

MELBOURNE PLANNING SCHEME

Incorporated Document

Flinders Gate Car Park, Melbourne, July 1999

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

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INTRODUCTION:

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

The land identified in the document may be developed and used in accordance with the specific controls contained in the document. The specific controls may exclude other controls in the Scheme.

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:

172-192 Flinders Street and 189-195 Flinders Lane, Melbourne.

THIS DOCUMENT ALLOWS:

The development and use of the land for the purposes of a public car park, offices, shops and associated uses.

THE FOLLOWING CONDITIONS APPLY TO THIS DOCUMENT:

- 1 The development and use of the land must be generally in accordance with plans prepared by Bruce Henderson Pty Ltd, Architects, being Job No. 81445, Drawing Nos. SK05, SK06, SK07A, SK09, SK09A, SK10 & SK11, dated October 1985, in relation to the existing development, and the plans endorsed pursuant to Condition 3, in relation to the further development, and the development and use must not otherwise be altered without the consent of the responsible authority.
- 2 The development comprises an existing development together with provision for further development to accommodate an additional 215 car parking spaces. The approval for the further development will expire unless the further development is commenced by 31 December 2002, and completed within two years of commencement, unless either time is extended in accordance with the *Planning and Environment Act 1987*.
- 3 Prior to commencement of the further development hereby approved, the owner of the land must submit plans generally in accordance with those prepared by Denton Corker Marshall Pty Ltd, Architects, titled 'Carpark Extension', being Job No. 96705, dated 16 September 1998, but modified to the satisfaction of the responsible authority. Such plans must show:

- (i) modification of exhaust/ventilation duct work at 196 Flinders Street (the adjoining building to the west), such that the existing amenity of occupants at 196 Flinders Street is not adversely affected by development of the additional car parking
- (ii) enhanced security measures (including physical barriers) such that unauthorised movement of persons from 172-192 Flinders Street to 196 Flinders Street is for all practical purposes eliminated
- (iii) details of screening fixtures, masonry block work and security measures to the eastern elevation to those additional parking levels such that the amenity, safety and enjoyment of residents at 166 Flinders Street is not substantially reduced
- (iv) redesign of levels 1 and 2 of the additional parking hereby approved so as to minimise its effect upon the adjoining residential building at 185 Flinders Lane (known as Toronto House)
- (v) specification of all cladding materials at all elevations to the additional parking levels.

Sub-conditions (ii), (iii), (iv) and (v), may be addressed by the addition of screening devices, block work, partitioning or similar to 166 Flinders Street, 196 Flinders Street and 185 Flinders Lane (Toronto House).

When approved the plans shall form part of the endorsed plans.

- 4 All building modifications as required under Condition 3 must be with the written consent of the owner of the affected properties and the cost of all modifications is to be borne by the owner of 172-192 Flinders Street.
- 5 The areas set aside for the parking of vehicles and so delineated on the endorsed plans must be made available for such use and must not be used for any other purpose, and at all times in conformity with the endorsed plans there must be clearly indicated on the floor the boundaries of all such car spaces and access lanes and the direction in which vehicles should proceed along the access lanes.
- 6 All car parking spaces must be numbered sequentially for the purposes of identification to the satisfaction of the responsible authority.
- 7 The number of public car parking spaces on the land must not exceed 1,315 spaces (comprising 1,100 spaces in the existing development and 215 spaces in the further development), which spaces must meet the following requirements:
 - (i) a minimum of 25% of the total number of public car parking spaces on the land must be designated and used only for short stay parking (between the hours of 9.30 am to 5.00 pm on any weekday (Monday to Friday) not being a public holiday
 - (ii) the short stay spaces must be located on the lower levels of the car park, closest to the car park entry and exit points
 - (iii) the short stay spaces must be clearly identified and sign posted on the site as being available for short stay parking only
 - (iv) the short stay spaces must be unavailable for use between 6.00 am and 9.30 am on any weekday (Monday to Friday) not being a public holiday.
- 8 The operator of the car park must for a period of 5 years from 1 March 1999 provide the responsible authority with 6 monthly reports as to the usage by short stay occupants (for periods of not more than 3 hours) of the designated short stay spaces.

- 9 No turning movements to or from the development must be permitted across the Flinders Street tram tracks.
- 10 The loading or unloading of vehicles of goods, plant and materials or other items delivered to or despatched from the land must take place within the boundary of the land.
- 11 No advertising is to be erected, painted or displayed on the land without the permission of the responsible authority, unless in accordance with the provisions of the Melbourne Planning Scheme.
- 12 This document supersedes Planning Permit No. 85/9302 issued on 4 December 1985.

End of Document