

MELBOURNE PLANNING SCHEME
Incorporated Document

**One Queensbridge, 1-29 Queens Bridge Street, Southbank (Crown's Queensbridge Hotel Tower),
February 2017**

**This document is an incorporated document in the Melbourne Planning Scheme pursuant to
Section 6(2)(j) of the *Planning and Environment Act 1987***

INTRODUCTION

This document is an incorporated document in the schedule to Clause 52.03 and the schedule to Clause 81 of the Melbourne Planning Scheme.

The land identified in the document may be developed in accordance with the specific controls contained in the document. The land identified in the document may not be developed in accordance with the specific controls contained in the document for a use other than that approved by the document. The specific controls may exclude other controls in the Scheme.

If there is any inconsistency between the specific controls and the general provisions of the Scheme, the specific controls will prevail.

ADDRESS OF THE LAND

This document applies to land at 1-29 Queens Bridge Street, Southbank and land adjacent to these sites described as follows:

- 1-7 Queens Bridge Street, Southbank (Lot 1 on Title Plan 369606P and Lot 2 PS332539X)
- 9-15 Queens Bridge Street, Southbank (Lot 1 on Title Plan 873768Y)
- 17-23 Queens Bridge Street, Southbank (Lot B on Plan of Subdivision 504017Y)
- 25-29 Queens Bridge Street, Southbank (Lot 1 of Plan of Subdivision 505293S)
- 1-8 Whiteman Street (Allot. 58e City of South Melbourne, Parish of Melbourne South) OP112471
- Queensbridge Square (Allot. 2170 City of South Melbourne, Parish of Melbourne South, Allot. (State) 2168 City of South Melbourne, Parish of Melbourne South (Council)) OP121921A
- Queens Bridge Street – Government Road
- Sandridge Rail Bridge Allot 2011 Parish of Melbourne North – Council and Allot 2007 Parish Melbourne North – Council
- Southbank Boulevard – Government Road
- Southbank Promenade Allot 15B City of South Melbourne Parish of Melbourne South – Council

APPLICATION OF PLANNING SCHEME PROVISIONS

For the purpose of Clause 52.01 the public open space contribution for the subject land is specified as 0%.

EXPIRY OF THIS SPECIFIC CONTROL

The use and development of the subject land permitted under this Incorporated Document must commence within two years of the gazettal date of Amendment C310 to this Scheme and must be completed within five years of commencement.

Upon expiry of the site specific control, the land may be used and developed only in accordance with the provisions of the planning scheme in operation at that time.

The permission for the signage that is authorised by this Incorporated Document will expire 25 years from the date of gazettal, unless otherwise approved by, the Responsible Authority.

THIS DOCUMENT ALLOWS

Despite any provision to the contrary in the Scheme the land may be used and developed including demolition for one multi-level tower containing Dwellings, Residential hotel, Office, Retail premises (other than Adult sex bookshop and Department store), and associated car parking, signage, an elevated pedestrian bridge across Queens Bridge Street connecting to Crown Complex and public realm improvements subject to the conditions set out in this Incorporated Document.

The use and development of the land must be generally in accordance with the detailed development plans endorsed under the conditions of this document and must be generally in accordance with the architectural plans dated 12 April 2016 (Revision 00) and 3 February 2017 (Revision 01) prepared by WilkinsonEyre Architects and the following plans which form part of this Incorporated Document:

- Document No. 01157-WEA-B-B1-DRTP-A-0510 titled Basement Level 01 Plan Revision 01
- Document No. 01157-WEA-B-B1M-DRTP-A-0515 titled Basement Level 01 Mezzanine Plan Revision 00
- Document No. 01157-WEA-B-B2-DRTP-A-0520 titled Basement Level 02 Plan Revision 00
- Document No. 01157-WEA-B-B3-DRTP-A-0530 titled Basement Level 03 Plan Revision 00
- Document No. 01157-WEA-P-00-DRTP-A-1000 titled Level 00 Plan Revision 01
- Document No. 01157-WEA-P-00-DRTP-A-1005 titled Level 00 Mezzanine Plan Revision 01
- Document No. 01157-WEA-P-01-DRTP-A-1010 titled Level 01 Plan Revision 01
- Document No. 01157-WEA-P-02-DRTP-A-1020 titled Level 02 Plan Revision 01
- Document No. 01157-WEA-P-03-DRTP-A-1030 titled Level 03 Plan Revision 01
- Document No. 01157-WEA-P-04-DRTP-A-1040 titled Level 04 Plan Revision 00
- Document No. 01157-WEA-P-05-DRTP-A-1050 titled Level 05 Plan Revision 01
- Document No. 01157-WEA-P-06-DRTP-A-1060 titled Level 06 Plan Revision 01
- Document No. 01157-WEA-P-09-DRTP-A-1090 titled Level 09 Plan Revision 01
- Document No. 01157-WEA-P-09M-DRTP-A-1095 titled Level 09 Mezzanine Plan Revision 01
- Document No. 01157-WEA-P-10-DRTP-A-1100 titled Level 10 Plan Revision 01
- Document No. 01157-WEA-P-11-DRTP-A-1110 titled Level 11 Plan Revision 01
- Document No. 01157-WEA-P-BB-DRTP-A-3101 titled Section BB- Podium Cross Section Revision 00
- Document No. 01157-WEA-P-DD-DRTP-A-3103 titled Section DD- Podium Long Section Revision 00
- Document No. 01157-WEA-P-E-DRTP-A-2103 titled East Elevation Podium Revision 00
- Document No. 01157-WEA-P-EE-DRTP-A-3104 titled Section EE- Podium Long Section Revision 00
- Document No. 01157-WEA-P-GG-DRTP-A-3106 titled Section GG- Podium Cross Section Revision 00
- Document No. 01157-WEA-P-W-DRTP-A-2101 titled West Elevation- Podium Revision 00
- Document No. 01157-QBT-P-XX-DRTP-A-8000 titled Bridge Link- L01 Plan and Roof Plan Revision 01
- Document No. 01157-QBT-P-XX-DRTP-A-8100 titled Bridge Link- South Elevation and Long Section Revision 01

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- Document No. 01157-WEA-P-ZZ-DRTP-A-2010 titled West and East Elevation Revision 00
- Document No. 01157-WEA-T-12-DRTP-A-1120 titled Level 12 Plan Revision 01
- Document No. 01157-WEA-T-28-DRTP-A-1280 titled Level 28 Plan Revision 00
- Document No. 01157-WEA-T-37-DRTP-A-1370 titled Level 37 Plan Revision 00
- Document No. 01157-WEA-T-38-DRTP-A-1380 titled Level 38 Plan Revision 00
- Document No. 01157-WEA-T-39-DRTP-A-1390 titled Level 39 Plan Revision 01
- Document No. 01157-WEA-T-40-DRTP-A-1400 titled Level 40 Plan Revision 00
- Document No. 01157-WEA-T-49-DRTP-A-1490 titled Level 49 Plan Revision 00
- Document No. 01157-WEA-T-53-DRTP-A-1530 titled Level 53 Plan Revision 00
- Document No. 01157-WEA-T-57-DRTP-A-1570 titled Level 57 Plan Revision 01
- Document No. 01157-WEA-T-58-DRTP-A-1580 titled Level 58 Plan Revision 00
- Document No. 01157-WEA-T-59-DRTP-A-1590 titled Level 59 Plan Revision 00
- Document No. 01157-WEA-T-60-DRTP-A-1600 titled Level 60 Plan Revision 00
- Document No. 01157-WEA-T-62-DRTP-A-1620 titled Level 62 Plan Revision 00
- Document No. 01157-WEA-T-68-DRTP-A-1680 titled Level 68 Plan Revision 00
- Document No. 01157-WEA-T-69-DRTP-A-1690 titled Level 69 Plan Revision 00
- Document No. 01157-WEA-T-77-DRTP-A-1770 titled Level 77 Plan Revision 00
- Document No. 01157-WEA-T-79-DRTP-A-1790 titled Level 79 Plan Revision 00
- Document No. 01157-WEA-T-80-DRTP-A-1800 titled Level 80 Plan Revision 00
- Document No. 01157-WEA-T-82-DRTP-A-1820 titled Level 82 Plan Revision 00
- Document No. 01157-WEA-T-84-DRTP-A-1840 titled Level 84 Plan Revision 00
- Document No. 01157-WEA-T-85-DRTP-A-1850 titled Level 85 Plan Revision 00
- Document No. 01157-WEA-T-86-DRTP-A-1860 titled Level 86 Plan Revision 01
- Document No. 01157-WEA-T-87-DRTP-A-1870 titled Level 87 Plan Revision 01
- Document No. 01157-WEA-T-88-DRTP-A-1880 titled Level 88 Plan Revision 00
- Document No. 01157-WEA-T-89-DRTP-A-1890 titled Level 89 Plan Revision 00
- Document No. 01157-WEA-T-RF-DRTP-A-1990 titled Roof Plan Revision 01
- Document No. 01157-WEA-ZZ-00-DRTP-A-0020 titled Site Plan – Ground Revision 01
- Document No. 01157-WEA-ZZ-AA-DRTP-A-3000 titled Section AA- Tower Long Section Revision 01
- Document No. 01157-WEA-ZZ-BB-DRTP-A-3001 titled Section BB- Tower Cross Section Revision 00
- Document No. 01157-WEA-ZZ-BB-DRTP-A-3001 titled Section BB- Tower Cross Section Revision 00
- Document No. 01157-WEA-ZZ-E-DRTP-A-2003 titled East Elevation Revision 01
- Document No. 01157-WEA-ZZ-N-DRTP-A-2000 titled North Elevation Revision 01
- Document No. 01157-WEA-ZZ-RF-DRTP-A-0000 titled Site Plan – Context Revision 00
- Document No. 01157-WEA-ZZ-RF-DRTP-A-0010 titled Site Plan – Roof Revision 00
- Document No. 01157-WEA-ZZ-S-DRTP-A-2001 titled South Elevation Revision 01
- Document No. 01157-WEA-ZZ-W-DRTP-A-2002 titled West Elevation Revision 01
- Document No. 01157-WEA-XX-XX-SK-A-0432 titled Signage: North Elevation Revision 00
- Document No. 01157-WEA-XX-XX-SK-A-0433 titled Signage: West Elevation Revision 00
- Document No. 01157-WEA-XX-XX-SK-A-0434 titled Signage: East Elevation Revision 00
- Document No. 01157-WEA-XX-XX-SK-A-0435 titled Signage 11: Tower Tip Revision 00
- Document No. 01157-WEA-XX-XX-SK-A-0436 titled Signage 10: Tower Tip Revision 00

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- Document No. 01157-WEA-XX-XX-SK-A-0437 titled Signage: West Podium Elevation Revision 00
- Document No. 01157-WEA-XX-XX-SK-A-0438 titled Signage 1 & 8: Schiavello Showroom Revision 00
- Document No. 01157-WEA-XX-XX-SK-A-0443 titled Signage 7: West Podium Revision 00
- Document No. 01157-WEA-XX-XX-SK-A-0444 titled Signage 5 & 6: West Podium Detail Revision 00
- Document No. 01157-WEA-XX-XX-SK-A-0445 titled Signage 3 & 4: West Podium Detail Revision 00
- Document No. 01157-WEA-XX-XX-SK-A-0446 titled Signage 2: West Podium Detail Revision 00
- Document No. 01157-WEA-XX-XX-SK-A-0447 titled Signage 9: East Podium Detail Revision 00
- Document 01157-WEA-XX-XX-SH-A-AreaSummary+KeyStatistics titled Area Schedule and Key Statistics Revision 00
- Document No. 01157-WEA-XX-XX-SH-A-ComparisonStudy titled Comparison Study Revision 00
- Document No. 01157-WEA-XX-XX-SH-A-PlanningResiUnitMix titled Planning Resi Unit Mix Revision 00

THE FOLLOWING CONDITIONS APPLY TO THE USE AND DEVELOPMENT AND OTHER ACTIVITIES PERMITTED BY THIS DOCUMENT

Detailed Development Plans

1. Before the development starts, including demolition and bulk excavation, amended plans must be submitted to and be approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the Incorporated Document. The plans must be drawn to scale with dimensions and three copies (plus an electronic copy) must be provided. The plans must generally be in accordance with the plans submitted with the application by WilkinsonEyre Architects, plans as identified above and dated 12 April 2016 and 3 February 2017, but unless otherwise agreed, modified to show:
 - a) Amendments to plans dated 3 February 2017 that generally show:
 - i. Increased setback to Freshwater Place residential tower to a minimum tower separation of 13.8 metres;
 - ii. Increased setback to Prima Pearl residential tower to a minimum tower separation of 11.75 metres;
 - iii. Reduction of total building gross floor area from 306,666m² to 300,736m² (reduction of 5,930m²); and
 - iv. The through block link with a more direct link to Freshwater Place free of columns.
 - b) Staging plan detailing the proposed project staging and phase opening which shall include Stage 1 of which the (Residential Hotel) forms a part and Stage 2 (High rise Apartments) and any temporary works required as a result of the staging;
 - c) Details of the modifications to the façade design including the faceting generally in accordance with the concept plans of 18 August 2016;
 - d) Further details of the proposed through block link at a scale of 1:100 to demonstrate how the development resolves wayfinding through this space, including lighting and materiality;
 - e) Floor plans for all floors through the development;
 - f) Modification to the proposed canopies to include a minimum clearance to the underside of 5.0 metres to ensure no conflict with proposed street trees. The canopies should generally be setback from the kerb a minimum of 2 metres unless otherwise agreed as part of the detailed plans and public realm design taking into consideration wind studies and landscape design;
 - g) Further details regarding the pedestrian bridge design and its connection to the existing Crown Complex;
 - h) Detailed plans at a scale of 1:50 or 1:100 of the lower levels of the building to demonstrate how the development resolves its interface with the public realm including further resolution of the change in levels from the development to the footpath and podium screening to ensure appropriate concealment of car parking on Levels 2 to 9 inclusive;
 - i) Any amendments required in accordance with the recommendations of further wind climate assessment report required in the corresponding condition below;
 - j) Any amendments required to the plans as a result of the façade strategy and materials and finishes as required in the corresponding conditions below;
 - k) Any design changes required as a result of the further ESD report required in the corresponding condition below;
 - l) Any requirements for amended traffic circulation including ingress/egress, as required in the corresponding conditions below; and
 - m) Any changes required to comply with the Melbourne City Council Waste Guidelines and amended Waste Management Plan in the corresponding condition below.

Use and Development

2. The use and development of any land or building or part thereof as shown on the endorsed plans must not be altered or modified in any way without the prior written consent of the Responsible Authority. Alterations to the use and development as shown on the endorsed plans that result in reduced setbacks beyond the minimum specified in Condition 1(a) above, increased podium or overall height or decrease in size of the Residential hotel cannot be considered under this provision.
3. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

Level 88 and 89 (Top of tower venue)

4. Before the use starts, the applicant must submit a Management Plan to detail the nature of the use. When approved the Management Plan will form part of the Permit. The Plan should detail the following:
 - a) Hours of operation for all parts of the premises.
 - b) Details of the provision of music.
 - c) Security arrangements including hours of operation and management to minimise queues outside the venue.
 - d) Entry and exit locations.
 - e) Pass-out arrangements.
 - f) Training of staff in the management of patron behaviour.
 - g) A complaint management process.
 - h) Management of any outdoor areas to minimise impacts on the amenity of nearby properties.
 - i) Management of patrons who are smoking.
 - j) Lighting within the boundaries of the site.
 - k) Security lighting outside the premises.
 - l) General rubbish storage and removal arrangements, including hours of pick up.
 - m) Bottle storage and removal arrangements, including hours of pick up.
 - n) Noise attenuation measures including the use of noise limiters.
5. Before the use commences, an acoustic report, prepared by a suitably qualified acoustic consultant, must be submitted to and approved by the Responsible Authority. The report must ensure that the noise levels generated by the premises do not exceed the levels specified in the State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2. The report must identify all potential noise sources and sound attenuation work required. The recommendations of the report must be implemented by the owner at no cost to the Responsible Authority before the use commences.
6. Before the use commences, a Noise Limiter must be installed to the satisfaction of the Responsible Authority. The Noise Limiter must:
 - a) be set at a level specified by a qualified acoustic engineer;

- b) ensure the emission of noise from amplified music does not exceed the levels specified in the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2); and
- c) be maintained and operated at all times.

Land Title and Easements

- 7. Before the development starts, excluding any demolition or bulk excavation, a plan of consolidation into one title for the whole of the land (known as 1-7, 9-15, 17-23 and 25-29 Queens Bridge Street, Southbank) must be lodged at the Land Titles Office.
- 8. Before the completion of construction, all of the land being developed is to enjoy a legal form of access to Southbank Boulevard, generally over the private road named Freshwater Place from the proposed access link shown on the proposed plans, to the satisfaction of Melbourne City Council.

Demolition

- 9. Before the demolition hereby permitted starts, the owner(s) must satisfy the Responsible Authority that substantial progress has been made towards obtaining the necessary building permits for the development of the land generally in accordance with the development of the land proposed under this Incorporated Document and that the owner(s) have made substantial progress towards obtaining an appropriate contract for the construction of the development.

In conjunction with Crown Casino

- 10. The Residential hotel component of the approved development must be managed and promoted in such a way as to foster and entrench a close ongoing association between the Residential hotel and the nearby Crown Casino, and must operate in conjunction with the nearby Crown Casino.

Legal Agreements

- 11. Before the development starts, including demolition and bulk excavation, the owner of the land must enter into legal agreement(s) under Section 173 of the *Planning and Environment Act 1987* with the Responsible Authority and Melbourne City Council. The owner(s) must pay all of the reasonable costs and expenses of the agreement(s). The agreement(s) must make provision for the following:
 - a) require the construction of temporary works on the land to ensure an active street frontage and/or landscaping is provided at the main street frontage in the event that it remains vacant for 6 months after completion of the demolition, or construction activity ceases for a period of 6 months, or construction activity ceases for an aggregate of 6 months after commencement of construction. Before the construction of temporary works start, details of the works must be submitted to and be to the satisfaction of Melbourne City Council. Temporary works may include:
 - i. The construction of temporary buildings for short-term community or commercial use. Such structures shall include the provision of an active street frontage; or
 - ii. Landscaping of the site or buildings and works for the purpose of public recreation and open space.

- b) enable the removal of the agreement from the land once Stage 1 works have been completed in accordance with the endorsed plans.
12. Before the development starts, excluding demolition and bulk excavation, the owner of the land must enter into legal agreement(s) under Section 173 of the *Planning and Environment Act 1987* with the Responsible Authority and Melbourne City Council. The owner(s) must pay all of the reasonable costs and expenses of the agreement(s). The agreement(s) must make provision for the following:
- b) give rights of public access to the internal arcade from Queens Bridge Street to Freshwater Place to the east subject to the following:
 - i. provide that the link will remain privately owned and controlled;
 - ii. require the owner to maintain unobstructed public access between 7am and 11pm, 7 days a week, unless otherwise agreed to;
 - iii. provide that the owner is solely responsible for the care and maintenance of the link at the owners cost and to the satisfaction of the Responsible Authority and Melbourne City Council;
 - c) the section 173 agreement does not end if the Incorporated Document lapses as some requirements relate to public spaces; and
 - d) the agreement must be registered on the land or the title of Stage 1 (Residential Hotel).
13. Within 12 months of the commencement of development, excluding demolition and bulk excavation, the owner of the land must enter into legal agreement(s) under Section 173 of the *Planning and Environment Act 1987* with the Responsible Authority and Melbourne City Council. The owner(s) must pay all of the reasonable costs and expenses of the agreement(s). The agreement(s) must make provision for the following:
- a) require the owner(s) to construct and pay for public realm improvement works, or fund the Melbourne City Council to undertake the works by mutual agreement, consistent with the Public Realm Improvements Plan as outlined in the corresponding condition below as including but not limited to:
 - i. Queensbridge Square contribution to the value of \$25 million
 - ii. Queens Bridge Street contribution to the value of \$10 million
 - iii. Sandridge Rail Bridge contribution to the value of \$15 million
 - iv. Southbank Boulevard contribution to the value of \$5 million
 - v. Southbank Promenade contribution to the value of \$10 million;
 - b) require the owner to comply with all requirements of the Melbourne City Council regarding the design and physical treatment of Queensbridge Square, Queens Bridge Street, Southbank Boulevard, Sandridge Rail Bridge, and Southbank Promenade, including landscaping, street furniture, lighting and servicing infrastructure;
 - c) require the works associated with Sandridge Rail Bridge, Southbank Boulevard and Southbank Promenade to be completed prior to the occupation of Stage 1 (Residential Hotel) and works associated with Queensbridge Square and Queens Bridge Street to be completed before the completion of Stage 2 and require the agreement to be registered on the land or on the title of Stage 1 (Residential Hotel) if subdivided; and
 - d) enable the removal of the agreement from the land once works are completed in accordance with the endorsed Public Realm Improvements Plan required by the corresponding condition below.

Authorisation for the pedestrian bridge over Crown Land

14. The owner of the property must seek a tenure/ authorisation under the *Land Act 1958* from the relevant State Government department for building projections (the pedestrian bridge) over Crown Land (Queens Bridge Street). That tenure/authorisation must indemnify State Government and the land manager against any claims regarding the projections.

Public Realm Improvements Plan

15. Within 12 months of the commencement of development, excluding demolition and bulk excavation, a Public Realm Improvements Plan must be prepared for the detailed design and landscaping of all public realm works proposed within close vicinity of the subject site. The plan must be prepared to the satisfaction the Melbourne City Council, and when approved will be endorsed pursuant to this Incorporated Document. The Plan must:

- a) provide detail of all proposed public realm works to:
 - i. Queensbridge Square, contribution to the value of \$25 million including:
 - General upgrade of paving and planting with additional trees, as far as underground structures allow;
 - Design and installation of infrastructure for two new café opportunities (Sandridge Rail Bridge and Red Steps). Cafes to be developed under lease arrangement with Melbourne City Council. The Sandridge Rail Bridge location to include provisions for bridge access and transitioning to soften level difference;
 - New pedestrian access from Queens Bridge Street eastern footpath to south-west corner of Queens Bridge Square, providing a gradual transition to deal with the significant level difference (currently blocked by retaining walls and exhaust shafts).
 - ii. Queens Bridge Street, contribution to the value of \$10 million including:
 - Improve the look and feel of Queens Bridge Street through the removal of power and tram lines along the footpath (from Queensbridge Square to Power Street);
 - Upgrade the pedestrian experience and rationalise the grades along the Queens Bridge Street frontage to alleviate flooding (from Queensbridge Square to Power Street);
 - Upgrade paving and street furniture and incorporate street trees, as appropriate (from Queensbridge Square to Kings Way);
 - Regrade roadway paving (raise by +/- 100mm) to alleviate water ponding / flooding at tram stop crossings pursuant to concept design documentation provided by Melbourne City Council (from Queensbridge Square to Power Street);
 - Upgrade stormwater drainage collection points and rationalise with new paving grades (from Queensbridge Square to Power Street);
 - Install new 750 Stormwater Pipe and new Stormwater Discharge outlet between the project site and the river (from Queensbridge Square to Power Street).
 - iii. Sandridge Rail Bridge, contribution to the value of \$15 million including:
 - Rehabilitate and landscape the western side of the old rail bridge (to complement the eastern side), with “New York High Line style” treatment, including rest areas;
 - Provide Disability Discrimination Act compliant access from Queensbridge Square to south-western end of bridge, about 6 metres higher (note- bridge hits north bank at grade);

- Re-commission “Immigration Story” moving figures or provide an appropriate alternative concept.
 - iv. Southbank Boulevard, contribution to the value of \$5 million including:
 - Extension of the proposed Southbank Boulevard linear park from City Road north to the “Red Stairs”;
 - Western side road narrowing with new green landscaping.
 - v. Southbank Promenade, contribution to the value of \$10 million including:
 - Paving with bluestone and incorporation of a differentiated bike strip (pilot for other areas of Promenade);
 - Protect landscaping areas and direct water flow, to improve tree conditions.
 - b) incorporate urban design elements that include but are not limited to paving, lighting and seating, public art, and a clear demarcation of public realm and private space, including pedestrian bicycle and vehicle circulation;
 - c) show the position, soil depths, type and spread of all trees within the public realm to maximise opportunities for deep soil planting;
 - d) detail 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. These measures should be generally consistent with the Water Sensitive Urban Design (WSUD) Report prepared by Eco-Harvest Australia dated 1 March 2016;
 - e) include a 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) include details of surface finishes of retaining walls, pathways, kerbs and laneways; and
 - g) detail the ownership, maintenance regime and management responsibilities for the public realm improvements proposed.
16. All improvements and/or capital contributions associated with Sandridge Rail Bridge, Southbank Boulevard and Southbank Promenade shall be made before the Residential Hotel that is included in Stage 1 of the building is occupied. All improvements associated with Queensbridge Square and Queens Bridge Street shall be completed before the final completion and occupancy of Stage 2 of the building unless otherwise agreed under the Staging and Construction Management Plan. All works associated with the approved Public Realm Improvements Plan as outlined above must be completed in accordance with the endorsed plans to the satisfaction of the Melbourne City Council.

Street Trees

17. In accordance with Melbourne City Council’s Tree Retention and Removal Policy, a Tree Protection Management Plan (TPMP) must be supplied to Melbourne City Council (Urban Forest and Ecology) to review and approve prior to any works commencement (demolition or construction) at the site.
18. The TPMP must be developed in accordance with AS 4970-2009 and follow the layout of Section 5 (i.e. General, Tree Protection Plan, Pre-construction, Construction stage and Post Construction). This must be prepared by a certified project arborist (minimum Australian Qualification Framework Level 5 and/or equivalent experience).
19. All TPMPs will be accompanied by a bond or bank guarantee totaling the combined tree amenity and ecological value of subject trees. This will be held against the council approved TPMP for the duration of the works. Council may withhold part or the entire bond or bank guarantee should damage be sustained to any Council tree as a direct result of development activities.

Wind Assessment

20. Before the development starts, including demolition and bulk excavation, an amended comprehensive wind tunnel testing and environmental Wind Climate Assessment report of the development, including the proposed pedestrian bridge across Queens Bridge Street and the through block arcade, by a suitably qualified engineering consultant must be undertaken which considers the required changes under Condition 1 of this Incorporated Document. The Wind Climate Assessment must be submitted to and be to the satisfaction of the Responsible Authority. This report must be generally in accordance with that prepared by RWDI Consultant Engineers & Scientists dated 21 March 2016. Any further modifications required to the development in order to ensure acceptable wind conditions to the surrounding streets and public areas must be carefully developed as an integrated high quality solution with the architectural and landscape design and not rely on street trees or other elements within the public realm to the satisfaction of the Responsible Authority.
21. The recommendations and requirements of the endorsed Wind Climate Assessment Report must be implemented at no cost to and be to the satisfaction of the Responsible Authority.

Façade Strategy & Materials and Finishes

22. Before the development starts, including demolition and bulk excavation, a Façade Strategy must be submitted to and be to the satisfaction of the Responsible Authority in consultation with the Office of the Victorian Government Architect. When approved this will form part of the endorsed plans. All materials, finishes and colours must be in conformity with the approved Façade Strategy to the satisfaction of the Responsible Authority. The Façade Strategy for the development must be generally in accordance with plans prepared by WilkinsonEyre Architects, titled 'OneQueensbridge' dated 12 April 2016 and 3 February 2017 and detail:
 - a) A concise description by the architect of the building design concept and how the façade works to achieve this.
 - b) A schedule of colours, materials and finishes, including the colour, type and quality of materials showing their application and appearance. This can be demonstrated in coloured elevations or renders from key viewpoints, to show the materials and finishes linking them to a physical sample board with clear coding.
 - c) Elevation details generally at a scale of 1:50, or other suitable scale agreed to by the Responsible Authority, illustrating typical podium details, entries and doors, typical privacy screening and utilities, typical tower detail, and any special features, including the pedestrian bridge and its abutments, which are important to the building's presentation.
 - d) Cross sections or other method of demonstrating the façade systems, including fixing details indicating junctions between materials and significant changes in form and/or material.
 - e) Information about how the façade will be accessed and maintained and cleaned, including planting where proposed.
 - f) Example prototypes and/or precedents that demonstrate the intended design outcome as indicated on plans and perspective images, to produce a high quality built, durable outcome in accordance with the design concept.
23. Except with the consent of the Responsible Authority WilkinsonEyre Architects must be retained to complete and provide architectural oversight during construction of the detailed design as

shown in the endorsed plans, façade strategy and the endorsed schedule of materials and finishes to the satisfaction of Responsible Authority.

24. Except with the consent of the Responsible Authority, all external glazing must be of a type that does not reflect more than 20% of visible light when measured at an angle of incidence normal to the glass surface.

Landscaping Plan

25. Before the development starts in relation to on site landscaping, excluding demolition and bulk excavation, an amended Landscape Plan must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this Incorporated Document. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Oculus dated 7 April 2016 but modified to show:
- a. A schedule of all soft and hard landscaping treatments. A 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, and all hard landscaping treatments.
 - b. Urban design elements including, but not limited to, paving, lighting, seating, wind amelioration measures and public art.
 - 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.
26. Landscaping works as shown on the endorsed plans must be completed within 6 months of the overall completion of the development to the satisfaction of the Responsible Authority and subsequently maintained to the satisfaction of the Responsible Authority.

Construction Management Plan

27. Before the development starts, a detailed Demolition and Construction Management Plan must be submitted to and approved by the Melbourne City Council. This Demolition and Construction Management Plan may be staged and is to be prepared in accordance with the Melbourne City Council - Construction Management Plan Guidelines and is to consider the following:
- a) Staging of construction;
 - b) Management of public access and linkages around the site during construction;
 - c) Site access and traffic management (including any disruptions to adjoining vehicular and pedestrian access ways);
 - d) Any works within the adjoining street network road reserves;
 - e) Sediment control and site drainage;
 - f) Hours of construction;
 - g) Control of noise, dust and soiling of roadways;
 - h) Discharge of polluted waters;
 - i) Collection and disposal of building and construction waste; and
 - j) Reasonable measures to ensure that disruption to adjacent public transport services are kept to a minimum.

Preliminary Environmental Assessment

28. Before the development starts, excluding remediation works necessary to facilitate the testing, the applicant must undertake an environmental assessment of the site to determine if it is

suitable for its use. This assessment must be carried out by a suitably qualified environmental professional who is acceptable to the Responsible Authority. The recommendations and requirements of this assessment, if any, must be implemented prior to the occupation of the building, to the satisfaction of the Responsible Authority.

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

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

Where a Statement of Environmental Audit is provided, all the conditions of the Statement must be complied with to the satisfaction of the Responsible Authority prior to the occupation of the building. Written confirmation of compliance must be provided by a suitably qualified environmental professional or other suitable person acceptable to the Responsible Authority. The written confirmation of compliance must be in accordance with any requirements in the Statement conditions regarding verification of required works.

If there are any conditions of a Statement of Environmental Audit that the Responsible Authority, acting reasonably, consider require a significant ongoing maintenance and/or monitoring, the owner of the land must enter into a Section 173 Agreement under the *Planning and Environment Act 1987* with the Melbourne City Council. This Agreement must be executed on title prior to the occupation of the building. The owner must meet all costs associated with the drafting and execution of the Agreement including those incurred by the Responsible Authority or Melbourne Council.

Environmentally Sustainable Design (ESD)

29. Before the development starts, including demolition and bulk excavation, an amended Environmentally Sustainable Design (ESD) Statement, generally in accordance with the statement prepared by Aecom Australia Pty Ltd, dated 1 March 2016, or as otherwise to the satisfaction of the Responsible Authority, must be submitted to the satisfaction of the Responsible Authority. The ESD Statement must demonstrate that the building has the preliminary design potential to achieve the following:
- a) A 5 star rating under a current version of Green Star - Multi Unit Residential rating tool or equivalent assessment demonstrating that the building meets the eco city goals and policy objectives referred to in Clauses 22.19-1 and 22.19-2 of the Melbourne Planning Scheme.
 - b) 1 point for Wat-1 credit under a current version of the Green Building Council of Australia's Green Star Multi Unit Residential rating tool or equivalent.
30. The performance outcomes specified in the Environmentally Sustainable Design (ESD) Statement prepared by an accredited professional and must be implemented prior to occupancy at no cost to the Responsible Authority or the Melbourne City Council and be to the satisfaction of the Responsible Authority.

Any change during detailed design, which affects the approach of the endorsed ESD Statement, must be assessed by an accredited professional. The revised statement must be endorsed by the Responsible Authority prior to the commencement of construction.

Noise Attenuation

31. Before the development starts, excluding demolition, bulk excavation and site preparation works, an amended report from a qualified acoustic consultant, must be submitted to the satisfaction of the Responsible Authority certifying that the development has been designed to limit internal noise levels to a maximum of 45 dB in accordance with relevant Australian Standards for acoustic control. The report must be submitted to and be to the satisfaction of the Responsible Authority. This report must be generally in accordance with that prepared by Renzo Tonin & Associates (VIC) Pty Ltd dated 1 March 2016. The recommendations in the approved acoustic report must be implemented, at no cost to the Responsible Authority.
32. Before the occupation of the development, a report from a qualified acoustic consultant, must be submitted to the satisfaction of the Responsible Authority certifying that the development has been designed to limit internal noise levels to a maximum of 45 dB in accordance with relevant Australian Standards for acoustic control. The recommendations in the approved acoustic report must be implemented, at no cost to the Responsible Authority.

Melbourne Water

33. The ground floor finished floor levels, unless otherwise agreed to in writing from Melbourne Water, are to be constructed as follows:
 - a. The ground floor of the building, with the exception of the retail tenancies, are to be constructed with a finished floor level no lower than 3.00 metres to Australian Height Datum (AHD).
 - b. The retail tenancies at ground floor are to be constructed with a finished floor level no lower than 2.4 metres to Australian Height Datum (AHD).
 - c. All entries to the basement must be set no lower than 3.0 metres to Australian Height Datum (AHD).

Traffic and Public Transport Management

34. Unless otherwise agreed in writing with Public Transport Victoria and Melbourne City Council (Engineering Services), before the development starts, the Traffic Engineering Assessment prepared by TraffixGroup dated 14 April 2016 must be updated and approved by both Melbourne City Council and Public Transport Victoria to include the following:
 - a) an updated SIDRA analysis and signal phasing summary outlined in TraffixGroup Memorandum dated Thursday 23rd June 2016 Ref: G19045M2_AccessWorkshop2,
 - b) a review of upstream and downstream signal phasing in consultation with VicRoads to improve traffic flow where reasonable through the precinct.
35. Before the development starts, a Traffic Management Plan must be submitted to and approved by Public Transport Victoria and Melbourne City Council. The Traffic Management Plan must be prepared by a suitably qualified person and must identify potential disruptions to bus and tram operations on Queens Bridge Street and contain suitable mitigation measures to the satisfaction of Public Transport Victoria and Melbourne City Council. Any costs associated with the recommendations in the Traffic Management Plan must be fully met by the developer.
36. Unless otherwise agreed in writing with Public Transport Victoria, before the development starts, detailed construction / engineering plans and computations must be submitted to and

approved by Public Transport Victoria for the access works proposed including the tram stop works. The plans must be generally in accordance with the plans submitted with the application prepared by TraffixDesign Queensbridge Tower Hotel Access Concept Layout Plan Drawing Number G19045-02 Revision F dated 21 July 2016.

37. The access from Queens Bridge Street and tram stop works must be constructed at the full cost to the owner(s) as specified under 13 prior to the occupation of the development to the satisfaction of the Public Transport Victoria and deemed compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002.
38. During the construction period, the owner(s) must undertake an operational “bus & tram trial” for the amended intersection, as shown on the approved plan, to ensure bus and tram services can operate as designed. Any alterations to the intersection identified in the trial, must be implemented by the owner(s) at their full cost, to the satisfaction of Public Transport Victoria.
39. Unless otherwise agreed in writing with Public Transport Victoria, within three (3) months of the occupation of the development the owner(s) must undertake a review of the approved Traffic Engineering Assessment to the satisfaction of Public Transport Victoria, and in consultation with VicRoads and Melbourne City Council. The review must consider as appropriate the following:
 - a) A review of the actual intersection operation against the approved Traffic Engineering Assessment including the SIDRA operation of the proposed access.
 - b) Investigate traffic metering at the intersection of Power and Queens Bridge Streets northbound to reduce traffic queues over the access intersection, in consultation with Vic Roads.
 - c) Banning right turns into and out of the site at peak times.
 - d) Investigate alternative technologies / video monitoring to improve public transport priority
 - e) Installation of the western crossing access at the southern end of the tram stop (southbound lane) based on traffic flow movements.
 - f) Investigate measures to prevent the potential for queues across tram tracks from vehicles exiting Crown Complex and the subject land.

Any mitigation works identified in the review of the Traffic Engineering Assessment must be completed within six (6) months of the review being approved, at the full cost of the owner(s) and to the satisfaction of Public Transport Victoria.

40. The area set aside for car parking and access of vehicles and access ways must be constructed, delineated and clearly lined marked to indicate each car space, the access ways and the direction in which vehicles must proceed along the access ways, in conformity with the endorsed plans. Parking areas and access ways must be kept available for these purposes at all times and maintained to the satisfaction of the Responsible Authority.
41. Vehicular ingress and egress must not be modified from that shown on the endorsed plans without the consent of the Responsible Authority.
42. The areas set aside for the parking of vehicles within the site must not be operated as a public car parking facility.

43. All mechanical exhaust systems to the car park hereby approved must be sound attenuated to prevent noise nuisance to the occupants of the surrounding properties, to the satisfaction of the Responsible Authority.

Waste Management & Loading/ Unloading

44. Before the development starts, including demolition and bulk excavation, an amended Waste Management Plan (WMP) shall be prepared and submitted to the satisfaction of Melbourne City Council (Engineering Services). The report must be generally in accordance with the report submitted with the request prepared by Leigh Design Pty Ltd dated 14 April 2016. The revised WMP should detail waste storage and collection arrangements and be prepared with reference to the Melbourne City Council Guidelines for Preparing a Waste Management Plan. Waste storage and collection arrangements must not be altered without prior consent of the Melbourne City Council (Engineering Services).
45. The loading and unloading of vehicles and deliver of goods to and from the premises must at all times take place within the boundaries of the site.
46. No garbage bins or surplus materials generated by the permitted use may be deposited or stored outside the site and bins must be returned to the garbage storage areas as soon as practicable after garbage collection.

Civil Works

47. Existing street levels in Queens Bridge Street adjacent to the subject site and including all areas of transition beyond the subject site must be raised to alleviate flooding experienced by the precinct in accordance with plans and specifications first approved by Melbourne City Council (Engineering Services).
48. Before the 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 Melbourne City Council (Engineering Services).
49. The footpath adjoining the site along Queens Bridge Street must be reconstructed in sawn bluestone together with associated works including the existing bluestone pitcher crossings, renewal of kerb and channel and relocation of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by Melbourne City Council (Engineering Services). These works are included in the agreed \$10 million of works associated with the upgrade of Queens Bridge Street.
50. Any modifications to Queens Bridge Street outside Crown Towers on the western side of Queens Bridge Street must be in accordance with plans and specifications first approved by Melbourne City Council (Engineering Services).
51. Before their installation, all pedestrian ramps must be designed and constructed in accordance with AS 1428:2009 Design for Access and Mobility and should be fitted with ground surface tactile indicators (TGSIs). Details of the TGSIs must be submitted to and approved by the Melbourne City Council (Engineering Services).

Lighting

52. Before the development starts, excluding demolition and bulk excavation, update and supplement public lighting in the precinct subject to works to include a review of current lighting levels in surrounding streets and submit a lighting design for Melbourne City Council approval and implementation of agreed works. Lighting design must meet AS1158 category P3 requirements at a minimum. CitiPower approved LED luminaries and poles must be incorporated in the lighting design.

Drainage

53. Before the development starts, excluding demolition and bulk excavation, the upgraded stormwater drainage and flood mitigation for Queens Bridge Street that is contemplated as a part of the Queens Bridge Street improvements adjacent to the subject site including Queensbridge Square to alleviate flooding experienced in the precinct must be progressed. The works must be designed and implemented in accordance with plans and specifications first approved by Melbourne City Council (Engineering Services).
54. Before the development starts, excluding demolition and bulk excavation, a stormwater drainage system incorporating integrated water cycle management design principles must be submitted to, and approved, by the Melbourne City Council (Engineering Services). This system must be constructed prior to the occupation of the development and provision made to connect this system to Melbourne's City Council's underground stormwater drainage system. Where necessary, the Melbourne City Council's drainage network must be upgraded to accept the discharge from the site in accordance with plans and specifications first approved by the Responsible Authority (Engineering Services).

Building appurtenances

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

Projections

57. The clearance to the underside of the proposed pedestrian bridge over Queens Bridge Street from the existing road surface must be a minimum of 5.0 metres. The pedestrian bridge must be drained to a legal point of discharge in accordance with plans and specifications approved by Melbourne City Council (Engineering Services).
58. The pedestrian bridge design and clearances must be agreed with Public Transport Victoria to avoid any impact on public transport infrastructure and its maintenance.

59. All projections over the street must be drained to a legal point of discharge in accordance with plans and specifications first approved by Melbourne City Council (Engineering Services).

3D Model

60. Before the development starts, or otherwise agreed with the Responsible Authority, a 3D digital model of the development and its immediate surrounds, as appropriate, must be submitted to the Responsible Authority and be to the satisfaction of the Responsible Authority in conformity with the Department of Environment, Land, Water and Planning Advisory Note 3D Digital Modelling.

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.

Signage

61. The type, location, size, lighting and material of construction of the signs shown on the endorsed plan shall not be altered without the written consent of the Responsible Authority.
62. The signs, including their structure, as shown on the endorsed plans must at all times be maintained in good order and condition, to the satisfaction of the Responsible Authority.
63. The signs must be fitted with automatic ambient light condition sensors to control light intensity output/luminance to the satisfaction of the Responsible Authority.
64. The lighting of the signs must be positioned that no direct light or glare shall be visible from any street or from adjoining properties.
65. No animation, flashing or intermittent lighting may be used in the permitted signs unless otherwise approved by the Responsible Authority.
66. The signs must only contain a logo or name which identifies the business conducted on the site unless otherwise approved by the Responsible Authority.

Notes

- Approval for any temporary structures associated with the development which infringes on the prescribed air space under the *Airport (Protection of Airspace) Regulations 1996* may be required.
- Nothing in this Incorporated Document or any plans or documents approved in accordance with the conditions of this Incorporated Document should be taken to imply that the development meets the requirements of the *Building Act 1993* and its regulations.
- All necessary approvals and permits are to be first obtained from the Melbourne City Council (Engineering Services) and VicRoads and the works performed to the satisfaction of the Melbourne City Council (Engineering Services) and VicRoads.
- All necessary approvals and permit for works in the public realm including, but not limited to: temporarily relocate street lighting and their reinstatement, to temporarily relocate and/or remove street furniture, all street furniture such as street litter bins, recycling bins, seats and existing public street lighting must not be altered without the prior consent, and obtained and completed to the satisfaction of the Melbourne City Council (Engineering Services).

Melbourne Planning Scheme

- All street furniture such as street litter bins, recycling bins, seats and bicycle rails must be supplied and installed on the surrounding footpaths outside the proposed building to plans and specifications first approved by the Melbourne City Council (Engineering Services).
- Melbourne City Council note that all internal roads and pedestrian links must remain the responsibility of the Owner in perpetuity.

End of Document