

MELBOURNE PLANNING SCHEME

INCORPORATED DOCUMENT

‘Crown Casino Third Hotel, September 2007’

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

**Incorporated Document:
Crown Casino Third Hotel, September 2007**

INTRODUCTION:

This document is an incorporated document in the Schedule to Clause 52.03 and Clause 81.01 of the Melbourne Planning Scheme.

Pursuant to Clause 52.03 of the Scheme the land identified in the document may be developed and used in accordance with the specific control provisions of this document. The specific controls may exclude other controls in the Scheme.

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

ADDRESS OF THE LAND:

The land is described as on the south eastern corner of Whiteman Street and Clarendon Street Southbank, extending east for approximately 60 metres and south to Haig Street and comprising other roads bounded by the land, including the following address and land titles:

- 47 Whiteman Street, Lot 22 - CT 8687/533
- 28 Haig Street, Lot 11 - CT 10356/296
- 57 - 69 Clarendon Street, Lot 13 - CT 8698/082 and Lot 14 - CT8698/083
- 71 - 77 Clarendon Street, Lot 15 - CT 8723/748
- 79 - 91 Clarendon Street, Lot 12 - CT 8363/842

APPLICATION OF PLANNING SCHEME PROVISIONS:

The following provisions of the Melbourne Planning Scheme do not apply to the land identified in this Incorporated Document:

- Clause 43.02 - Design and Development Overlay and schedules
- Clause 52.01 – Public open space contribution and subdivision
- Clause 52.05 - Advertising Signs.
- Clause 52.06 - Car Parking
- Clause 52.07 - Loading and Unloading of Vehicles.
- Clause 52.34 - Bicycle facilities

THIS DOCUMENT ALLOWS:

Use and development of the land including demolition and removal of buildings and structures, for the purpose of but not limited to, Residential hotel, Education centre, Office, Place of assembly, and Retail premises generally in accordance with the following ‘Incorporated Plans’ prepared by Bates Smart Architects titled “Crown Clarendon Street Hotel” dated 15 August 2007:

INCORPORATED PLANS: Crown Clarendon Street Hotel, 15/8/2007

Drawing Number	Drawing Title
TP - 00	Ground Floor Plan
TP - 00M	Ground Floor – Mezzanine Plan
TP - 01	Level 01 Floor Plan
TP - 02	Level 02 Floor Plan
TP - 03	Level 03 Floor Plan
TP- 04	Level 06 Floor Plan
TP- 05	Level 07 Floor Plan
TP- 06	Level 08-18 Typical Hotel Rooms
TP- 07	Level 19-23 – Typical Hotel Rooms
TP- 08	Level 24 Hotel Floor Plan
TP- 09	Level 25 - Hotel Floor Plan
TP- 10	Level 26 - Day Spa + Pool + Gym
TP- 11	Level 27
TP- 12	Level 28
TP- 13	Roof level
	Ground Floor Plan – Overall Traffic Flow Diagram
	Ground Floor Plan bus route
	Ground Floor Plan Self Drive Route
	Ground Floor Plan Taxi route
	Ground Floor Plan Valet route
	Ground Floor Plan Garbage/Delivery Truck route
	Ground Floor Plan Staff Bus route
SK - North	Elevation North
SK - West	Elevation West
SK - South	Elevation South
SK - East	Elevation East
SK - 12	Section A-A

THE FOLLOWING CONDITIONS APPLY TO THIS DOCUMENT:**Incorporated Plans and Amended Plans**

1. Prior to the commencement of development, excluding temporary sheds or structure for construction purposes, demolition, bulk excavation and site preparation and retention works, piling, footings, ground beams and ground slab, amended plans to the satisfaction of the responsible authority must be submitted to and be approved by the responsible authority. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the “Incorporated plans” prepared by Bates Smart Architects titled “Crown Clarendon Street Hotel” dated 15 August 2007 but modified to show:
 - a) Design detail including plans, elevations and sections at a scale of 1:100 with detailed façade segments at 1:50 scale or greater, of:
 - The ground floor and podium treatment to Whiteman Street, Clarendon Street and Haig Street and the elevated Whiteman Street bar;
 - The junction of the podium and the tower to achieve an integrated design outcome;
 - The vehicle entries including landscaped areas to Whiteman and Haig Streets;
 - The tower glazing and louvre fin system.
 - b) Design detail and revision to the southern portion of the Clarendon Street facade to provide greater activation at ground level for pedestrians.

- c) Any modifications required as a result of wind tests as per condition 14.
 - d) Any landscape plan modifications as per condition 23.
2. The use and development must be carried out generally in accordance with the incorporated plans prepared by Bates Smart Architects titled “Crown Clarendon Street Hotel” dated 15 August 2007 and endorsed by the responsible authority or such amended plans which may be approved with the consent of the responsible authority.

Use and Development

3. The use and development of any land or building or part thereof as shown on the endorsed plans must not be altered or modified in any way without the prior written consent of the responsible authority.
4. Once the development has started it must be continued and completed to the satisfaction of the responsible authority.

Materials

5. Prior to the commencement of development, excluding temporary sheds or structure for construction purposes, demolition, bulk excavation and site preparation and retention works, piling, footings, ground beams and ground slab, 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.
6. Except with the written consent of the responsible authority, the glazing material used on all external walls must be of a type that does not reflect an average of more than 20% of visible light when measured at an angle of incidence normal to the glass surface to the satisfaction of the responsible authority.

Construction Management Plan

7. Prior to the commencement of the development (or any staged development) hereby permitted excluding temporary sheds or structure for construction purposes, a detailed Construction Management Plan (CMP) must be submitted to and be approved by the responsible authority in consultation with the City of Melbourne outlining how the owner 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, proper disposal of waste contaminated soil / asbestos and pollution of ground water.
8. All development must be carried out in accordance with the approved Construction Management Plan to the satisfaction of the responsible authority.

Car parking, Traffic and Access

9. Prior to the commencement of the development excluding temporary sheds or structure for construction purposes, demolition, bulk excavation and site preparation and retention works, piling, footings, ground beams and ground slab, a Traffic Management Report shall be submitted to and be approved to the satisfaction of the responsible authority, in consultation with the City of Melbourne and Vic Roads (if necessary). The Report must address:

- a) Traffic capacity regarding the right hand turn from Haig Street into Clarendon Street from the loading dock.
 - b) Management of taxi parking at peak times.
10. The internal design of all car parks and vehicle access ways must be generally in accordance with Australian Standard 2890.1-2004 to the satisfaction of the responsible authority.
 11. The areas set aside for the parking of vehicles and access ways to the car parks must be constructed, delineated and maintained to the satisfaction of the responsible authority. The car parking spaces must not be used for any other purpose and all access ways must be kept clear.
 12. Except with the written consent of the responsible authority, the parking area and loading and unloading area must be kept available for that use at all times and the car-parking spaces and access-ways must not be obstructed or otherwise rendered inaccessible to the satisfaction of the responsible authority.
 13. 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.

Minimise disruption to public transport routes

14. The permit holder must take all reasonable steps to ensure that disruption to tram operation along Clarendon Street is kept to a minimum during the construction of the development. Foreseen disruptions to tram operations during construction must be communicated to Yarra Trams (14) days prior.
15. The permit holder must ensure that all tram overhead and supporting infrastructure is not damaged or does not cause disruption to tram operations. Any damage to public transport infrastructure must be replaced at full cost to the permit holder.

Wind Assessment

16. Prior to the commencement of the development, excluding temporary sheds or structure for construction purposes, demolition, bulk excavation and site preparation and retention works, piling, footings, ground beams and ground slab, a comprehensive wind tunnel testing of the development must be undertaken by the permit holder and a Wind Climate Assessment report by an accredited professional provided to the satisfaction of the responsible authority. Any modifications required to the development in order to ensure acceptable wind conditions to the surrounding streets and public areas must be submitted to and be approved by the responsible authority.

Street levels and Crossovers, Drainage

17. The owner of the subject land shall construct a stormwater drainage system for the development at no cost to the 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 Group Manager Engineering Services, Melbourne City Council to the satisfaction of the responsible authority.
18. The owner of the subject site shall construct all necessary vehicle crossings and demolish all unnecessary vehicle crossings and reconstruct the footpaths adjacent to all boundaries of the site at no cost to the responsible authority or Council and in accordance with plans and specifications first approved by the Group Manager Engineering Services, Melbourne City Council to the satisfaction of the responsible authority.

19. The owner of the subject land shall not be permitted to alter existing footpath widths and street levels adjacent to the subject land for the purpose of constructing a new vehicle crossing or pedestrian entrances without first obtaining approval from the Group Manager Engineering Services, Melbourne City Council.
20. Except with the written consent of the responsible authority, the footpaths in Clarendon, Whiteman and Haig Streets shall be upgraded and reconstructed together with associated works including the renewal and/or relocation of kerb and channel and the relocation of all services pits and covers as necessary at the cost of the owner /developer in accordance with plans and specifications first approved by the City of Melbourne's Manager - Engineering Services to the satisfaction of the responsible authority.
21. The maximum permissible width of a vehicle crossover without a pedestrian refuge is 7.6 metres. Crossings wider than 7.6 metres should include pedestrian refuges a minimum of 2.0 metres in length at 7.6 metre maximum clear spacings. The width of an abutting laneway entrance should be deemed to be included in the crossing width unless a 2.0 metre long pedestrian refuge is provided between the laneway entrance and the crossing.

Landscaping

22. Prior to the commencement of the development, excluding temporary sheds or structure for construction purposes, demolition, bulk excavation and site preparation and retention works, piling, footings, ground beams and ground slab, a detailed landscape plan must be submitted to and approved to the satisfaction of the responsible authority and must include:
 - a) A schedule of all landscape materials and treatments, elevations of any structures, a planting schedule, planter boxes, automatic irrigation and urban design elements such as paving materials, lighting of public areas with dimensioned relative levels and a landscape management and maintenance plan.
 - b) Further development of the preliminary landscape scheme to complement the architecture of the building and further enhance the street level appearance of the building.
 - c) Details of the treatment to the west elevation wall of the Crown Car park, which must ensure a high standard of presentation.
 - d) Details of any landscape wind amelioration measures as per the recommendations of the Wind Assessment required by condition 14 of the incorporated document.
23. Landscape works as shown on the relevant endorsed plans must be completed within 3 months of the completion of the building work, or the relevant stage of work, to the satisfaction of the responsible authority and then maintained to the satisfaction of the responsible authority.
24. Any trees in the adjoining street(s) proposed to be removed, relocated or replaced must not be removed, lopped or pruned without the prior written consent of Council's Manager Parks and Urban Design. All costs in connection with the removal/ relocation or replacement of the trees, including any payment for the amenity value of a tree to be removed, must be met by the developer/owner of the site.

Waste Management

25. All garbage and other waste material must be stored in an area within the land and set aside for such purpose to the satisfaction of the responsible authority.
26. 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 Melbourne City Council.

Advertising Signs

27. No advertising signs shall be erected, painted or displayed without the written permission of the responsible authority unless in accordance with the plans hereby approved, or amendments to the satisfaction of the responsible authority.

Building Appurtenances etc

28. 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 including car parking and communications equipment shall be to the satisfaction of the responsible authority.

Flood levels

29. The finished floor levels of the new hotel must be constructed to meet Melbourne Water's freeboard requirements as outlined in Melbourne Water's guidelines for development in flood prone areas, to the satisfaction of the responsible Authority.

Time Limit

30. Notwithstanding other provisions of these conditions, the development permitted by this Incorporated Document will expire if one of the following circumstances applies :
- i) The development is not started within two years of the date of the approval of the amendment.
 - ii) The development is not completed within five years of the date of the approval of the amendment

The Responsible authority may extend the periods referred to if a request is made in writing before these controls expire or within three months afterwards.

END OF DOCUMENT