

Management report to Council

Agenda item 6.8

Ministerial Amendment C370 Treasury Square

Council

Presenter: Emma Appleton, Director City Strategy

26 May 2020

Purpose and background

1. The purpose of this report is to seek endorsement of the City of Melbourne's submission (Attachment 2) to the combined planning scheme amendment and planning permit application for subdivision prepared by the Minister for Planning for Treasury Square (Attachment 3).
2. Amendment C370 and the accompanying planning permit application affect 295-357 Wellington Parade South, which is a portion of VicTrack-owned land south of Wellington Parade South and Flinders Street, and extending from the eastern edge of Batman Avenue/Citylink to just beyond the eastern edge of Spring Street.
3. The Planning Scheme Amendment is to rezone the land to Capital City Zone Schedule 1 (CCZ1); apply Design and Development Overlay Schedule 10 (DDO10); apply the Environmental Audit Overlay (EAO); and refer future applications to VicTrack and the Department of Transport. Schedule 12 to the Parking Overlay (PO12) and the City Link Project Overlay (CLPO) currently apply and are intended to remain. The Planning Permit application is for a subdivision into two lots, with a number of parts.

Key issues

4. This is a significant and strategic site in central Melbourne, adjacent to the Hoddle Grid, with a frontage to Flinders Street and Wellington Parade South, and adjacent to an established inner city neighbourhood. Development on this site will be highly visible along the Yarra River corridor. The site is highly encumbered by transport infrastructure, including railway lines and substations. These opportunities and constraints require an innovative and exemplary design response.
5. It is imperative that any development on this site secures future strategic connections for the city. A generous pedestrian connection north-south from Flinders Street through the site would connect the south eastern end of the Central City to the Yarra river corridor, and link Treasury Gardens and Birrarung Marr. These connections could be extended further to Alexandra Gardens and Kings Domain, if the pedestrian bridge proposed in the Domain Parklands Masterplan and the Yarra Birrarung Strategy, is delivered. Any development of this site must also anticipate and provide interfaces that support the future development of adjacent sites including Federation Square East, which will require decking of the rail corridor.
6. Management is broadly supportive of the planning scheme amendment to enable future redevelopment of this key strategic site, as it is consistent with State and local policy. However, a number of outstanding matters and additional planning controls require further resolution, particularly:
 - 6.1. applying a new version of DDO10, amended to ensure that building heights and typologies do not overshadow the Yarra River, Birrarung Marr and adjacent public places. Built form should provide a transition from the Hoddle Grid, and not erode the Hoddle Grid's defined edge
 - 6.2. including urban design policy provisions, proposed through Amendment C308
 - 6.3. including noise attenuation requirements to protect future uses from adjacent rail operation noise
 - 6.4. discouraging on-site car parking and requiring the provision of off-street bicycle parking, motorcycle parking and car share vehicle parking
 - 6.5. achieving future site permeability and granularity through the inclusion of a hierarchy of links, including a key north-south pedestrian and cycling connection
 - 6.6. inclusion of the highest standards of Environmentally Sustainable Design
 - 6.7. provision of affordable housing.
7. Management is also generally supportive of the proposed subdivision, subject to some matters being resolved and conditions included on any subdivision permit that may arise.

Recommendation from management

8. That Council:
 - 8.1. endorse the attached submission to the combined planning scheme amendment and planning permit application for subdivision prepared by the Minister for Planning for Treasury Square (Attachment 2)
 - 8.2. authorises the General Manager, Strategy, Planning and Climate Change to make any further minor editorial changes to the submission prior to lodgement by 29 May 2020.

Attachments:

1. Supporting Attachment (Page 3 of 40)
2. City of Melbourne submission (Page 4 of 40)
3. Amendment documents and proposed plan of subdivision (Page 14 of 40)

Supporting Attachment

Legal

1. Under Section 20 (5) of the *Planning and Environment Act 1987* (Act), the Minister may consult with the responsible authority before exempting himself or herself from any of the requirements of sections 17 (Copies of amendment to be given to certain persons), 18 (availability of amendment) and 19 (notice requirements) of the Act and the regulations under the Act, in respect of an amendment which the Minister prepares.

Finance

2. There are no financial implications of this recommendation.

Conflict of interest

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

Health and Safety

4. In developing this proposal, no Occupational Health and Safety issues or opportunities have been identified.

Stakeholder consultation

5. It is understood that Metro Trains Melbourne (MTM), the Department of Transport, City West Water, APA Group (gas supply) and City Power (electricity provision) were consulted in the preparation of the amendment.
6. Under section 20(5) of the Act, the Minister for Planning is seeking the views of particular parties, including the City of Melbourne and owners and occupiers of surrounding properties from 20 April to 29 May 2020. It is understood that DELWP sent out approximately 1000 letters.

Relation to Council policy

7. The Amendment is consistent with the overarching strategic directions for the City of Melbourne as set out in the Melbourne Planning Scheme's Municipal Strategic Statement. Clause 21.04 identifies the site as being located at the periphery of a 'Potential Urban Renewal Area' (Jolimont Rail Corridor), which is also identified in Plan Melbourne as a 'priority urban renewal precinct', with the intent being to facilitate anticipated growth over the next 20 years in a location proximate to the Central City.

Environmental sustainability

8. The potential environmental effects of the land are proposed to be addressed and managed by the application of the Environmental Audit Overlay (EAO).
9. Future development on the site will need to have regard to relevant environmentally sustainable design requirements in the Melbourne Planning Scheme.

Planning Scheme Amendment C370

Combined Amendment and planning permit application

Treasury Square

City of Melbourne submission

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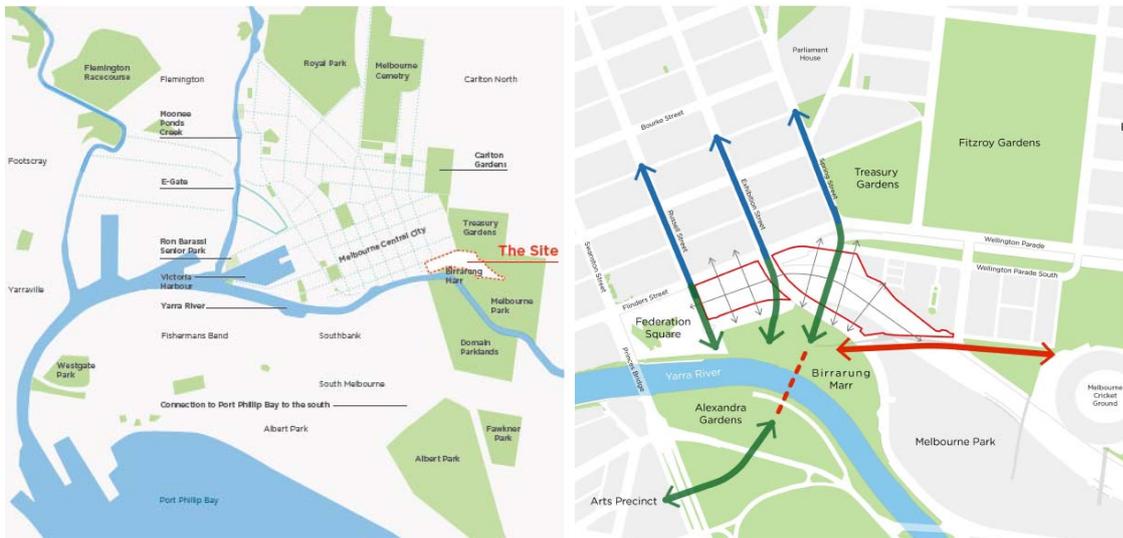
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Executive summary

Amendment C370 proposes to: rezone 295-357 Wellington Parade South, to the Capital City Zone Schedule 1 (CCZ1); apply Design and Development Overlay Schedule 10 (DDO10) and the Environmental Audit Overlay (EAO); and, refer future applications to VicTrack and the Department of Transport (DoT). The Parking Overlay Schedule 12 (PO12) and the CityLink Project Overlay (CLPO) already apply to the site, and are proposed to be retained.

The Treasury Square site is a very significant and strategic site in the City of Melbourne, adjacent to the Hoddle Grid and located in a prominent location close to the Yarra River. This Amendment, which will set the parameters for development for this site, must enable an exemplary design outcome, which not only demonstrates the highest architectural quality but achieves strategic pedestrian and cycling connections between key areas of the City, and defines the conditions for the future development of adjacent sites, including Federation Square East.



The City of Melbourne is broadly supportive of the proposed rezoning to enable future redevelopment of this key strategic site, as it is consistent with State and local policy.

However, a number of outstanding matters and additional planning controls require resolution, including:

- ensuring that building heights and building typologies provide a transition to the Hoddle Grid and don't erode the Hoddle Grid's defined edge;
- preventing overshadowing of the Yarra River, Birrarung Marr, and adjacent public places;
- providing for urban design policy provisions, as introduced through the Council adopted Amendment C308;
- inclusion of noise attenuation requirements to protect future sensitive uses from adjacent rail operations;
- discouraging the provision of on-site car parking and ensuring the inclusion of off-street bicycle parking, motorcycle parking and car share vehicle parking;
- future site permeability and granularity through the inclusion of a hierarchy of links, including a key north-south pedestrian and cycling connection;

- provision of affordable housing; and,
- inclusion of the highest standards of Environmentally Sustainable Design (ESD) in the development and operation of buildings.

It is recommended that the strategic outcomes sought for the site such as pedestrian connections, ESD standards, and affordable housing requirements are enabled and secured through both planning mechanisms and future contractual agreements attached to the sale of the site. The importance of achieving key connections through the site to stitch together important areas of the city, call for consideration of the application of easements or covenants on the land to secure these outcomes.

City of Melbourne recommend that an independent, expert design review process is used to support an exemplary development outcome on the site, commensurate with the site's prominence and importance in achieving strategic outcomes for Central Melbourne. The Office of the Victorian Government Architect's Victorian Design Review Panel is recommended to support quality through the design and delivery of the project. For the site's significance, a design competition should be considered.

The City of Melbourne is generally supportive of the planning permit application for the proposed subdivision, subject to the comments below and conditions included on any permit that may issue.

Comments

1/ Strategic context and justification for Planning Scheme Amendment

The proposed rezoning to Capital City Zone, Schedule 1 (CCZ1) would generally accord with the overarching objectives and principles of the State Planning Policy Framework (SPPF), including *Clauses 11 Settlement* and *17 Economic Development*.

The rezoning of the land is also generally consistent with the overarching provisions of the Local Planning Policy Framework (LPPF), including the Municipal Strategic Statement (MSS). To this end, the proposed rezoning and subsequent redevelopment of the site represents the use of underutilised land in a highly accessible location.

Of particular relevance to the amendment is "Potential Urban Growth Areas" category in *Clause 21.04 Settlement*. The policy in the MSS focuses on promoting areas of growth and protecting areas of stability. The subject site is located at the periphery of the Jolimont Rail Corridor Potential Growth Area described as:

The Jolimont rail corridor runs through the middle of the Sports and Entertainment precinct. The Federation Square development was the first step in the urban renewal of this corridor. As inner and central city locations have become more highly valued, development over transport corridors will become increasingly attractive not only for the development space they can yield but also for the opportunity to connect adjacent parts of the city that have been separated.

The Amendment therefore implements this policy by providing for growth in an appropriate location, over the rail corridor. And, as this policy highlights, an opportunity exists for integration and connection with adjacent parts of the city and therefore a broad precinct approach needs to be taken which secures these strategic connections. The strategic connections through the site to link key areas of the city must be secured either through planning mechanisms, applying covenants/ easements to the land, or through contracts of sale.

It should be noted that, whilst *Clause 22.01 Urban Design within the Capital City Zone* is currently a relevant policy, Amendment C308 proposes to remove it from the Planning Scheme. Amendment

C308 was adopted by Council on 26 November 2019 and is therefore seriously entertained. The design standards proposed to be introduced by Amendment C308 would be suitable for this site and the new Schedule 1 to *Clause 43.02 Design and Development Overlay (DDO1)* being introduced by Planning Scheme Amendment C308 should be applied to this site.

2/ Rezoning

The CCZ allows for a variety of uses and these are considered appropriate here.

We agree with the proponent that the Mixed Use Zone (MUZ), Commercial 1 and Commercial 2 Zones would not provide for sufficient flexibility with regard to land uses.

MUZ land is located immediately to the south-east and the CCZ is considered to be an appropriate interface with this zone.

The purposes of both the MUZ and CCZ1 include the provision of a range of uses and, as such, it is considered the application of CCZ1 to the site provides an appropriate transition between existing CCZ1 land to the north and north-west and MUZ land to the south-east.

Importantly, MUZ land also extends around much of the CCZ boundary to the north-west of the city, in West Melbourne and to its north in Carlton.

3/ Urban Design and Built form controls

This large site is located in a prime location adjacent to the Hoddle Grid with frontage to Flinders Street, and is highly visible from the Yarra River corridor. The site poses significant challenges with changes of level and being highly encumbered by railway infrastructure. These site assets and constraints require an innovative and exemplary design response, with the development being viewed in the round from the important vantage points including the Yarra River corridor, the Parliamentary and Government quarter and the significant green spaces of Treasury Square and Birrarung Mar. The design response must be exemplary, achieving the highest architectural quality as well as achieving significant strategic pedestrian connections to link key areas of the city.

The site sits on the axis between Melbourne landmarks such as Parliament House, Flinders Street Station, the MCG and Shrine of Remembrance. There are unobstructed sight lines to the site from surrounding landmarks. Buildings on this site will be viewed 'in the round' due to the site's location, and so massing and built form must be highly considered from all vantage points, and all facades of the building must be highly resolved in their architectural response.



It is essential that design excellence is achieved on this site.

To support this outcome, the provisions of Amendment C308 Urban Design in the Central City and Southbank should be applied to the site. The strategic importance of the site calls for referral to the Office of the Victorian Government Architect's Victorian Design Review Panel (VDRP) at key stages of the design process, to enable design excellence, in terms of site layout and achievement of key connections, sustainability and architectural quality, noting that these buildings will be viewed in the round and key to the image of our city from the Yarra River.

Development of this site must also consider its direct interface with future strategic sites, including Federation Square East, to ensure they can reach their full potential and achieve further strategic connections for the city. The site must enable and not preclude the future decking over the railway corridor on adjacent sites, with interfaces on all sides of the Treasury Square enabling seamless connection into adjacent sites to secure strategic public realm connections for the city. Evidence of how this will be achieved should be secured in the assessment of any future development.

It is agreed that a DDO should also be applied to the land to regulate built form on the site. However it is considered that DDO10, in its current form, is not an appropriate mechanism.

DDO10 has an objective to encourage podium and tower forms. Due to the site's location outside the Hoddle Grid, podium and tower forms are not suitable and lower buildings should be encouraged on this site. A gradual transition in height between higher forms to the north and north-west within the Hoddle Grid and the lower forms to the south-east would be appropriate for this site. The Shell and HWT buildings, a short distance to the north, provide a defined edge to the Hoddle Grid and it is considered that any DDO allowing similar building heights on site would erode the primacy of the grid; the key structuring element of our city.

Furthermore, protecting Birrarung Marr and the Yarra River from detrimental effects of development in terms of overshadowing and visual bulk is an important outcome for this site and other sites along this corridor. The City of Melbourne recently endorsed *The Yarra River – Birrarung Strategy* that outlines an action regarding sunlight protection to the river and adjacent public spaces. This was in response to consistent stakeholder feedback around the need to address the issue of overshadowing and to ensure any remaining pockets of available sunshine in our parks are protected. We consider it appropriate, important and valuable to establish stronger provisions on this site to ensure remaining areas of sunlight in open space to the south are not subject to further overshadowing.

Any new DDO here should adopt some of the provisions of Schedule 10; but be modified to specify maximum building heights and development potential of a lower scale and intensity than allowed in the Hoddle Grid. Mid-rise forms could be permitted towards the western end of the rezoned land and lower forms towards the eastern end. The set maximum heights should be informed by those on Wellington Parade South which range between 3 storeys to 17 storeys.

Mandatory provisions should be introduced to ensure that there is no further overshadowing of the Yarra River or surrounding parklands.

4/ Other controls

A noise management DDO (similar to Schedule 12) should be applied. This is to ensure that sensitive uses are not exposed to excessive noise, principally from adjacent rail land.

Schedule 12 to the Parking Overlay (PO12) is not suitable for this site because it only addresses residential development. A Parking Overlay discouraging car parking altogether, except for car share facilities, and parking for those with impaired mobility, should be applied. This new city precinct could be an exemplar development zone relying exclusively upon public transport services and sustainable, active forms of travel.

5/ Transport and access

The City of Melbourne Transport Strategy 2030 provides the basis for comments in relation to transport and access for this site.

Pedestrian and cycling access

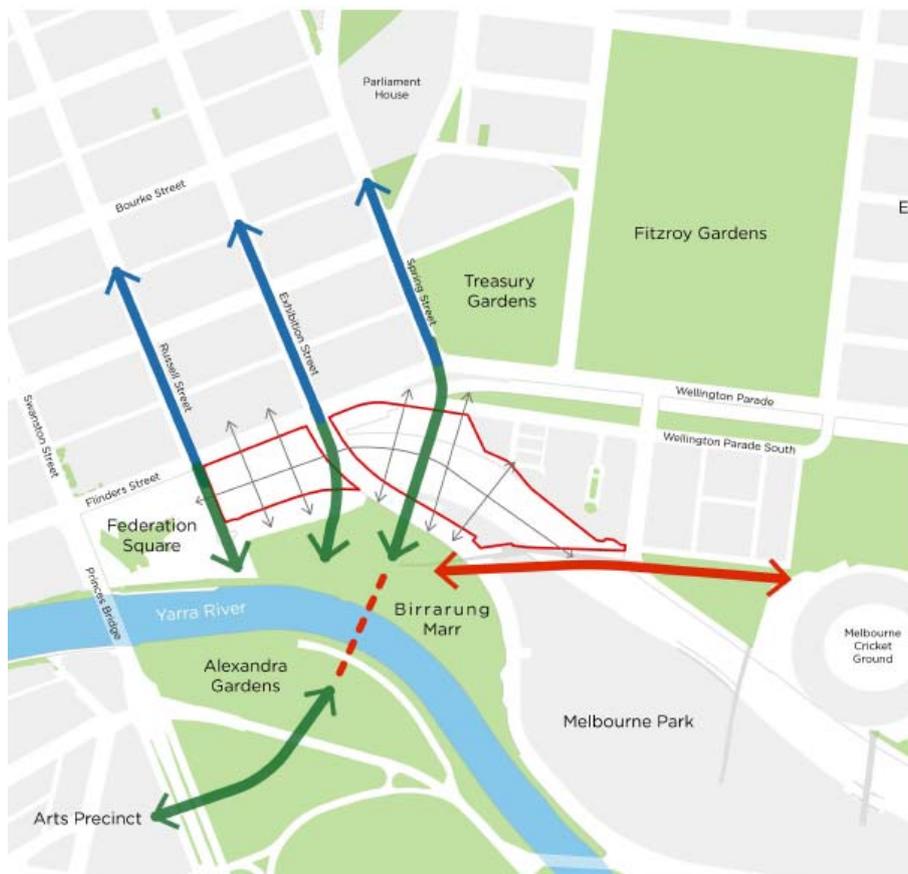
Pedestrian and cycling access and permeability across the site is critical and should be prioritised. The prioritisation of pedestrian links to surrounding facilities and amenities is required in order to ensure the site is 'stitched into' and becomes an integral part of the existing fabric of the City.

Pedestrian access to the north (Wellington Parade South) and northwest corner (Flinders Street) is critical to enable the most direct and desirable pedestrian connection to public transport (Flinders Street, Wellington Parade and Batman Ave trams, Parliament Station and Flinders Street Station), to the central city, and other amenities including Treasury Gardens and Fitzroy Gardens.

Cycling access to the north and northwest corner is also critical to enable direct access to the existing and future bicycle lane network. This includes future protected bicycle lanes on Flinders Street, Wellington Parade, Exhibition Street, Spring Street and the shared paths on Batman Avenue.

The opportunity for a future north-south pedestrian and cycling connection extending from Spring Street across the railyards should be secured in the design for the site (see figure below).

The opportunity to connect the site to the existing adjacent properties via the south-east corner of the site to Cliveden Close should be investigated.



Vehicle access and parking

CoM supports removing minimum parking requirements on all new development sites across the municipality. The preference is for no private residential or commercial parking on this site. There is

an estimated oversupply of 30-40% residential parking in the precinct within which this site sits. This site has excellent public transport accessibility, access to high quality cycling infrastructure (existing and planned) and is located within walkable distance to the central city and amenities.

The provision of high rates of off-street bicycle parking, motorcycle parking and car share vehicle parking is recommended. Innovative solutions to deliveries, loading and waste collection are encouraged to be integrated into the design for the site.

Vehicle crossovers on Flinders Street and Batman Avenue are not supported. Preferred vehicle access point is on Wellington Parade South. This is due to future protected bike lanes proposed on Flinders Street and a future shared path on the east side of Batman Avenue. The number of vehicle crossovers into the site should be minimised.

6/ Affordable housing

The City of Melbourne considers affordable housing to be essential infrastructure and notes the considerable shortfall in affordable housing within the municipality, as outlined in our [draft Affordable Housing Strategy](#). Affordable housing, including social housing, for essential workers of the city must be secured close to employment and amenities. As the State Government is the primary provider of social housing (housing that is owned and/ or managed by the government or registered community housing agencies), and shares the City of Melbourne's position as to the need for much increased provision of affordable housing – state owned land is appropriate for the development of social and affordable housing.

It is recommended that an affordable housing requirement is an essential inclusion for all future development on this site. On City of Melbourne owned land, we already achieve 15 percent affordable housing. In the draft Affordable Housing Strategy, currently out for consultation, up to 25 percent affordable housing on Council owned land is being proposed. We recommend this target for affordable housing in developments be matched or increased on all Victorian Government land that it owns and sells.

The amendment should offer certainty and clarity regarding the social and affordable housing requirement. In the instance that the site is privately developed, the requirement for social and affordable housing should be explicit in the amendment and in any contracts of sale. For example, it should clearly state the percentage of the development that must be social housing, how that percentage is calculated; the arrangements for the housing to be transferred from developer to registered community housing organisation (e.g. transferred at no cost or at an agreed percentage or subsidised).

7/ Environmentally Sustainable Design

We note that any future development will need to have regard to the Environmentally Sustainable Design (ESD) planning controls in the Melbourne Planning Scheme at that time. It is recognised that the current requirements in the scheme fall short of what the industry leaders are achieving. A site of this significance requires best practice standards to be achieved and provisions should incorporate the highest standards of ESD.

The City of Melbourne is in the final stages of an Annual Plan Initiative which proposes clear and best practice ESD and greening standards for all development types through amendments to the Melbourne Planning Scheme. In its response to its declaration of a Climate and Biodiversity Emergency, City of Melbourne reinforced the need for improved and ambitious ESD standards for new developments, due to the high impact of buildings on carbon emissions in the municipality. It is hoped that this work could inform a State wide planning provision to ensure a level playing field for all development types across all areas, with local provisions based on particular context and prevalent typologies in a municipality. The work to date could be shared with the Victorian Government and piloted on this strategic site.

8/ Subdivision

A subdivision is proposed as part of the combined amendment and planning permit process under Section 96A of the *Planning and Environment Act 1987* in order to ensure that the lot is separated from the larger railway lot that extends to Richmond Station. The subdivision is also required to separate the important major transport infrastructure on the site (comprising the tram substation, the train substation, the Hurstbridge lines, the City Circle Tunnel and the future Northern Loop Tunnel) into a lot (with multiple parts) that will be retained in VicTrack ownership.

In the subdivision, Lot A (the lot to be sold) exists as a large landholding above most portions of Lot B (to be retained by VicTrack), on which transport infrastructure is located. Given the scale and location of Lot A, in a prime strategic location on the edge of the Hoddle Grid, it should support future site permeability and a clear hierarchy of links connecting to the Hoddle Grid and surrounds. Potentially by mechanism of the subdivision, a key north south connection through the site would connect the city's Parliamentary precinct, sports precinct and the Yarra River. At a finer scale, a laneway connection should also be provided to link in with the proposed new laneway connection of 32-44 Flinders Street to Collins Place.

The City of Melbourne is generally supportive of the proposed subdivision subject to the following matters being resolved and conditions included on any permit that may issue.

A feature survey should be requested by the applicant which overlays the proposed subdivision boundaries and existing features onsite.

The subdivision application should be referred to Councils Infrastructure and Assets Department for further comments in relation to stormwater discharge.

Prior to any subdivision approval, the applicant must establish appropriate vehicular access entering and exiting the site, for car share and loading. If abutting VicTrack land is proposed to be used as a form of access (via Clivedon Close), then the plan should be amended to include appropriate easements for access and relevant consents obtained.

Any future development approved on Lot B would need to take into consideration any proposed windows along the southern boundary of the subject site and future light and air easements which may be required over the abutting rail land, should windows on the boundary be incorporated.

Specific Condition future light and air easements

Prior to certification of the plan, the plan must be amended to include a 3m wide light and air easement, unlimited in height, along the eastern boundary in favour of the land contained within PS548192G being the One East Melbourne Development which abuts the land at 239-293 Wellington Street East Melbourne. The Easement must be to the satisfaction of the Responsible Authority.

Standard Conditions Referral Authorities

The application is exempt from Referral pursuant to Clause 66.01 as the application is for a two lot subdivision.

A permit granted to subdivide land in a manner that does not require referral under Clause 66.01 must contain the following conditions:

- The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage facilities, electricity and gas services to each lot shown on the endorsed plan in accordance with the authority's requirements and relevant legislation at the time.

- All existing and proposed easements and sites for existing or required utility services and roads on the land must be set aside in the plan of subdivision submitted for certification in favour of the relevant authority for which the easement or site is to be created.
- The plan of subdivision submitted for certification under the Subdivision Act 1988 must be referred to the relevant authority in accordance with Section 8 of that Act.

Standard Conditions Telecommunications

Pursuant to Clause 66.01-1 a permit for subdivision must contain the following conditions:

The Owner of the land must enter into an agreement with:

- A telecommunications network or service provider for the provision of telecommunication services to each lot shown on the endorsed plan in accordance with the provider's requirements and relevant legislation at the time; and
- A suitably qualified person for the provision of fibre ready telecommunication facilities to each lot shown on the endorsed plan in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

Before the issue of a Statement of Compliance for any stage of the subdivision under the Subdivision Act 1988, the owner of the land must provide written confirmation from:

- A telecommunications network or service provider that all lots are connected to or are ready for connection to telecommunications services in accordance with the provider's requirements and relevant legislation at the time; and
- A suitably qualified person that fibre ready telecommunication facilities have been provided in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

Public Open Space

Prior to the issue of a Statement of Compliance under the Subdivision Act 1988, the owner of the land must pay the Responsible Authority an open space contribution equivalent to 5% of the site value of all the land contained within Lot A (being the land intended to be used for residential, commercial or industrial purposes as assessed/valued by or for Council

OR

Prior to certification of the plan, a legally binding agreement under Section 173 of the Planning and Environment Act 1987 shall be entered into between the Owner of the land and the Responsible Authority for the deferral of the Public Open Space Contribution under Section 18A of the Subdivision Act 1988 (Vic). The agreement must ensure that:

- The Public Open Space Contribution must not be less than 5% of the land value.
- The Public Open Space Contribution must be made as a cash contribution and paid no later than 31 December 2025 unless otherwise agreed between parties.
- The section 173 agreement is to be registered on title to the land.
- The agreement is to indemnify Council against any claims on the matter.
- The owner of the land must pay all of Council's reasonable legal costs and expenses of this agreement, including Land Victoria registration fees.

Other Standard Subdivision Conditions which should apply:

1. The layout and site dimensions of the proposed subdivision as shown on the endorsed plan(s) shall not be altered or modified without the consent of the Responsible Authority.

2. Any like plan of subdivision submitted for certification under the provisions of the Subdivision Act 1988, ("the certified plan") shall be to the satisfaction of the Responsible Authority.

MELBOURNE PLANNING SCHEME

AMENDMENT C370

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Minister for Planning who is the planning authority for the amendment.

The Amendment has been made at the request of VicTrack.

Land affected by the Amendment

The Amendment applies to land that is located at 295-357 Wellington Parade South, Melbourne. It is formally identified on title as Lot 1, Volume 2788 Folio 466.

The land is a railway lot owned by VicTrack that extends between Flinders Street and the west side Punt Road at Richmond Station.

The site borders the Melbourne Central Business District (CBD) to the north (Flinders Street) and the Batman Avenue CityLink extension on the western boundary. The southern boundary of the site backs onto 12 sets of railway tracks which lead into Flinders Street station which is approximately 500 metres to the south west of the site. To the east of the site is mixed use commercial and residential buildings and Wellington Gardens. Vehicular entry to the site exists to the north and north east.

The land is zoned Public Use Zone 4 – Transport (PUZ4) and is covered by the Parking Overlay (PO12) and partially covered by the CityLink Project Overlay (CLPO).

The amendment is proposed to include only a portion of the railway lot, located directly south of Wellington Parade South and Flinders Street, extending from the eastern edge of Batman Avenue/CityLink to just beyond the eastern alignment of Spring Street.

The land proposed to be the subject of the amendment is identified by the green site boundary line shown in Figure 1 below. The site is approximately 1.36 hectares in size with a total boundary perimeter length of approximately 825 metres.

The amendment is submitted as a combined planning permit application for a two lot subdivision and a planning scheme amendment under section 96A of the Act.

A copy of the draft plan of subdivision PS835657M has been submitted.

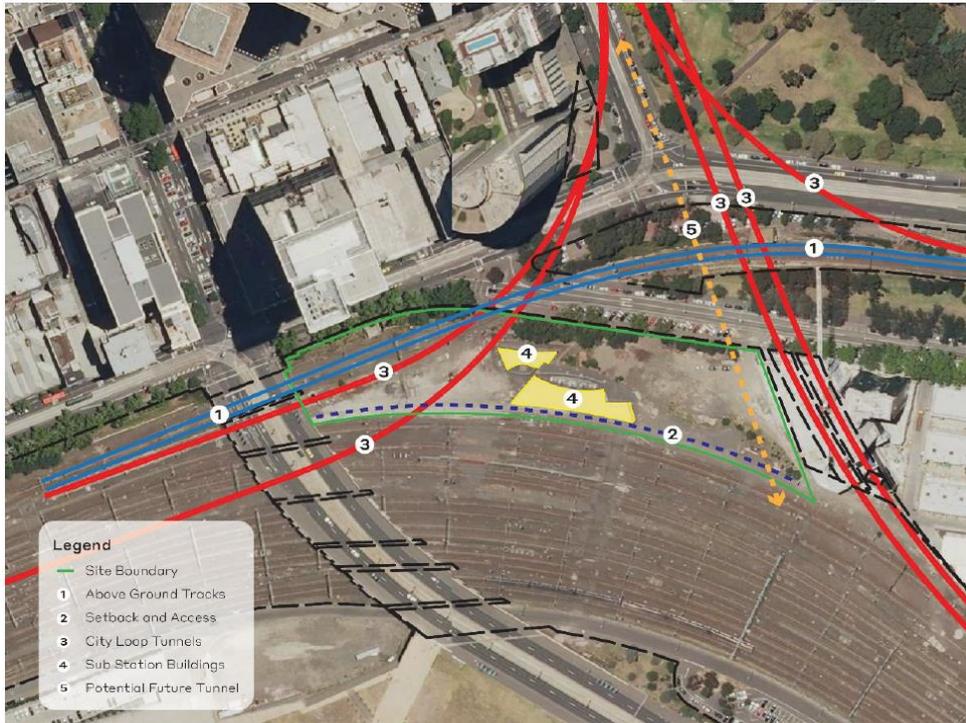


Figure 1

What the amendment does

The amendment is to be submitted in the form of a combined planning scheme amendment and an application for a planning permit for a two lot subdivision under Section 96A of the *Planning and Environment Act 1987*.

The Amendment applies to the land:

- the Capital City Zone Schedule 1 (Outside the Retail Core)
- the Design and Development Overlay Schedule 10 (DDO10)
- the Environmental Audit Overlay (EAO)

The Parking Overlay Schedule 12 (PO12) already covers the site and is not proposed to be altered.

The CityLink Project Overlay partially covers the western edge of the site and is also not proposed to be altered.

The Schedule to Clause 66.04 (Referral of Permit Applications under Local Provisions) is proposed to be amended to insert a requirement for planning applications triggered under Clause 3.0 of Schedule 1 to Clause 37.04 on the Treasury Square site to be referred to VicTrack and the Department of Transport as determining referral authorities. This is to ensure that the current and future transport interests are protected in relation to the future development of the site.

The application for the two lot subdivision proposes to subdivide the future development site from the larger railway lot (Lot A) and create a separate lot (Lot B with multiple parts) for the major transport infrastructure comprising the tram substation, the train substation, the Hurstbridge lines, the City Circle Tunnel and the future Northern Loop Tunnel as detailed in Figure 2.

A copy of the draft plan of subdivision PS835657M supports the subdivision application. The subdivision applies to the same land that is subject to the amendment as identified by the green boundary line identified on Figure 1.

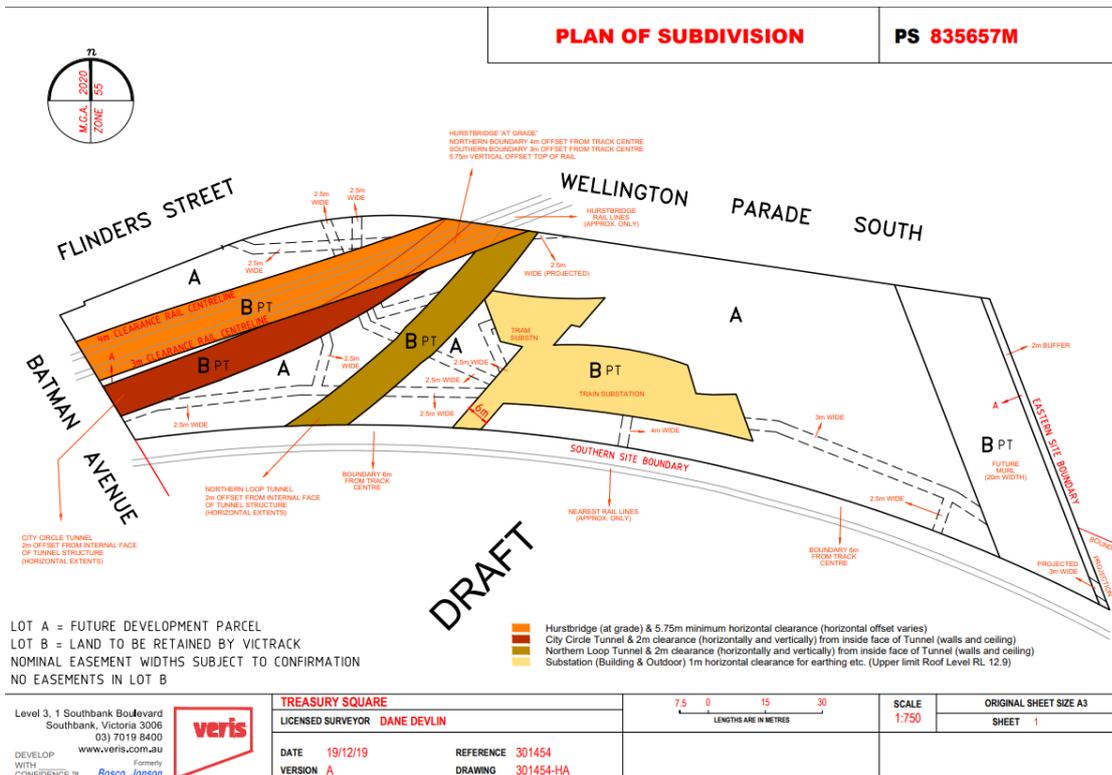


Figure 2

The draft plan of subdivision PS835657M, draft subdivision permit and an accompanying subdivision report is supports the subdivision application.

Strategic assessment of the Amendment

Why is the Amendment required?

The land, inclusive of the airspace of the site, has been declared as surplus to transport requirements by the Department of Transport. In accordance with the government policy, government land must be rezoned to reflect its highest and best use before it is sold. Rezoning is therefore required to ensure appropriate planning scheme controls are applied to land.

It is proposed to apply the same planning scheme controls that apply to the adjacent Central Business District, to the site, which is the Capital City Zone Schedule 1 and the Design and Development Overlay Schedule 10 (DDO10). Given the historical railway use and in accordance with environmental policy, the Environmental Audit Overlay (EAO) is also proposed to be applied to the land.

The CityLink Project Overlay and the Parking Overlay Schedule 12 already apply to the land and are proposed to be retained unchanged.

The Capital City Zone is considered the most appropriate zone for the land due to the site's strategic location adjacent the Hoddle grid.

A subdivision is also proposed as part of the combined amendment and planning permit process under Section 96A of the *Planning and Environment Act 1987* to ensure that the lot can be separated from the larger railway lot that extends to Richmond Station. The subdivision is also required to separate the important major transport infrastructure on the site into a lot (with multiple parts) that will be retained in ownership by VicTrack.

The amendment will ensure future development is subject to a referral to VicTrack and the Department of Transport to protect major transport infrastructure.

The Spring Street South site is predominantly vacant except for two transport substations at ground level. Ground level is approximately 6 metres below Flinders Street. The difference in levels between the rail track level and Flinders Street means that a deck can be constructed over the site and the

transport substations, to facilitate development above, with a street frontage to Flinders Street and Wellington Parade South. This allows creation of a new CBD development site.

It is government policy to only retain State ownership of land where it is financially beneficial to the State when compared to the alternative investment of State funds.

In accordance with the Victorian Government Landholding Policy and Guidelines, the alternative investment of funds from the sale of the air rights of this site is considered to be beneficial as it can be invested in the major transport infrastructure pipeline which is underway in Victoria.

The amendment is supported by a Planning Report prepared by Urbis Consultants which identifies the key characteristics and issues of the surrounding urban context and demonstrates that the amendment will provide significant net community benefit and enhance the capital city status of central Melbourne.

The subdivision is supported by a draft plan of subdivision and a report by Veris Licensed Surveyors. It is also supported by an Infrastructure Servicing Report prepared by SMEC Consultants which demonstrates that Lot A can be adequately connected to services.

How does the Amendment implement the objectives of planning in Victoria?

The amendment implements the objectives set out in section 4 of the *Planning and Environment Act 1987*. It supports the objectives to:

- provide for the fair, orderly, economic and sustainable use, and development of land by rezoning the land to an appropriate zone consistent with the location and adjacent land.
- secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria by making a high amenity parcel of land available for use and development.
- balance the present and future interests of all Victorians by facilitating the renewal of surplus government land.

How does the Amendment address any environmental, social and economic effects?

Environmental effects

The potential environmental effects of the land will be addressed and managed by the application of the Environmental Audit Overlay (EAO).

Economic effects

The rezoning of the land offers a unique opportunity to convert an unattractive and underutilized parcel of land to a major new development site in Melbourne CBD that is uniquely located adjacent the CBD, Flinders Street Station, the Sports and Entertainment Precinct, the Botanic Gardens, the MCG and Melbourne Park.

By application of the proposed suite of planning controls, the site will be able to be used and developed for a wide range of uses as supported by the Capital City Zone and will respond to significant demand for floor space in the Melbourne CBD.

Given the size of the site, the future development of the land will have a significant positive economic effect in terms of supporting construction and ongoing job creation.

Social effects

The provision of a new major site for use and development via the amendment will generate social benefits through employment and enhanced streetscape activation of a currently vacant, unattractive site.

The site's rezoning and future development will create positive social and economic impacts by enhancing Melbourne's capital city status and its reputation as a global city.

The amendment will also ensure existing transport infrastructure on the site is protected.

Does the Amendment address relevant bushfire risk?

The area is not in a Bushfire Prone Area and given the characteristics of the site, the amendment is unlikely to result in any increase to the risk to life, property, community infrastructure and the natural environment from bushfire.

Does the Amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment:

Ministerial Direction on the form and content of Planning Schemes

The amendment complies with the Ministerial Direction on the form and content of Planning Schemes.

Ministerial Direction No.1 Potentially Contaminated Land

The potential environmental effects of the land will be addressed and managed by the application of the Environmental Audit Overlay.

Ministerial Direction No.9 Metropolitan Planning Strategy

The amendment has been prepared with regard to Ministerial Direction No.9 – Metropolitan Strategy and is consistent with Plan Melbourne, by providing a major site to support the Central City to become Australia's largest commercial and residential centre by 2050 and supporting major transport gateways as important locations for employment and economic activity.

Ministerial Direction No.19 and information requirement for amendments that may result in impacts on the environment, amenity and human health.

Environmental site investigations have been undertaken by VicTrack and the views of the Environment Protection Authority (EPA) have been obtained. The amendment complies with the advice of the EPA in applying the EAO.

How does the Amendment support or implement the State Planning Policy Framework and any adopted State policy?

The amendment is consistent with, and gives effect to, the Planning Policy Framework, in particular:

Clause 11 Settlement

- Ensure that office based employment, community facilities and services are concentrated in central locations.
- Focus investment and growth in places of state significance, including Metropolitan Melbourne Central City and Transport Gateways (Cl.11.01-1R)
- Ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses and consider opportunities for the consolidation, redevelopment and intensification of existing urban areas (Cl.11.02-1S).
- Encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community (Cl.11.03-1S).

The amendment, through application of the CCZ1 will implement these policies by providing additional capacity for a wide range of uses to be consolidated in central Melbourne.

13.04-1S Contaminated and potentially contaminated land

- An Environmental Audit Overlay is proposed to be applied to the land to manage the remediation of the site and implement this policy.

Clause 15 Built Environment and Heritage

- Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context.
- Planning should protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.
- Planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design.
- Planning should promote excellence in the built environment and create places that: are enjoyable, engaging and comfortable to be in, accommodate people of all abilities, ages and cultures, contribute positively to local character and sense of place, reflect the particular characteristics and cultural identity of the community and enhance the function, amenity and safety of the public realm.

The application of the CCZ1 and DDO10 will provide an appropriate planning framework to guide the future development on the site and ensure outcomes in accordance with Clause 15.

Clause 17 Economic development

- Support the Central City to become Australia's largest commercial and residential centre by 2050, by planning for office, retail, residential, education, health, entertainment and cultural activity spaces (Cl.17.01-1R).
- Encourage development that meets the community's needs for retail, entertainment, office and other commercial services (Cl.17.02-1S).

The amendment, through creation a new Melbourne CBD site, supports implementation of this policy by providing additional capacity for a range of uses in central Melbourne.

Clause 18.01-2S Transport System

- Reserve land for strategic transport infrastructure.
- Require transport system management plans for key transport corridors and for major investment proposals.
- Plan or regulate new uses or development of land near an existing or proposed transport route to avoid detriment to and where possible enhance, the service, safety and amenity desirable for that transport route in the short and long terms.
- Facilitate infrastructure that connects and improves train services between key regional cities and townships and Melbourne.

The combined amendment and subdivision implements State transport policy by ensuring that important major infrastructure located on the site is retained and protected and kept in ownership by VicTrack. It will also ensure that VicTrack and the Department of Transport is a determining referral authority in relation to future development impacts on transport land and infrastructure.

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

Clause 21.02 Municipal Profile identifies the City of Melbourne as the heart of Victoria, being a global city that represents a key hub in Australia's eastern seaboard economic region and contributes significantly to Victoria's prosperity. The Municipal Strategic Statement forecasts growth in residential population, economic growth and emphasises the importance of transport as a key indicator of

liveability and prosperity, with a shift projected away from motorised transport towards public transport, and pedestrian and bicycle activity.

The amendment directly responds to the Local Planning Policy Framework and the Municipal Strategic Statement by facilitating a major development site that will support the consolidation of major uses and economic activity in central Melbourne where it is well serviced by existing infrastructure and transport, enhancing Melbourne's status as a global city.

Clause 21.03 Vision

The vision is articulated in six high level goals for Melbourne to be a city for people, a creative city, and a prosperous city, a city of knowledge, an eco-city and a connected city.

By rezoning transport land to the Capital City Zone Schedule 1 (CCZ1) with appropriate overlays including the Design and Development Overlay Schedule 10 (DDO10), the amendment supports the local planning objectives, in the following ways:

Settlement – accommodating future growth over the next 20-30 years by increasing the footprint of the Capital City Zone in an appropriate location earmarked for urban renewal.

Environment and Landscape Values – by the applying the CCZ1, the DDO10 and the EAO an appropriate planning framework will be provided that will ensure any environmental or ecological impacts of the future use and development of the land will be addressed.

Built Environment and Heritage – by applying the CCZ1 and the DDO10, an appropriate planning framework will be provided that will protect and enhance the existing built form character and heritage of Melbourne and ensure any overshadowing of future development is controlled in a manner consistent with existing planning scheme requirements.

Economic Development – the City of Melbourne makes an important contribution to the economic prosperity of the state through provision of its local, corporate and global businesses, its strong retail, and major cultural, sporting and tourism industry. By contributing a new major development site to the CBD, the amendment will advance the objective of a "Prosperous City" included in the Vision.

Transport – A priority for the City is maximising the use of sustainable modes of transport, in particular public transport, and supporting improved cycling and walking connections. Through the site's close access to major train stations and multiple modes of transport and the retention, the amendment will advance the goal of supporting sustainable transport use.

The retention of the Parking Overlay Schedule 12 will ensure any future provision of parking on the site for residential development will be limited in accordance with Clause 45.09 Parking Overlay, encouraging alternative modes of transport.

Clause 21.04 Settlement

Urban growth and development must be targeted in specific areas of the city and the MSS identifies five different types of areas. Of relevance to the amendment is "Potential Urban Growth Areas" category. The policy in the MSS focuses on promoting areas of growth and protecting areas of stability. The subject site is located at the periphery of the Jolimont Rail Corridor Potential Growth Area described as:

The Jolimont rail corridor runs through the middle of the Sports and Entertainment precinct. The Federation Square development was the first step in the urban renewal of this corridor. As inner and central city locations have become more highly valued, development over transport corridors will become increasingly attractive not only for the development space they can yield but also for the opportunity to connect adjacent parts of the city that have been separated.

The amendment therefore implements this policy by providing for growth in an appropriate location, over the rail corridor.

Clause 21.06 Built Environment and Heritage

Cl. 21.06-1 Urban Design seeks to ensure the height and scale of development is appropriate to the built form character of the area whilst also promoting high quality public realm outcomes with active frontages that contribute to the vitality of the city.

The application of the CCZ1 and the DDO10 will support implementation of this policy which will, in addition to other relevant policy, ensure that any future development is of an appropriate height, scale and design and will include active frontages.

Clause 21.08 Economic Development

Clause 21.08 identifies retail and business as being key economic drivers for Melbourne's Capital City function, with the Central City identified as the prime location for commerce in metropolitan Melbourne.

Through the specific locational features of the site and the application of the CCZ1, the amendment will provide a site that could accommodate major commercial uses which will support Melbourne's Capital City function.

Clause 21.15 Potential Urban Renewal Areas

Clause 21.15-3 refers to the Sports and Entertainment Area (identified on the northern periphery of the map at Figure 15) as an area which could incorporate urban renewal of the Jolimont Railway Corridor.

The amendment implements this policy by providing for urban renewal on a currently vacant and unattractive site.

Local Policies

Clause 22.01 Urban Design within the Capital City Zone

This clause seeks to maintain a high level of design quality, amenity and contribution to the public realm.

Key objectives include:

- To ensure that development responds to the underlying framework and fundamental characteristics of the Capital City Zone while establishing its own identity.
- To enhance the physical quality and character of Melbourne's streets, lanes and Capital City Zone form through sensitive and innovative design.
- To retain views into and out of the Hoddle Grid and Southbank and vistas to important civic or historic landmarks.
- To ensure that the design of public spaces, buildings and circulation spaces meets high quality design standards.
- To ensure developments contribute to a high quality public realm and to passive surveillance of the public domain.
- To improve the experience of the city for pedestrians by providing a human scale to the street wall, weather protection, sunlight access, summer shadow, comfortable wind conditions, active
- To address the cumulative impact of the scale, setbacks and height of developments where multiple towers provide the precinct built form context for individual proposals.
- To provide adequate separation between towers to achieve sunlight access to streets, avoid a canyon effect, and provide the opportunity for a high level of internal amenity for occupants of adjacent towers.
- To maintain identified special character areas where a lower scale of development is appropriate in response to identified attributes.
- To encourage the early consideration and integration of public art work into building design to enhance the arts and cultural character of the city.

This policy provides a comprehensive framework for that will form the basis of assessment for any future development on the site. The application of the CCZ1 will ensure that any future development on the site will need to respond to and implement this policy.

Clause 22.02 Sunlight to Public Spaces

Policy objectives two and three are particularly pertinent to this proposal, as follows:

- To ensure new buildings and works allow good sunlight access to public spaces.
- To ensure that overshadowing from new buildings or works does not result in significant loss of sunlight and diminish the enjoyment of public spaces for pedestrians.

This policy identifies Birrarung Marr as a key public space that is to be protected from overshadowing, in that development should not cast additional shadow across the space during dates and times stipulated by the Planning Scheme.

DDO10 supplements this policy, stipulating that between additional shadowing must not occur between hours of 11:00am – 2:00pm on dates between 22 April – 22 September, unless it can be determined that the overshadowing will not unreasonably prejudice the amenity of the space.

The application of the CCZ1 and DDO10 in the amendment will ensure the objectives of this policy is implemented and public spaces around the site will be protected from overshadowing.

Does the Amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victoria Planning Provisions by applying existing statutory provisions including the Capital City Zone (CCZ1) and the Design and Development Overlay Schedule 10 (DDO10).

How does the Amendment address the views of any relevant agency?

Metro Trains Melbourne (MTM) and the Department of Transport were consulted in the preparation of the amendment. As a result of consultation with these agencies, the major transport infrastructure on the site is proposed to be subdivided into a separate lot (with multiple parts) which will be retained in ownership by VicTrack to protect current and future transport interests and requirements.

MTM have advised that the existing train substation on the site has been recently upgraded and accordingly no major works are required for the foreseeable future. MTM have also been consulted in relation to potential future relocation of the train substation (if that was desired as part of a future development proposal) and an alternative location within the site could be accommodated. However, no relocation of the substations is to facilitate decking over the substations and development above.

City West Water has been consulted in relation to servicing and future development of the site would require an agreements to be entered into with City West Water to extend services into the site. City West Water has also been consulted on the potential realignment of the sewer line running through the north of the site (including the pump station which is located approximately central to the Flinders Street frontage). They have no objection to its potential relocation of the pump station as part of future development.

APA Group is responsible for gas supply to the area and no direct connection currently exists. SMEC consultants have prepared an Infrastructure Servicing Report which has concluded that gas could be readily supplied to the site. This report supports the subdivision application.

CitiPower is the responsible authority for the provision of electricity to service the proposed development. There are a number of substations located both within the site and nearby which could be utilised to supply electricity to the site.

A number of telecommunications providers offer supply around the subject site and accordingly supply can be provided to the site.

The Infrastructure Servicing Report provides a full overview of servicing and agency requirements and supports the subdivision.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?

The amendment supports the objectives the Transport Integration Act 2010 (TIA) in the following ways:

- Supporting economic prosperity by facilitating investment in Victoria
- Encouraging the effective integration of transport and land use and facilitating access to social and economic opportunities.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

By creating a referral requirement to VicTrack and the Department of Transport for applications for buildings and works, the amendment will have a minor impact on administrative costs by generating new referrals. However, given this relates to a single site and the purpose of the referral is to protect important major transport infrastructure, this additional resourcing cost is considered reasonable and appropriate.

Where you may inspect this Amendment

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.delwp.vic.gov.au/public-inspection.

Planning and Environment Act 1987

MELBOURNE PLANNING SCHEME

AMENDMENT C370

INSTRUCTION SHEET

The planning authority for this amendment is the Minister for Planning.

The Melbourne Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of three (3) attached map sheets.

Zoning Maps

1. Amend Planning Scheme Map No 8 in the manner shown on the one attached map marked "Melbourne Planning Scheme, Amendment C370".

Overlay Maps

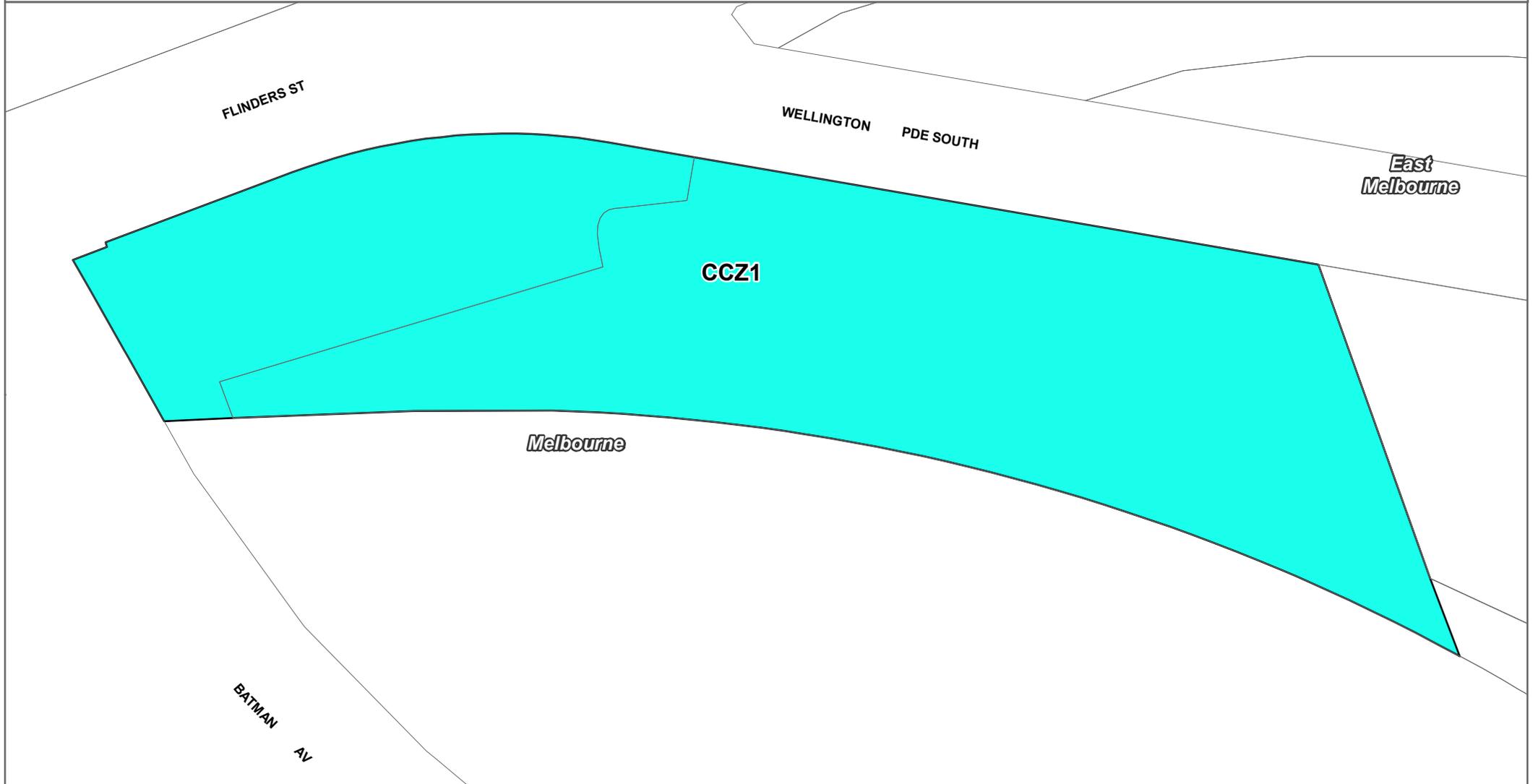
2. Amend Planning Scheme Map No. 8DDO10 in the manner shown on the one attached map marked "Melbourne Planning Scheme, Amendment C370".
3. Amend Planning Scheme Map No. 8EAO in the manner shown on the one attached map marked "Melbourne Planning Scheme, Amendment C370".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

4. In **General Provisions**– Clause 66.04, replace the Schedule with a new Schedule in the form of the attached document.

End of document



LEGEND

-  CCZ - Capital City Zone
-  Local Government Area

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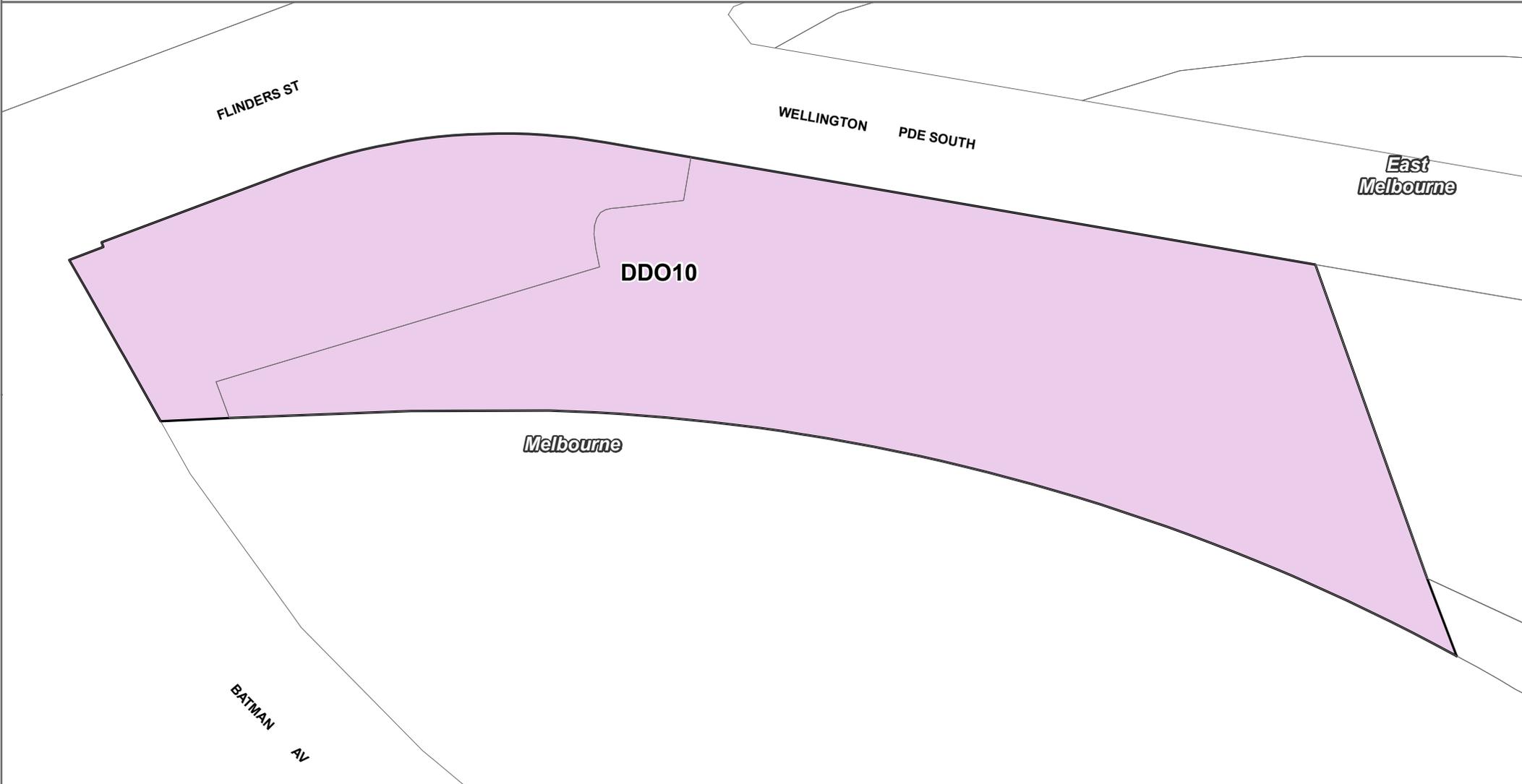
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Part of Planning Scheme Map 8





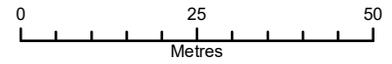
LEGEND

-  DDO10 - Design and Development Overlay - Schedule 10
-  Local Government Area

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Part of Planning Scheme Map 8DDO





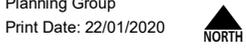
- LEGEND**
-  EAO - Environmental Audit Overlay
 -  Local Government Area

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0 25 50
 Metres



Part of Planning Scheme Map 8EAO



Schedule to Clause 66.04 Referral of Permit Applications under Local Provisions

The Schedule to Clause 66.04 is proposed to be amended by insertion of the following wording in the table:

Clause	Kind of Application	Referral authority	Type of referral Authority
Clause 3.0 of Schedule 1 to Clause 37.04	Any application for buildings and works on Treasury Square – 295-357 Wellington Parade South, Melbourne	VicTrack and the Department of Transport	Determining referral authority

PLAN OF SUBDIVISION

EDITION

PS 835657M

LOCATION OF LAND

PARISH: MELBOURNE NORTH
CITY OF MELBOURNE

TOWNSHIP:

SECTION: 28

CROWN ALLOTMENT:

CROWN PORTION:

TITLE REFERENCE: VOL 2788 FOL 466

LAST PLAN REFERENCE: TP803405J

POSTAL ADDRESS: 295-357 WELLINGTON PARADE SOUTH
(at time of subdivision) MELBOURNE VIC 3004

MGA 20 CO-ORDINATES: E 321 682 ZONE: 55
(approx. centre of land in plan) N 5 812 652

VESTING OF ROADS AND/OR RESERVES

NOTATIONS

IDENTIFIER

COUNCIL/BODY/PERSON

STAGING

THIS IS NOT A STAGED SUBDIVISION
PLANNING PERMIT NO.

SURVEY

THIS PLAN IS BASED ON SURVEY
THIS SURVEY HAS BEEN CONNECTED TO PERMANENT MARKS NO(S)
IN PROCLAIMED SURVEY AREA NO. -

DEPTH LIMITATION

DOES NOT APPLY

DRAFT

EASEMENT INFORMATION

EASEMENTS & RIGHTS IMPLIED BY SECTION 12(2) OF THE SUBDIVISION ACT 1988 APPLIES TO THE WHOLE OF THE LAND IN THIS PLAN.

LEGEND: E - ENCUMBERING EASEMENT, CONDITION IN CROWN GRANT IN THE NATURE OF AN EASEMENT OR OTHER ENCUMBRANCE A - APPURTENANT EASEMENT

SUBJECT LAND	PURPOSE	WIDTH (metres)	ORIGIN	LAND BENEFITED/IN FAVOUR OF
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EASEMENT LOCATIONS ARE INDICATIVE ONLY.
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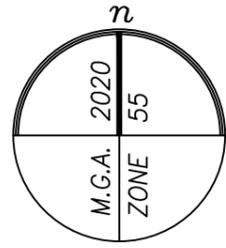
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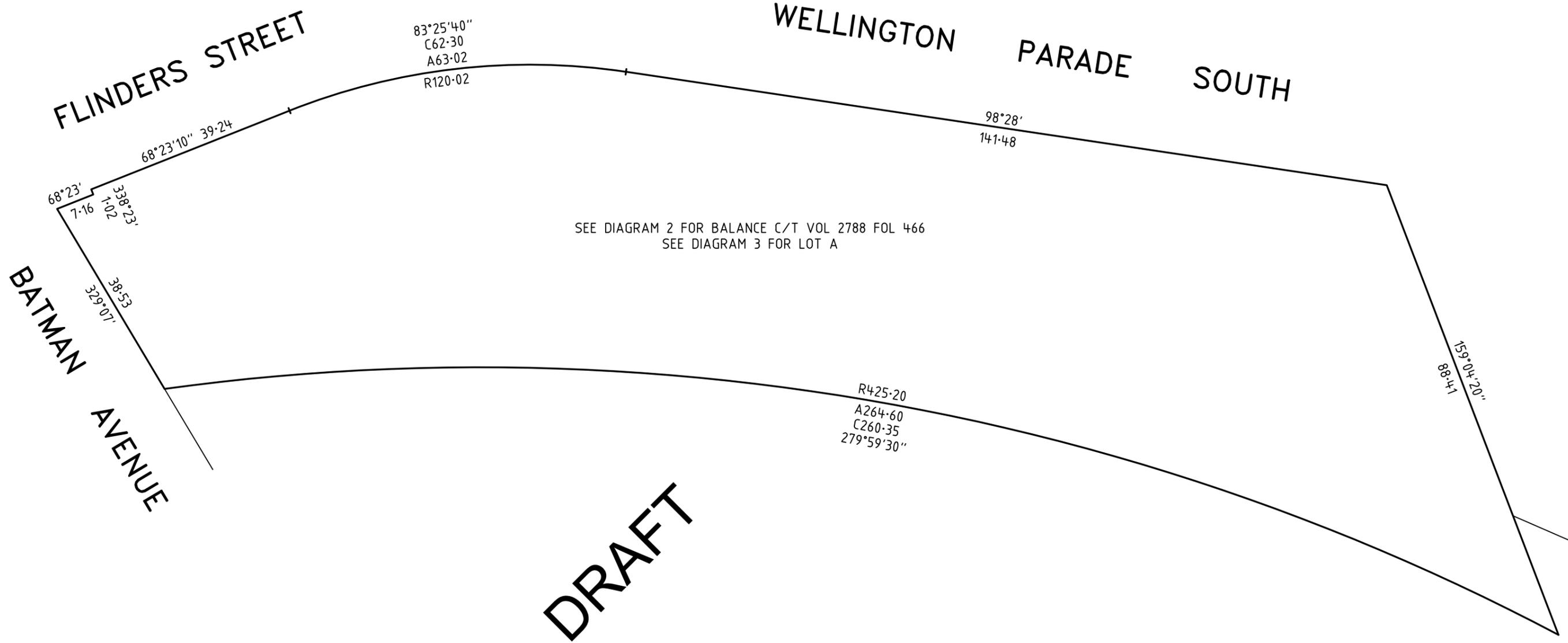
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SITE PLAN
DIAGRAM 1

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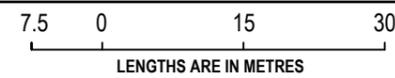


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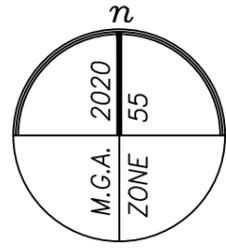


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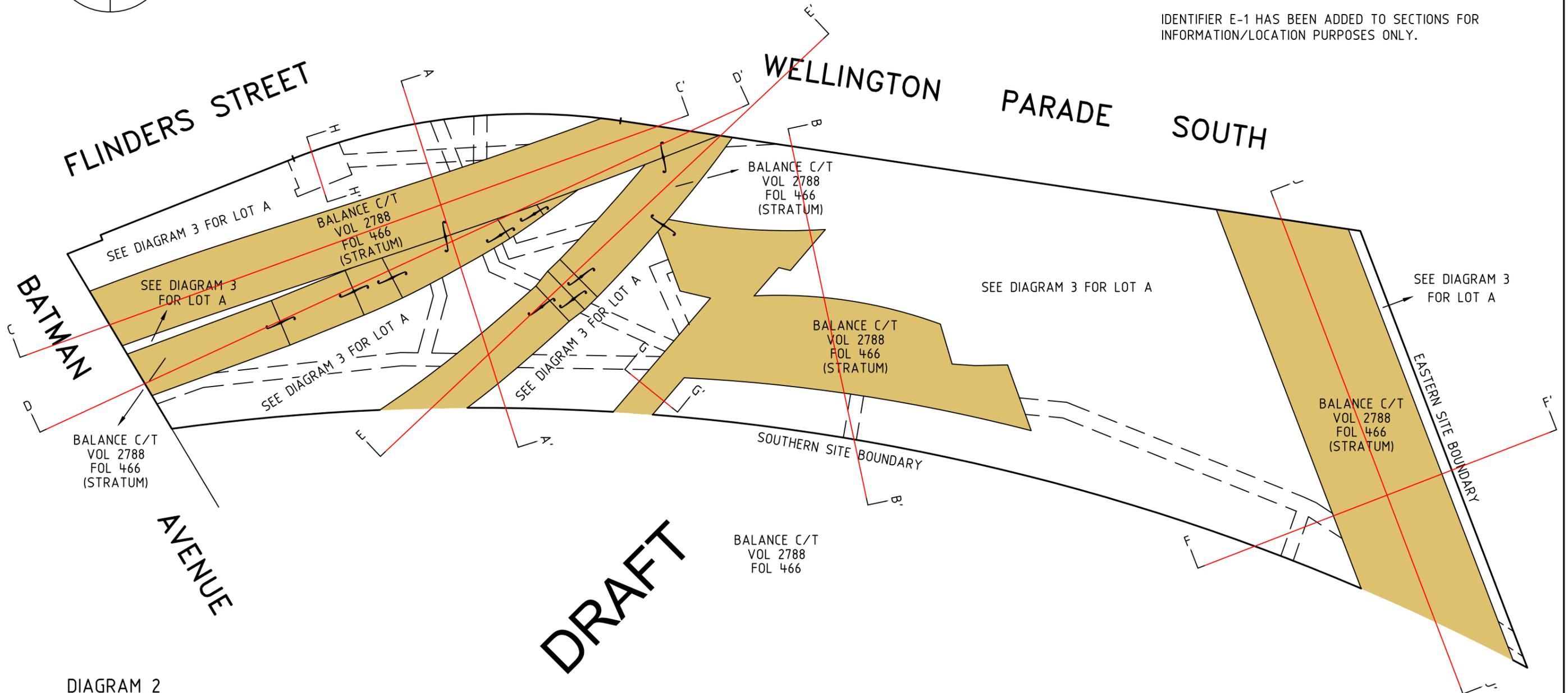
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DIAGRAM 2

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SEE DIAGRAM 3 FOR LOT A

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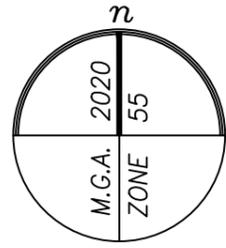


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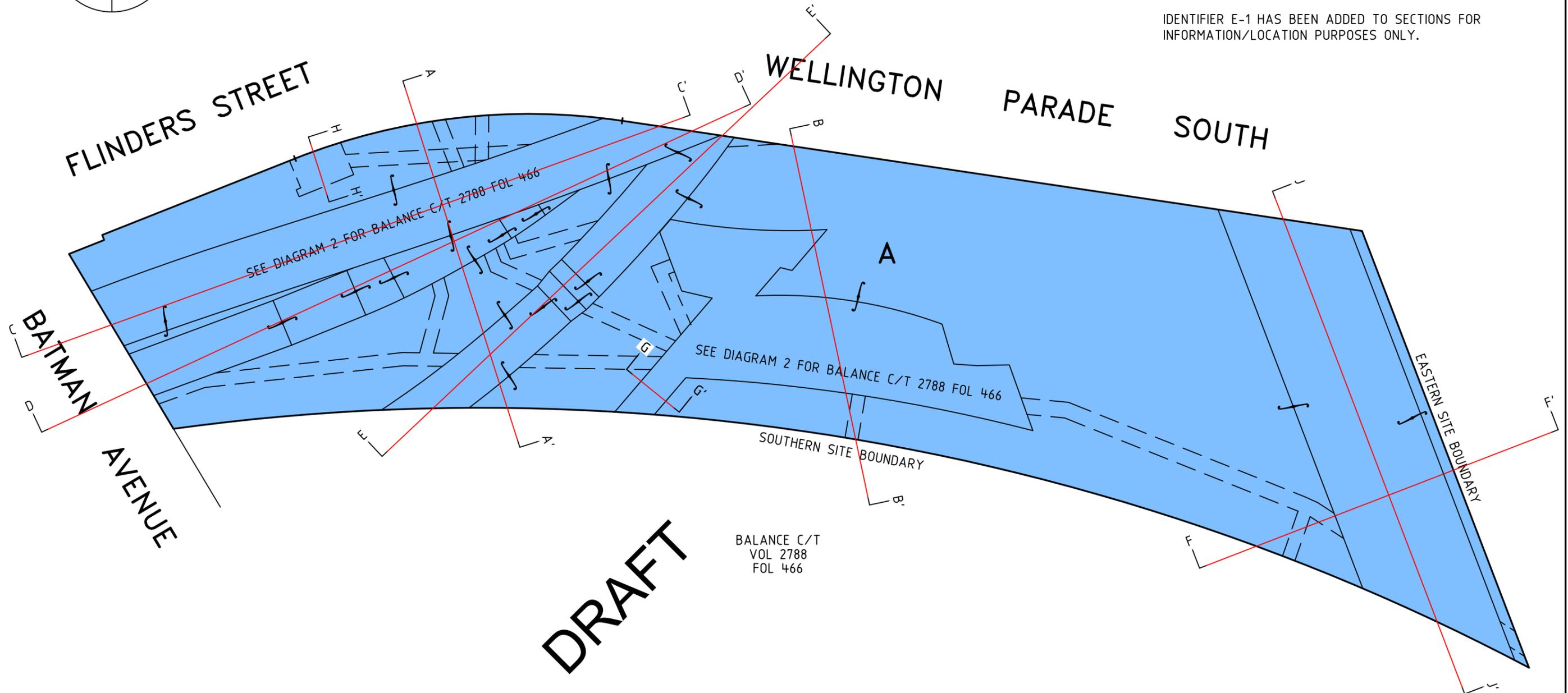


DIAGRAM 3
LOT A
SEE DIAGRAM 2 FOR BALANCE C/T VOL 2788 FOL 466

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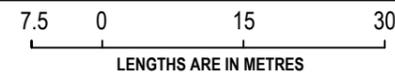


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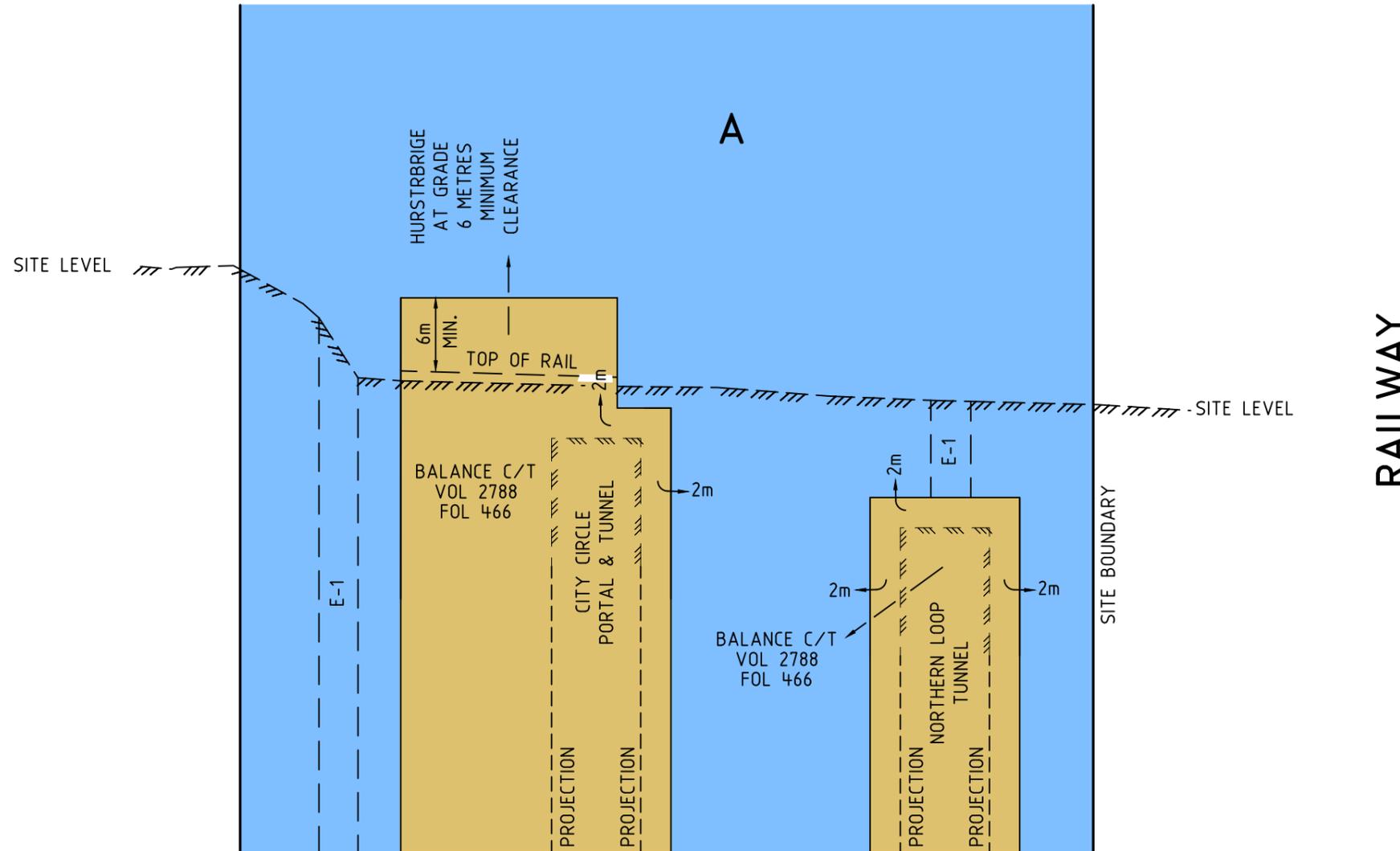
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SECTION A - A'
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FLINDERS STREET



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PLAN OF SUBDIVISION

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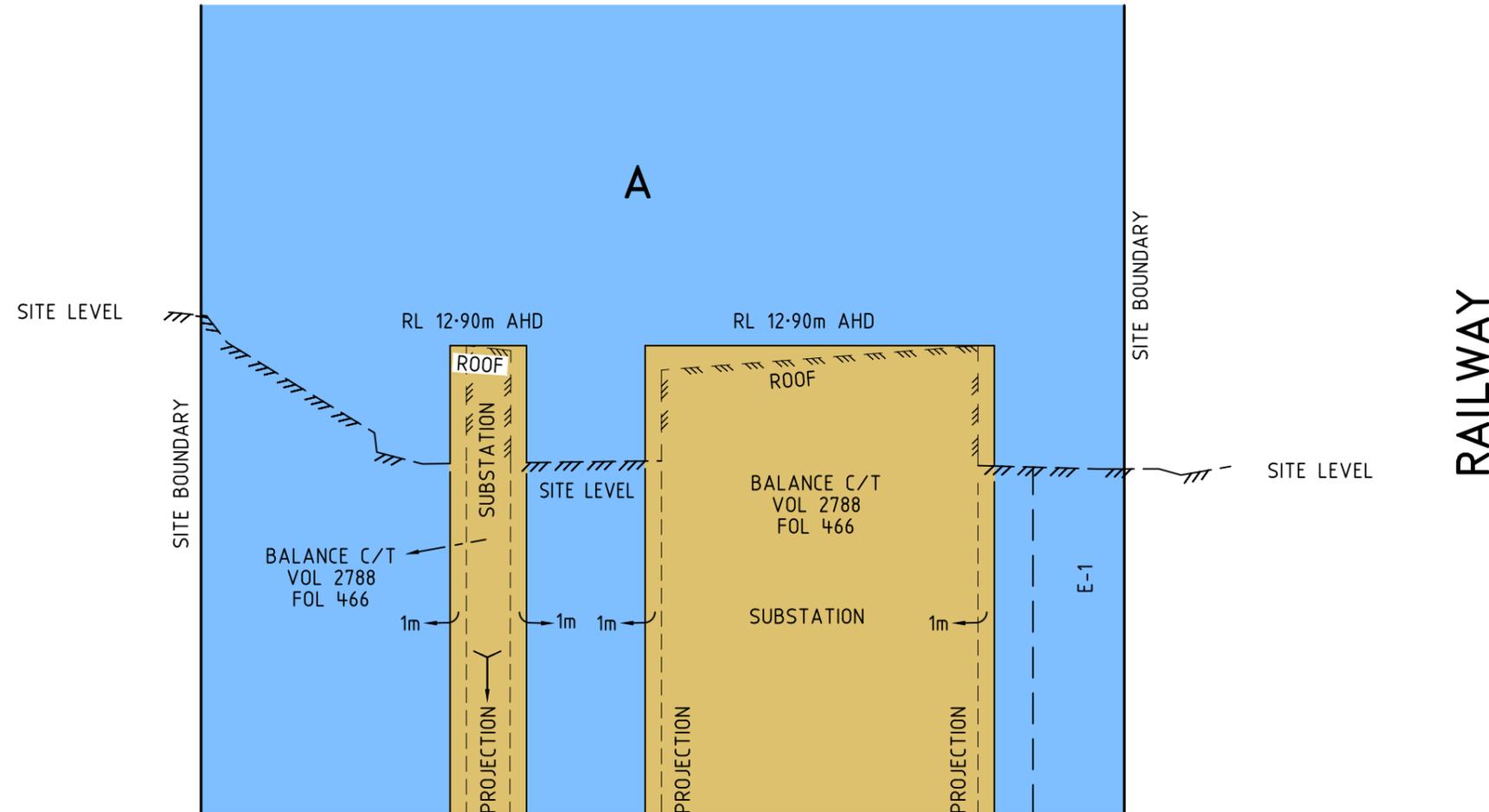
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WELLINGTON PARADE SOUTH



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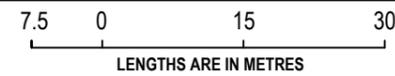
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PLAN OF SUBDIVISION

PS 835657M

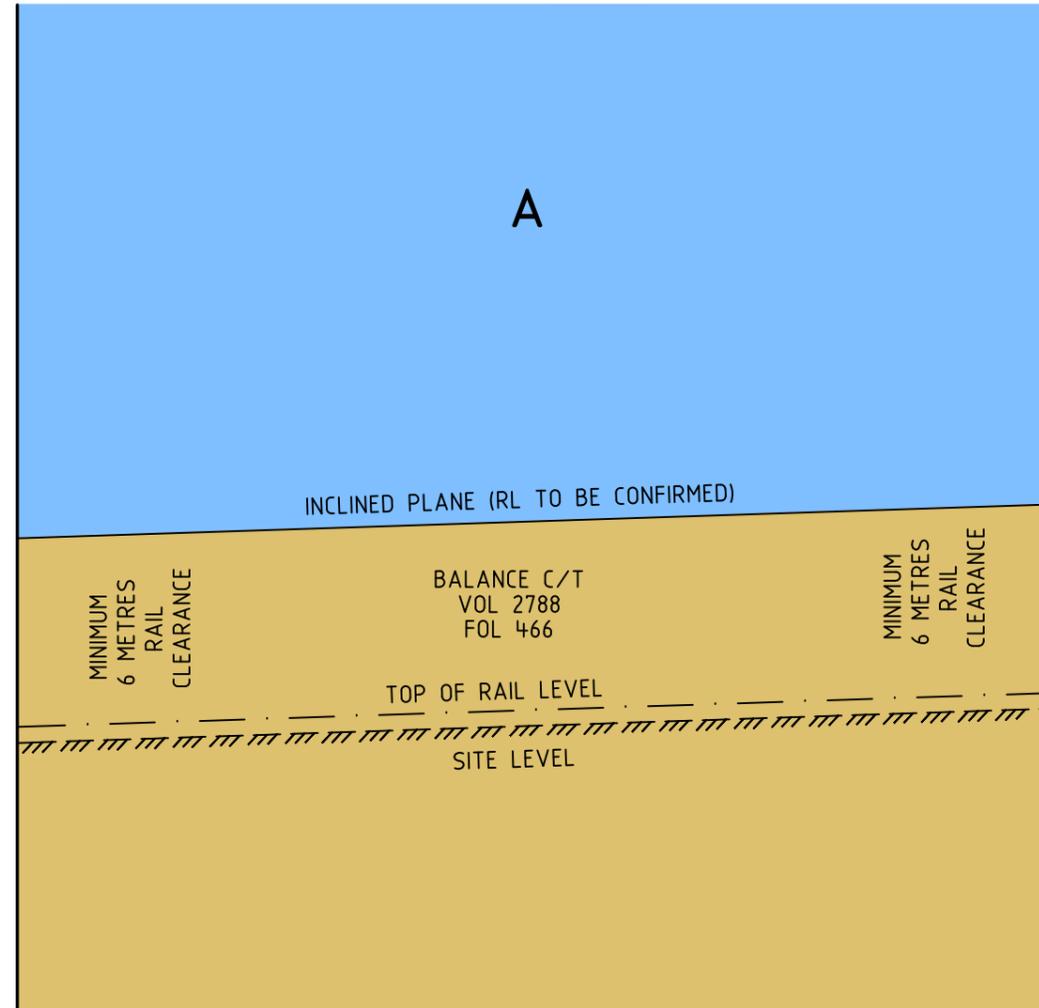
DRAFT

SECTION C - C'
NOT TO SCALE

EASEMENT LOCATIONS (DASHED) ARE INDICATIVE ONLY.
EASEMENT DIMENSIONS ARE INDICATIVE ONLY AND
SUBJECT TO AUTHORITY REQUIREMENTS.

IDENTIFIER E-1 HAS BEEN ADDED TO SECTIONS FOR
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BATMAN AVENUE



WELLINGTON PARADE SOUTH

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Southbank, Victoria 3006
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TREASURY SQUARE

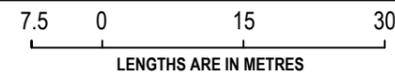
LICENSED SURVEYOR **DANE DEVLIN**

DATE 20/02/20

VERSION E

REFERENCE 301454

DRAWING 301454-KB_DE



SCALE
1:750

ORIGINAL SHEET SIZE A3

SHEET 7

PLAN OF SUBDIVISION

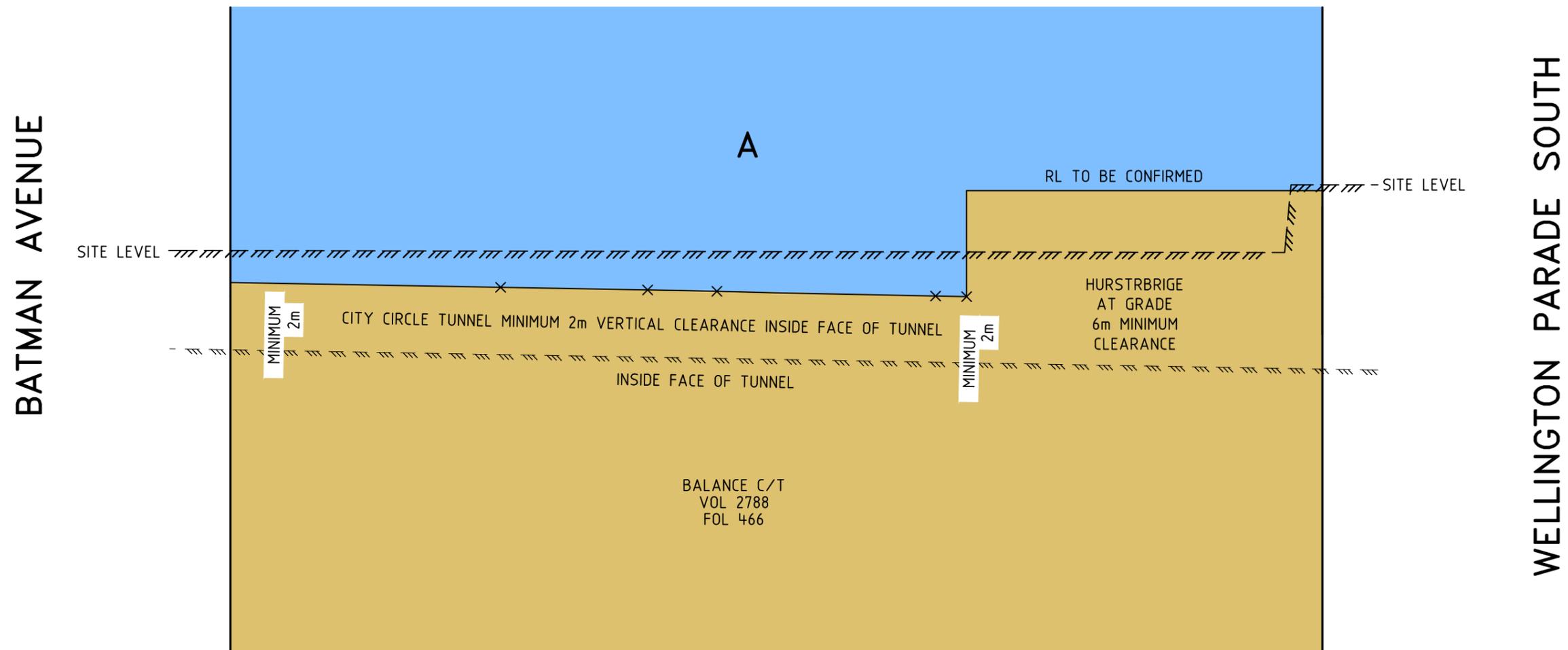
PS 835657M

DRAFT

SECTION D - D'
NOT TO SCALE

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SCALE
1:750

ORIGINAL SHEET SIZE A3

SHEET 8

PLAN OF SUBDIVISION

PS 835657M

DRAFT

SECTION E - E'
NOT TO SCALE

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BALANCE C/T
VOL 2788
FOL 466

RAILWAY

SITE LEVEL

SITE BOUNDARY

A

SITE LEVEL

NORTHERN LOOP TUNNEL MINIMUM 2m VERTICAL CLEARANCE INSIDE FACE OF TUNNEL

BALANCE C/T
VOL 2788
FOL 466

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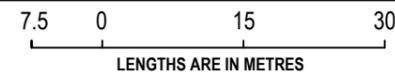


TREASURY SQUARE

LICENSED SURVEYOR **DANE DEVLIN**

DATE 20/02/20
VERSION E

REFERENCE 301454
DRAWING 301454-KB_DE



SCALE
1:750

ORIGINAL SHEET SIZE A3
SHEET 9

PLAN OF SUBDIVISION

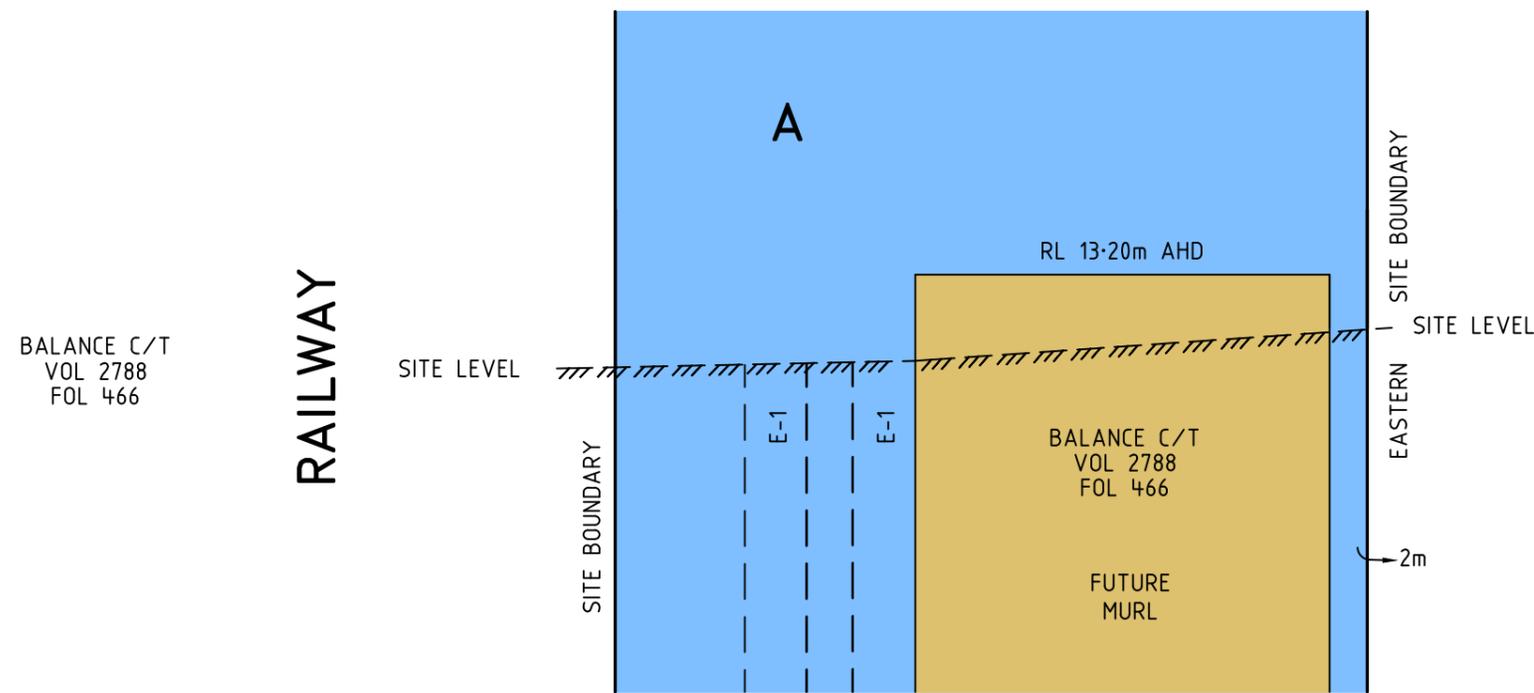
PS 835657M

DRAFT

SECTION F - F'
NOT TO SCALE

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E-1 - INDICATIVE EASEMENT LOCATION

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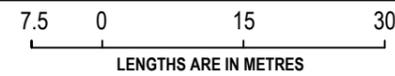


TREASURY SQUARE

LICENSED SURVEYOR **DANE DEVLIN**

DATE 20/02/20
VERSION E

REFERENCE 301454
DRAWING 301454-KB_DE



SCALE 1:750

ORIGINAL SHEET SIZE A3
SHEET 10

PLAN OF SUBDIVISION

PS 835657M

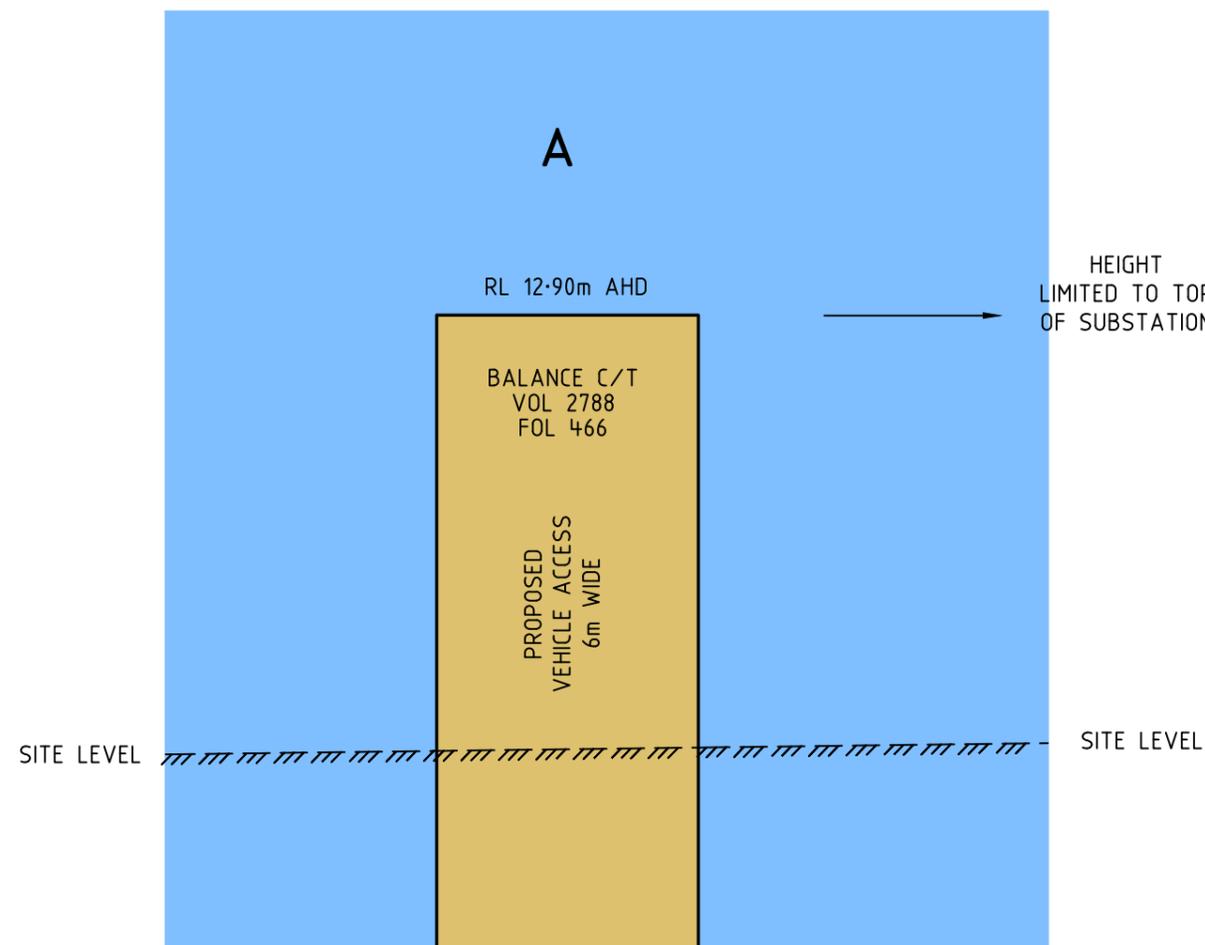
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SECTION G - G'
NOT TO SCALE

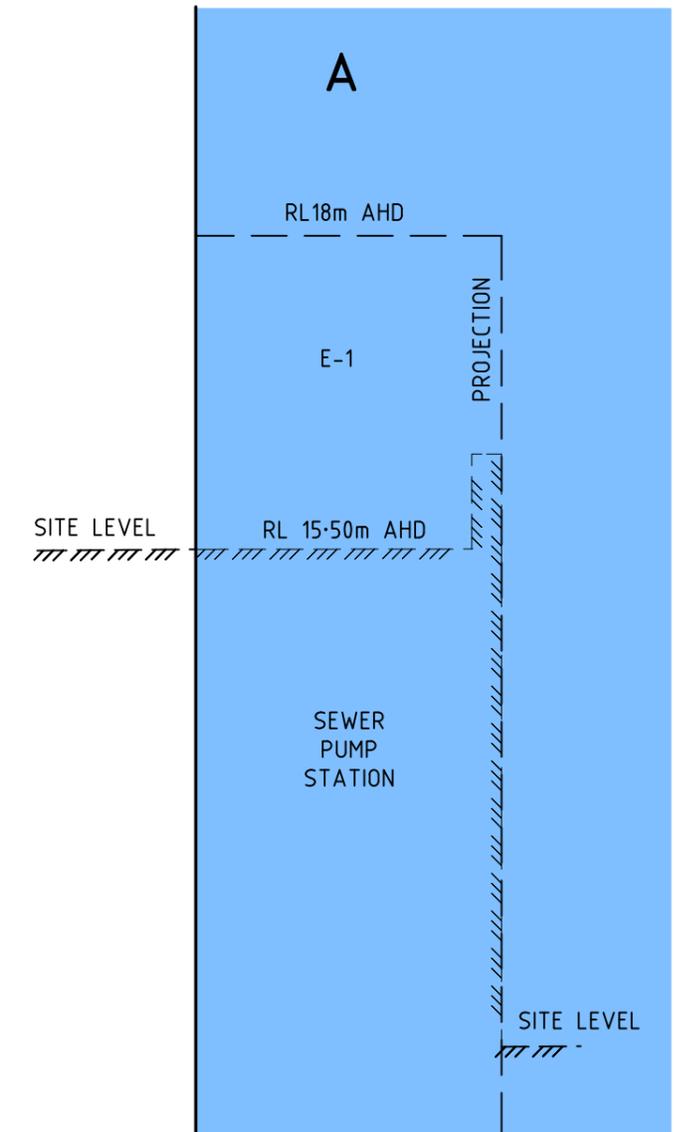
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SECTION H - H'
NOT TO SCALE



FLINDERS STREET



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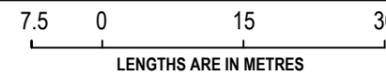


TREASURY SQUARE

LICENSED SURVEYOR **DANE DEVLIN**

DATE 20/02/20
VERSION E

REFERENCE 301454
DRAWING 301454-KB_DE



SCALE 1:750

ORIGINAL SHEET SIZE A3
SHEET 11

PLAN OF SUBDIVISION

PS 835657M

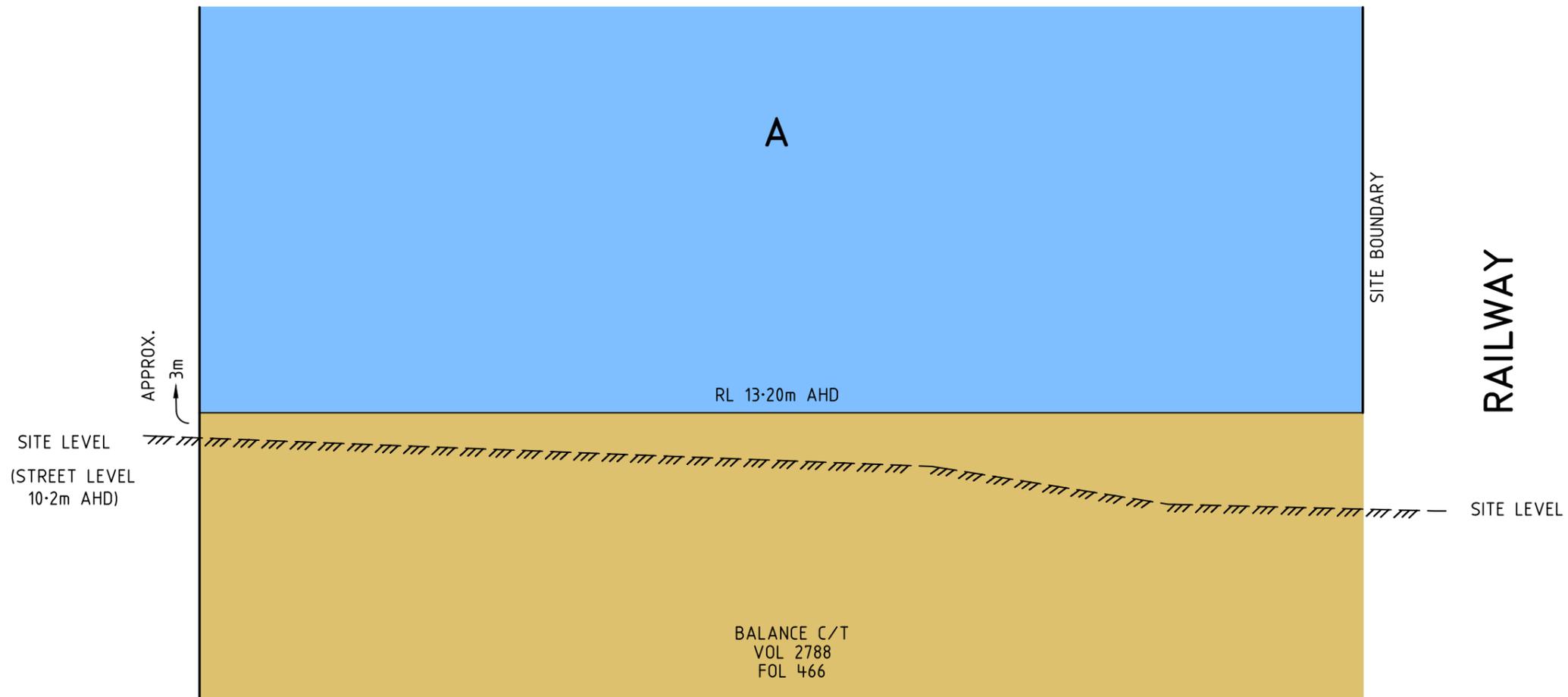
DRAFT

SECTION J - J'
NOT TO SCALE

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WELLINGTON PARADE SOUTH



BALANCE C/T
VOL 2788
FOL 466

RL 13.20m AHD

SITE LEVEL
(STREET LEVEL
10.2m AHD)

APPROX.
3m

SITE LEVEL

BALANCE C/T
VOL 2788
FOL 466

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Southbank, Victoria 3006
03) 7019 8400



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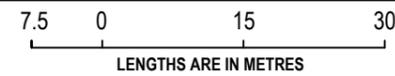
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DATE 20/02/20

VERSION E

REFERENCE 301454

DRAWING 301454-KB_DE



SCALE
1:750

ORIGINAL SHEET SIZE A3

SHEET 12