owner of the site. The costs of these works will be provided and must be agreed to before council remove the subject trees.

APPENDIX 1 REFERRAL COMMENTS

URBAN DESIGN

Urban structure

Provide a fine grained urban block structure to support walking:

The height of the through-block arcade is about 5m, which is considered low; however, elevations demonstrate a high level of material quality and design detail internally which reflects the character of the 'forgotten' laneway experience.

While the double height arcade entrances are positive, the La Trobe Street ground level elevation (TP-30-250) does not include any detail around the arcade's entrance. We require additional detail such as a localised canopy or shroud element to emphasise the location of the arcade from the Street and encourage public use.

A detailed southern elevation has not been included. We recommend that this is provided, including additional detail around identifying elements to the arcade entrance.

We have concerns with the arcade soffit which is annotated as aluminium panels without any further detail. Flat aluminium panels are not considered appropriate to a public thoroughfare as they lack quality, longevity and human scale. We request further detail to convey how a high quality, natural material with a textured finish has been considered, for example, textured concrete, or indented or perforated natural metal panels.

Site Layout

Definition and safety of public realm interfaces:

We do not support removal of the retail tenancy within foyer, now replaced with only a seating area. We recommend that the tenancy is reinstated, and an additional appropriate seating area is accommodated within the very generous foyer space. Large inactive foyer areas fronting the primary building frontage are not recommended.

We are generally satisfied with the redesign of the feature stair to attract use of the building's forecourt area. We defer to advice from City Design Landscape Architects in regards to landscape treatments and suitability of planting and surface treatments

Building Mass

Podium height and setbacks:

A 40 metre street wall is not considered appropriate considering the site's context. We stand by previous comments, but defer to Planners & DELWP for final discretion on this matter.

Building program

Maximise activation of public realm:

While it is unfortunate that publically accessible level 1 retail level has been removed, the wellness function on level 1 and shared lobby area assists in promoting more public activation of the stair, as it will not be solely claimed by the commercial tenancy

Design Detail

Materiality and design detail

Overall elevations and renders, as well as detailed ground level elevations have

been provided to most key interfaces. We generally support the overall design language and material quality as depicted in annotated elevations and renders. We have a number of comments and some critical concerns following the provision of further information:

We support the specification of pre-cast concrete grid to all podium interfaces, as well as tower terraces. We note that any substitution to a less robust and high quality materiality at later stages will not be supported.

We support the specification of different brick variants, and steel shopfront shrouds to the lower level retail entries.

We note a detailed elevation of the ground level southern laneway interface has not been provided. It is unclear how a high level of design quality, visual interest and quality will be achieved at this interface, particularly to area which has a large extent of services cupboards, as well as the arcade entrance. We recommend the provision of a detailed and clearly annotated render or elevation.

It is positive that a detailed northern elevation has now been provided; however, we note insufficient detail in regards to the vehicle entry door and arcade entrance. The materiality, finish and any pattern to the garage door should be clearly specified to be visually interesting and of high quality, and integrate with the overall architecture of the building. Identifying elements such as a high quality shroud or canopy to emphasise the arcade entrance should be included and described in detail.

CLG01 – the canopy over the entry forecourt and steps is annotated as ‘aluminium panels’, and the material is depicted as battens on renders and images; however, the finish, colour and texture of these battens is unclear. Further information should be provided to ensure the soffit is visually interesting, has human scale and is of high quality, as befitting to a public interface.

AL01 - the column material is annotated as aluminium and appears highly reflective in imagery. We recommend that a more textured, natural and robust finish is used to the columns to enhance a sense of human scale and robustness to the buildings entry forecourt. Further, aluminium panels at the pedestrian level are prone to damage and denting from foot-traffic. An option is to pursue a 900mm plinth to the columns base, clad in concrete or masonry tiles.

TRAFFIC

PROPOSAL

The subject site, which is within the Capital City Zone 1, is located south of La Trobe Street and west of Queen Street, and is subject to Schedule 1 of the Parking Overlay (PO1). The site has a frontage to La Trobe Street of approximately 60 metres and a depth of approximately 46 metres, and has an overall site area of 2850sqm.

The development is now to provide approximately 607 sqm of retail development at ground level (compared to the previous 676 sqm) and approximately 44,700sqm of office development at the upper levels (compared to the previous 44,000 sqm). There are now 137 parking spaces proposed across levels B1 to B4 (compared to the previous 154 parking spaces), with all vehicle access still provided via La Trobe Street.

CAR PARKING PROVISION

The site is covered by Schedule 1 to the Parking Overlay (PO1). This applies maximum car parking rates for various uses unless a permit is issued allowing additional parking.

A total of 137 parking spaces are now proposed, which is less than allowed under the Parking Overlay and is therefore acceptable.

Schedule 1 to the Parking Overlay requires the provision of 1 motorbike parking space for every 100 parking spaces. The provision of 2 motorcycle spaces at B2 level meets this requirement.

There are 2 accessible parking spaces provided at B2 level in an appropriate location close to the lifts.

It is noted that parking spaces have been designed to Australian Standard dimensions (2.4m x 5.4m spaces with 5.8 metre aisles). Provision of spaces according to Planning Scheme dimensions would make access/egress more convenient and would be preferred (2.6m x 4.9m with 6.4 metre aisles), however is not essential.

It is noted that an existing 173 Agreement requires provision of a minimum of 50 short stay parking spaces on the site. This will not be continued under the proposed development, as all parking spaces will be used by the development. This removal of short term spaces is acceptable.

ACCESS AND LAYOUT

Access to the car park is provided via a 6.5 metre wide (i.e. clear of columns) two-way ramp from La Trobe Street. The ramp has been slightly widened and the columns have been slightly relocated compared to the previous design. This is now acceptable.

There is a 'pinch-point' at the bottom of the ramp at B1 level, and it is strongly suggested that changes are made to ensure two vehicles can conveniently pass each other, which is not currently the case (refer to SK013 of Appendix 2 of the SALT report).

The SALT traffic report includes several requirements for minor changes to the layout that should be required should a permit be issued.

It is noted that the proposed access may impact the existing bicycle lane along La Trobe Street. Any changes or rectification to line marking or surfacing should be at the cost of the developer.

BICYCLE PARKING

According to the SALT report the Planning Scheme requires provision of 151 staff and 46 visitor bicycle parking spaces.

It is proposed to provide in the order of 350 staff bicycle spaces at B1 level, as well as 70 visitor bicycle spaces (20 at ground level and 50 at B1 level), which exceeds the Planning Scheme requirements. A total of 37 showers and 382 lockers are provided at B1 level, slightly exceeding the requirements of the Planning Scheme.

A bike ramp is provided between ground level and the EOT facilities at B1 level. This is appropriate.

The location of the visitor bike spaces at ground level is questioned. It appears that bikes parked in this location may excessively narrow the pedestrian route.

It is not clear how many of the bicycle spaces are horizontal. This is not discussed in the SALT report, and this is not notated on the plans. AS2890.3 (2015) requires that 20% of spaces are ground level horizontal spaces. If a permit is issued, a condition should be included requiring this provision.

LOADING AND WASTE STORAGE AND COLLECTION

A waste storage room and two compactors are provided at B1 level. The swept path diagrams provided in the SALT report show that appropriately sized waste collection vehicles can access the basement collection area.

However, it is noted that the columns shown within the loading bay area, particularly one large column in the otherwise open area, will restrict waste collection vehicle movements and may be subject to impact, and this column should be removed (i.e. designed out) if possible. Care should be taken to adequately protect all of the columns within the loading area.

TRAFFIC GENERATION AND IMPACT

Based on information provided by the applicant the site currently provides more than the proposed 137 parking spaces (including a public car park). Therefore it is accepted that the proposal will have no additional impact on the road network.

INFRASTRUCTURE AND ASSETS

COMMENTS

All projections over the street alignment must conform to Building Regulations 2018, Part 6, Sections 98 to 110 as appropriate. Reference can 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.

The maximum permissible width of a vehicle crossover without a pedestrian refuge is 7.6 metres. The crossings wider than 7.6 metres should include the provision of a minimum of 2.0 metres long pedestrian refuge islands at 7.6 metre spacing.

CONDITIONS

PR.09 Drainage of projections

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 Responsible Authority – Infrastructure and Assets.

DET.11 Drainage connection underground

Prior to the commencement of the development, a stormwater drainage system, incorporating integrated water management design principles, must be submitted to and approved by the Responsible Authority – Infrastructure and Assets. This system must be constructed prior to the occupation of the development and provision made to connect this system to the City of Melbourne's underground stormwater drainage system.

AC.02 Demolish and construct access

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 Responsible Authority – Infrastructure and Assets.

Roads

All portions of roads affected by the building related 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 Responsible Authority – Infrastructure and Assets.

AC.06 Sawn bluestone footpath

The footpath adjoining the site along La Trobe Street must be reconstructed in sawn bluestone together with associated works including the renewal of kerb and channel, provision of street furniture and modification of services as necessary at the cost of

the developer, in accordance with plans and specifications first approved by the Responsible Authority – Infrastructure and Assets.

AC.11 Street levels not to be altered

Existing street levels in roads adjoining the site must not be altered for the purpose of constructing new vehicle crossings or pedestrian entrances without first obtaining approval from the Responsible Authority – Infrastructure and Assets.

AC.12 Existing street lighting not altered without approval

All street lighting assets temporarily removed or altered to facilitate construction works shall be reinstated once the need for removal or alteration has been ceased. Existing public street lighting must not be altered without first obtaining the written approval of the Responsible Authority – Infrastructure and Assets.

Existing street furniture

Existing street furniture must not be removed or relocated without first obtaining the written approval of the Responsible Authority – Infrastructure and Assets.

AC.14 Street furniture

All street furniture such as street litter bins recycling bins, seats and bicycle rails must be supplied and installed on footpaths outside the proposed building to plans and specifications first approved by the Responsible Authority – Infrastructure and Assets.

Public lighting

Prior to the commencement of the development, excluding preliminary site works, demolition and any clean up works, or as may otherwise be agreed with the City of Melbourne, a lighting plan must be prepared to the satisfaction of Council. The lighting plan should be generally consistent with Council's Lighting Strategy, and include the provision of public lighting in La Trobe Street adjacent the subject land. The lighting works must be undertaken prior to the commencement of the use/occupation of the development, in accordance with plans and specifications first approved by the Responsible Authority – Infrastructure and Assets.

Groundwater management

All groundwater and water that seeps from the ground adjoining the building basement (seepage water) and any overflow from a reuse system which collects groundwater or seepage water must not be discharged to the Council's drainage network. All contaminated water must be treated via a suitable treatment system and fully reused on site or discharged into a sewerage network under a relevant trade waste agreement with the responsible service authority.

NOTES

The internal roads should remain the responsibility of the land owner(s) in perpetuity. The City of Melbourne is unlikely to agree to the internal roads being made public.

All necessary approvals and permits are to be first obtained from the City of Melbourne and the works performed to the satisfaction of the Responsible Authority – Infrastructure and Assets.

CITY DESIGN

We note that the 'feature public stair', 'forgotten laneway' and 'terraces' have been modified in response to our previous comments. We accept the responses made subject to our minor comments as below.

Feature public stair – Renders in Section 3.06 Feature Public Stair in the Cox Architecture Town Planning Report show a brick masonry finish whereas L201 Oculus Materials and Surfaces Plan shows a Bluestone Paver finish. We request confirmation of the proposed surface finish.

Planting – Detail 03/L702, TP01 Tree Pit, is annotated 'refer to planting plan for species selection'. Planting plans do not appear to have been included in the documents and it is assumed that the previously issued Planting Schedule – Indicative Species of March 2020 has not therefore been updated. We note that a number of new garden beds have been added and that there are garden beds in undercover areas with limited access to sunlight. We request an updated planting schedule that represents the selection of species specific to the current soft landscape proposal.

Please confirm that the provision of detailed planting plans will be a condition of any permit.

Queen Street connection – Our previous comments requested more details of levels and cross sections to confirm the arrangement of the 'laneway' connections at the south-eastern site boundaries, closely adjacent to ground level Retail 6. Architectural Plan TP-21-100 Ground Floor Plan is now annotated; *'levels of pedestrian walkways will be appropriately graded/ ramped as required to provide accessible connections to the existing easements to the south & east of the site'*. The Urbis letter also explains that finished surface levels of adjacent areas are yet to be resolved due to ongoing demolition. Please confirm that specific requirements to provide these linkages will be included in conditions of any permit.

URBAN FORESTRY

General

These comments refer to the potential impacts of the proposal on publically owned trees and are made in accordance with the Tree Retention and Removal Policy.

Comments

The Tree Protection Plan (TPP) by Greenwood Consulting, dated 2 March 2020, identifies that the building design will result in acceptable levels of impact to three public trees (assets 1061578, 1023329 and 1023328), in accordance with AS4970-2009 and that the trees can be retained.

The TPP acknowledges that no construction impacts, including gantry designs etc have been assessed. Given that most impacts to public trees occur at demolition and build stages when space constraints increase pressure for pruning or removal, a comprehensive TPP will be required prior to those stages.

Dependent on the location of services and civil works requirements, there may be scope for an additional tree plot on the La Trobe Street frontage. Scoping of this could be by way of condition or at the submission of Civil Engineering drawings

The following conditions should be included in any permit issued.

Recommended Conditions

Tree Protection Plan (*insert at CMP condition section)

Prior to the commencement of any works, including demolition and bulk excavation, a Tree Protection Plan (TPP) must be provided to the satisfaction of the City of Melbourne (Urban Forestry & Ecology). The TPP must identify all impacts to public trees, be in accordance with AS 4970-2009 – Protection of trees on development sites and include:

City of Melbourne asset numbers for the subject trees (found at <http://melbourneurbanforestvisual.com.au>).

Reference to the Tree Protection Plan (TPP) by Greenwood Consulting, dated 2 March 2020.

Reference the finalised Construction and Traffic Management Plan, including any public protection gantries, scaffolding, construction zones, machinery locations and vehicle swept paths.

Site specific details of the temporary tree protection methods to be used to isolate public trees from the demolition and construction activities.

Specific details of any special construction methodologies to be used within the Tree Protection Zone of any public trees. These must be provided for any utility connections or civil engineering works.

Full specifications of any pruning required to public trees with reference to marked images.

Any special arrangements required to allow ongoing maintenance of public trees for the duration of the development.

Details of the frequency of the Project Arborist monitoring visits, interim reporting periods and final completion report (necessary for bond release).

Public Tree Protection

All works (including demolition), within the Tree Protection Zone of public trees must be undertaken in accordance with the endorsed Tree Protection Plan and supervised by a suitably qualified Arborist where identified in the report, except with the further written consent of the Responsible Authority.

In the event that public trees are proposed for removal at any stage of the development, the applicant must submit plans for the approval of the City of Melbourne that show replacement and or additional tree plots of a larger size and increased soil volume than currently exists in the street frontages adjacent to the development.

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.

Advice Notes

- In accordance with the City of Melbourne Tree Retention and Removal Policy a bank guarantee must be:
 1. Issued to City of Melbourne, ABN: 55 370 219 287.
 2. From a recognised Australian bank.
 3. Unconditional (i.e. no end date)
 4. Executed (i.e. signed and dated with the bank stamp)
- Please note that insurance bonds are not accepted by the City Of Melbourne. An acceptable bank guarantee is to be supplied to Council House 2, to a representative from Council's Urban Forest and Ecology

Team. Please email trees@melbourne.vic.gov.au to arrange a suitable time for the bank guarantee to be received. A receipt will be provided at this time.

- At the time of lodgement of the bank guarantee the completed Project Arborist Confirmation Form must be provided. On completion of the works the bank guarantee will only be released when evidence is provided of Project Arborist supervision throughout the works and a final completion report confirms that the health of the subject public trees has not been compromised.
- Approval for any tree removal is subject to the Tree Retention and Removal Policy, Council's Delegations Policy and requirements for public notification, and a briefing paper to councillors. It should be noted that certain tree removals including but not limited to significant or controversial tree removals, may be subject to decision by Council or a Committee of Council.
- All costs in connection with the removal and replacement of public trees, including any payment for the amenity and ecological services value of a tree to be removed, must be met by the applicant/developer/owner of the site. The costs of these works will be provided and must be agreed to before council remove the subject trees.