

Melbourne Planning Scheme  
Port Phillip Planning Scheme

## **Melbourne Planning Scheme**

## **Port Phillip Planning Scheme**

### **Incorporated Document**

**Melbourne Convention Centre Development, Southbank and North Wharf redevelopment,  
Docklands April 2006, Amended May 2016**

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

**Incorporated Document:**

**Melbourne Convention Centre Development, Southbank and  
North Wharf redevelopment, Docklands, April 2006, Amended May 2016**

---

**1. INTRODUCTION**

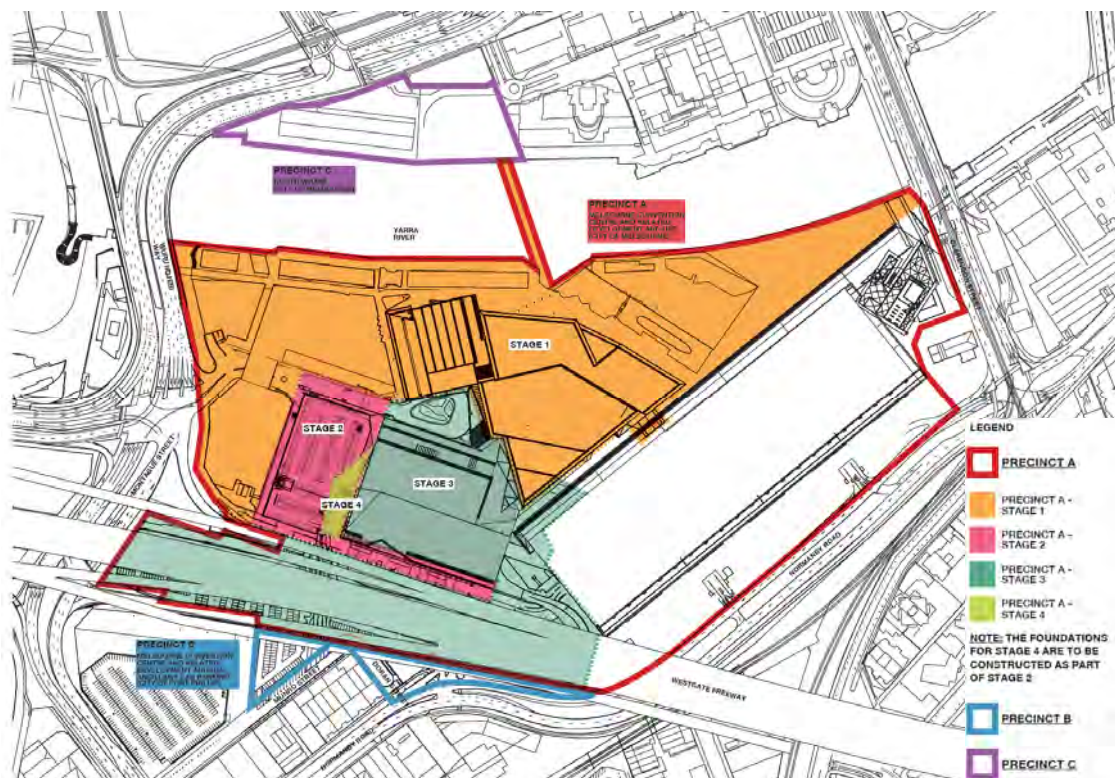
This document is an incorporated document in the schedule to Clause 81 of the Melbourne Planning Scheme and Port Phillip Planning Scheme.

Pursuant to Clause 52.03 of the Melbourne Planning Scheme and Port Phillip Planning Scheme [the Scheme(s)] the land identified in the document may be developed and used in accordance with the specific controls contained in the document. The specific controls may exclude other controls in the Scheme(s).

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

**2. LAND DESCRIPTION**

This Incorporated Document applies to land shown on the incorporated plan titled: 'Melbourne Convention Centre Development Southbank and associated Northbank redevelopment Docklands, Precinct Plan, April 2006, Amended May 2016', which forms part of this Incorporated Document and is described as generally bounded by Wurundjeri Way, the north-south alignment of Siddeley Street and its prolongation south to the Yarra River, Charles Grimes Bridge, Montague Street, the southern alignment of the West Gate Freeway including Ford Street, Munro Street and Doran Street (in the City of Port Phillip), Normanby Road and Clarendon Street, the Yarra River southbank including south wharf and Dukes Dock and Orrs Dock, and parts of the northbank of the Yarra River in the vicinity of the western end of Siddeley Street, and part of the intervening Yarra River. The area covered by this Incorporated Document is shown in the Figure below:



### 3. APPLICATION OF PLANNING SCHEME PROVISIONS

Despite any provision to the contrary or any inconsistent provision in the Melbourne or Port Phillip Planning Schemes, no planning permit is required for, and nothing in those Planning Schemes operates to prohibit or restrict, use or development of the land identified in the Incorporated Document for the purpose of the Melbourne Convention Centre Development, Southbank and North Wharf redevelopment.

### 4. PRECINCTS

The Incorporated Plan titled 'Melbourne Convention Centre Development Southbank and associated Northbank redevelopment Docklands, Precinct Plan, April 2006, Amended in May 2016' shows three precincts within the land covered by this Incorporated Document.

The three Precincts are:

- **Precinct A:** Melbourne Convention Centre and related use and development in Melbourne City Council, and the new Yarra bridge. There are four stages within Precinct A being Stages 1, 2, 3 and 4.
- **Precinct B:** Part of the Melbourne Convention Centre public car parking area and vehicular access south of the West Gate Freeway in the City of Port Phillip.
- **Precinct C:** Shed 5 and North Wharf area, on the north bank of the Yarra River in Docklands.

### 5. ADVERTISING SIGNS

#### Objectives

- To ensure signs do not detract from the amenity of the Yarra River corridor and enhance the amenity of public realm areas.
- To ensure signs integrate with the architectural form and detailing of buildings and works;
- To provide for promotion of events, related activities and uses in the precinct which contribute to the lively and attractive character of the Melbourne Convention Centre and surrounding pedestrian areas;
- To ensure signs make a high quality contribution to Melbourne's civic and cultural offer.
- To provide signage that will improve wayfinding around the Melbourne Convention and Exhibition Centre for pedestrians, cyclist and vehicles.

#### Advertising Sign Strategy

Prior to the display and or to erect or construct or carry out works for an advertising sign within the area covered by 'Melbourne Convention Centre Development Southbank and associated Northbank redevelopment Docklands, Precinct Plan, April 2006, *Amended May 2016*', an 'Advertising Sign Strategy' shall be prepared in consultation with the Roads Corporation (VicRoads) and Melbourne City Council or City of Port Phillip if the proposal applies to land within the respective municipal district(s), and must generally be consistent with the *MCEC Expansion Wayfinding and Signage Design 29 January 2016* and be to the satisfaction of the responsible authority.

The 'Advertising Sign Strategy' must demonstrate how the advertising sign objectives of this Incorporated Document and the Local Planning Policy Framework have been addressed and detail the types of signs, techniques to integrate signage within the architectural form, the maximum dimensions of signs, the preferred locations for signs, lighting and animation of signs, perspective photographic 3-dimensional montage views, staging of signs and any other relevant matter to the

satisfaction of the responsible authority.

All advertising signs not visible from outside buildings do not require approval.

The content of advertising signs must only be for the purpose of promoting events and related activities within the precincts to the satisfaction of the responsible authority.

The approved 'Advertising Sign Strategy' may be amended to the satisfaction of the responsible authority. All advertising signs must comply with the approved 'Advertising Sign Strategy.'

## **6 USE and DEVELOPMENT OF LAND**

### **Views of relevant authorities**

Before deciding on any development plans submitted for approval in accordance with this Incorporated Document, the responsible authority shall consider the views of the following authorities:

- The Roads Corporation (Vic Roads) to create or alter vehicle access to/ from Montague Street/ Wurundjeri Way; and if development is within the City Link Project Overlay area.

## 6.1 PRECINCT A: Melbourne Convention Centre, Yarra Bridge and associated use and development;

**6.1.1 PRECINCT A**, Stage 1 of this Incorporated Document allows the use and development of the land for the purpose of: Place of assembly including Convention Centre, Accommodation (other than Corrective institution), Office, Retail premises, Road, Informal outdoor recreation, Indoor recreation facility, Minor utility installation, and a **Yarra River bridge, generally in accordance with the following Incorporated Plans prepared by Woods Bagot+NH Architecture + Larry Olmanns Architects, and Grimshaw Architects and the conditions at Clause 6.1.2 of this Incorporated Document:**

Drawing Number	Drawing Title
TP - 101 REV- D	Masterplan and Precinct Delineation Plan
TP – 002 Rev A	Stage 01 – Site Plan
TP – 003 Rev A	Stage 01 – Basement 01 Plan
TP – 004 Rev A	Stage 01 – Ground Floor Plan
TP – 005 Rev A	Stage 01 – Level 00 Mezzanine Plan
TP – 006 Rev A	Stage 01 – Level 01 Plan
TP – 007 Rev A	Stage 01 – Level 02 Plan
TP – 008 Rev A	Stage 01 – Level 03 Plan
TP – 009 Rev A	Stage 01 – Level 04 Plan
TP – 010 Rev A	Stage 01 – Level 05-09 Plan
TP – 011 Rev A	Stage 01 – Level 11-16 Plan
TP – 012 Rev A	Elevations
TP – 013 Rev A	Stage 01 - Elevations – Retail South Elevations
TP – 014	Stage 01 - Sections
sk – 0001	MCC Pedestrian Bridge - Typical Sections - Perspectives
sk – 0002	MCC Pedestrian Bridge Typical Sections -

### **6.1.2 Conditions applying to Precinct A, Stage 1**

#### **Satisfactory completion**

1. When approved the development plans, schedules and reports referred to in the conditions of this Incorporated Document shall be endorsed by the responsible authority. The use and development of any land or building must be carried out in accordance with the development plans. The details of the use and development as shown on the endorsed plans, schedules and reports must not be altered without the written consent of the responsible authority.
2. Once the development has started it must be continued and completed to the satisfaction of the responsible authority.

#### **Landscaping**

3. The approved landscape plan must be completed within six (6) months of the completion of the development or stages thereof, or as may otherwise be agreed with the responsible authority and the area(s) concerned shall be subsequently maintained to the satisfaction of the responsible authority.

#### **Building plant and equipment**

4. All building plant and equipment on the roofs are to be concealed to the satisfaction of the responsible authority. The construction of any additional plant, machinery and equipment on the roofs, including but not limited to all air-conditioning equipment, ducts, all exhausts and communications equipment shall be to the satisfaction of the responsible authority.
5. Any satellite dishes, antennae 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 approved otherwise to the satisfaction of the responsible authority.

#### **Traffic, carparking and loading**

6. The areas set aside for the parking of vehicles and access ways (both internal and open lot) must be constructed, delineated and clearly line marked on the floor to indicate each car space, the access ways and the direction in which vehicles should 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.
7. The loading or unloading of vehicles of goods, plant and materials or other items delivered to or dispatched from the land must take place within the boundary of the land to the satisfaction of the responsible authority.

#### **Pedestrian and Bicycle paths**

8. The lessee of the subject land must make provision for off road bicycle and pedestrian paths to create key linkages in the regional network and connect:
  - The east to west link along the south river front traversing the site from the Capital City Trail to the Docklands - Yarra's Edge Precinct,
  - Wurundjeri Way via the new Yarra Bridge to Normanby Road through to the Station Pier - Bay Trail.

A bicycle and pedestrian link shall also be made at the west end of the site adjacent to Charles Grimes Bridge.

The bicycle and pedestrian paths must be constructed in accordance with plans and specifications

first approved by the responsible authority, in consultation with Melbourne City Council - Engineering Services. The off road paths must be completed at the time of the completion of the development or as may otherwise be agreed with the responsible authority.

**Building over air space**

9. The minimum clearance of the underside of a building projection or bridge over a vehicular access way, from the existing road surface whether private or public, shall be 5.0 metres.

**Street Levels and Crossovers**

10. The occupier of the subject land shall not be permitted to alter existing street levels for the purpose of constructing a new vehicle crossing or pedestrian entrances without first obtaining the written approval from (as applicable) VicRoads and the City of Melbourne.
11. The occupier of the subject land must construct all necessary vehicle crossings and demolish all unnecessary vehicle crossings adjacent to the subject land and reconstruct all affected footpaths and kerbing at no cost to VicRoads and Melbourne City Council, in accordance with plans and specifications first approved by the relevant applicable agency.

**Waste Management**

12. Sufficient garbage storage facilities shall be provided within the subject site and set aside for such purpose to the satisfaction of the responsible authority and Melbourne City Council - Engineering Services.
13. No garbage bin or surplus materials generated by the permitted uses 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. Waste storage and collection arrangements must be to the satisfaction of the Melbourne City Council.

**Time for Expiry**

14. This approval will expire if one of the following circumstances applies:

- (a) The development is not started within two years of the approval date;
- (b) The development is not completed by 31 December 2015.

The responsible authority may extend the periods referred to if a request is made in writing before the approval expires or within three months afterwards.

The development must, after it is commenced, be continued and completed to the satisfaction of the Responsible Authority.

**6.2.1 PRECINCT A, Stage 2** of this Incorporated Document allows the use and development of the land for the purpose of Carpark (both ancillary and public car park) and Road generally in accordance with the Incorporated plans prepared by Woods Bagot and NH Architecture revised on 9 May 2016, and the conditions at Clause 6.2.1 of this Incorporated Document:

Drawing Number	Drawing Title
TP – 101 Rev D	Masterplan and Precinct Delineation Plan
TP – 102 Rev C	Stage 02 – Site Plan
TP – 201 Rev D	Stage 02 – Basement Plan
TP – 202 Rev D	Stage 02 – Ground Floor Plan
TP – 203 Rev B	Stage 02 - Carpark Level 1
TP – 204 Rev D	Stage 02 – Floor Plan Level 1
TP – 205 Rev C	Stage 02 – Floor Plan Level 2
TP – 206 Rev C	Stage 02 – Floor Plan Level 5 (Hotel)
TP – 207 Rev C	Floor Plan – Level 6 (Hotel)
TP – 208 Rev C	Floor Plan – Typical Level (Hotel)
TP – 209 Rev C	Floor Plan - Roof
TP – 501 Rev C	North Elevation – MCEC Expansion/ Hotel/ Car Park North
TP – 502 Rev B	East Elevation – MCEC Expansion/ Hotel
TP – 503 Rev B	West Elevation – MCEC Expansion/ Car Park
TP – 504 Rev C	South Elevation – MCEC Expansion/ Hotel/ Car Park North
TP – 601 Rev B	Section AA and BB
TP – 602 Rev B	Section CC
TP – 603 Rev C	Section DD
TP – 701 Rev B	MCEC Expansion Part Wall Sections A & B
TP – 702 Rev B	Tower Sections
TP – 703 Rev B	
TP – 704 Rev B	Car Park Façade Part Wall Sections

#### **6.2.1 Conditions applying to Precinct A, Stage 2 (Car Park and Pedestrian Link)**

##### **Development Plans**

1. Prior to the commencement of development associated with Precinct A - Stage 2, excluding demolition, bulk excavation, piling, site preparation and retention works, modified development plans must be submitted to and approved by the responsible authority. When endorsed the development plans will then form part of the Incorporated Document. The development plans must be drawn to scale with dimensions and three copies, including a digital copy, must be provided. The development plans must generally be generally in accordance with the plans prepared by NH Architecture & Woods Baggot, revised 9 May 2015, but modified to show following information:
  - (a) Detailed architectural elevations and relevant sections of all buildings with building heights (Reduced Levels), floor and roof plans, canopies, projections, wind mitigation devices, weather protection awnings and architectural features at a scale of 1:250, with detailed façade segments at 1:50 scale;
  - (b) The location and design detail of all vehicle entry/exit points to the site, and fences, lighting, and landscape elements to the car park areas;
  - (c) The location and design details of all car park intake and exhaust vents, which shall be positioned in order to minimise the impact of noise and wind speed on pedestrian amenity, and open space;
  - (d) Location of areas to be adapted for future commercial uses along the eastern edge of the pedestrian link;
  - (e) Dimensions of the pedestrian link (located in-between the multi-level car park and the new exhibition hall) demonstrating a minimum width of 7 metres for its full length.



- (f) Elevation and cross-section details of the pedestrian link (located in between the multi-level car park and the new exhibition hall) showing finished floor to ceiling heights and its interface with the car park for its entire length. The height at the northern end must be no less than 3.7 metres and the height at the southern end no less than 5.7 metres.
- (g) Dimensioned length and width of designated loading bay for the hotel and associated details demonstrating how access to and from the loading bay manages conflict between vehicle and pedestrian movements.
- (h) Details of the location of light poles on car park level 4. The light poles should be located to minimise the visual impact when viewed from Convention Centre Place and the adjacent northern entry to the pedestrian link.
- (i) Location of bicycle and motorcycle parking spaces proposed within the development. A ratio of 1 motorcycle space for every 40 additional car spaces must be provided;
- (j) Any other changes required as a result of the traffic and loading condition specified below.
- (k) Any other changes as required as a result of the wind condition specified below.

### **Satisfactory Completion**

- 2. When approved the development plans, schedules and reports referred to in the conditions of this Incorporated Document shall be endorsed by the responsible authority. The use and development of any land or building must be carried out in accordance with the development plans. The details of the use and development as shown on the endorsed plans, schedules and reports must not be altered without the 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.

### **Façade and Public Realm Strategy**

- 4. Within six (6) months of the commencement of development, or as otherwise may be agreed with the responsible authority, a Façade and Public Realm Strategy must be submitted to and be to the satisfaction of the responsible authority and when approved will form part of the endorsed plans. All finishes and surfaces of all external buildings and works and internal finishes to the Pedestrian Link, including materials and colours must be in conformity with the approved Façade and Public Realm Strategy to the satisfaction of the responsible authority. The strategy must detail:
  - (a) A concise description by the architect of the building design concept and how the façade of the multi-deck car park integrates with the architectural response of remaining stages and has responded to each of its interfaces. The description should include a statement regarding the Pedestrian Link (located in-between the multi-level car park) and include potential for improvements to the undercroft of the freeway to support and enhance the attractiveness and legibility of the pedestrian connection in consultation with VicRoads.
  - (b) Further design resolution including a schedule of colours, materials and finishes showing the quality of materials and their application and appearance on each elevation. This can be demonstrated in coloured elevations, 3D renders and montage images from key viewpoints and must include images of the car park when viewed from the freeway, the Pedestrian Link, The Nexus and the Skybridge showing materials and finishes and linking them to a physical sample board with clear coding. Further Skybridge and stair detail is required to demonstrate greater visual permeability between upper level retail circulation and its interconnection with the car park entry, hotel lobby and pedestrian link.
  - (c) An urban art strategy for the paint graphic to be employed on the roof of the multi-deck car park to enhance the aesthetic of the development when viewed from above.
  - (d) Elevation details generally at a scale of 1:50 illustrating typical podium details, entries and doors, utilities, and any special features which are important to the building's presentation.

- (e) 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.
  - (f) Treatment of the southern end of the pedestrian link to ensure that priority is given to pedestrian access and legibility where it intersects with the loading bay, loading waiting area and vehicle access to the car park.
  - (g) Investigation of a public art and lighting strategy to enhance the freeway undercroft space prepared in consultation with VicRoads.
  - (h) Information about how the façade will be accessed and maintained and cleaned.
  - (i) Treatment of the street wall adjacent to the bus loading zone within Convention Centre Place. Building elevations and publically accessible spaces must be designed to provide visual interest and ensure public safety.
5. 24 hour public access must be maintained for the pedestrian link to the satisfaction of the responsible authority.

### **Landscaping**

6. Within six (6) months of commencement of the development, excluding demolition, bulk excavation, site preparation, soil removal, site remediation retention works, footings ground beams and ground slab, or as may otherwise be agreed with the responsible authority, a qualified landscape architect is to produce a scaled and dimensioned detailed landscape plan that shall be submitted to and be to the satisfaction of the responsible authority in consultation with Melbourne City Council. The plan shall include a schedule of all soft and hard landscape materials and treatments including street trees, automatic irrigation, planting schedule, 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, vehicular circulation in the development. Melbourne City Council technical notes should form the basis for all public realm works.
7. A landscape management plan detailing the ownership, maintenance regime and management responsibilities of the public spaces associated with the development must be prepared and submitted to the satisfaction of the responsible authority prior to the commencement of all landscaping works.
8. The approved landscape plan must be completed within six (6) months of the completion of the development or stages thereof, or as may otherwise be agreed with the responsible authority and the area(s) concerned shall be subsequently maintained to the satisfaction of the responsible authority. The cost of all works associated with the implementation of the plan must be borne by the owner/lessees of the land.

### **Lighting Plan**

9. Within six (6) months of commencement of the development, excluding demolition, bulk excavation, site preparation, soil removal, site remediation, retention works, footings, ground beams and ground slab, or as may otherwise be agreed with the responsible authority, a lighting plan must be prepared and submitted to the satisfaction of the responsible authority. The lighting plan should be generally consistent with Melbourne City Council Lighting Strategy and conform with Australian Standards AS1158 and AS3771, and include details of proposed fittings in a schedule on the plan and must be designed, baffled and located to the satisfaction of the responsible authority.
10. Existing public street lighting must not be altered without first obtaining the written approval of Melbourne City Council - Engineering Services.

## **Wind Assessment**

11. Prior to the commencement of the carpark and hotel elements of the development, excluding demolition, bulk excavation, piling, site preparation, soil removal, site remediation, retention works, footings, ground beams and ground slab, separate and comprehensive wind tunnel testing and environmental Wind Climate Assessment reports of each development by a suitably qualified engineering consultant must be undertaken and be submitted to and be to the satisfaction of the responsible authority. Wind conditions must be appropriate for the anticipated / programmed use for each outdoor area approved as part of that stage including an assessment of the wind conditions for the pedestrian access. Any modifications required to the development in order to ensure acceptable wind conditions to the surrounding streets, public areas and podium rooftop spaces must be carefully developed as an integrated, high quality solution with the architectural and landscape design to the satisfaction of the responsible authority.
12. The precinct should be designed to be generally acceptable for short term wind exposure (where the peak gust speed during the hourly average with a probability of exceedance of 0.1% in any 22.5o wind direction sector must not exceed 13ms<sup>-1</sup>). However, if it can be demonstrated that the street frontage or trafficable area is only likely to be used as a thoroughfare for the life of the development, the building interface should be designed to be generally acceptable for walking (where the peak gust speed during the hourly average with a probability of exceedance of 0.1% in any 22.5o wind direction sector must not exceed 16ms<sup>-1</sup>) or otherwise to the satisfaction of the responsible authority.

## **Building plant and equipment**

13. All building plant and equipment on the roofs are to be concealed to the satisfaction of the responsible authority. The construction of any additional plant, machinery and equipment on the roofs, including but not limited to all air-conditioning equipment, ducts, all exhausts and communications equipment shall be to the satisfaction of the responsible authority.
14. Any satellite dishes, antennae 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 approved otherwise to the satisfaction of the responsible authority.

## **Glazing**

15. The glazing material on all external walls 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 unless otherwise agreed by the responsible authority.

## **Environmentally Sustainable Design (ESD)**

16. The performance outcomes recommended by the Environmentally Sustainable Design Statement prepared by WSP Parsons Brinckerhoff dated January 2016 must be implemented prior to occupancy at no cost to 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. Any revised statement must be endorsed by the Responsible Authority prior to the commencement of construction.

## **Transport Impact Assessment**

17. Prior to the commencement of the development, excluding demolition, bulk excavation works, piling and site preparation works, or as may otherwise be agreed to by the responsible authority, an amended Transport Impact Assessment based on the adopted design and the report prepared by GTA Consultants dated 4 February 2016, must be submitted to the satisfaction of the responsible authority. The Transport Impact Assessment must be prepared in consultation with VicRoads and Melbourne City Council or City of Port Phillip if the proposal applies to land within the respective municipal district(s) and must provide and assess:

- (a) Details of vehicle way finding and guidance signage for all access points into the car park. This includes information of the management and operation of the proposed electronic internal traffic control system including proposed directional signage if required;
  - (b) An additional egress boom gate from Convention Centre Place which will result in providing two dedicated entry and two dedicated exit lanes.
  - (c) Details of the reconfiguration for the existing southern car park access and its connection to Munro Street and Doran Street showing all proposed access lanes, designated loading roads and upgrades/reinstatement of pedestrian paths as appropriate. The detailed drawings should clearly show the impacts to street assets including on-street parking supply and streetscape improvements. Any designs of streets and footpaths within or connecting with the municipal district of Port Philip City Council must be designed to meet Council's technical standards and streetscape vision for Munro Street.
  - (d) A loading access management plan which details strategies addressing the following matters:
    - i. Resolution and management of access conflict between vehicles, pedestrians and loading movements. This may require consolidation of the hotel loading bay and loading waiting area to ensure that loading vehicle movements do not disrupt traffic and pedestrian access to the car park and pedestrian link.
    - ii. Details of how loading and unloading of vehicles will be managed to minimise disruption during peak hours, including specification of desired loading times and commitment to provide two traffic controller(s) at the Hotel loading dock as required.
    - iii. Details of access to the new loading dock to service the existing South Warf retail centre and control measures or associated design changes to manage potential conflicts with pedestrian and bicycle access across the designated loading road.
    - iv. Detailed dimensions and swept path analysis of the bus pick-up and drop-off area demonstrating that vehicles will not be blocked when entering or exiting the site via the porte cochere.
  - (e) A traffic distribution analysis for all traffic movements to and from the development and the resultant impact on signalised intersections;
  - (f) Number of disabled parking bays and associated requirements;
  - (g) The lessee of the land must enter into a legally binding agreement(s) with the Roads Corporation (VicRoads) being fully indemnified and released within the agreement(s) against any legally enforceable claims, demands, actions, suits or proceedings, costs and expenses whatsoever which may arise out of or be in any way connected with having the development adjacent to the West Gate Freeway. The lessee of the land must pay all of VicRoads reasonable costs and expenses of this Agreement(s), including Land Titles Registration Fees.
18. All traffic mitigation works and management measures as recommended in the Transport Impact Assessment must be implemented at no cost to VicRoads and Melbourne City Council as applicable, and be to the satisfaction of both VicRoads and the responsible authority.
19. A traffic management plan and construction management plan for any works within the road reserve shall be submitted to and approved by VicRoads within a minimum of 14 days prior to the commencement of works on-site.

20. All off street car park areas and access lanes as shown on the Incorporated Plans or the endorsed plans must be constructed to the satisfaction of the responsible authority as follows:
  - (a) Properly formed to such levels that they can be used in accordance with the plans;
  - (b) Surfaced with an all-weather sealcoat and properly drained;
  - (c) Line-marked to indicate each car space and all access lanes to the satisfaction of the responsible authority;
21. The internal design of all car park areas including the arrangements for ingress and egress, loading and unloading areas, details of ramp gradients, headroom clearances, access aisles and car space dimensions, must be generally in accordance with the Australian and NZ Standard 2890.1- 2004 to the satisfaction of the responsible authority in consultation with Melbourne City Council.
22. The areas set aside for the parking of vehicles and access ways (both internal and open lot) must be constructed, illuminated, delineated and clearly line marked on the floor to indicate each car space, the access ways and the direction in which vehicles should 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.
23. Prior to the commencement of the use of the public car park facility, a report must be submitted to the satisfaction of the responsible authority in consultation with Melbourne City Council detailing how the facility is to be designed and effectively operate as a 'Safe City Car Park' utilising personal supervision and/or effective technological safety monitoring systems at all times.
24. The development shall include provision of bollards or other suitable pedestrian /vehicle separation devices at the car park entrances to entry foyer and lift areas and laneways within the development and at vehicle access/egress points.

#### **Building over air space**

25. The minimum clearance of the underside of a building projection or bridge over a vehicular access way, from the existing road surface whether private or public, shall be 5.0 metres.

#### **Drainage**

26. Prior to the commencement of the development, excluding demolition, bulk excavation, site preparation, soil removal, site remediation retention works, footings ground beams and ground slab, or as may otherwise be agreed with the responsible authority, all proposed construction over the drain and overland flow path must be first submitted to, and approved, by the Melbourne City Council - Engineering Services and the works undertaken in accordance with plans and specifications first approved by the Melbourne City Council – Engineering Services.
27. Prior to the commencement of the development, excluding demolition, bulk excavation, site preparation, soil removal, site remediation retention works, footings ground beams and ground slab, or as may otherwise be agreed with the responsible authority, a stormwater drainage system incorporating integrated water management design principles must be submitted to, and approved, by the Melbourne City Council - Engineering Services. This system must be constructed prior to the occupation of the development and provision made to connect this system to the Melbourne City Council's stormwater drainage system.
28. The structures encroaching over the Melbourne City Council's drain and/or overland flow path - referred to below as "The Structures" must be maintained to maintained and repaired at the owners cost and to the satisfaction of Council whether or not the need for maintenance or repair of "The Structures" arose from the act, neglect or default of the Owner.

29. The Owner(s) of “The Structures” must regularly maintain and keep free of debris and obstruction the part of the Overland Flow Path located under “The Structures”. The Owner(s) of “The Structures” must pay all Council’s reasonable additional cost incurred as a result of undertaking future maintenance or repairs of the Council’s drain or Overland Flow Path.

**Construction Management Plan**

30. Prior to the commencement of the development (or any stages) excluding site establishment works hereby permitted, a detailed Construction Management Plan (CMP) must be prepared to the satisfaction of the responsible authority in consultation with VicRoads (as relevant) and Melbourne City Council, outlining how the development proponent will manage the environmental and construction issues associated with the development. The CMP must address public safety, amenity and site security, demolition, bulk excavation and management of the construction sites and land disturbance, hours of operation, noise, vibration controls, air and dust management, traffic management, waste and materials reuse, soiling of roadways, discharge of polluted waters, improper disposal of waste contaminated soil / asbestos and pollution of ground water.

**Time for Expiry**

31. This approval will expire if one of the following circumstances applies:

- (a) The development is not started within two years of the approval date;
- (b) The development is not completed within five years of the approval date.

The responsible authority may extend the periods referred to if a request is made in writing before the approval expires or within three months afterwards.

The development must, after it is commenced, be continued and completed to the satisfaction of the responsible authority.

**6.3.1 In PRECINCT A, Stage 3** of this Incorporated Document allows the use and development of the land for the purpose of: Place of assembly including Convention Centre, Office, Retail premises, Carpark (both ancillary and public car park) generally in accordance with the Incorporated Plans prepared by NH Architects and Woods Baggot and the conditions at Clause 6.3.2 of this Incorporated Document:

Drawing Number	Drawing Title
TP – 101 Rev D	Masterplan and Precinct Delineation Plan
TP – 102 Rev C	Stage 02 – Site Plan
TP – 201 Rev D	Stage 02 – Basement Plan
TP – 202 Rev D	Stage 02 – Ground Floor Plan
TP – 203 Rev B	Stage 02 - Carpark Level 1
TP – 204 Rev D	Stage 02 – Floor Plan Level 1
TP – 205 Rev C	Stage 02 – Floor Plan Level 2
TP – 206 Rev C	Stage 02 – Floor Plan Level 5 (Hotel)
TP – 207 Rev C	Floor Plan – Level 6 (Hotel)
TP – 208 Rev C	Floor Plan – Typical Level (Hotel)
TP – 209 Rev C	Floor Plan - Roof
TP – 501 Rev C	North Elevation – MCEC Expansion/ Hotel/ Car Park North
TP – 502 Rev B	East Elevation – MCEC Expansion/ Hotel
TP – 503 Rev B	West Elevation – MCEC Expansion/ Car Park
TP – 504 Rev C	South Elevation – MCEC Expansion/ Hotel/ Car Park North
TP – 601 Rev B	Section AA and BB
TP – 602 Rev B	Section CC
TP – 603 Rev C	Section DD
TP – 701 Rev B	MCEC Expansion Part Wall Sections A & B
TP – 702 Rev B	Tower Sections
TP – 703 Rev B	
TP – 704 Rev B	Car Park Façade Part Wall Sections

### **6.3.2 Conditions applying to Precinct A Stage 3 (Exhibition Hall)**

#### **Development Plans**

1. Prior to the commencement of development associated with Precinct A - Stage 3, excluding demolition, bulk excavation, piling, site preparation and retention works, modified development plans must be submitted to and approved by the responsible authority. When endorsed the development plans will then form part of the Incorporated Document. The development plans must be drawn to scale with dimensions and three copies, including a digital copy, must be provided. The development plans must generally be in accordance with the plans prepared by NH Architecture & Woods Baggot, but modified to show following information:
  - (a) Detailed architectural elevations and relevant sections of all buildings with building heights (Reduced Levels), floor and roof plans including a schedule of uses per level, canopies, projections, wind mitigation devices, weather protection awnings and architectural features at a scale of 1:250, with detailed façade segments at 1:50 scale,
  - (b) Detailed architectural elevations for the area known as ‘the Hub’ providing information on the locations and proportion of building entries and facades.
  - (c) Detailed roof plan demonstrating that all services are to be concealed and integrated into the building. The presentation of the roof should appear as a continuous solid form uninterrupted by building services.
  - (d) The suitable location and provision of secure bicycle parking spaces.
  - (e) Delineation of the bus pick/up and drop off areas and information detailing that propping of buses will not impact traffic movement within the Porte Cochere area.

- (f) Any other changes required as a result of the traffic and loading condition specified below.
- (g) Any other changes as required as a result of the wind condition specified below.

### **Satisfactory Completion**

- 2. When approved the development plans, schedules and reports referred to in the conditions of this Incorporated Document shall be endorsed by the responsible authority. The use and development of any land or building must be carried out in accordance with the development plans. The details of the use and development as shown on the endorsed plans, schedules and reports must not be altered without the 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.

### **Façade Strategy, Materials and finishes**

- 4. Prior to the commencement of this stage of development, excluding demolition, bulk excavation, piling, site preparation, soil removal, site remediation, retention works, footings, ground beams and ground slab, a façade strategy and sample board including a colour rendered and notated plan/elevation that illustrates the location and details of all external materials and finishes for that stage of development must be submitted to and be to the satisfaction of the responsible authority and when approved will form part of the endorsed plans. All finishes and surfaces of all external buildings and works, including materials and colours must be in conformity with the approved schedule to the satisfaction of the responsible authority. The strategy must detail:
  - (a) A concise description by the architect of the building design concept and how the façade of the Exhibition Hall integrates with the architectural response of remaining stages.
  - (b) Further design resolution including a schedule of colours, materials and finishes showing the quality of materials and their application and appearance. This can be demonstrated in coloured elevations, 3D renders and montage images from key viewpoints showing materials and finishes and linking them to a physical sample board with clear coding.
  - (c) Elevation details generally at a scale of 1:50 illustrating typical podium details, entries and doors, utilities, and any special features 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.

### **Landscaping**

- 5. Within six (6) months of commencement of this stage of the development, or as may otherwise be agreed with the responsible authority, a qualified landscape architect is to produce a scaled and dimensioned detailed landscape plan that shall be submitted to and be to the satisfaction of the responsible authority in consultation with Melbourne City Council. The plan shall include a schedule of all soft and hard landscape materials and treatments including street trees, automatic irrigation, planting schedule, 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, vehicular circulation in the development. The plan must demonstrate how the development achieves an integrated ground plane and uses surface treatments within the porte cochere to prioritise pedestrians over vehicle movements.
- 6. A landscape management plan detailing the ownership, maintenance regime and management responsibilities of the public spaces associated with the development must be prepared and submitted to the satisfaction of the responsible authority prior to the commencement of all landscaping works.
- 7. The approved landscape plan must be completed within six (6) months of the completion of the



development or stages thereof, or as may otherwise be agreed with the responsible authority and the area(s) concerned shall be subsequently maintained to the satisfaction of the responsible authority. The cost of all works associated with the implementation of the plan must be borne by the owner/lessees of the land.

### **Outdoor Lighting**

8. Within six (6) months of commencement of the development, excluding demolition, bulk excavation, site preparation, soil removal, site remediation, retention works, footings, ground beams and ground slab, or as may otherwise be agreed with the responsible authority, a lighting plan must be prepared and submitted to the satisfaction of the responsible authority. The lighting plan should be generally consistent with the City of Melbourne Lighting Strategy and conform with Australian Standards AS1158 and AS3771, and include details of proposed fittings in a schedule on the plan and must be designed, baffled and located to the satisfaction of the responsible authority.

### **Wind Assessment**

9. Prior to the commencement of this stage of the development, excluding demolition, bulk excavation, piling, site preparation, soil removal, site remediation, retention works, footings, ground beams and ground slab, a comprehensive wind tunnel testing and environmental Wind Climate Assessment report of the development by a suitably qualified engineering consultant must be undertaken and be submitted to and be to the satisfaction of the responsible authority. Wind conditions must be appropriate for the anticipated / programmed use for each outdoor area approved as part of that stage. Any modifications required to the development in order to ensure acceptable wind conditions to the surrounding streets, public areas and podium rooftop spaces must be carefully developed as an integrated, high quality solution with the architectural and landscape design to the satisfaction of the responsible authority.
10. The precinct should be designed to be generally acceptable for short term wind exposure (where the peak gust speed during the hourly average with a probability of exceedance of 0.1% in any 22.5o wind direction sector must not exceed 13ms<sup>-1</sup>). However, if it can be demonstrated that the street frontage or trafficable area is only likely to be used as a thoroughfare for the life of the development, the building interface should be designed to be generally acceptable for walking (where the peak gust speed during the hourly average with a probability of exceedance of 0.1% in any 22.5o wind direction sector must not exceed 16ms<sup>-1</sup>) or otherwise to the satisfaction of the responsible authority.

### **Building plant and equipment**

11. All building plant and equipment on the roofs are to be concealed to the satisfaction of the responsible authority. The construction of any additional plant, machinery and equipment on the roofs, including but not limited to all air-conditioning equipment, ducts, all exhausts and communications equipment shall be to the satisfaction of the responsible authority.
12. Any satellite dishes, antennae 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 approved otherwise to the satisfaction of the responsible authority.

### **Glazing**

13. The glazing material on all external walls 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 unless otherwise agreed by the responsible authority.

### **Environmentally Sustainable Design (ESD)**

14. The performance outcomes recommended by the Environmentally Sustainable Design Statement prepared by WSP Parsons Brinckerhoff dated January 2016 must be implemented prior to occupancy at no cost to 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. Any revised statement must be endorsed by the Responsible Authority prior to the commencement of construction.

### **Traffic, car parking and loading**

15. Prior to the commencement of the development, excluding demolition, bulk excavation works, piling and site preparation works, or as may otherwise be agreed with by the responsible authority, a Transport Impact Assessment by a suitably qualified traffic consultant based on the adopted design, must be submitted to the satisfaction of the responsible authority. The Transport Impact Assessment must be prepared in consultation with VicRoads and Melbourne City Council and address as appropriate:
- (a) A traffic distribution analysis for all traffic movements to and from the development;
  - (b) Detailed information of the management and operation of the proposed electronic internal traffic control system including proposed directional signage is required;
  - (c) Disabled parking requirements;
  - (d) Location of possible bike share stations.
  - (e) Details of strategies to improve access to existing public transport services including an implementation plan to encourage workers, residents and visitors to use sustainable transport modes including public transport, walking and cycling;
  - (f) The lessee of the land must enter into a legally binding agreement(s) with the Roads Corporation (VicRoads) being fully indemnified and released within the agreement(s) against any legally enforceable claims, demands, actions, suits or proceedings, costs and expenses whatsoever which may arise out of or be in any way connected with having the development adjacent to the West Gate Freeway. The lessee of the land must pay all of VicRoads reasonable costs and expenses of this Agreement(s), including Land Titles Registration Fees.
16. All traffic mitigation works and management measures as recommended in the Transport Impact Assessment must be implemented at no cost to VicRoads, Melbourne City Council or City of Port Phillip as applicable, and be to the satisfaction of both VicRoads and the responsible authority.
17. A traffic management plan and construction management plan for any works within the road reserve shall be submitted to and approved by VicRoads within a minimum of 14 days prior to the commencement of works on-site.
18. All off street car park areas and access lanes as shown on the Incorporated Plans or the endorsed plans must be constructed to the satisfaction of the responsible authority as follows:
- (a) Properly formed to such levels that they can be used in accordance with the plans;
  - (b) Surfaced with an all-weather sealcoat and properly drained;
  - (c) Line-marked to indicate each car space and all access lanes to the satisfaction of the responsible authority;
19. The areas set aside for the parking of vehicles and access ways (both internal and open lot) must be constructed, delineated and clearly line marked on the floor to indicate each car space, the access ways and the direction in which vehicles should 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.

20. The loading or unloading of vehicles of goods, plant and materials or other items delivered to or dispatched from the land must take place within the boundary of the land to the satisfaction of the responsible authority.
21. The development shall include provision of bollards or other suitable pedestrian / vehicle separation devices at the car park entrances to entry foyer and lift areas and laneways within the development and at vehicle access/egress points.

### **Pedestrian and Bicycle Paths**

22. Prior to the commencement of the development, excluding demolition, bulk excavation works, piling and site preparation works, or as may otherwise be agreed with by the responsible authority, a bicycle and pedestrian access plan must be prepared in consultation with Melbourne City Council, City of Port Phillip and Public Transport Victoria detailing:
  - (a) The redirection of bicycle movements around the western perimeter of the site. The bicycle and pedestrian access plan should provide information and commitment to the delivery of a new and improved shared path network including enhanced pedestrian connections to Southbank Depot/Normandy Road Tram Stop 125A.
  - (b) Details of the surface treatments and other techniques used to encourage cyclists to dismount when entering the precinct.
  - (c) Appropriate signage on any route through or around the site must be provided and bicycle lanterns should be provided at signalised intersections.
23. Prior to the commencement of the use, the bicycle and pedestrian paths shown within the approved bicycle and pedestrian access plan must be provided to connect the link from south wharf promenade to Normanby Road via the site's western building perimeter and through the freeway car park.
24. Details of the bicycle and pedestrian paths must be provided including details of minimum width, surface treatment and lighting. The bicycle and pedestrian paths must be constructed in accordance with plans and specifications first approved by the responsible authority, in consultation with Melbourne City Council – Engineering Services, City of Port Phillip and Public Transport Victoria (as relevant).
25. Where cyclists are required to dismount within the site, this should be clearly shown on the route plan. The off road paths must be completed at the time of the completion of the development or as may otherwise be agreed with the responsible authority.

### **Building over air space**

26. The minimum clearance of the underside of a building projection or bridge over a vehicular accessway, from the existing road surface whether private or public, shall be 5.0 metres.

### **Street levels and crossovers**

27. The occupier of the subject land shall not be permitted to alter existing street levels for the purpose of constructing a new vehicle crossing or pedestrian entrances without first obtaining the written approval from (as applicable) VicRoads and Melbourne City Council .
28. The occupier of the subject land must construct all necessary vehicle crossings and demolish all unnecessary vehicle crossings adjacent to the subject land and reconstruct all affected footpaths and kerbing at no cost to VicRoads and Melbourne City Council, in accordance with plans and specifications first approved by the relevant applicable agency.

29. Detailed engineering drawings, including plan, long section and cross sectional information at 1:200 horizontal and 1:20 vertical scales should be submitted for Melbourne City Council approval a minimum of 21 days before any street works are due to commence.

### **Drainage**

30. Prior to the commencement of the development, excluding demolition, bulk excavation, site preparation, soil removal, site remediation retention works, footings ground beams and ground slab, or as may otherwise be agreed with the responsible authority, all proposed construction over the drain and overland flow path must be first submitted to, and approved, by the Melbourne City Council - Engineering Services and the works undertaken in accordance with plans and specifications first approved by the Melbourne City Council – Engineering Services.
31. Prior to the commencement of the development, excluding demolition, bulk excavation, site preparation, soil removal, site remediation retention works, footings ground beams and ground slab, or as may otherwise be agreed with the responsible authority, a stormwater drainage system incorporating integrated water management design principles must be submitted to, and approved, by the Melbourne City Council - Engineering Services. This system must be constructed prior to the occupation of the development and provision made to connect this system to the Melbourne City Council's stormwater drainage system.
32. The structures encroaching over the Melbourne City Council's drain and/or overland flow path - referred to below as "The Structures" must be maintained to maintained and repaired at the owners cost and to the satisfaction of Council whether or not the need for maintenance or repair of "The Structures" arose from the act, neglect or default of the Owner.
33. The Owner(s) of "The Structures" must regularly maintain and keep free of debris and obstruction the part of the Overland Flow Path located under "The Structures". The Owner(s) of "The Structures" must pay all Council's reasonable additional cost incurred as a result of undertaking future maintenance or repairs of the Council's drain or Overland Flow Path.

### **Waste Management**

34. The waste management for the land shall be generally in accordance with the provisions of the Waste Management Plan prepared by Plenary Asset Management dated 29 January 2016.
35. All garbage and other waste material must be stored in an area set aside for such purpose to the satisfaction of the Responsible Authority.
36. No garbage bin or surplus materials generated by the permitted use may be deposited or stored outside the site and bins must be returned to the garbage storage areas as soon as practicable after garbage collection to the satisfaction of the Responsible Authority.
37. The waste collections arrangements must be to the satisfaction of the Melbourne City Council – Engineering Services.

### **Construction Management Plan**

38. Prior to the commencement of the development (or any stages) hereby permitted, a detailed Construction Management Plan (CMP) must be prepared to the satisfaction of the responsible authority in consultation with VicRoads, Melbourne City Council and City of Port Phillip (as relevant), outlining how the development proponent will manage the environmental and construction issues associated with the development. The CMP must address public safety, amenity and site security, demolition, bulk excavation and management of the construction sites and land disturbance, hours of operation, noise, vibration controls, air and dust management, traffic management, waste and materials reuse, soiling of roadways, discharge of polluted waters,

improper disposal of waste contaminated soil / asbestos and pollution of ground water.

**Time for Expiry**

39. This approval will expire if one of the following circumstances applies:

- (a) The development is not started within two years of the approval date;
- (b) The development is not completed within five years of the approval date.

The responsible authority may extend the periods referred to if a request is made in writing before the approval expires or within three months afterwards.

The development must, after it is commenced, be continued and completed to the satisfaction of the responsible authority.

**6.4.1 In PRECINCT A Stage 4** This Incorporated Document allows the use and development of the land for the purpose of Hotel generally in accordance with the Incorporated plans prepared by NH Architects and Woods Bagot and the conditions at Clause 6.4.2 of this Incorporated Document:

Drawing Number	Drawing Title
TP – 101 Rev D	Masterplan and Precinct Delineation Plan
TP – 102 Rev C	Stage 02 – Site Plan
TP – 201 Rev D	Stage 02 – Basement Plan
TP – 202 Rev D	Stage 02 – Ground Floor Plan
TP – 203 Rev B	Stage 02 - Carpark Level 1
TP – 204 Rev D	Stage 02 – Floor Plan Level 1
TP – 205 Rev C	Stage 02 – Floor Plan Level 2
TP – 206 Rev C	Stage 02 – Floor Plan Level 5 (Hotel)
TP – 207 Rev C	Floor Plan – Level 6 (Hotel)
TP – 208 Rev C	Floor Plan – Typical Level (Hotel)
TP – 209 Rev C	Floor Plan - Roof
TP – 501 Rev C	North Elevation – MCEC Expansion/ Hotel/ Car Park North
TP – 502 Rev B	East Elevation – MCEC Expansion/ Hotel
TP – 503 Rev B	West Elevation – MCEC Expansion/ Car Park
TP – 504 Rev C	South Elevation – MCEC Expansion/ Hotel/ Car Park North
TP – 601 Rev B	Section AA and BB
TP – 602 Rev B	Section CC
TP – 603 Rev C	Section DD
TP – 701 Rev B	MCEC Expansion Part Wall Sections A & B
TP – 702 Rev B	Tower Sections
TP – 703 Rev B	
TP – 704 Rev B	Car Park Façade Part Wall Sections

#### **6.4.2 Conditions applying to Precinct A, Stage 4 (Hotel – above car park)**

##### **Development Plans**

1. Prior to the commencement of development associated with the development, excluding demolition, bulk excavation, piling, site preparation and retention works, modified development plans must be submitted to and be to the satisfaction of the responsible authority. The development plans must be generally in accordance with the Incorporated Plans, be drawn to scale with dimensions and three copies must be provided to the satisfaction of the responsible authority. The development plans must provide the following information, including:
  - (a) Detailed architectural elevations and relevant sections of all buildings with building heights (Reduced Levels), floor and roof plans, canopies, projections, wind mitigation devices, weather protection awnings and architectural features at a scale of 1:250, with detailed façade segments at 1:50 scale.
  - (b) Detailed architectural elevations of all ground floor, podium level and tower elevations at a scale of 1:200 in order to ensure an appropriate level of materiality and quality to the façade.
  - (c) Detailed floor plans showing internal planning of the hotel including service areas, communal facilities or other commercial offerings as appropriate.
  - (d) Works to improve wind conditions on the roof level of the car park in accordance with the recommendations of the Wind Tunnel Test report prepared by ViPac Engineers and Scientists dated 21 January 2016.
  - (e) The location and design detail of all pedestrian and vehicle entry/exit points and back of house areas for the hotel;

### **Satisfactory Completion**

2. When approved the development plans, schedules and reports referred to in the conditions of this Incorporated Document shall be endorsed by the responsible authority. The use and development of any land or building must be carried out in accordance with the development plans. The details of the use and development as shown on the endorsed plans, schedules and reports must not be altered without the 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.

### **Façade Strategy, Materials and Finishes**

4. Prior to the commencement of this stage of development, excluding demolition, bulk excavation, piling, site preparation, soil removal, site remediation, retention works, footings, ground beams and ground slab, a façade strategy and sample board including a colour rendered and notated plan/elevation that illustrates the location and details of all external materials and finishes for that stage of development must be submitted to and be to the satisfaction of the responsible authority and when approved will form part of the endorsed plans. All finishes and surfaces of all external buildings and works, including materials and colours must be in conformity with the approved schedule to the satisfaction of the responsible authority. The strategy must detail:
  - (a) A concise description by the architect of the building design concept and how the façade of the Hotel integrates with the architectural response of remaining stages.
  - (b) Further design resolution including a schedule of colours, materials and finishes showing the quality of materials and their application and appearance. This can be demonstrated in coloured elevations, 3D renders and montage images from key viewpoints showing materials and finishes and linking them to a physical sample board with clear coding.
  - (c) Elevation details generally at a scale of 1:50 illustrating typical podium details, entries and doors, utilities, and any special features 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.

### **Outdoor Lighting**

5. Within six (6) months of commencement of the development, excluding demolition, bulk excavation, site preparation, soil removal, site remediation, retention works, footings, ground beams and ground slab, or as may otherwise be agreed with the responsible authority, a lighting plan must be prepared and submitted to the satisfaction of the responsible authority. The lighting plan should be generally consistent with Melbourne City Council Lighting Strategy and conform with Australian Standards AS1158 and AS3771, and include details of proposed fittings in a schedule on the plan and must be designed, baffled and located to the satisfaction of the responsible authority.

### **Wind Assessment**

6. Prior to the commencement of the development, excluding demolition, bulk excavation, piling, site preparation, soil removal, site remediation, retention works, footings, ground beams and ground slab, separate and comprehensive wind tunnel testing and environmental Wind Climate Assessment reports of each development by a suitably qualified engineering consultant must be undertaken and be submitted to and be to the satisfaction of the responsible authority. Wind conditions must be appropriate for the anticipated / programmed use for each outdoor area approved as part of that stage. Any modifications required to the development in order to ensure acceptable wind conditions

to the surrounding streets, public areas and podium rooftop spaces must be carefully developed as an integrated, high quality solution with the architectural and landscape design to the satisfaction of the responsible authority.

7. The precinct should be designed to be generally acceptable for short term wind exposure (where the peak gust speed during the hourly average with a probability of exceedance of 0.1% in any 22.5o wind direction sector must not exceed 13ms<sup>-1</sup>). However, if it can be demonstrated that the street frontage or trafficable area is only likely to be used as a thoroughfare for the life of the development, the building interface should be designed to be generally acceptable for walking (where the peak gust speed during the hourly average with a probability of exceedance of 0.1% in any 22.5o wind direction sector must not exceed 16ms<sup>-1</sup>) or otherwise to the satisfaction of the responsible authority.

#### **Hotel Use**

8. Except the consent of the responsible authority any recreational facilities including lounge, swimming pools and gymnasium (but not restaurant) within the building must only be accessible to persons who are hotel or conference guests. It is the responsibility of the management to ensure that access is restricted to persons registered to stay on the premises and their guests who hold a security pass or key to a room on the relevant date.

#### **Waste**

9. The waste management for the site shall be generally in accordance with the provisions of the Waste Management Plan prepared by Colby Industries dated 29 January 2016.
10. All garbage and other waste material must be stored in an area set aside for such purpose to the satisfaction of the Responsible Authority.
11. No garbage bin or surplus materials generated by the permitted use may be deposited or stored outside the site and bins must be returned to the garbage storage areas as soon as practicable after garbage collection to the satisfaction of the Responsible Authority.
12. The waste collections arrangements must be to the satisfaction of the Melbourne City Council – Engineering Services.

#### **Noise**

13. Noise measured in the sleeping areas of the hotel bedrooms, must not exceed 45dB(A) with windows closed in accordance with AS 2107-2000 Acoustics – Recommended design Sound Levels and reverberation times from Building interiors. The noise shall be assessed over a 30 minute time period.

#### **Building plant and equipment**

14. All building plant and equipment on the roofs are to be concealed to the satisfaction of the responsible authority. The construction of any additional plant, machinery and equipment on the roofs, including but not limited to all air-conditioning equipment, ducts, all exhausts and communications equipment shall be to the satisfaction of the responsible authority.
15. Any satellite dishes, antennae 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 approved otherwise to the satisfaction of the responsible authority.



### **Glazing**

16. The glazing material on all external walls 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 unless otherwise agreed by the responsible authority.

### **Environmentally Sustainable Design (ESD)**

17. The performance outcomes recommended by the Environmentally Sustainable Design Statement prepared by WSP Parsons Brinckerhoff dated January 2016 must be implemented prior to occupancy at no cost to 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. Any revised statement must be endorsed by the Responsible Authority prior to the commencement of construction.

### **Traffic, car parking and loading**

18. Prior to the commencement of the development, excluding demolition, bulk excavation works, piling and site preparation works, a Transport Impact Assessment by a recognised traffic consultant based on the adopted design, must be submitted to the satisfaction of the responsible authority. The Transport Impact Assessment must be prepared in consultation with VicRoads and Melbourne City Council or City of Port Phillip if the proposal applies to land within the respective municipal district(s) and must specify and assess:
  - (a) A traffic distribution analysis for all traffic movements to and from the development;
  - (b) The design detail of all new or altered vehicle loading entry/exit points;
  - (c) Bicycle parking requirements associated with the Hotel;
  - (d) Disabled parking requirements associated with the Hotel;
  - (e) The lessee of the land must enter into a legally binding agreement(s) with the Roads Corporation (VicRoads) being fully indemnified and released within the agreement(s) against any legally enforceable claims, demands, actions, suits or proceedings, costs and expenses whatsoever which may arise out of or be in any way connected with having the development adjacent to the West Gate Freeway. The lessee of the land must pay all of VicRoads reasonable costs and expenses of this Agreement(s), including Land Titles Registration Fees.
19. All traffic mitigation works and management measures as recommended in the Transport Impact Assessment must be implemented at no cost to VicRoads and Melbourne City Council as applicable, and be to the satisfaction of both VicRoads and the responsible authority.
20. The loading or unloading of vehicles of goods, plant and materials or other items delivered to or dispatched from the land must take place within the boundary of the land to the satisfaction of the responsible authority.
21. The development shall include provision of bollards or other suitable pedestrian /vehicle separation devices at the car park and loading entrances, to entry foyer and lift areas and laneways within the development and at vehicle access/egress points to the satisfaction of the responsible authority.

### **Building over air space**

22. The minimum clearance of the underside of a building projection or bridge over a vehicular accessway, from the existing road surface whether private or public, shall be 5.0 metres.

### **Drainage**

23. The occupier of the subject land shall construct a stormwater drainage system for the development at no cost to Melbourne City Council and make provision to connect this system to Council's underground stormwater drainage system and where necessary, upgrade the system to accept the discharge from the site in accordance with plans and specifications first approved by the relevant applicable Council. All drainage must be undertaken in accordance with the water sensitive urban design principles.

### **Construction Management Plan**

24. Prior to the commencement of the development (or any stages) hereby permitted, a detailed Construction Management Plan (CMP) must be prepared to the satisfaction of the responsible authority in consultation with VicRoads, Melbourne City Council and City of Port Phillip (as relevant), outlining how the development proponent will manage the environmental and construction issues associated with the development. The CMP must address public safety, amenity and site security, demolition, bulk excavation and management of the construction sites and land disturbance, hours of operation, noise, vibration controls, air and dust management, traffic management, waste and materials reuse, soiling of roadways, discharge of polluted waters, improper disposal of waste contaminated soil / asbestos and pollution of ground water.

### **Time for Expiry**

25. This approval will expire if one of the following circumstances applies:

- (a) The development is not started within two years of the approval date;
- (b) The development is not completed within five years of the approval date.

The responsible authority may extend the periods referred to if a request is made in writing before the approval expires or within three months afterwards.

The development must, after it is commenced, be continued and completed to the satisfaction of the responsible authority.

**Precinct B** – Part of the Melbourne Convention Centre public car parking area and vehicular access south of the West Gate Freeway in the City of Port Phillip

6.5.1 In Precinct B (City of Port Phillip) this Incorporated Document allows the use and development of the land for the purpose of: Car park (both ancillary and public car park); Informal outdoor recreation and Road, generally in accordance with the following Incorporated Plans prepared by NHWB and the conditions at Clause 6.5.2 of this Incorporated Document:

Drawing Number	Drawing Title
TP – 101 Rev	Masterplan and Precinct Delineation Plan
TP – 102 Rev	Site Plan
TP – 202 Rev	Ground Floor Plan

### 6.5.2 Conditions applying to Precinct B

#### Development Plans

1. Prior to the commencement of development, excluding demolition, bulk excavation, piling, site preparation and retention works, modified development plans must be submitted to and be to the satisfaction of the responsible authority. The development plans must be generally in accordance with the Incorporated Plans, be drawn to scale with dimensions and three copies must be provided to the satisfaction of the responsible authority. The development plans must provide the following information, as relevant to each stage:
  - (a) The location and design detail of all vehicle entry/exit points to the site, and fences, lighting, and landscape elements to the car park areas;

#### Satisfactory Completion

2. When approved the development plans, schedules and reports referred to in the conditions of this Incorporated Document shall be endorsed by the responsible authority. The use and development of any land or building must be carried out in accordance with the development plans. The details of the use and development as shown on the endorsed plans, schedules and reports must not be altered without the 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.

#### Landscaping

4. Within six (6) months of commencement of the development, or as may otherwise be agreed with the responsible authority, a qualified landscape architect is to produce a scaled and dimensioned detailed landscape plan that shall be submitted to and be to the satisfaction of the responsible authority in consultation with the City of Port Phillip. The plan shall include a schedule of all soft and hard landscape materials and treatments including street trees, automatic irrigation, planting schedule, 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, vehicular circulation in the development.
5. A landscape management plan detailing the ownership, maintenance regime and management responsibilities of the public spaces associated with the development must be prepared and submitted to the satisfaction of the responsible authority prior to the commencement of all landscaping works.
6. The approved landscape plan must be completed within six (6) months of the completion of the development or stages thereof, or as may otherwise be agreed with the responsible authority and

the area(s) concerned shall be subsequently maintained to the satisfaction of the responsible authority. The cost of all works associated with the implementation of the plan must be borne by the owner/lessees of the land.

### **Outdoor Lighting**

8. Within six (6) months of commencement of the development, excluding demolition, bulk excavation, site preparation, soil removal, site remediation, retention works, footings, ground beams and ground slab, or as may otherwise be agreed with the responsible authority, a lighting plan must be prepared and submitted to the satisfaction of the responsible authority. The lighting plan should be generally consistent with Australian Standards AS1158 and AS3771, and include details of proposed fittings in a schedule on the plan and must be designed, baffled and located to the satisfaction of the responsible authority.

### **Traffic, car parking and loading**

9. Prior to the commencement of the development, excluding demolition, bulk excavation works, piling and site preparation works, a Transport Impact Assessment by a recognised traffic consultant based on the adopted design, must be submitted to the responsible authority. The Transport Impact Assessment must be prepared in consultation with VicRoads and the City of Port Phillip if the proposal applies to land within the respective municipal district(s) and must specify and assess:
  - (a) A traffic distribution analysis for all traffic movements to and from the development;
  - (b) Details of the operation and management of each car park and truck routes for the development, to ensure that they are managed to primarily service the Convention Centre, Plenary Hall and the associated Retail premises, Residential hotel, Office and Dwellings, rather than as a public commuter car park;
  - (c) Detailed information of the management and operation of the proposed electronic internal traffic control system including proposed directional signage is required;
  - (d) Any recommended traffic management measures and mitigating traffic works to restore operating conditions to acceptable levels;
  - (e) The design detail of all vehicle entry/exit points;
  - (f) Details of strategies to improve access to existing public transport services in Clarendon Street, Normanby Road and Flinders Street extension, including an implementation plan to encourage workers, residents and visitors to use sustainable transport modes including public transport, walking and cycling;
  - (g) The lessee of the land must enter into a legally binding agreement(s) with the Roads Corporation (VicRoads) being fully indemnified and released within the agreement(s) against any legally enforceable claims, demands, actions, suits or proceedings, costs and expenses whatsoever which may arise out of or be in any way connected with having the development adjacent to the West Gate Freeway. The lessee of the land must pay all of VicRoads reasonable costs and expenses of this Agreement(s), including Land Titles Registration Fees.
10. All traffic mitigation works and management measures as recommended in the Transport Impact Assessment must be implemented at no cost to VicRoads or City of Port Phillip as applicable, and be to the satisfaction of both VicRoads and the responsible authority.
11. A traffic management plan and construction management plan for any works within the road reserve shall be submitted to and approved by VicRoads within a minimum of 14 days prior to the commencement of works on-site.

12. All off street car park areas and access lanes as shown on the Incorporated Plans or the endorsed plans must be constructed to the satisfaction of the responsible authority as follows:
  - (a) Properly formed to such levels that they can be used in accordance with the plans;
  - (b) Surfaced with an all-weather sealcoat and properly drained;
  - (c) Line-marked to indicate each car space and all access lanes to the satisfaction of the responsible authority;
  - (d) Incorporated into the water sensitive urban design initiatives.
13. The internal design of all car park areas including the arrangements for ingress and egress, loading and unloading areas, details of ramp gradients, headroom clearances, access aisles and car space dimensions, must be generally in accordance with the Australian and NZ Standard 2890.1- 2004 to the satisfaction of the responsible authority in consultation with the City of Port Phillip.
14. The areas set aside for the parking of vehicles and access ways (both internal and open lot) must be constructed, delineated and clearly line marked on the floor to indicate each car space, the access ways and the direction in which vehicles should 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.
15. The development shall include provision of bollards or other suitable pedestrian/vehicle separation devices at the car park entrances to entry foyer and lift areas and laneways within the development and at vehicle access/egress points.

#### **Drainage**

16. The occupier of the subject land shall construct a stormwater drainage system for the development at no cost to the City of Port Phillip (as applicable) and make provision to connect this system to Council's underground stormwater drainage system and where necessary, upgrade the system to accept the discharge from the site in accordance with plans and specifications first approved by the relevant applicable Council. All drainage must be undertaken in accordance with the water sensitive urban design principles.

#### **Construction Management Plan**

17. Prior to the commencement of the development (or any stages) hereby permitted, a detailed Construction Management Plan (CMP) must be prepared to the satisfaction of the responsible authority in consultation with VicRoads, Melbourne City Council and City of Port Phillip (as relevant), outlining how the development proponent will manage the environmental and construction issues associated with the development. The CMP must address public safety, amenity and site security, demolition, bulk excavation and management of the construction sites and land disturbance, hours of operation, noise, vibration controls, air and dust management, traffic management, waste and materials reuse, soiling of roadways, discharge of polluted waters, improper disposal of waste contaminated soil / asbestos and pollution of ground water.

#### **Time for Expiry**

18. This approval will expire if one of the following circumstances applies:
  - (a) The development is not started within two years of the approval date;
  - (b) The development is not completed within five years of the approval date.

The responsible authority may extend the periods referred to if a request is made in writing before the approval expires or within three months afterwards.

The development must, after it is commenced, be continued and completed to the satisfaction of the responsible authority.

**6.6.1 In PRECINCT C** this Incorporated Document allows the use and development of the land for the purpose of: Employment training centre, Food and drink premises (other than Hotel), Informal outdoor recreation, Indoor recreation facility, Office, Place of Assembly (other than Amusement parlour and Nightclub), ancillary Car park, Road, generally in accordance with the following Incorporated Plans prepared by Woods Bagot +NH Architecture +Larry Oltmanns Architects, and the Surveyor General Victoria, and the conditions at Clause 6.6.2 of this Incorporated Document:

Drawing Number	Drawing Title
TP – 101 Rev	Masterplan and Precinct Delineation Plan
TP – 102 Rev	Site Plan
TP – 202 Rev	Ground Floor Plan

## **6.6.2 Conditions applying to Precinct C**

### **Development Plans**

1. Prior to the commencement of development or any stages thereof, excluding demolition, bulk excavation, piling, site preparation and retention works, modified development plans must be submitted to and be to the satisfaction of the responsible authority. The development plans must be generally in accordance with the Incorporated Plans, be drawn to scale with dimensions and three copies must be provided to the satisfaction of the responsible authority. The plans must provide the following information:
  - (a) A site analysis plan including existing conditions and Reduced Levels and proposed demolition;
  - (b) All modifications necessary to ensure that the plans are consistent with the conditions of the permit(s) issued under the Heritage Act 1995 for this development.
  - (c) A site layout plan showing the location of all proposed buildings and works and setbacks from all site boundaries and access ways including dimensioned widths for pedestrians;
  - (d) Detailed architectural elevations and relevant sections of buildings including building heights (Reduced Levels), floor and roof plans, canopies, projections, wind mitigation devices, weather protection awnings and architectural features at a scale of 1:200;
  - (e) The location and design detail of all vehicle entry/exit points to the site, and fences, lighting, and landscape elements to the open lot car park areas;
  - (f) The design detail of all ground floor elevations at a scale of 1:200 in order to ensure:
    - i the provision, suitability and extent of active street frontages, public activities and pedestrian access;
    - ii that high quality pedestrian amenity and safety at all interfaces with the development is established and maintained.
  - (g) The location and design details of all pedestrian and bicycle access routes including joint use paths and dedicated bicycle and pedestrian paths, minimum width and surface treatment, to provide linkages from the Yarra Bridge north to Wurundjeri Way to link with Docklands.
  - (h) Perspective photographic 3-dimensional montage views including:
    - (i) - Aerial views of Precinct 3 in the context of the Melbourne Convention Centre and related development and the pedestrian/bicycle bridge linking the two areas.

### **Satisfactory completion**

2. When approved the development plans, schedules and reports referred to in the conditions of this Incorporated Document shall be endorsed by the responsible authority. The use and development of any land or building must be carried out in accordance with the development plans. The details of the use and development as shown on the endorsed plans, schedules and reports must not be altered without the 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.

### **Materials and finishes**

4. Prior to the commencement of development, excluding demolition, bulk excavation, piling, site preparation and retention works, a sample board including a colour rendered and notated plan/elevation that illustrates the location and details of all external materials and finishes must be submitted to and be to the satisfaction of the responsible authority. All finishes and surfaces of all external buildings and works, including materials and colours must be in conformity with the approved schedule to the satisfaction of the responsible authority.

### **Landscaping**

5. Within three (3) months of commencement of the development, or as may otherwise be agreed with the responsible authority, a qualified landscape architect is to produce a scaled and dimensioned detailed landscape plan that shall be submitted to and be to the satisfaction of the responsible authority. The plan shall include a schedule of all soft and hard landscape materials and treatments including street trees, automatic irrigation, planting schedule, 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, vehicular circulation in the development.
6. A landscape management plan detailing the ownership, maintenance regime and management responsibilities of the public spaces associated with the development must be prepared and submitted to the satisfaction of the responsible authority prior to the commencement of all landscaping works.
7. The approved landscape plan must be completed within six (6) months of the completion of the development or stages thereof, or as may otherwise be agreed with the responsible authority and the area(s) concerned shall be subsequently maintained to the satisfaction of the responsible authority. The cost of all works associated with the implementation of the plan must be borne by the owner/lessees of the land.

### **Outdoor Lighting**

8. Within three (3) months of commencement of the development, or as may otherwise be agreed with the responsible authority, a lighting plan must be prepared and submitted to the satisfaction of the responsible authority. The lighting plan should be generally consistent with Melbourne City Council Lighting Strategy and conform with Australian Standards AS1158 and AS3771, and include details of proposed fittings in a schedule on the plan and must be designed, baffled and located to the satisfaction of the responsible authority.

### **Building plant and equipment**

9. All building plant and equipment on the roofs are to 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, all exhausts and communications equipment shall be to the satisfaction of the responsible authority.

10. Any satellite dishes, antennae or similar structures associated with the development must be designed and located at a single point in the development to the satisfaction of the responsible authority, unless approved otherwise to the satisfaction of the responsible authority.

#### **Glazing**

11. The glazing material 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 incidence normal to the glass surface unless otherwise agreed by the responsible authority.

#### **Car parking**

12. The design of all car park areas including the arrangements for ingress and egress, loading and unloading areas, access ways and car space dimensions, must be generally in accordance with the Australian and NZ Standard 2890.1-2004 and must be constructed to the satisfaction of the responsible authority in consultation with Melbourne City Council as follows:
  - (a) Properly formed to such levels that they can be used in accordance with the plans;
  - (b) Surfaced with an all-weather sealcoat and properly drained;
  - (c) Line-marked to indicate each car space and all access lanes to the satisfaction of the responsible authority;
13. Parking areas and access ways must be kept available for these purposes at all times and maintained to the satisfaction of the responsible authority.

#### **Street Levels and Crossovers**

14. The owner/lessee of the subject land shall not be permitted to alter existing street levels for the purpose of constructing a new vehicle crossing or pedestrian entrances without first obtaining the written approval from the relevant applicable agency: VicRoads, Melbourne City Council or the City Manager –Docklands.
15. The owner/lessee of the subject land must construct all necessary vehicle crossings and demolish all unnecessary vehicle crossings adjacent to the subject land and reconstruct all affected footpaths and kerbing at no cost to VicRoads, Melbourne City Council or the City Manager –Docklands in accordance with plans and specifications first approved by the relevant applicable agency.

#### **Drainage**

16. The owner/lessee of the subject land shall construct a stormwater drainage system for the development at no cost to Melbourne City Council and make provision to connect this system to Council's underground stormwater drainage system and where necessary, upgrade the system to accept the discharge from the site in accordance with plans and specifications first approved by the City Manager -Docklands or Melbourne City Council.

#### **Waste Management**

17. Sufficient garbage storage facilities shall be provided within the subject site and set aside for such purpose to the satisfaction of the responsible authority and Melbourne City Council - Engineering Services.
18. No garbage bin or surplus materials generated by the permitted use may be deposited or stored outside the site and bins must be returned to the garbage storage areas as soon as practicable after garbage collection. Waste storage and collection arrangements must be to the satisfaction of the Council.



### **Construction Management Plan**

19. Prior to the commencement of the use and development (or any staged development) hereby permitted, a detailed Construction Management Plan (CMP) must be prepared to the satisfaction of the responsible authority in consultation with VicRoads, Parks Victoria, Melbourne City Council, City Manager –Docklands (as applicable), outlining how the development proponent will manage the environmental and construction issues associated with the development. The CMP must address demolition, bulk excavation and management of the construction sites and land disturbance, hours of operation, noise, dust, traffic management, soiling of roadways, discharge of polluted waters, improper disposal of waste contaminated soil / asbestos and pollution of ground water.

### **Time for Expiry**

20. This approval will expire if one of the following circumstances applies:
  - (a) The development is not started within two years of the approval date;
  - (b) The development is not completed within five years of the date of commencement of construction.

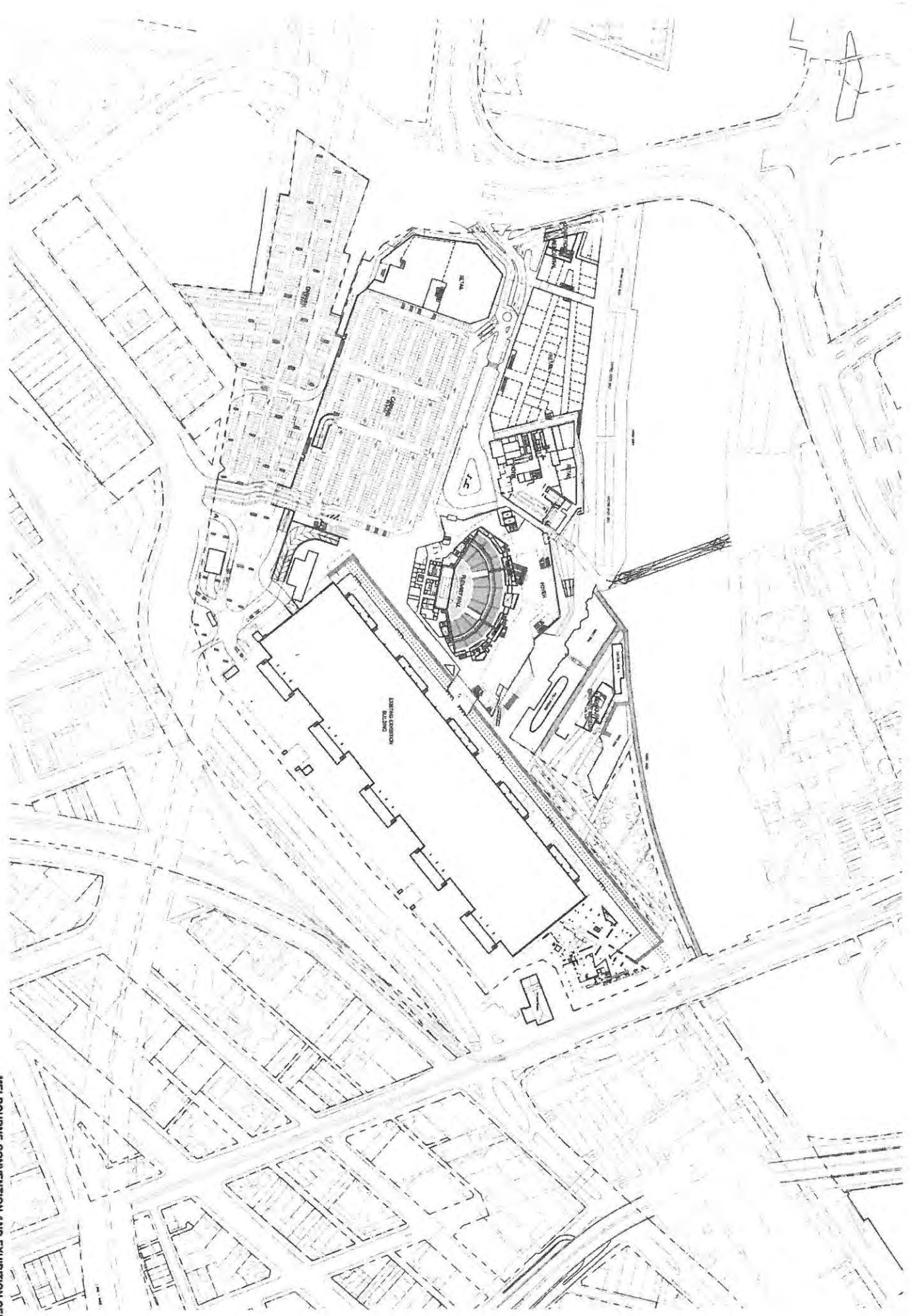
The responsible authority may extend the periods referred to if a request is made in writing before the approval expires or within three months afterwards.

The development must, after it is commenced, be continued and completed to the satisfaction of the responsible authority.

**END OF  
DOCUMENT**

# **Precinct A**

## Stage 1



MELBOURNE CONVENTION AND EXHIBITION CENTRE

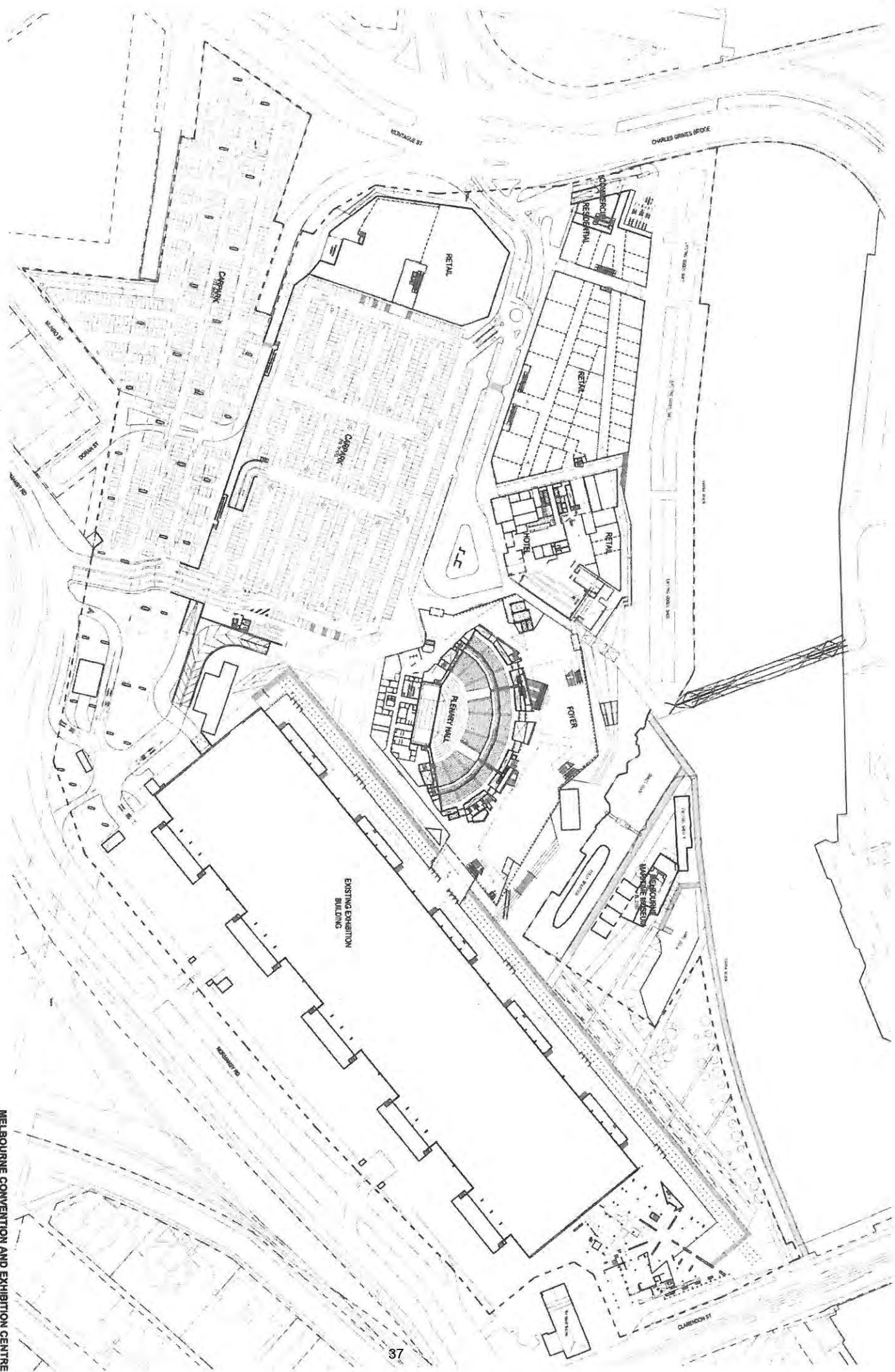
ARCHITECT • INTERIOR DESIGN • LANDSCAPE DESIGN

Stage 01 - Site Plan

17/02/2014 Scale 1:1000 A4

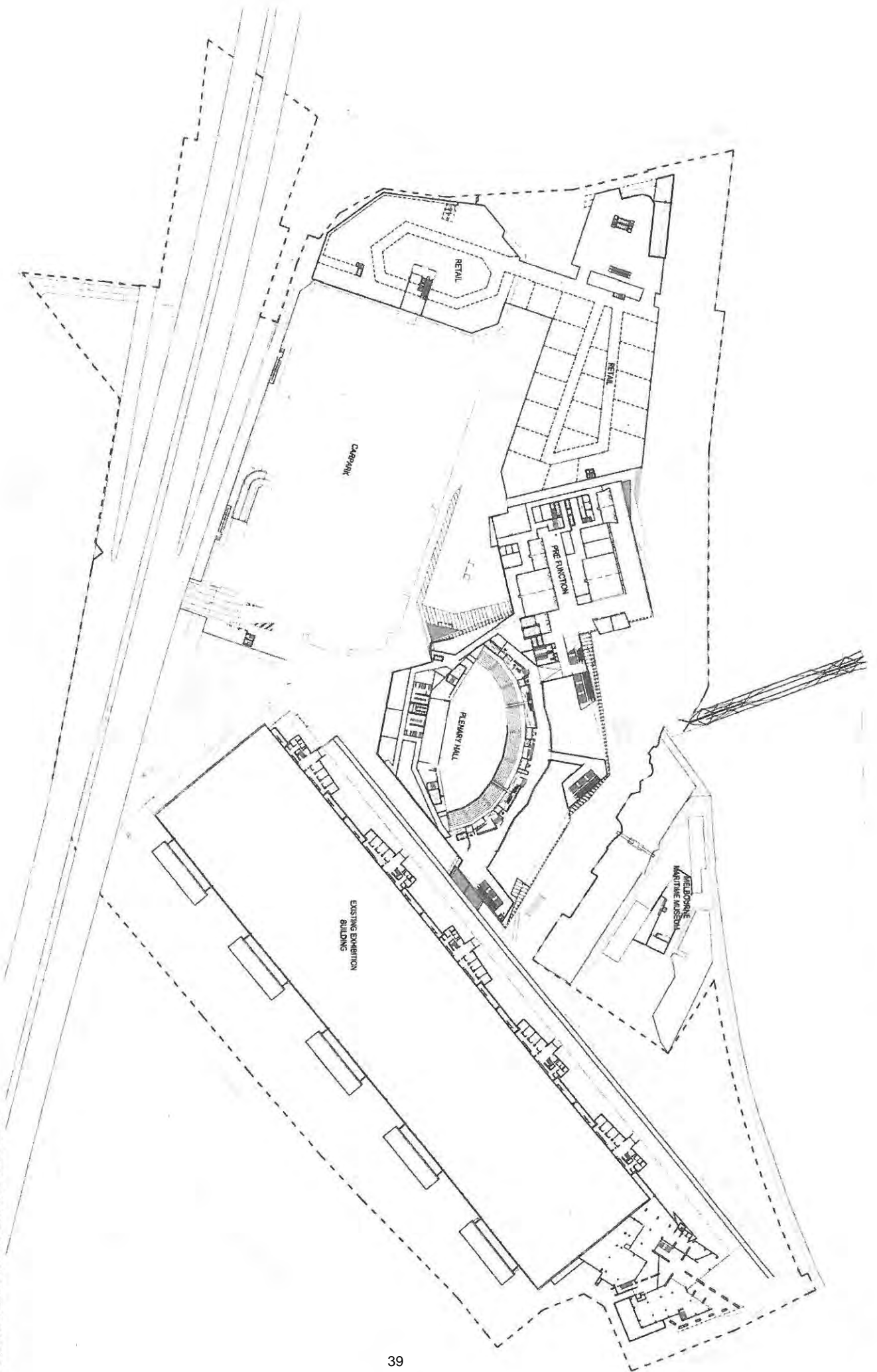


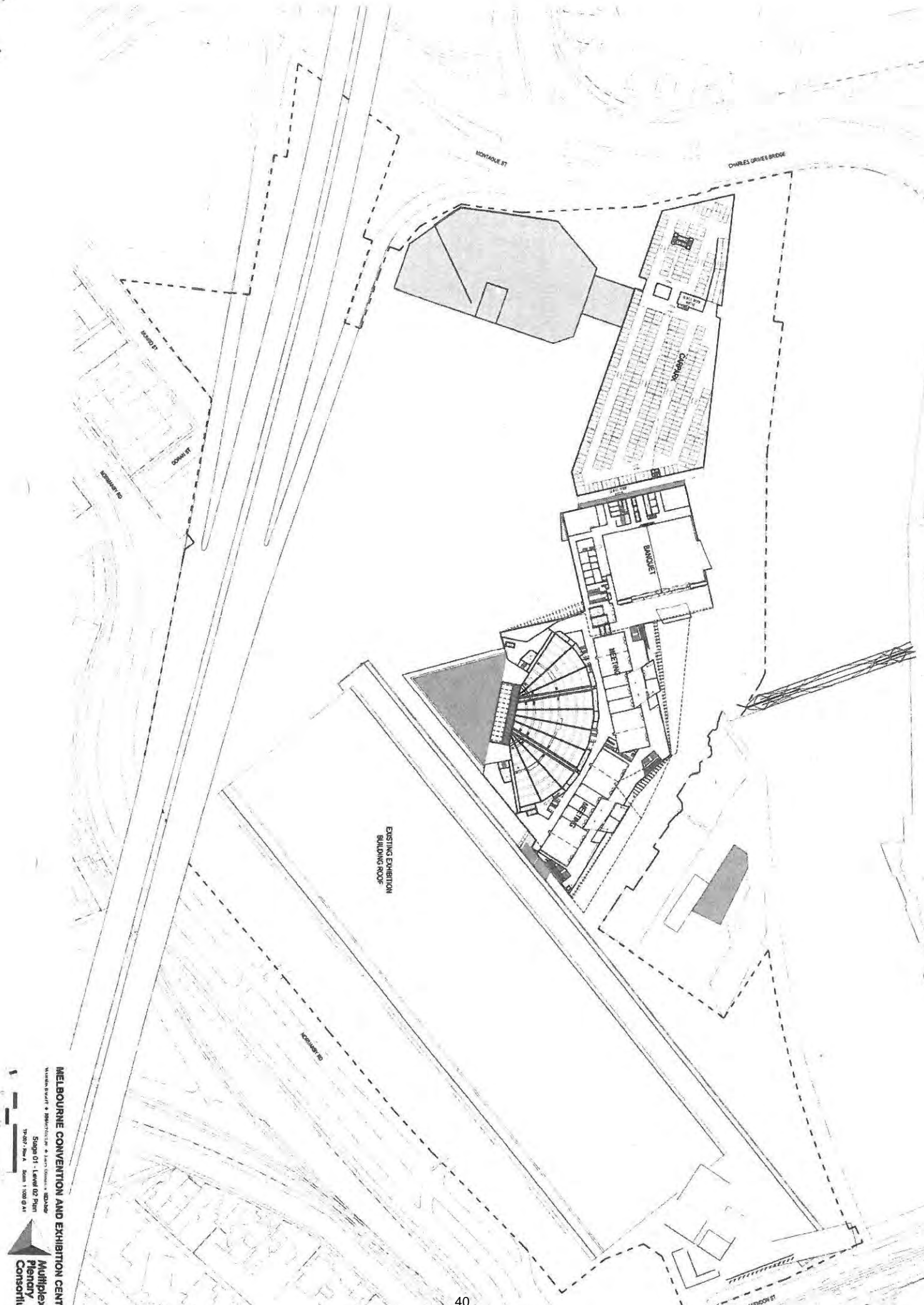




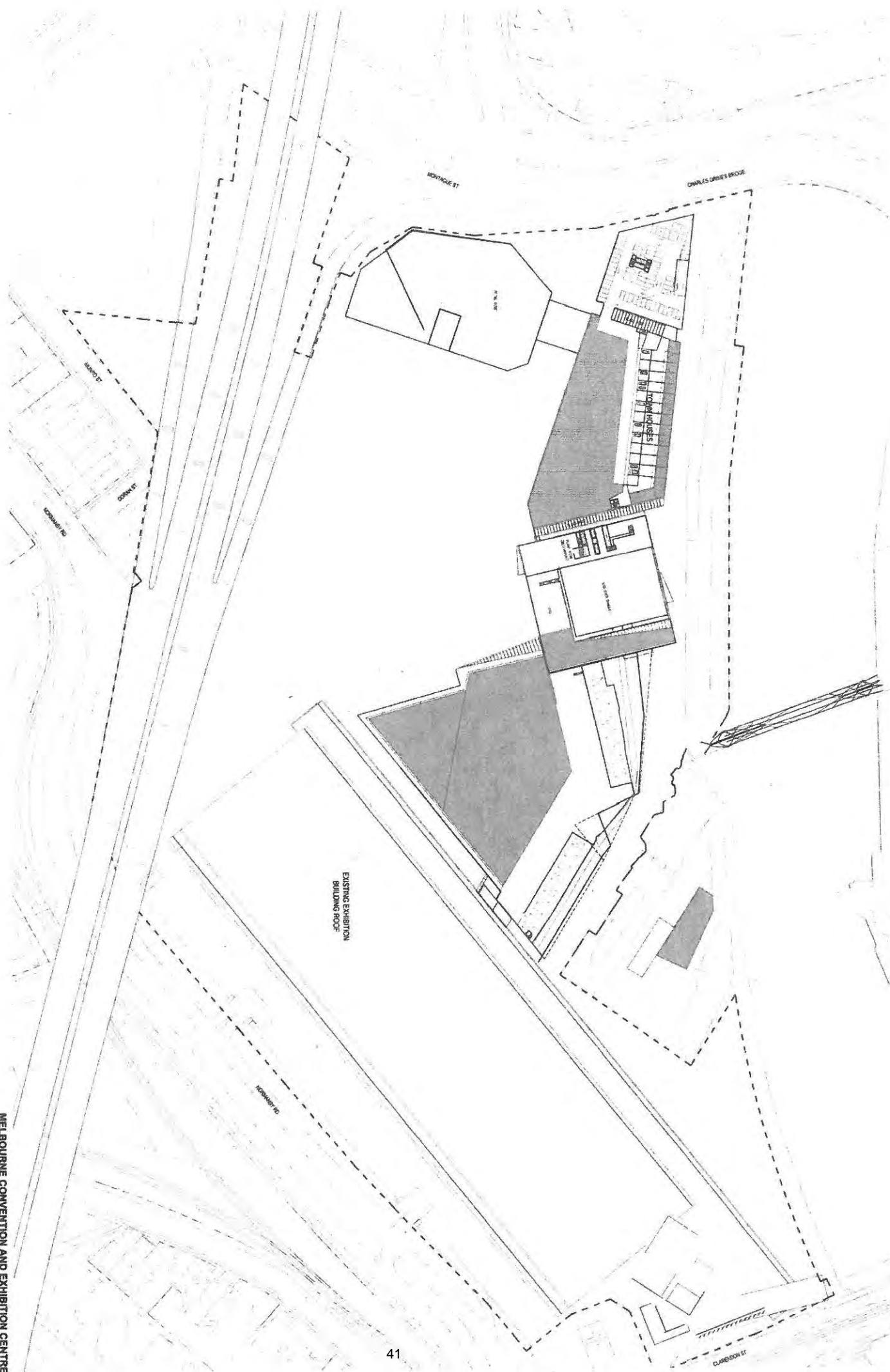










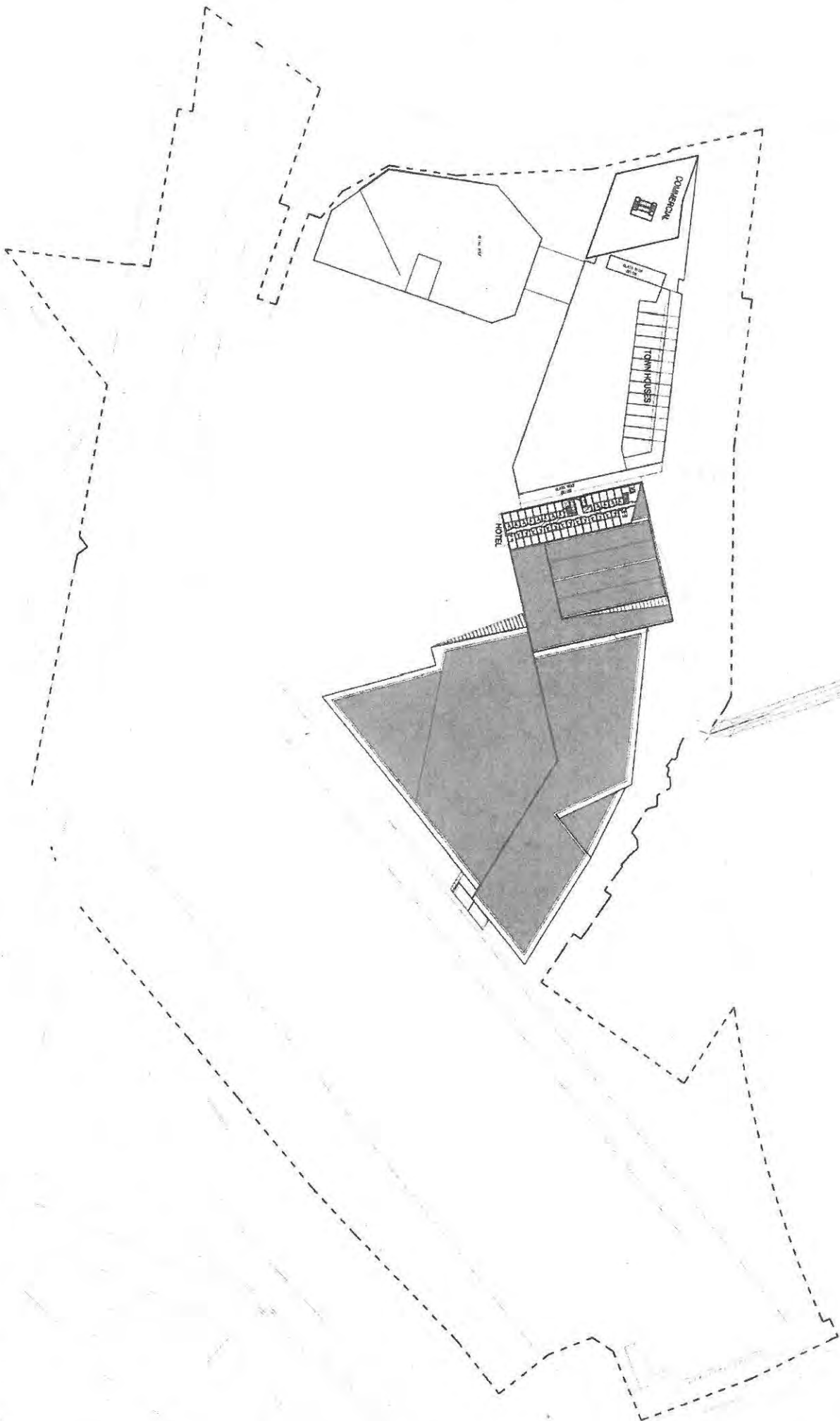


EXISTING EXHIBITION  
BUILDING ROOF

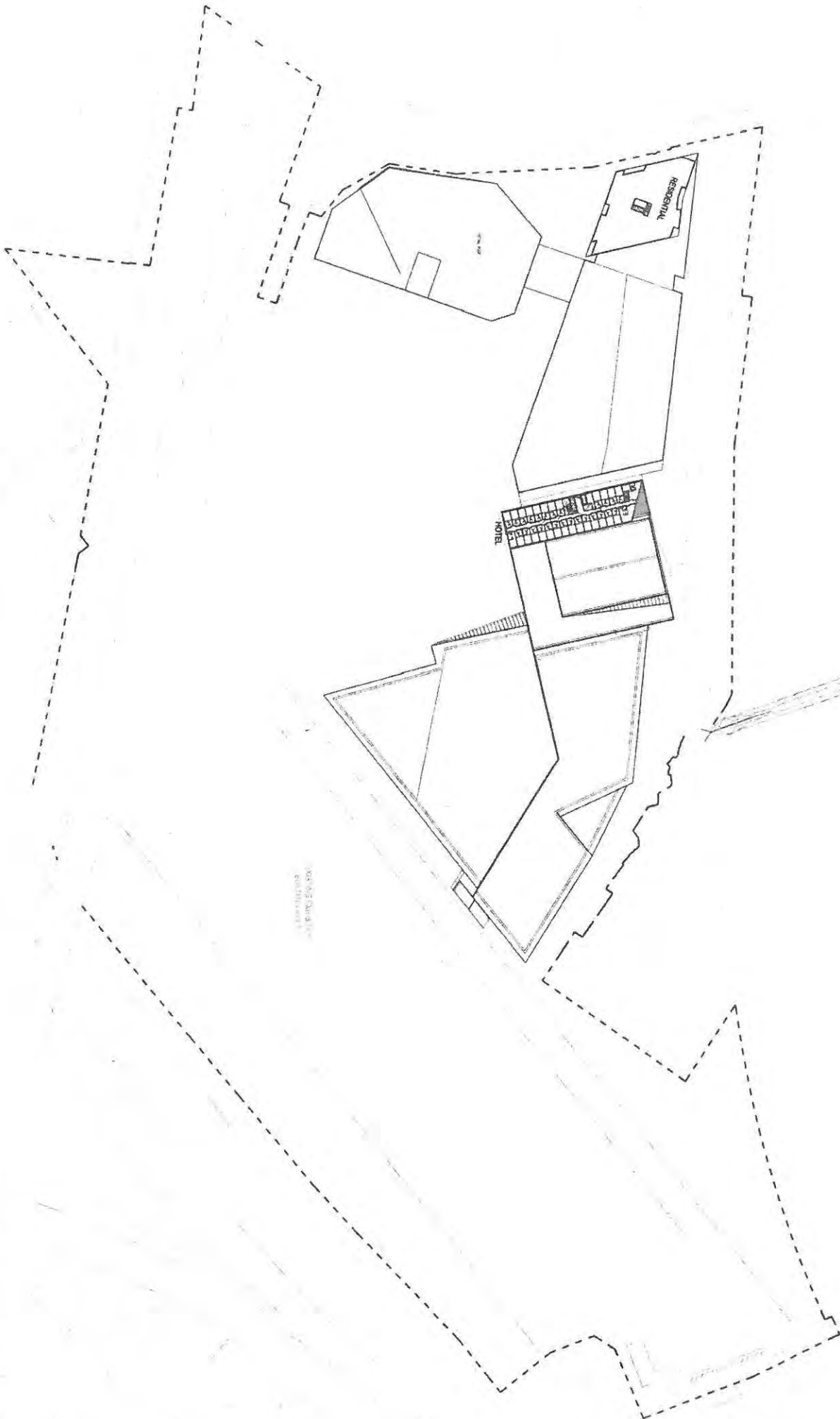
MONTAGUE ST

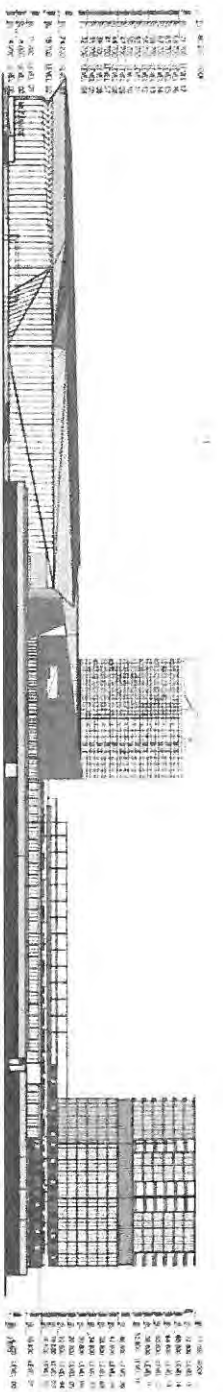
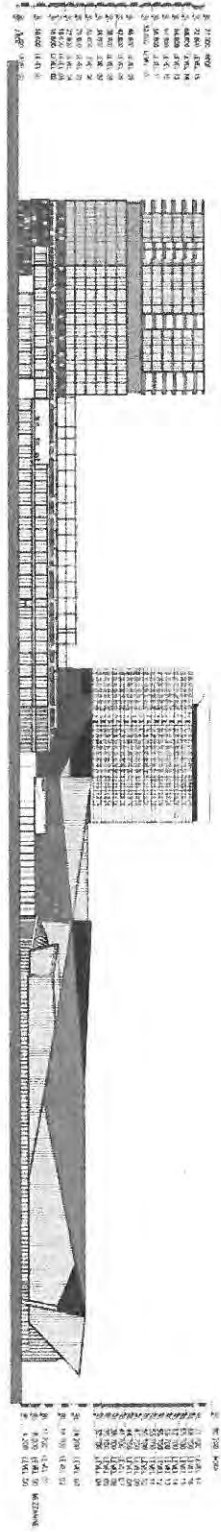
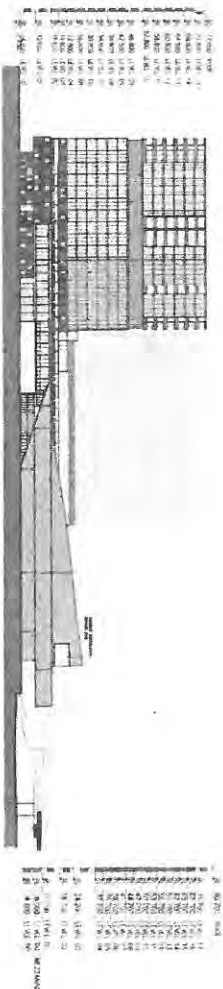
CHARLES STREET BRIDGE

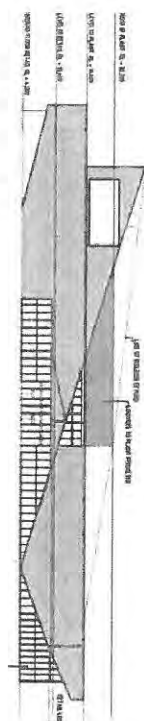
DARGASON ST



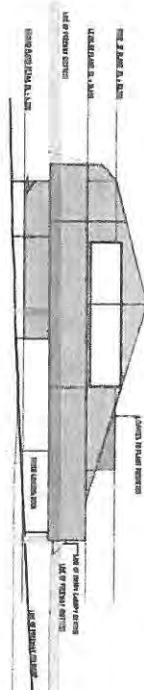




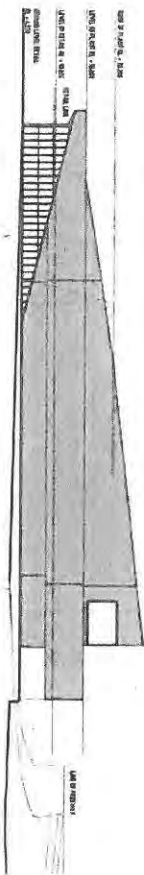




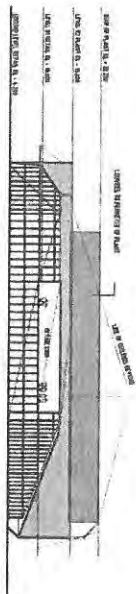
01 EAST ELEVATION



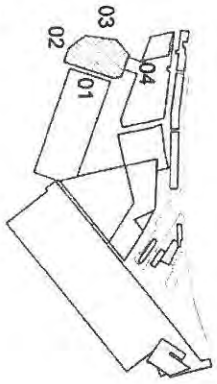
02 SOUTH ELEVATION



03 WEST ELEVATION



04 NORTH ELEVATION



NOTE: REFER ALSO TO SIGNAGE DRAWING PACKAGE

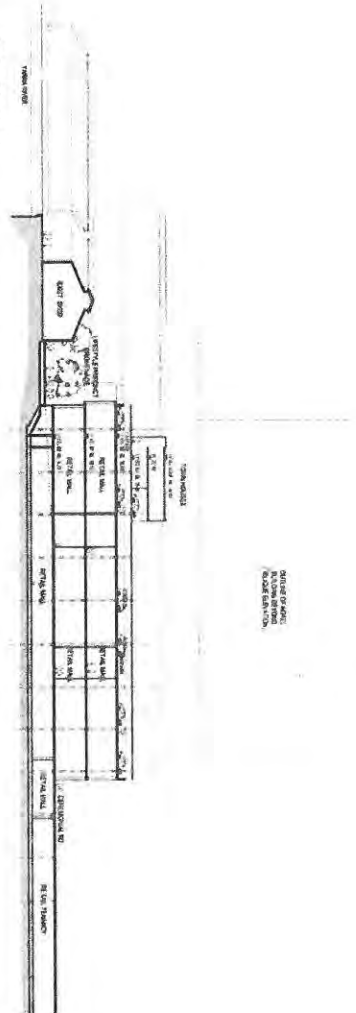
MELBOURNE CONVENTION AND EXHIBITION CENTRE

Stage 01 - Retail South Entry

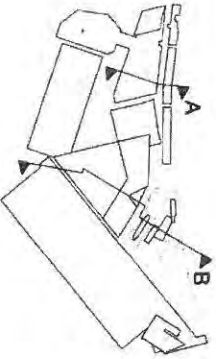
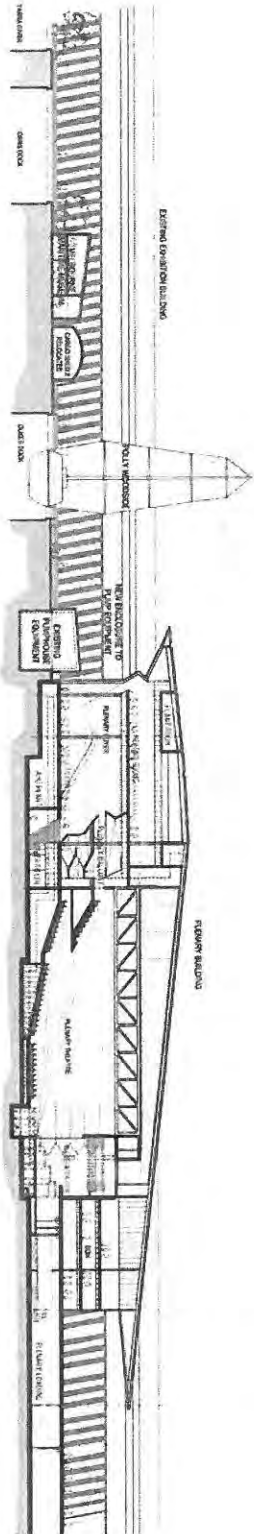
Project Number: 1000-01

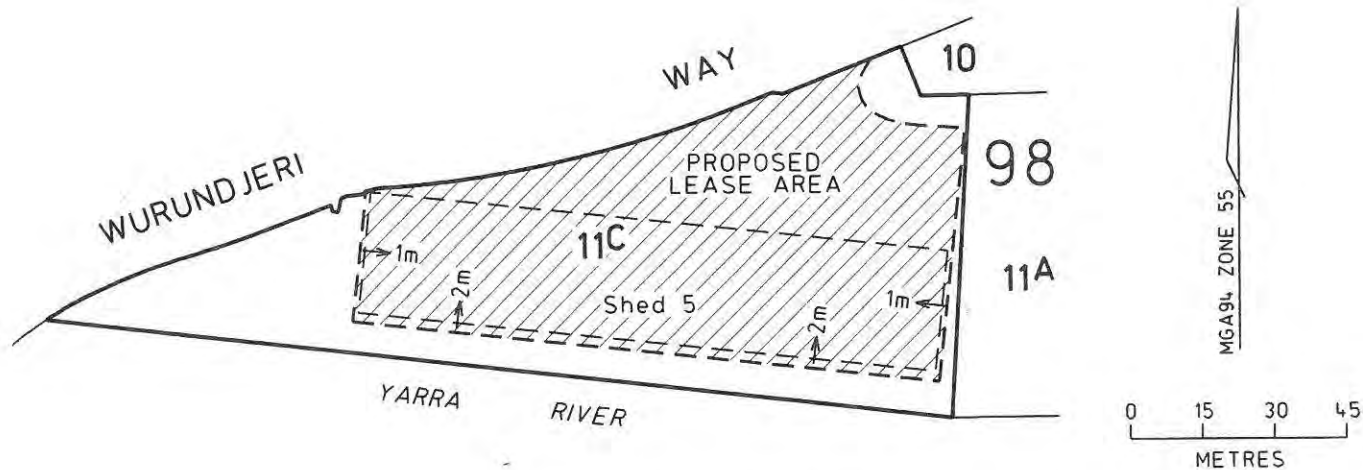


SITE SECTION A



SITE SECTION B





CA 11<sup>C</sup> of 98 = 7746m<sup>2</sup>  
 Proposed Lease = 5486m<sup>2</sup>±

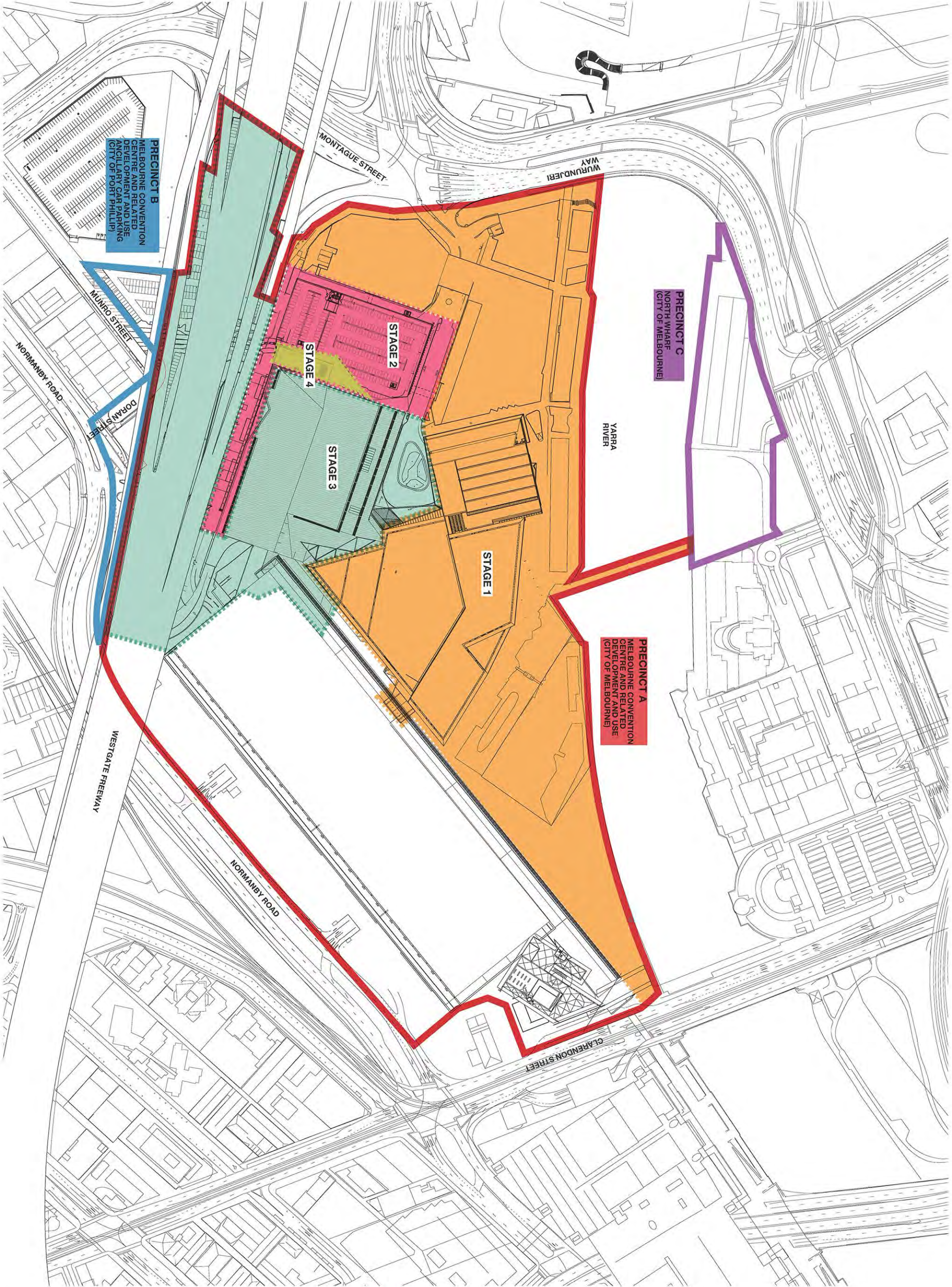
SHED 5, NORTH WHARF, PLAN NO. 1		
CROWN ALLOTMENT 11C SECTION 98 CITY OF MELBOURNE PARISH OF MELBOURNE NORTH COUNTY OF BOURKE		
Prepared from VDP, M314(9A), OP120844		V.CASSAR 19/04/2006
		for JOHN TULLOCH SURVEYOR GENERAL VICTORIA
Corr. No. 2001-03105	Drawn V.C. 17/03/2006	GP 2178



# **Precinct A**

## **Stage 2,3 & 4**





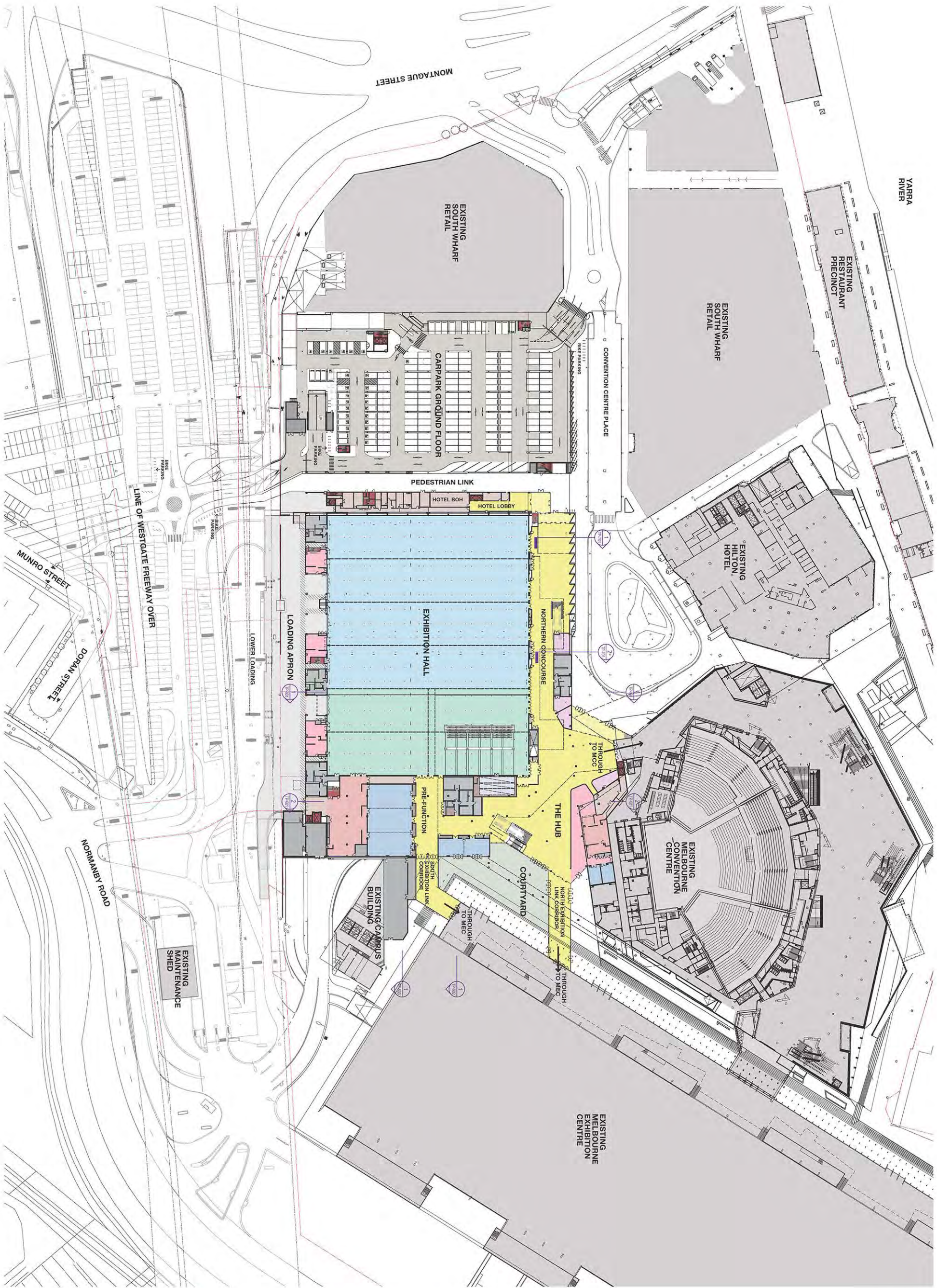




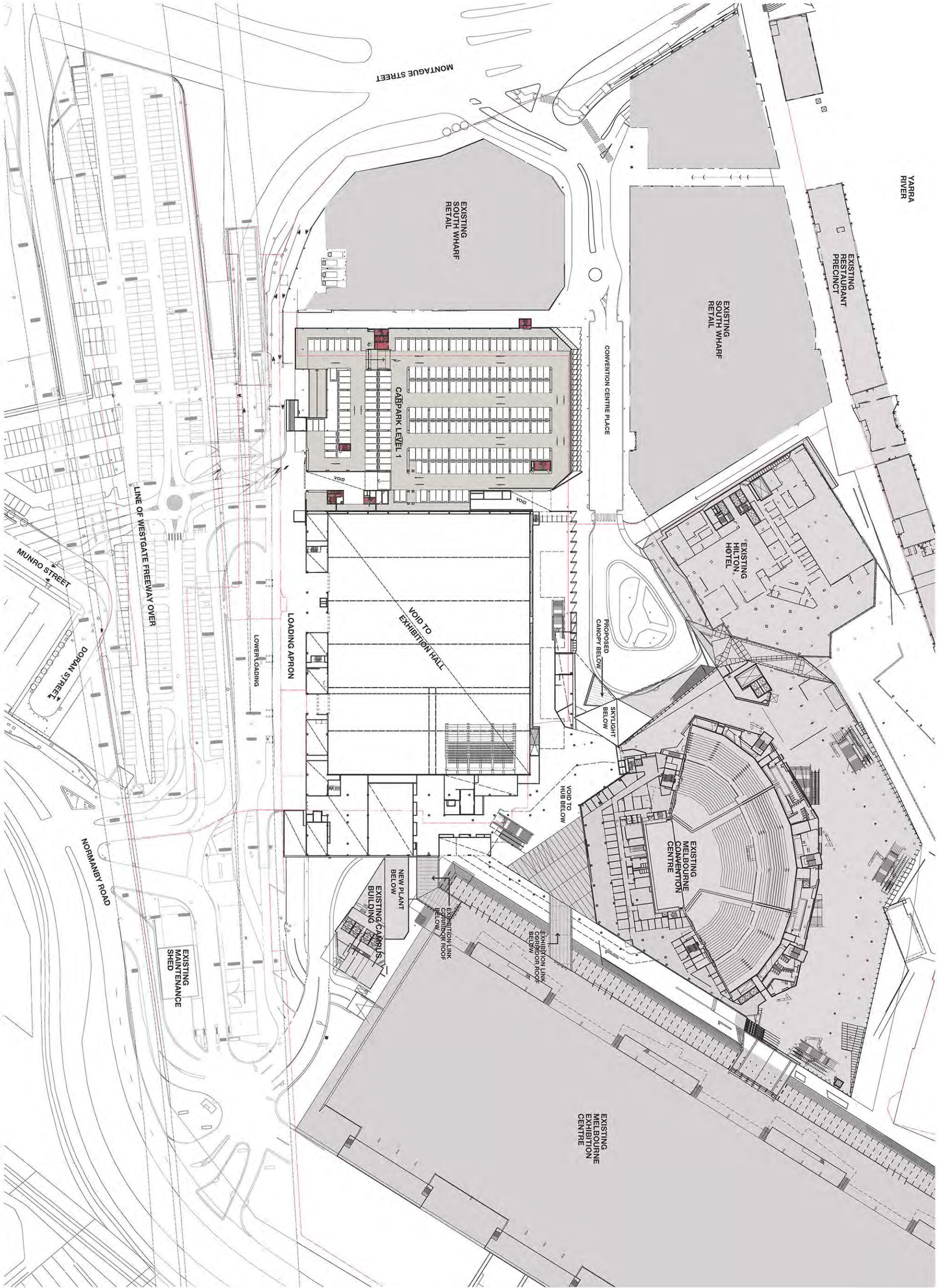














YARRA RIVER

EXISTING RESTAURANT PRECINCT

EXISTING SOUTH WHARF RETAIL

CONVENTION CENTRE PLACE

MONTAGUE STREET

EXISTING SOUTH WHARF RETAIL

LINK BRIDGE

EXISTING CANOPY BELOW

CARPARK LEVEL 2

WESTGATE FREEWAY

LOADING APRON BELOW

VOID TO EXHIBITION HALL

SKYLIGHT BELOW

PROPOSED CANOPY THROUGH TO EXISTING RETAIL

VOID TO GLAZED ROOF

HUB BELOW

NEW PLANT BELOW

EXISTING CAMPUS BUILDING

EXHIBITION LINK CORRIDOR ROOF BELOW

EXISTING MELBOURNE CONVENTION CENTRE

EXISTING MELBOURNE EXHIBITION CENTRE

LEGEND

- CIRCULATION
- EXHIBITION HALL
- MULTI-FUNCTION SPACE / F&B
- CONFERENCE FACILITIES
- FOOD & BEVERAGE
- SERVERY
- OFFICES
- OUTDOOR EVENT
- STORAGE
- AMENITIES
- PLANT / SERVICES
- BOH
- VERTICAL TRANSPORT
- PROPERTY LINE















**LEGEND**

- CIRCULATION
- EXHIBITION HALL
- MULTI-FUNCTION SPACE / F&B
- CONFERENCE FACILITIES
- FOOD & BEVERAGE
- SERVICES
- OFFICES
- OUTDOOR EVENT
- STORAGE
- AMENITIES
- PLANT / SERVICES
- BOH
- VERTICAL TRANSPORT
- HOTEL GUEST ROOMS
- PROPERTY LINE

**WOODS MARCHAL**

Architects

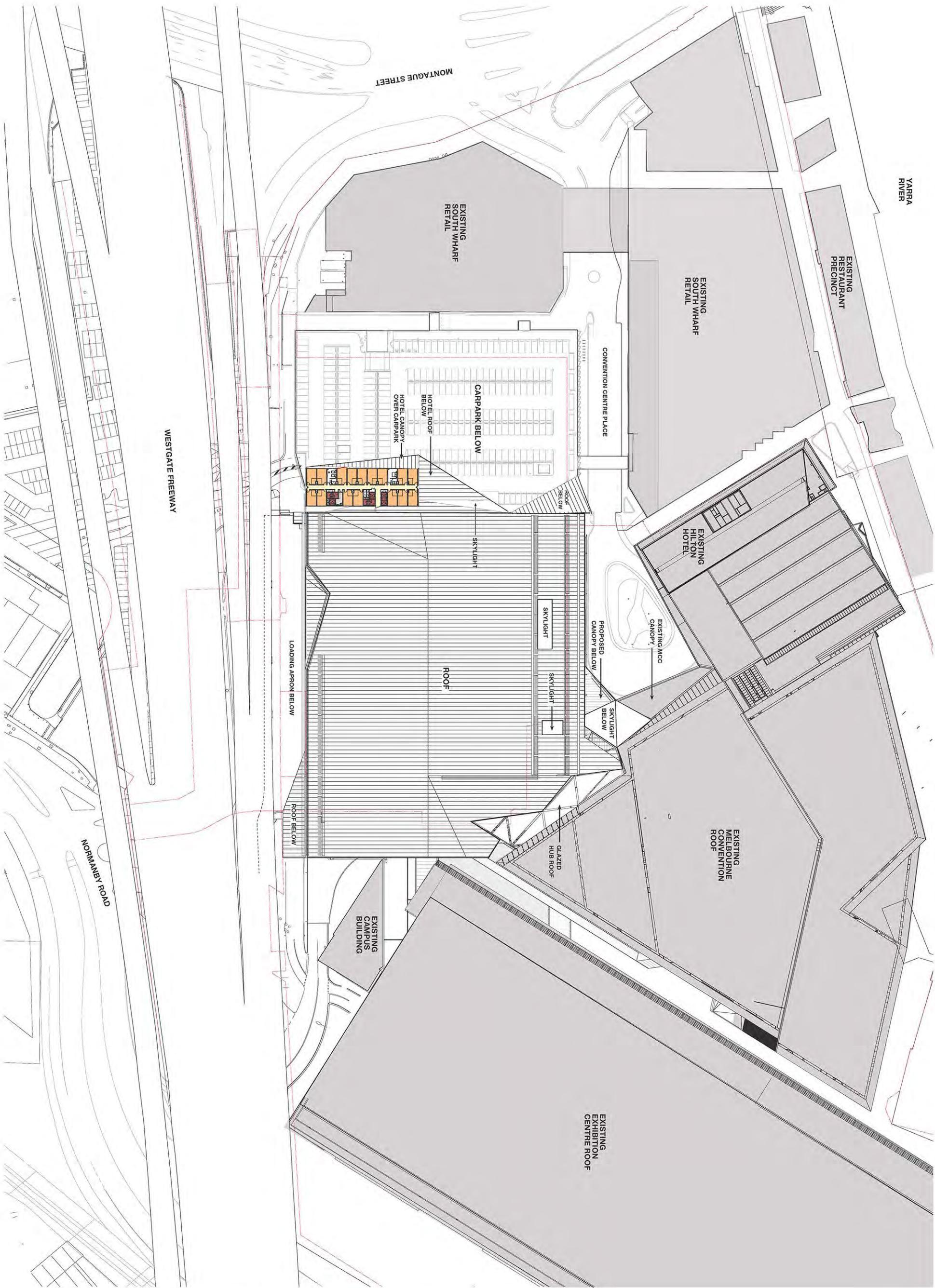
140150

Scale: 1:500

Sheet: 1 of 1

Project: TOWN PLANNING

Revision: C





YARRA RIVER

EXISTING RESTAURANT PRECINCT

EXISTING SOUTH WHARF RETAIL

CONVENTION CENTRE PLACE

EXISTING SOUTH WHARF RETAIL

MONTAGUE STREET

CARPARK BELOW

HOTEL ROOF BELOW

HOTEL CANOPY OVER CARPARK

ROOF

SKYLIGHT

ROOF

LOADING APRON BELOW

ROOF BELOW

EXISTING MCC CANOPY

PROPOSED CANOPY BELOW

SKYLIGHT BELOW

SKYLIGHT

SKYLIGHT

GLAZED HUB ROOF

EXISTING MELBOURNE CONVENTION ROOF

EXISTING EXHIBITION CENTRE ROOF

EXISTING CAMPUS BUILDING

WESTGATE FREEWAY

NORMANBY ROAD

- CIRCULATION
- EXHIBITION HALL
- MULTI-FUNCTION SPACE / F&B
- CONFERENCE FACILITIES
- FOOD & BEVERAGE
- SERVICES
- OFFICES
- OUTDOOR EVENT
- STORAGE
- AMENITIES
- PLANT / SERVICES
- BOH
- VERTICAL TRANSPORT
- PROPERTY LINE

Project: MCEO STAGE 2

Client: PLEINARY GROUP

WOODS MACHINERY  
140150  
1:500

FLOOR PLAN - ROOF

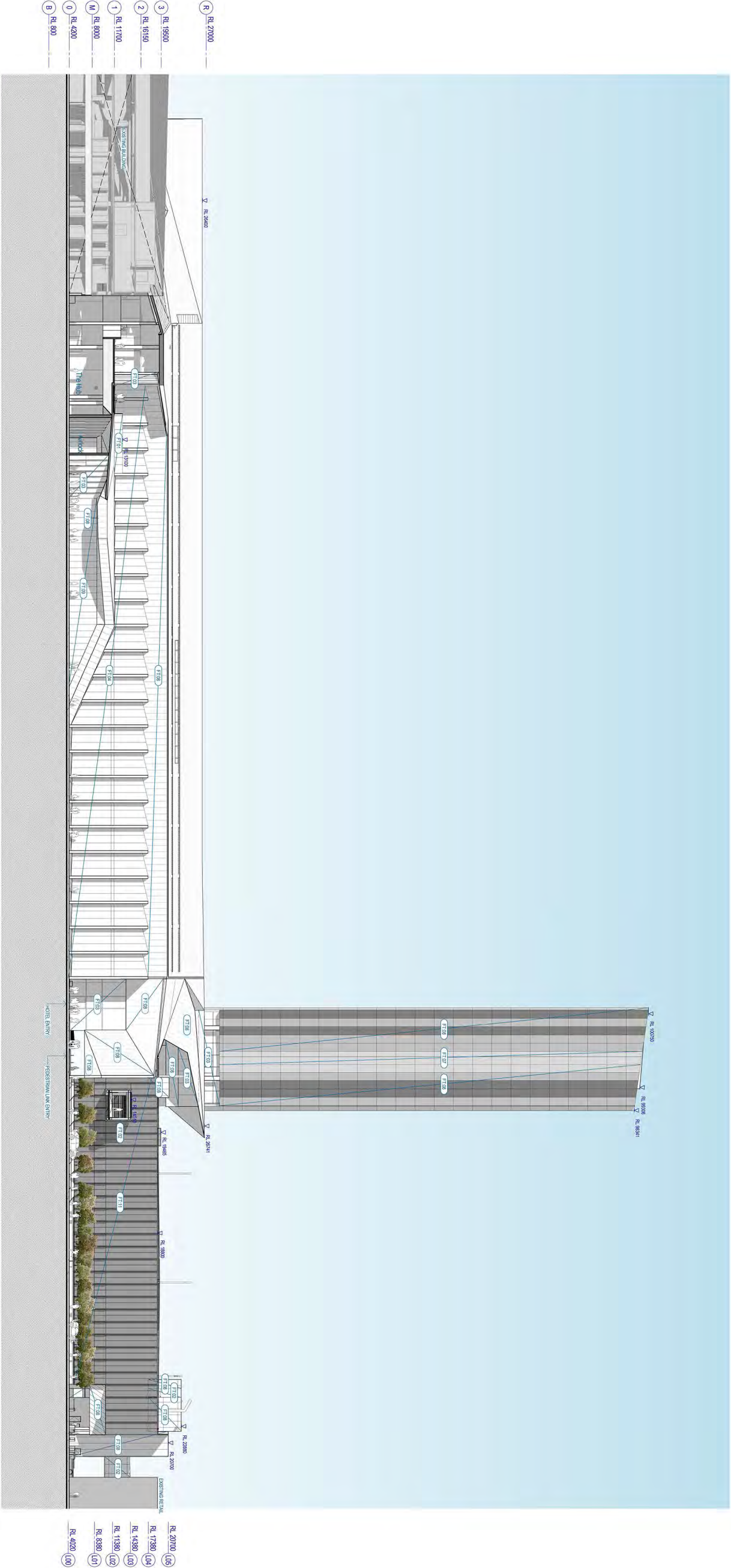
Project: TOWN PLANNING  
Client: C



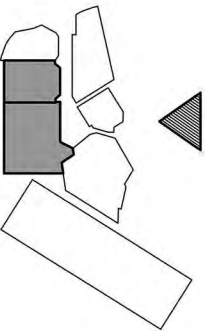
Refer to Drawing TP-303 for Materials and Finishes noted in Schedule Tables.

FACADE TYPES

- FT-01: Cladded (S) wall system supported by steel frame.
- FT-02: Cladded (S) wall system supported by steel frame.
- FT-03: Cladded (S) wall system supported by steel frame.
- FT-04: Cladded (S) wall system supported by steel frame.
- FT-05: Cladded (S) wall system supported by steel frame.
- FT-06: Cladded (S) wall system supported by steel frame.
- FT-07: Cladded (S) wall system supported by steel frame.
- FT-08: Cladded (S) wall system supported by steel frame.
- FT-09: Cladded (S) wall system supported by steel frame.
- FT-10: Cladded (S) wall system supported by steel frame.
- FT-11: Cladded (S) wall system supported by steel frame.
- FT-12: Cladded (S) wall system supported by steel frame.



1 North Elevation

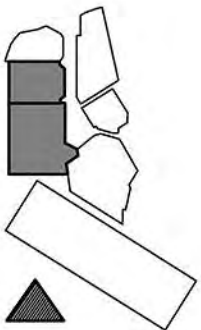


Before is ranking TP 2003 for Malaysia and firm's noted in brackets below.

## FACTFILE 1996'S

[illegible]

1 EAST ELEVATION





Order to examine the SDs for Malignancy and Fetal or Infant in the Breast Tissue

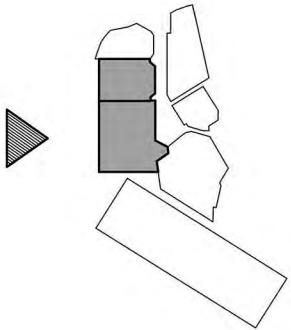
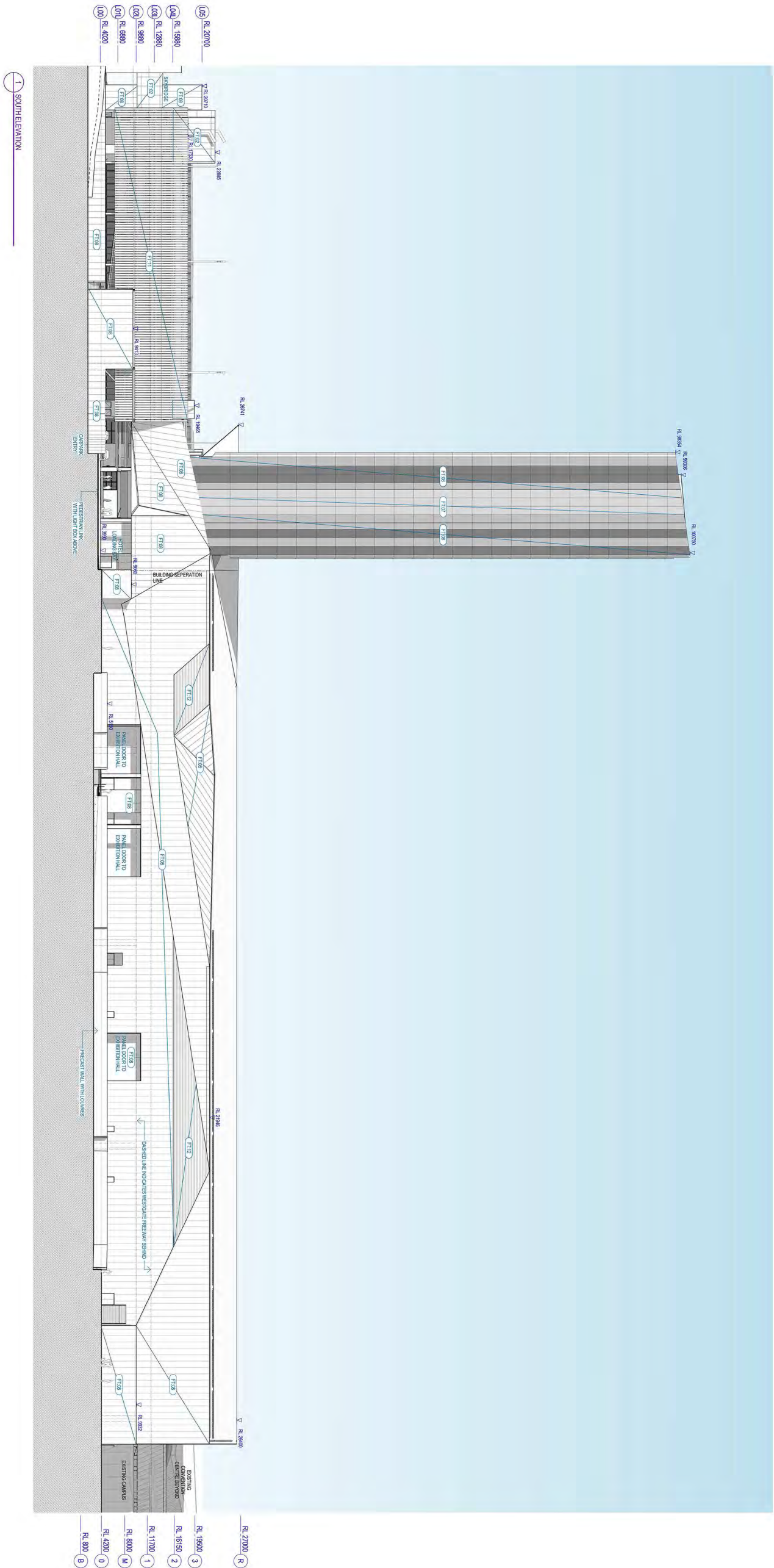
## MICHAEL LUTZ

[illegible]

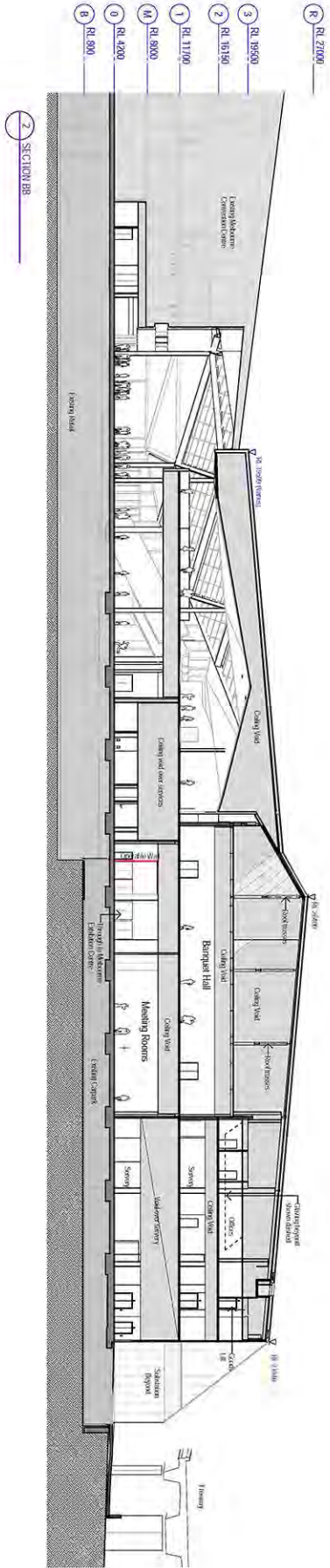
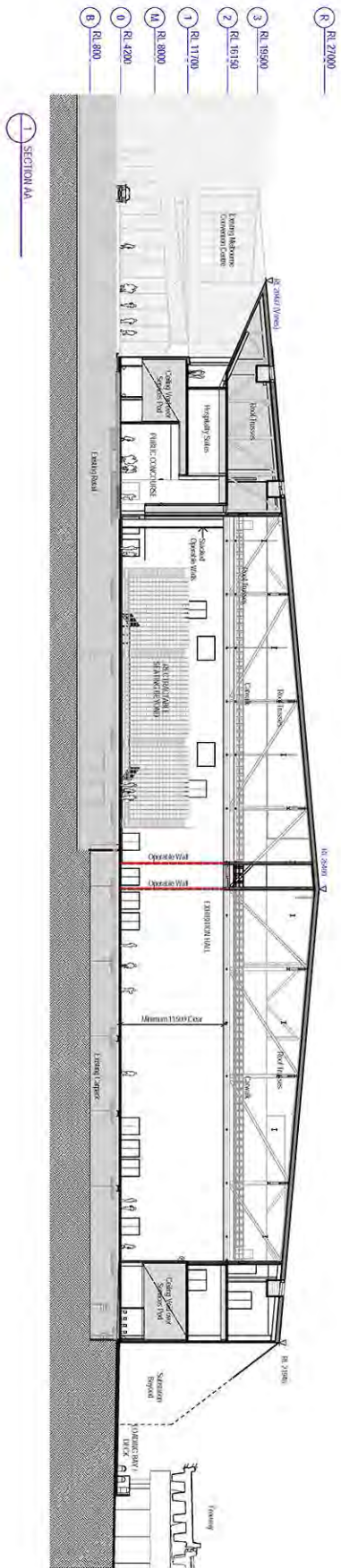
**Notes & Legend**  
Contractor must verify all dimensions on site before commencing work  
or preparing shop drawings. Do not scale drawings.

Refer to drawing TP-803 for Materials and Finishes noted in brackets below

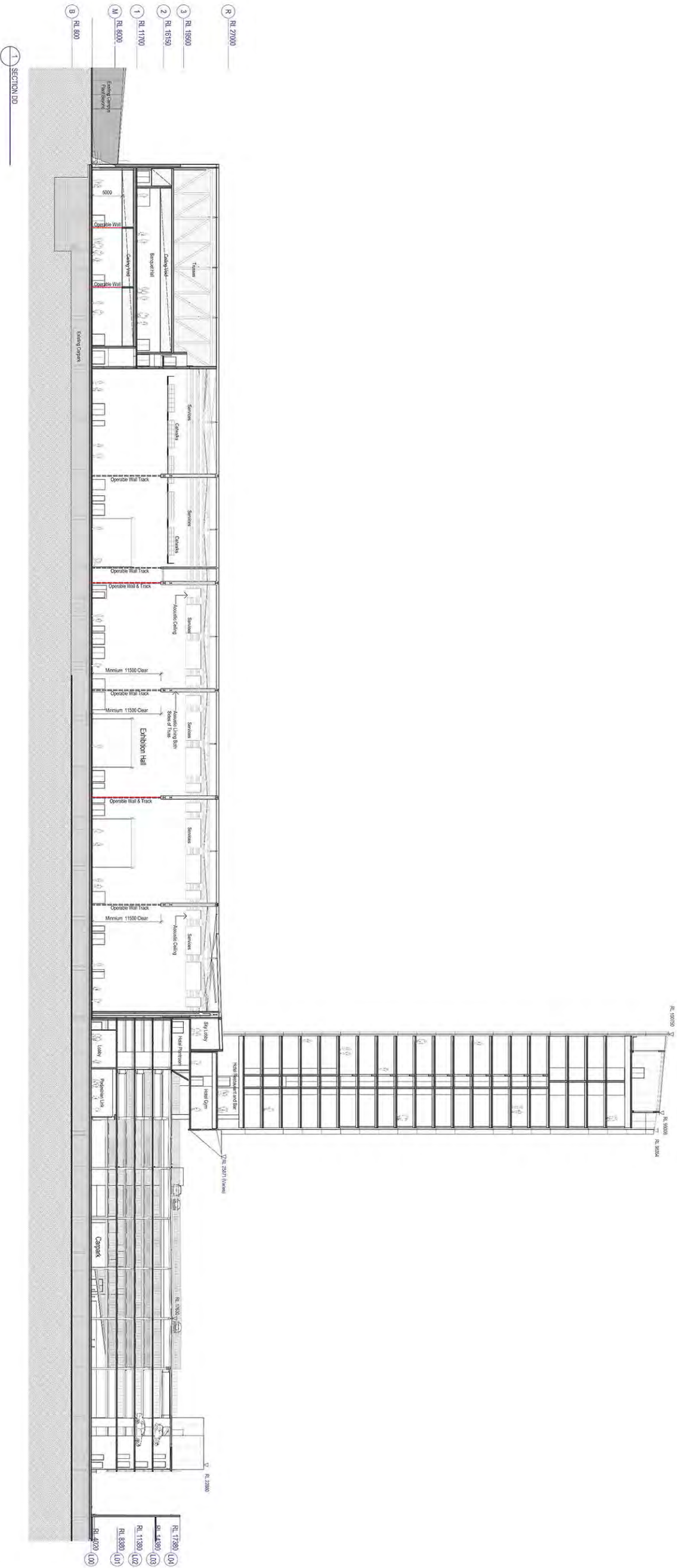
### FACADE TYPES

[illegible]





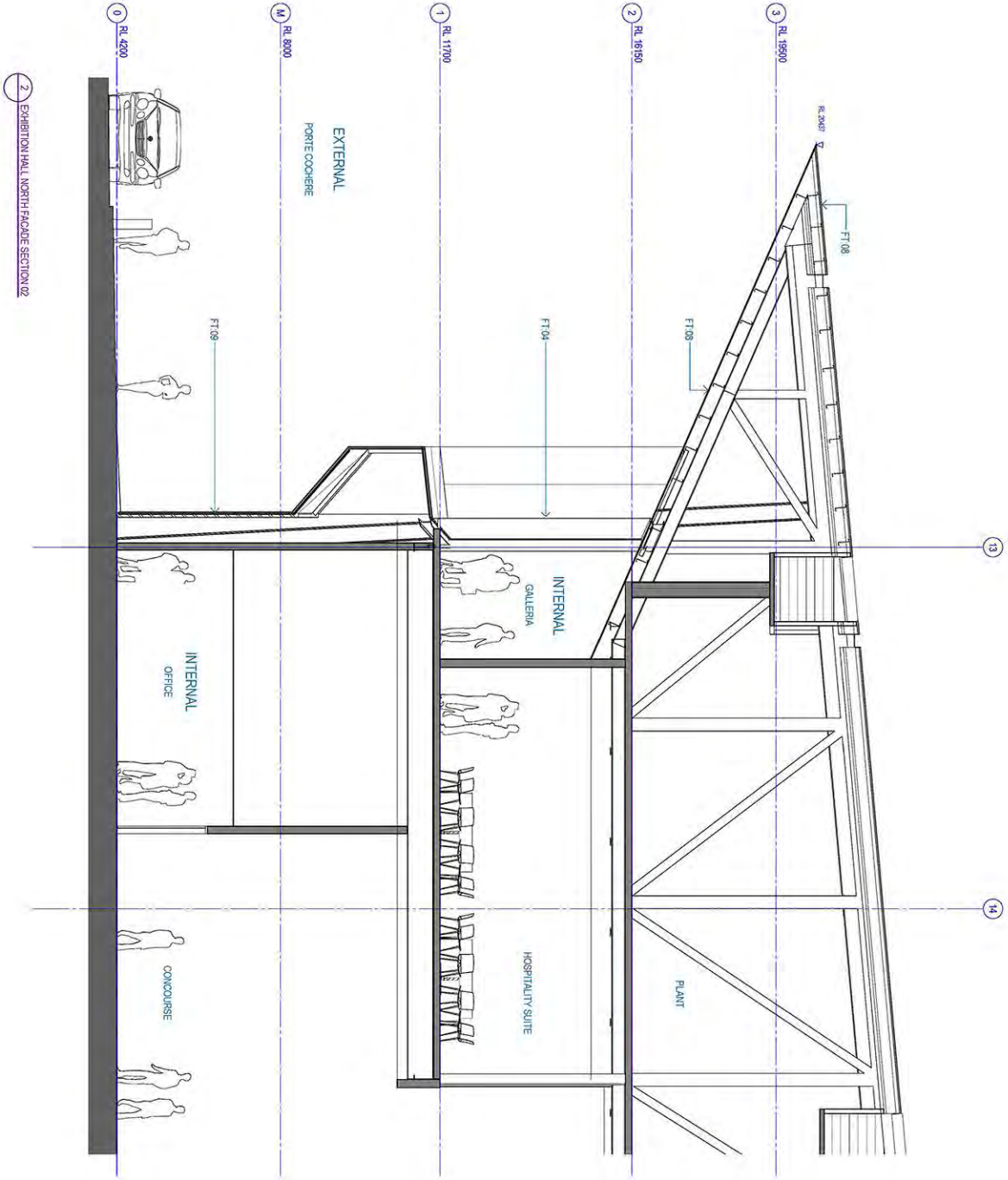
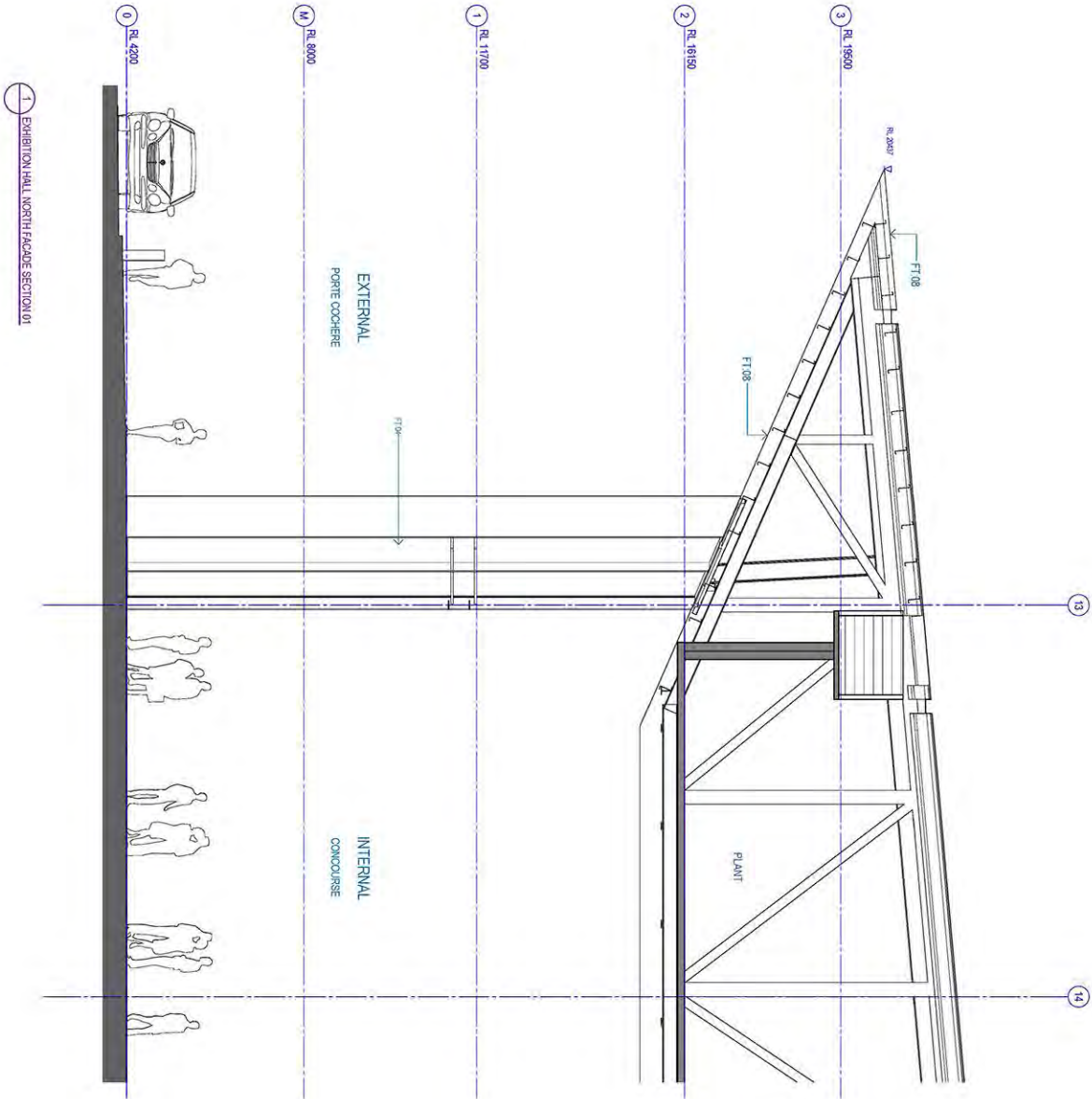






Refer to drawing TP-803 for Materials and Finishes notes in brackets below.

## FACADE TYPES

[illegible]



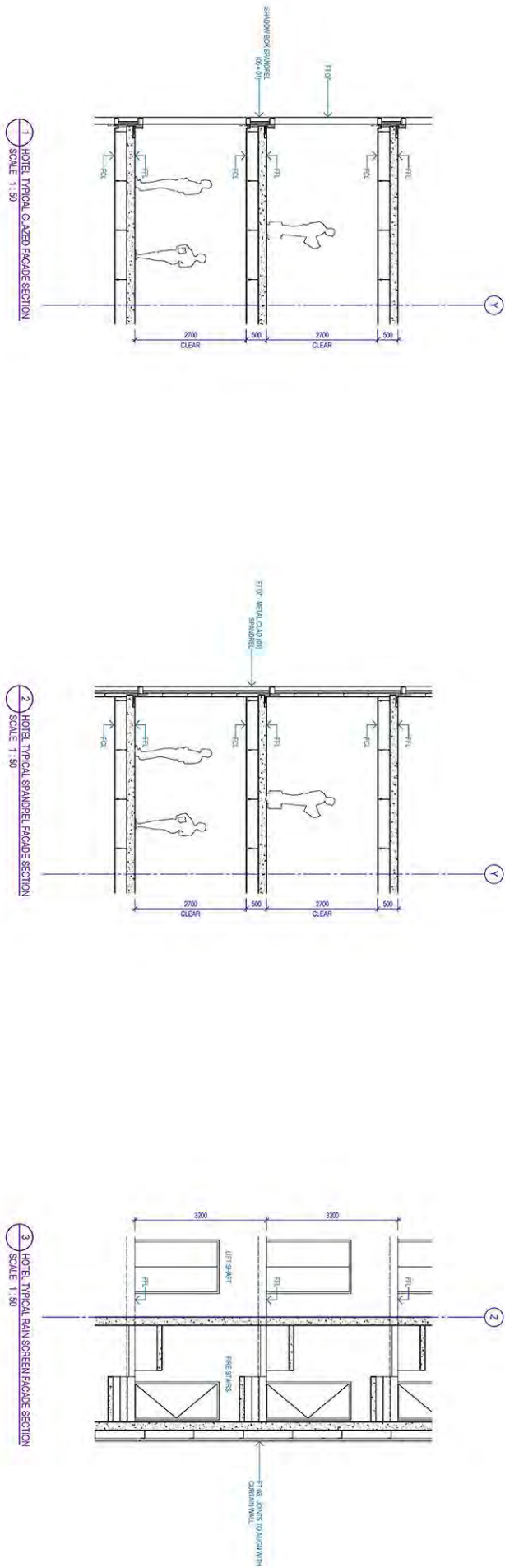




**Notes & Legend**  
Contractor must verify all dimensions on site before commencing work or preparing final drawings. Do not scale drawings.

Refer to drawing TP-803 for Materials and Finishes notes in brackets below.

### FACADE TYPES

[illegible]

### FACADE TYPES

### FACADE TYPES

FT-12 - Metal Joints