

**Officer Delegate Report**

<b>APPLICATION FOR PLANNING PERMIT:</b>	
<b>Application Number:</b>	2012/006122
<b>Location:</b>	313 Spencer Street, Docklands (corner of La Trobe and Spencer Street)
<b>Proposal:</b>	Use and Development of the land for an Emergency Services Facility (Police Complex), alteration of access to a Road Zone Category 1 and provision of car parking spaces in excess of the rates specified under the Schedule to Clause 52.06
<b>Applicant:</b>	CBUS Property – c/o Urbis Pty Ltd
<b>Zoning:</b>	Capital City Zone- Schedule 1 (Outside the Retail Core) Adjoining a Road Zone Category 1 (RDZ1)
<b>Overlays:</b>	Design and Development Overlay Schedule 12 (DDO12) Environmental Audit Overlay (EAO)
<b>Existing Use:</b>	Former Australia Post Mail Centre
<b>Number of Submissions:</b>	1 submission in support of the proposal
<b>Recommendation:</b>	Permit to be issued subject to conditions

[REDACTED]

[REDACTED]

**NAME:** [REDACTED]

**SIGNATURE:** [REDACTED]

**DATE:** 10 Oct 2012

**Ph:** [REDACTED]

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**1. PROPOSAL**

It is proposed to redevelop part of the site for a new police complex which will centralise major criminal investigation and intelligence staff within a state-of –the-art built facility. The complex will

replace the former AusPost Mail Centre with a 13 storey building for the purpose of an operational police station and administration facilities, office, retail and associated car parking. The City West Police Complex project will in part provide for consolidation of existing facilities and tenancies at 412 St Kilda Road, 452 Flinders Street and the Melbourne West Police Station at 637 Flinders Street, Melbourne. The specific details of the proposal are as follows:

- A 24 hour Police Station (Emergency Service Facility) accessible from the ground floor totalling approximately 5,000 square metres.
- Corporate office accommodation equivalent to PCA A Grade totalling approximately 22,000 square metres.
- A publically accessible landscaped plaza.
- Main lobby and address to corporate foyer from Spencer Street.
- Main entry to Police Station accessible from La Trobe Street and public plaza.
- Two retail tenancies with a combined floor area of 224 square metres. One specifically designed as a café which connects directly to the public plaza space.
- Car parking for 300 cars providing secure parking for Police members, some selected visitors and specialist Police vehicles.
- Conference facilities, intended for use by the Victoria Police and to facilitate consultation with the community.
- Private gymnasium and change facilities.
- Bicycle storage for individual police members and operational patrol bicycles. Total 220 bikes.
- Private roof garden for Police members.
- Alteration of access onto a road within a Road Zone Category 1, via the removal of a crossover from Spencer Street.

The building is formally composed in its architectural form as a three level podium with tower above. Three levels of podium provide larger floor plates which will extend to the boundary along La Trobe Street with setbacks from all other site edges. Café and retail tenancies will be incorporated at ground level assisting with activating the public plaza. Along Spencer Street the corporate foyer has been set back approximately 5.5 metres to maintain a connection to the street while providing a standoff distance from possible threats.

The basement car park is two levels deep with principal access from La Trobe Street. A secondary basement access is also provided off the private services access road (western access road to loading bay and car parks). A total of 293 secure car parking spaces will be available within the basement car parks for operational and staff vehicles and 7 car spaces on ground level for emergency response vehicles.

The development proposes to widen the space provided for pedestrians along Spencer Street, albeit, this public realm improvement is in part offset by the installation of security crash barriers and bollards in the south east corner preventing vehicles from ramming the building.

The building will have a maximum height of 64.6 metres when measures from ground level along Spencer Street to the top of the roof plant. The development will occupy the northern portion of the site only with the balance of the land (located adjacent to the Coles Supermarket) remaining in the control of AustPost. This development and land ownership arrangement will be formalised via approval of a two lot subdivision of the land issued by the City of Melbourne.

## **2. SITE AND SURROUNDS**

The site is located at 313 Spencer Street, Docklands (or otherwise referred to as the former AusPost Mail Centre site), bounded by Spencer Street to the east, La Trobe Street to the north, Spencer Street Station Coles Supermarket to the south and a major rail corridor to the west which forms part of the Principal Public Transport Network (PPTN) (see Figure 1 below).



### 3. PLANNING POLICY AND CONTROLS

#### State Planning Policy Framework (SPPF)

The State Planning Policy Framework (SPPF) seeks to develop objectives for planning in Victoria to foster land use and development planning and policy which integrates relevant environmental, social and economic factors. The sections of the SPPF, which are particularly relevant to this matter include:

- *Clause 10.04 (Integrated Decision Making)* - seeks to ensure that planning address various needs and expectations relating to land settlement, protection of the environment, economic well being, various social needs, proper management of resources and infrastructure.
- *Clause 15 (Built Environment and Heritage)* - seeks to ensure all new land uses and development appropriately responds to its landscape, valued built form and cultural context and protect places and sites with significant heritage, architectural aesthetic, scientific and cultural value.
- *Clause 17 (Economic Development)* - seeks to provide for a strong and innovative economy, where all sectors of the economy are critical to economic prosperity. It encourages development which meets the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities. One of the key strategies of this Clause is to locate commercial facilities in or near existing and/or planned activity centres.
- *Clause 18 (Transport)* - seeks to establish and support an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability and co-ordinates reliable movements of people and goods. In particular this clause seeks to ensure that urban developments are planned to make jobs and communities more accessible.
- *Clause 19 (Infrastructure)* - promotes development of social and physical infrastructure that are provided in a way which is efficient, equitable, accessible and timely. Planning is to also recognise social needs by providing land for a range of accessible community resources such as educational, cultural health and community support facilities.

The overarching purpose and intent of the above policies is to ensure that all new land use and development appropriately responds to planned future growth in a manner reflective of a site's valued built form and cultural context.

#### Local Planning Policy

The Local Planning Policy Framework (LPPF) comprises the Municipal Strategic Statement (MSS) and local planning policies applicable to the City of Melbourne. The MSS and LPPF seek to apply State strategies and policies to the local circumstance. The strategies and policies of particular relevance to this application are listed below:

##### *Municipal Strategic Statement (MSS)*

*Clause 21.03-1* outlines the "Vision and Approach" for Melbourne which can be summarised as a thriving and sustainable City that simultaneously pursues economic prosperity, social equity and environmental quality. The Vision statement identifies that:

*The key to achieving Council's vision is the recognition that different parts of the municipality have to be managed differently and that development potential varies markedly. There is a mixture of activities and built form throughout the City and understanding the local context of a proposal is the key to understanding whether or not a proposal is acceptable.*

Clause 21.04 (*Land Use*) sets out objectives and strategies for land use under the key themes of:

- Housing and community
- Retail, entertainment and the arts
- Office and commercial use
- Industry
- Education and hospitals

Figure 6 (Business, Retail, Arts & Entertainment) at Clause 21.04 spatially represents different areas where further increases in business investment is contemplated. Within the municipality, Docklands, Southbank (north of City Link) and the Central City will over the next ten years be areas that accommodate the most significant population growth. Commensurate with expected population growth is the need to provide employment opportunities and community services which reinforce the Central City's role (including Docklands) as Victoria's principal centre for commerce, professional, business and financial services. The subject site is located within an area where Central City related business services are encouraged.

Clause 21.05 (*City Structure and Built Form*) details objectives and strategies for the built environment including themes of heritage, structure and character, public realm, sustainability, public open space and community safety. The subject site is located within the Capital City and Docklands Zone areas identified in *Figure 10: Built Form and Character* where substantial built form change is envisaged and future development should reinforce the significance and visual image of the Hoddle Grid. In achieving this objective buildings should ensure adequate spacing and reasonable outcomes having regard to interface amenity, development potential of adjacent sites and public realm improvements where possible.

Clause 21.08 sets out the implementation strategies that relate to particular neighbourhood areas and precincts within the municipality. Figure 13 of Clause 21.08 identifies that the site is located on the north eastern edge of the **Docklands** area. The objective for this part of Docklands, among other matters, is to; '*facilitate the development of mixed use precinct that links the commercial heart of the Central City and the waterfront.*'

#### *Local Planning Policy Framework (LPPF)*

The following key local planning policies within the LPPF are relevant:

- *22.01 (Urban Design within the Capital City Zone)* - identifies that the future vitality and success of Melbourne will be achieved by new development responding to the underlying urban framework and characteristics of a site's context whilst establishing its own identity and character. The policy has eight sections addressing Building Design, Facades, City and Roof Profiles, Projections, Wind and Weather Protection, Public Spaces, Access and Safety in Public Spaces and Policy Implementation.

The policy seeks to enhance public spaces within the Capital City to provide sanctuary and high levels of amenity. It also seeks to encourage building profiles which contribute to the architectural quality of the city skyline, activate ground level spaces and improve the experience of the area for pedestrians.

- *22.02 (Sunlight to Public Spaces)* - requires that development not cast unreasonable additional shadows between 11.00am and 2.00pm at the equinox (22 September and 22 March) that would prejudice the amenity of public spaces.
- *22.19 (Environmentally Sustainable Office Buildings)* - requires amongst other matters, office development of in excess of 5000 sqm to achieve a 4 star rating under the Green Building Council of Australia's Green Star Rating Tool or equivalent. To achieve this Performance Outcome a minimum 4.5 star base building rating under the Australian Buildings Greenhouse Rating Scheme and a maximum water consumption of 30 litres/day/person using the Green Star Water Calculator must also be met.

## **Zone**

The subject site is located within the Capital City Zone Schedule 1 (CCZ1). The purpose of the Capital City Zone- Schedule 1 is: '*to provide for a range of financial, legal, administrative, cultural, recreational, tourist, entertainment and other uses that complement the capital city function of the locality*'.

Under Clause 37.04-4 a permit is required to construct a building or to construct or carry out works unless a schedule to the zone specifies otherwise. Schedule 1 requires a permit to demolish a building and to construct or carry out works. A permit for the demolition of the existing building has been granted by the City of Melbourne on 19 September (Permit No. TP-2012-490)

No permit is required for the use of land for 'Office' or 'Retail' as these purposes are 'as of right' under the schedule to the zone. A permit is required to use the land for an Emergency Services Facility (i.e police station).

## **Overlays**

### *Design and Development Overlay Schedule 12 (DDO12)*

The site is affected by the Design and Development Overlay Schedule 12. The DDO12 seeks to ensure that land use and development in the vicinity of the Docklands Major Sports and Recreation Facility (i.e Etihad Stadium) is attenuated to achieve reasonable internal amenity for noise sensitive land uses.

A planning permit is not triggered under the DDO12 and the noise attenuation requirement of the overlay does not apply to the proposal.

### *Environmental Audit Overlay (EAO)*

The subject site is affected by the Environmental Audit Overlay (EAO). The EAO requires an assessment of the site by an environmental auditor appointed under the Environment Protection Act 1970 be undertaken before a sensitive use (i.e residential, child care centre, pre-school or primary school) commences or before the construction or carrying out building and works in association with a sensitive use is commences.

The permit application does not propose any sensitive land uses and consequently the requirements of the EAO do not apply. Notwithstanding this, the permit applicant has voluntarily engaged URS and Cardno Lane Piper Pty Ltd to prepare a contamination report and provide advice on whether an environmental audit is required to be undertaken.

The preliminary investigations have confirmed that it was concluded that an environmental audit is not required to be undertaken for the area subject to development.

## **Particular Provisions**

The key particular provisions relevant to the proposal are as follows:

*Car Parking:* Under the schedule to Clause 52.06-6 a parking precinct plan affects the Capital City Zone including the subject site. The Schedule to this Clause specifies a maximum limitation number of car parking spaces and minimum provision of motorcycle parking rates based on a net floor space area calculation.

The maximum number of car spaces which can be provided without a permit equates to 136 based on a Net Floor Area (NFA) of 27,229 sqm which includes 5,000 sqm for a fully operational and publically accessible police station. The minimum number of motor-cycle spaces required is calculated at a rate of 1 space for every 100 car spaces.

The proposal provides a total of 300 car spaces and 31 motor-cycle spaces. Therefore a permit is required under Clause 52.06 for the provision of an additional 164 car spaces over and above the specified car parking cap.

*Loading and Unloading of Vehicles:* Clause 52.07 a permit is required if loading and unloading of commercial vehicles cannot be provided. The development predominantly comprises office land uses with a small 229 sqm of retail floor space. A minimum area of 27.4 sqm for loading is required for the development.

The development proposes an area of some 125 sqm therefore exceeding the requirements of Clause 52.07.

*Bicycle Facilities:* Under Clause 52.34-1 a new use must not commenced until the required bicycle spaces, shower and change room facilities (if required) and associated signage has been provided on the land.

The proposed development requires a minimum of 91 employee spaces, 27 visitor spaces and 20 change room and shower facilities to be provided. The development proposes 220 bicycle spaces complemented by and 14 shower and change room facilities.

*Integrated Public Transport Planning:* Under Clause 52.36-1 an application must be referred in accordance with Section 55 of the Act to the Director of Public Transport for buildings comprising 10,000 or more sqm of office floor area.

#### **General Provisions**

*Administration and Enforcement of the Scheme:* Pursuant to Clause 61.01 the Minister for Planning is the responsible authority for developments with a gross floor area exceeding 25,000 sqm.

*Decision Guidelines:* Under Clause 65.01 before deciding on an application the Responsible Authority must consider as appropriate a number of matters, including Section 60 of the Act.

#### **4. NOTIFICATION**

Under Clause 37.04-4 (Capital City Zone), Schedule 1 applications to construct or carry out works for a use in Section 1 is exempt from the notice requirements of Section 52 (1) (a), (b) and (d), the decision requirements of Section 64 (1), (2) and (3) and the review rights of Section 82 (1) of the Act.

The use of the land for an emergency services facility is a section 2 permit required use and therefore requires consideration of notification to third parties and whether the use of the land would cause material detriment to any person.

In considering the need for notification under Section 52 of the *Planning and Environment Act 1987*, the responsible authority must establish how the granting of the permit may cause material detriment to other persons. It is not enough for the responsible authority to speculate that there might be some potential for unspecified material detriment to justify the giving of notice. The responsible authority must be able to identify what material detriment may be caused to other people.

In this context, the relevant consideration is whether the use of the land for a police station would cause material detriment as distinct to the associated building and works required to accommodate this use. If it were not for the provision of an operational police station the permit application would be exempt from the notification requirements under the Act.

The site is in effect an island site which does not directly interface with any sensitive land uses. The day to day administrative functions of the police station is not dissimilar to that which would be experienced in a typical office development. Where the land use differs is the need to provide access for emergency response vehicles and the delivery of offenders via the sally port. To this end, the sally port and emergency vehicle access will be primarily focused within the north-west corner of the site abutting the rail corridor and is sufficiently detached from sensitive uses. It is considered that the

establishment of a police station at the site will not result in any material detriment and will have a positive effect within the surrounding area.

To date the Department has received one submission with respect to the proposal. [REDACTED] in its letter dated 14 September 2012 supports the proposal and is comfortable that appropriate measures will be adopted by CBUS Property and Victoria Police to minimise any impact on [REDACTED].

## **5. REFERRALS**

Comments were sought from the Department's Urban Design Unit, City of Melbourne, Place Victoria and under Section 55 of the Act the application was formally referred to the Director of Public Transport and VicRoads.

- *Director of Public Transport:* Offered no objection to the permit application subject to conditions regarding minimising damage and/or disruption to public transport infrastructure or operations during construction.
- *VicRoads:* No objection to the proposal or modification of access onto Spencer Street subject to a condition requiring further detailed design work and approval of any security barriers proposed within the Spencer Street footpath.
- *Place Victoria:* Offered no objection to the proposal.
- *Urban Design (DPCD):* The comments provided by urban design were overall supportive of the development, however, recommended that alternative design solutions be investigated for the bomb blast crash barriers which are proposed within the footpath. In particular it was recommended that the barriers be located within the subject site and pedestrian desire lines along Spencer Street be maintained. It was acknowledged however that the ultimate decision regarding works within the footpath outside of the site proper lies with the City of Melbourne as the responsible authority.
- *City of Melbourne:* The City of Melbourne advised the Department by letter dated 25 September 2012 that they generally support the application and recommended a number of conditions. Concerns were raised regarding the design of the public plaza and concrete barriers within the footpath.

Council has agreed that some form of permanent security within the street preventing vehicles from ramming the building is appropriate given the nature of the development, however, final resolution of the design detail of these structures should be determined via an iterative process including input from VicRoads and various internal departments within the City of Melbourne. To this end, permit conditions have been provided which seek to enable approval of the development without prejudicing the final outcome within the public realm including the softening of the landscaping within the public plaza.

## **6. OTHER STRATEGIC MATTERS**

### *Amendment C162*

Amendment to the Melbourne Planning Scheme C162 (Municipal Strategic Statement) has been exhibited and considered by Planning Panels Victoria. The amendment was adopted by Council on 28 August 2012 and is a 'seriously entertained' policy change. The amendment includes themes which are applied to the local areas.

Within this document, the site is nominated for "Urban Renewal". Urban Renewal Areas are defined as areas where large sites and whole precincts will undergo change. Council have identified these areas as being underutilised which should be planned and designed to provide optimal living and working environments.

### Amendment C186

Amendment to the Melbourne Planning Scheme C186 (Central City (Hoddle Grid) Heritage Review) was adopted by Council on 4 September 2012 and is a 'seriously entertained' document, but has not been submitted to date. The amendment includes 98 additional heritage places in the Schedule to the Heritage Overlay. The site is not included in this amendment.

### Amendment C188

Amendment to the Melbourne Planning Scheme C188 (Built Form Review) is awaiting authorisation. The Central City (Hoddle Grid) Built Form Review study has been undertaken by the City of Melbourne to define a preferred built form for the central city that will contribute to achieving the community's goals for the social, economic, environmental and cultural future of the city.

The review identifies that the site is located within an area where no height controls apply and development above 40 metres could be contemplated.

## **7. PLANNING CONSIDERATIONS & ASSESSMENT**

### **7.1 Overview**

State and local planning policy seeks to ensure that land use and development achieves attractive, liveable and sustainable places. Development should contribute to an attractive built environment by creating neighbourhoods that complement existing heritage values and enhance the built environment. The proposal is consistent with state and local policy relating to the efficient use of the land and infrastructure and also responds to the amenity provisions of the Melbourne Planning Scheme.

The proposal's consistency with state and local policy is a result of its focus on encouraging commercial investment within the Central City which is vital to supporting economic development and liveability of the City. Additionally, more people living within the City leads to an increase in, and diversity of, activity, increases the need for services, infrastructure and employment opportunities. To this end, the development of a state of the art police complex contributes to supporting community need for services and responds to the objectives outlined within the State Planning Policy Framework.

Overall, the proposal respects the amenity of adjoining properties given the site layout and response to built form context. The proposed building is a high quality design that will positively enhance the character of the area and appearance of the site when viewed from the street. Notwithstanding this, an assessment has identified the need for a considered and iterative process during the detailed design phase to ensure appropriate outcomes for the public realm. The key issues for consideration in this matter relate to activation of the street both in terms of land use and materiality, as well as ensuring public realm improvements along Spencer Street.

### **7.2 Consistency with Planning Policies**

The proposed development is a well-resolved design response consistent with the characteristics of the Capital City and Hoddle Grid and is considered to enhance the amenity of the public realm. The development responds to State and Local Planning Policy including *Melbourne 2030* through the following:

- The proposal provides high quality office accommodation on a key site connected to urban services and infrastructure including tram, train and bus services, retail and other commercial facilities.
- The site's location will provide an attractive and walkable environment for users of the complex and its employees given proximity to key services and infrastructure and by virtue of the design of the building which provides for appropriate levels of internal and external amenity.

- The built form enhances the attractiveness of the Spencer Street and La Trobe Street corner contributing positively to the public realm and streetscape through high quality architectural design and distinct tower and podium forms.
- The development is located within an area which has experienced and continues to undergo a significant change which can accommodate development of large scale buildings. The building has been designed in a manner that will respect the emerging urban character within the surrounding precinct and provides an appropriate response for a site located at the interface between the Hoddle Grid and Docklands.
- The proposal will result in a premium grade 5 green star rating under the Green Building Council of Australia environmental rating scheme consistent with the objectives of Clause 22.19 of the Melbourne Planning Scheme.
- The development will not reduce the amenity of public spaces by casting additional shadow on public parks and gardens between 11am and 2pm measured on 22 September.

### **7.3 Appropriateness of the Land Use**

The development includes a range of land uses [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

The development also includes retail tenancies at the ground level to cater for the needs of future occupants and to create active and vibrant publically accessible spaces. The retail tenancies have been appropriately located adjacent to the entrance and flank the security foyer on both sides establishing activity that will spill out into the publically accessible landscape plaza.

The use of the land for an Emergency Services Facility requires a planning permit under the Capital City Zone. As such the decision guidelines of the zone and Clause 65 of the planning scheme requires the consideration of existing and future use and amenity of the land and locality having regard to the particular features of the area and dimensions and suitability of use of land proposed for public purposes.

It is considered that the site is strategically located to accommodate an Emergency Services Facility with direct access to the Central Activities District and Docklands Precinct. The immediate area consists of an evolving urban environment with strong business, retail and transportation focus as well as an emerging residential community.

The site itself is bordered by non-sensitive interfaces including two street frontages to the north and east as well as the railway corridor to the west. South of the development lies the balance of the AusPost site which will remain vacant until such time a development process is undertaken exploring the highest and best use of the land. The site benefits from its non-sensitive interfaces whilst offers the opportunity for Victoria Police to locate in an area that will provide the ability for improved response times across the city and enhance the offer of state of the art facilities for its members.

### **7.4 Appropriateness of the Built Form**

The scale and height of the proposed buildings are considered appropriate having regard to the zoning of the land and the surrounding built form context. There are no height controls over the site and whilst taller than the immediately adjacent buildings the development responds to the evolving character of the precinct.

The proposed building is considered to comply with the requirements of the planning scheme, as it provides:

- Streetscape improvements through the introduction of active retail spaces on the ground level.

- A distinct podium and tower form achieved through architectural detailing and application of tower setbacks from Spencer Street. The podium form complements the established character and building line along the west side of Spencer Street.
- Use of a diverse mix of colours and materials arranged in a manner providing a building of visual interest replacing an otherwise utilitarian structure with limited articulation.
- A building envelope which will not cast any major shadow onto significant public areas.
- A range of Environmental Sustainable Design (ESD) elements and will achieve a five star Green Star rating under Australia's Green Star Rating tool.
- A landmark building of high quality that signifies the corner of La Trobe and Spencer Street as a link between the CBD and Docklands.



All of the key aspects of the building form are supported, however the panel identified that more detail on facade design and materiality is needed. In particular, La Trobe Street will become an increasingly important connection between the CBD and Docklands and it was encouraged to consider how the building along this frontage can be detailed to maximise the pedestrian experience.

In this regard, permit conditions can be utilised to seek an attractive and articulated facade design along La Trobe Street that makes a long term contribution to the streetscape. Both the City of Melbourne and the Department's Urban Design Unit are supportive of the scheme.

### **7.5 Public Realm**

One of the major aspects of the development is the provision of a publically accessible plaza and modification of the public realm along Spencer Street. These matters are discussed as follows.

#### Public Plaza

It is considered that the public plaza on the Spencer Street/LaTrobe Street corner of the site is an intelligent design and responsive to the change in topography and site constraints which provides a civic environment and community interface between the building and the street. The plaza in itself will draw the pedestrian in and allow people to cut through the site from Spencer Street to La Trobe Street. This in itself will improve the level of activation and pedestrian experience at this key gateway location and street corner.

The plaza is largely covered by a canopy thereby assisting with ameliorating the impact of wind for the basic configuration around the ground level and public access ways being either on or within criterion for walking comfort for all wind directions. In particular the wind conditions towards the back of the Entry Plaza off Spencer Street and near the main entrance doors have been shown to be within the criterion for long and short term stationed activities respectively. However, various aspects of the plaza could be improved and these primarily relate to increasing pedestrian desire lines, visual connection from the street to the main foyer entrance and softening of the landscape design by reducing hard edges and sharp corners. The City of Melbourne and DPCD's Urban Design Unit are generally supportive of the public plaza and have suggested that these matters will be resolved through detailed design and can be addressed through permit conditions requiring revised landscape plans.

#### Spencer Street

A key public realm design initiative of the development is the realignment of pedestrian traffic along Spencer Street. At present the existing buildings are constructed on the boundary resulting in a relatively narrow footpath constructed from the title boundary to the kerb line. The width of the

footpath varies and ranges from 3.5 metres in the south to 2.78 metres at its closest point in the north.

The development will open up the site by a minimum 2 metres at pavement level increasing to 5 metres at its widest point where disability access ramps connect with the street. [REDACTED]

Both the City of Melbourne and VicRoads have accepted that some form of security measure could be contemplated within the public realm provided that the structures are highly visible and do not unreasonably impact on the flow of pedestrians along Spencer Street. [REDACTED]

Additionally, the undertaking of works within the footpath adjacent to Spencer Street (Road Zone Category 1) is subject to the review and approval of the relevant authorities which in this case is the City of Melbourne and VicRoads. To this end, permit conditions can be used to seek further design work requiring approval from the relevant authorities.

### **7.6 Access, Car Parking and Bicycle Facilities**

The permit applicant engaged Ratio Consultants to prepare a traffic and car parking assessment of the proposal. The development provides two separate independent vehicular access points to the basement car park facilities. Access to/ from the basement car park levels is provided direct to/from La Trobe Street, between Spencer Street and Harbour Esplanade. A secondary access point is located at the Basement 2 level accessed via the Department of Transport Private Service Road, with access provided from Adderley Street.

The key aspects of the development are as follows:

- The proposed car park, loading and Sally Port facilities have been designed appropriately to meet the operational characteristics of the City West Police Complex. The proposed loading facilities are located on Basement Level 2 with access provided via the Private Service Road that runs to/from Adderley Street.
- The development is expected to generate up to 323 vehicle trips during the PM peak hour and 1618 vehicle movements during a weekday.
- A total number of 300 on-site car parking spaces are proposed. Whilst this exceeds the maximum allowable of 142 parking spaces pursuant to the Schedule to Clause 52.06- 6 of the Melbourne Planning Scheme, it is considered this level of parking provision is appropriate due to the operational requirements of the Victoria Police. The proposed parking spaces are for the exclusive use of operational vehicles associated with Victoria Police's operations, with no allowance for on-site staff parking.
- Primary access to the car park and Sally Port are provided via a new widened vehicle crossing along the La Trobe Street frontage of the Subject Site. Secondary access to the car park area, and access to the loading facilities are via the Department of Transport Private Service Road, accessed via Adderley Street.

- The development seeks to incorporate facilities to promote and encourage sustainable transport to reduce reliance on private vehicles.
- There are seven existing on-street parking spaces along the La Trobe Street frontage of the site. Due to the security and operational needs of Victoria Police, it is proposed that all on-street parking along the La Trobe Street frontage be removed.
- It is considered that there is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development without implementation of mitigation measure off-site.
- A total of 31 on-site motorcycle parking spaces are provided.

[REDACTED]

The proposal provides for bicycle spaces over and above the statutory requirements, albeit, does not designate sufficient areas for communal shower or change room facilities. This matter can be addressed via permit condition.

### **7.7 Environmentally Sustainable Development (ESD)**

A Sustainable Design Statement has been prepared by Murchie Consulting which identifies energy and environmental strategies to be implemented by the design team to reduce the buildings environmental impact. The building has been designed to achieve a 5 Star rating under the Green Building Council of Australia's v3 Office tool, and a 4.5 star NABERS Energy base building rating.

The proposal responds to ESD strategies for office redevelopment articulated at Clause 22.19 by supporting a range of initiatives to facilitate a sustainable development. The focus of these sustainability initiatives are under the themes of energy, water use, stormwater, building materials, indoor environment, waste and transport. Application of permit conditions can ensure these ESD initiatives are implemented.

## **8. RECOMMENDATION**

On balance, the proposal responds well to site context, will integrate comfortably into the area and delivers a state of the art police complex that will result in a substantial benefit to Victoria. It is therefore recommended that the development be approved subject to conditions.

Prepared by: [REDACTED]

Name: [REDACTED]  
Title: [REDACTED]  
Phone: [REDACTED]  
Date: 10/10/2012

Approved by: [REDACTED]

Name: [REDACTED]  
Title: [REDACTED]  
Phone: [REDACTED]  
Date: 24/10/2012