

Report to the Future Melbourne (Planning) Committee

Agenda item 6.2

**Ministerial Planning Referral: TPM-2020-4
693-699 Collins Street and 614-648 Flinders Street, Docklands**

23 June 2020

Presenter: Evan Counsel, Director Planning and Building

Purpose and background

1. The purpose of this report is to advise the Future Melbourne Committee of a Ministerial referral of an application for an addendum to the Batman's Hill Development Plan ('Batman's Hill DP'). The submitted 'Development Plan Addendum – Site M1 Amendment' ('The DP Addendum') would modify the future land use and built form guidance for the land located at 693-699 Collins Street and 614-648 Flinders Street, Docklands (refer Attachment 2 – Locality Plan).
2. The applicant is Lend Lease Development Pty Ltd, the owner of the land is Development Victoria, and Lend Lease is the author of the DP Addendum.
3. The land is located within the Docklands Zone Schedule 3 (DZ3) and is affected by the Development Plan Overlay Schedule 4 (DPO4 - Batman's Hill Precinct), Design and Development Overlay Schedule 12 (DDO12 - Noise Attenuation Area), Heritage Overlay Schedule HO651 (Retaining Wall, 588-754 Flinders Street Extension, Melbourne) and Parking Overlay Schedule 7 (PO7 - Docklands – Batman's Hill).
4. The Development Plan Addendum seeks to combine the building envelopes for sites S1 (commercial) and R3 (residential) to create a single M1 site which would allow only non-residential uses, including office and a childcare centre. The M1 site would retain the part 73 and part 43 metre heights envisaged by the Batman's Hill DP, as well as its setbacks, with the exception of the deletion of the east-west lane which currently separates the S1 and R3 sites.
5. A 22 storey residential building has been approved on the R3 site pursuant to Ministerial Permit No. 2015/35668. This permit allows for a total of three high rise residential buildings (R1, R2 and R3), with construction of the 45 storey building on the R1 site nearing completion. The S1 site does not benefit from a current planning approval.
6. The Department of Environment, Land, Water and Planning (DELWP), on behalf of the Minister for Planning, has informally referred the application to the City of Melbourne for comment.

Key issues

7. The key issues relate to the proposed land use, built form (including site layout), public realm impacts (including activation, overshadowing and wind) and traffic impacts.
8. The provision of additional office space, as well as a childcare centre in this location is generally supported by planning scheme policy.
9. The relatively minor change in building envelope(s) is considered to be an appropriate response to the established and emerging character of the precinct, while facilitating suitable floorplates for the non-residential uses. The altered form generally maintains the heights and setbacks envisaged under the current Batman's Hill DP, and, subject to conditions will maintain an appropriate level of amenity within the public realm.
10. Conditions are recommended to ensure suitable activation of the public realm, existing overshadowing controls are retained, clear benchmarks for the provision of bicycle facilities are set and any inconsistencies between the Batman's Hill DP and the DP Addendum are resolved.

Recommendation from management

11. That the Future Melbourne Committee resolves to advise the Department of Environment, Land, Water and Planning that the Melbourne City Council supports the proposal subject to the conditions outlined in the delegate report (refer to Attachment 4 of the report from management).

Attachments:

1. Supporting Attachment (Page 2 of 39)
2. Locality Plan (Page 3 of 39)
3. Selected Plans (Page 4 of 39)
4. Delegate Report (Page 21 of 39)

Supporting Attachment

Legal

1. The Minister for Planning is the Responsible Authority for determining this application.
2. The application is exempt from the notice of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3), and the review rights of section 82(1) of the *Planning and Environment Act 1987*. Melbourne City Council therefore has no formal status under the *Planning and Environment Act 1987* in relation to the application.

Finance

3. There are no direct financial issues arising from the recommendations contained within this report.

Conflict of interest

4. 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

5. Relevant planning considerations such as traffic and potential amenity impacts that could impact on health and safety have been considered within the development plan addendum and assessment process.

Stakeholder consultation

6. Council officers have not undertaken public notice or referred this application to any other referral authorities. This is the responsibility of DELWP acting on behalf of the Minister for Planning.

Relation to Council policy

7. Relevant Council policies are discussed in the attached delegate report (refer to Attachment 4).

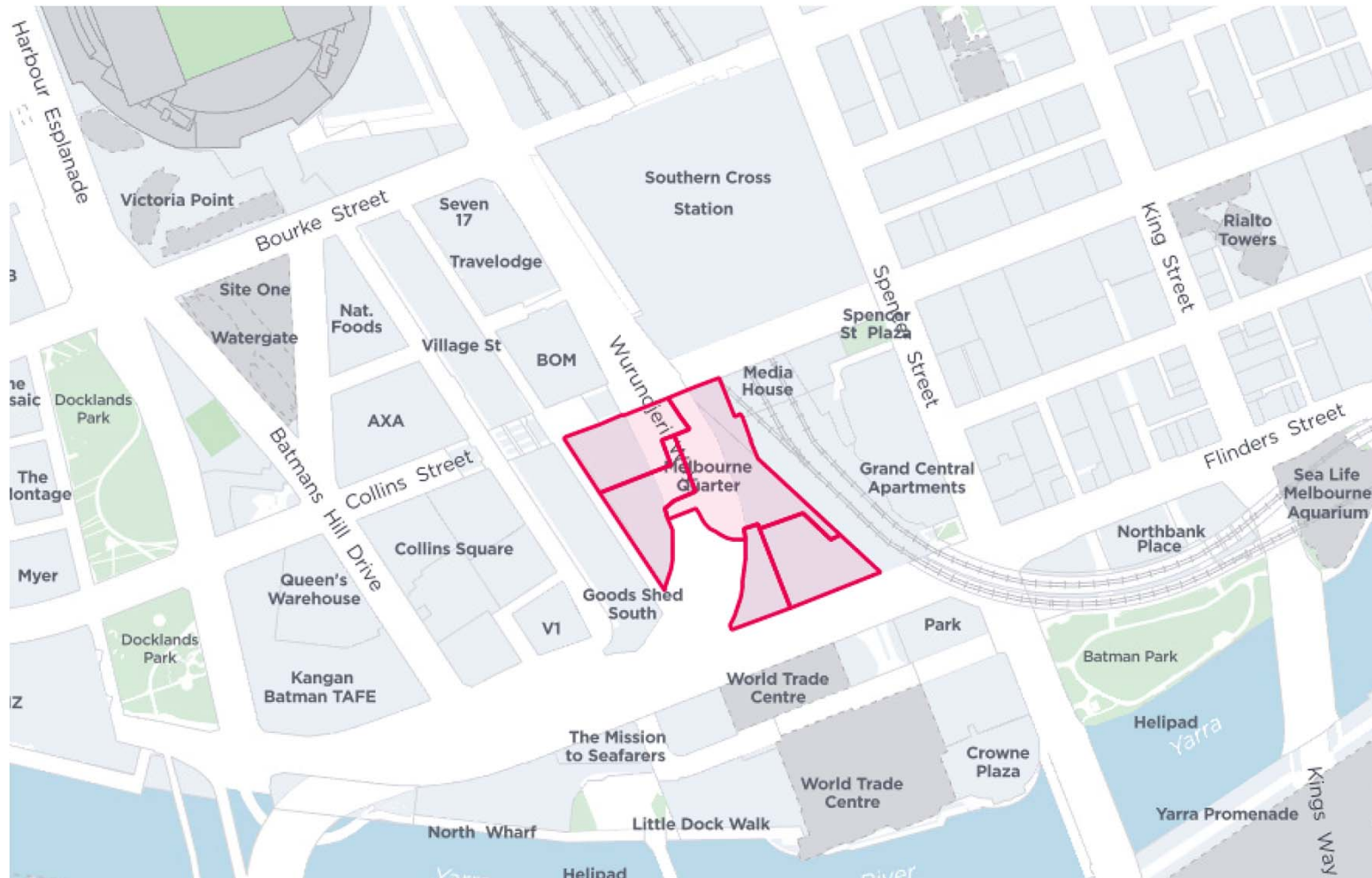
Environmental sustainability

8. Any future developments on the subject site would need to obtain a planning permit. Such applications would require the submission and approval of an Environmentally Sustainable Design (ESD) Report that demonstrates how the development(s) would achieve the ESD performance requirements of Clause 22.19 (Energy, Water and Waste Efficiency) and Clause 22.23 (Stormwater Management).

Locality Plan

Attachment 2
Agenda item 6.2
Future Melbourne Committee
23 June 2020

693-699 Collins Street and 614-648 Flinders Street, Docklands
(Batman's Hill Development Plan Area)



Development Plan
Addendum
May 2020
Site M1 Amendment



Melbourne Quarter



On 27 October 2014, the then Minister for Planning approved the Batman's Hill Development Plan 21 February 2014.

On 1 March 2016, the Minister for Planning approved the Melbourne Quarter Development Plan – Commercial Neighbourhood Amendment 12 February 2016. The Amended Development Plan superseded parts of the 2014 Development Plan.

Both development plans were prepared and approved pursuant to the provisions of Schedule 4 of the Development Plan Overlay within the Melbourne Planning Scheme, and these provisions set out requirements for a Development Plan in association with guiding future use, subdivision and development.

Since the approval of these Development Plans, planning approvals have been granted for all development sites within Melbourne Quarter, with the exception of Site S1.

It is also noted that construction of the One Melbourne Quarter (Site C1) development (including the western part of the Sky Park) has been completed and is occupied, Two Melbourne Quarter (Site C3) and Residential Site R1 are currently under construction.

Lendlease now proposes to develop sites S1 and R3 as a single entity comprising a low – mid-rise building to be used for retail, community, child care and office (including but not limited to boutique office and medical centre) purposes. The key reasoning for this is:

- From a place making perspective, the desire to provide retail, community, child care and office land uses that will complement both the residential and commercial neighbourhoods within Melbourne Quarter.
- The physical constraints of the site and the location of Sites S1 and R3 (centred between MQT, R1 and the rail corridor) require them to be constructed concurrently with Melbourne Quarter Tower.
- The current residential market conditions do not support the launch / construction of Site R3 residential in the above timeframe.

The amalgamated site is to be known as Site M1.

Given the above reasoning, amendments to the approved Development Plans are sought, including the following key changes:

- Transferring Site R3 from the Residential Neighbourhood to the Commercial Neighbourhood.
- Converting Site R3 from a residential use to a commercial use.
- In building envelope terms, amalgamating Site R3 and Site S1 (presently the approved development plans show a small break between them), to become Site M1.
- Updating the Land Use Tables to reflect maximum indicative floor areas.

This Development Plan applies onto Site MQ as described in this document. The previously approved Development Plans continue to apply to the remainder of Melbourne Quarter.

Consistent with the previous Development Plan Amendment as approved on 1 March 2016, the content in this Development Plan Amendment supersedes the previous Development Plan for Site M1 in respect of the following sections:

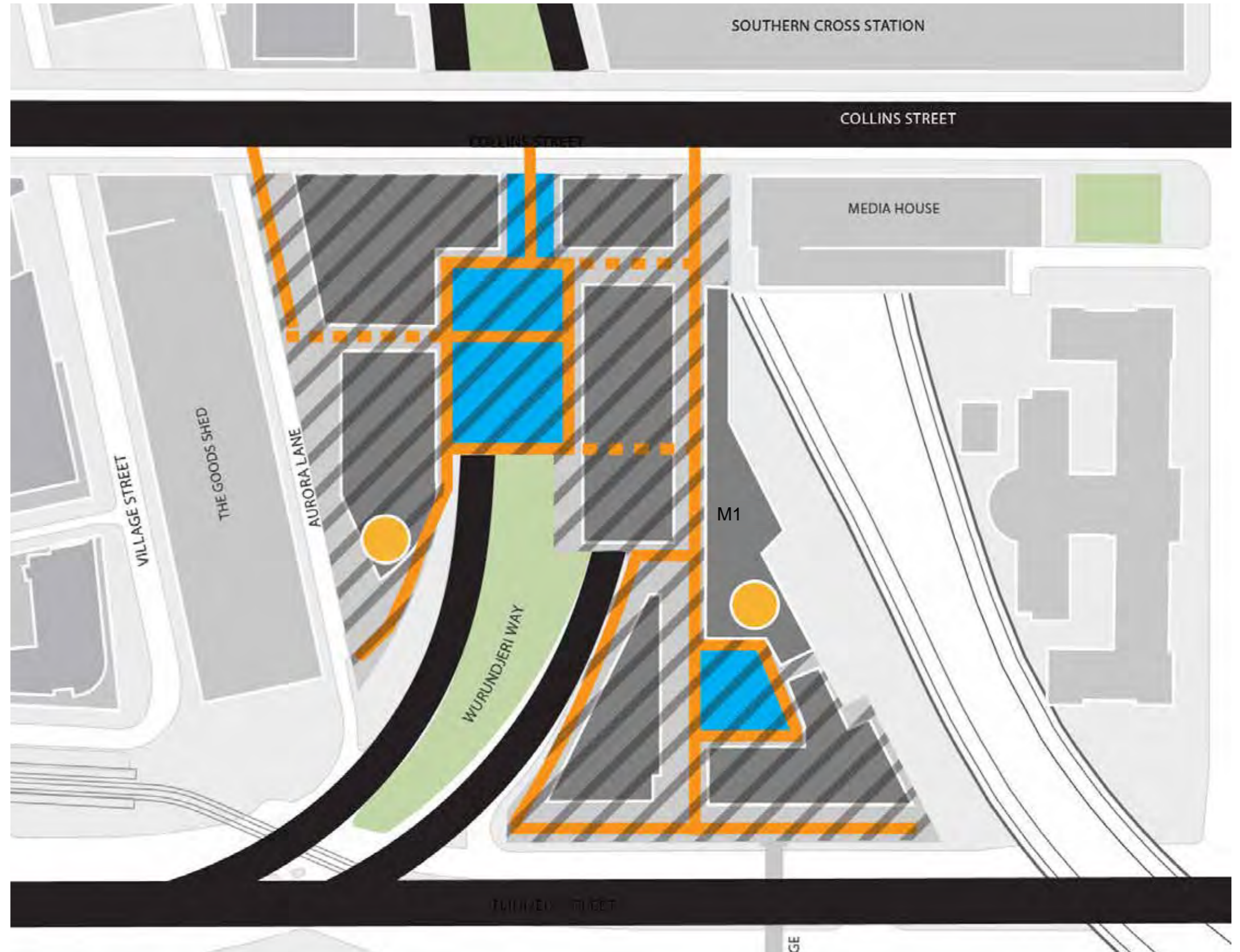
- 4.1 - Overall Site Planning Strategy
- 4.2 - Uses and Activities
- 4.3 - Character and Neighbourhoods
- 4.4 - Composition and Massing
- 4.7 - Wind
- 4.8 - Maximum Building Envelopes and Heights (now included in Section 4.4)
- 4.9 - Envelopes Plan (now included in Section 4.4)
- 4.10 - Land Use Table
- 5.1 - Public Realm Network Plan
- 5.2 - Open Space Strategy
- 5.3 - Public Realm Ownership
- 5.4 - Site Edges and Activation
- 6.5 - Pedestrian and Bicycle Networks
- 8.1 - Indicative Staging Plan

Otherwise, the content of the previously approved Development Plans continue to apply.

The Urban Structure plan is the design concept for the development of the Melbourne Quarter site.

The plan encapsulates the site's urban design principles, whilst taking into account the site opportunities and constraints.

The Urban Structure plan identifies the key public streets and pedestrian spaces and building footprints.



- Key internal routes
- Key external routes
- Key public spaces
- Community built space
- Development stages outside the scope of this application

The Development Plan accommodates a broad mix of uses that respond to activities and needs of surrounding areas as well as to the needs to the core activities within the development.

The buildings, and the relationships between the buildings have been influenced by a number of factors, including:

- Built form massing which is in turn influenced by the individual site parcels and site levels
- The impact of Wurundjeri Way
- Access and address
- The pedestrian experience
- Stageability, market and commercial drivers

Site M1

Site M1 will be located within the Commercial Precinct and will be used for a range of commercial uses and activities, including but not limited to retail, community, child care, office and / or medical centre. .

Uses and activities in the remainder of Melbourne Quarter will establish in accordance with the approved 2014 and 2016 Development Plans, and the various planning approvals that apply to Melbourne Quarter.

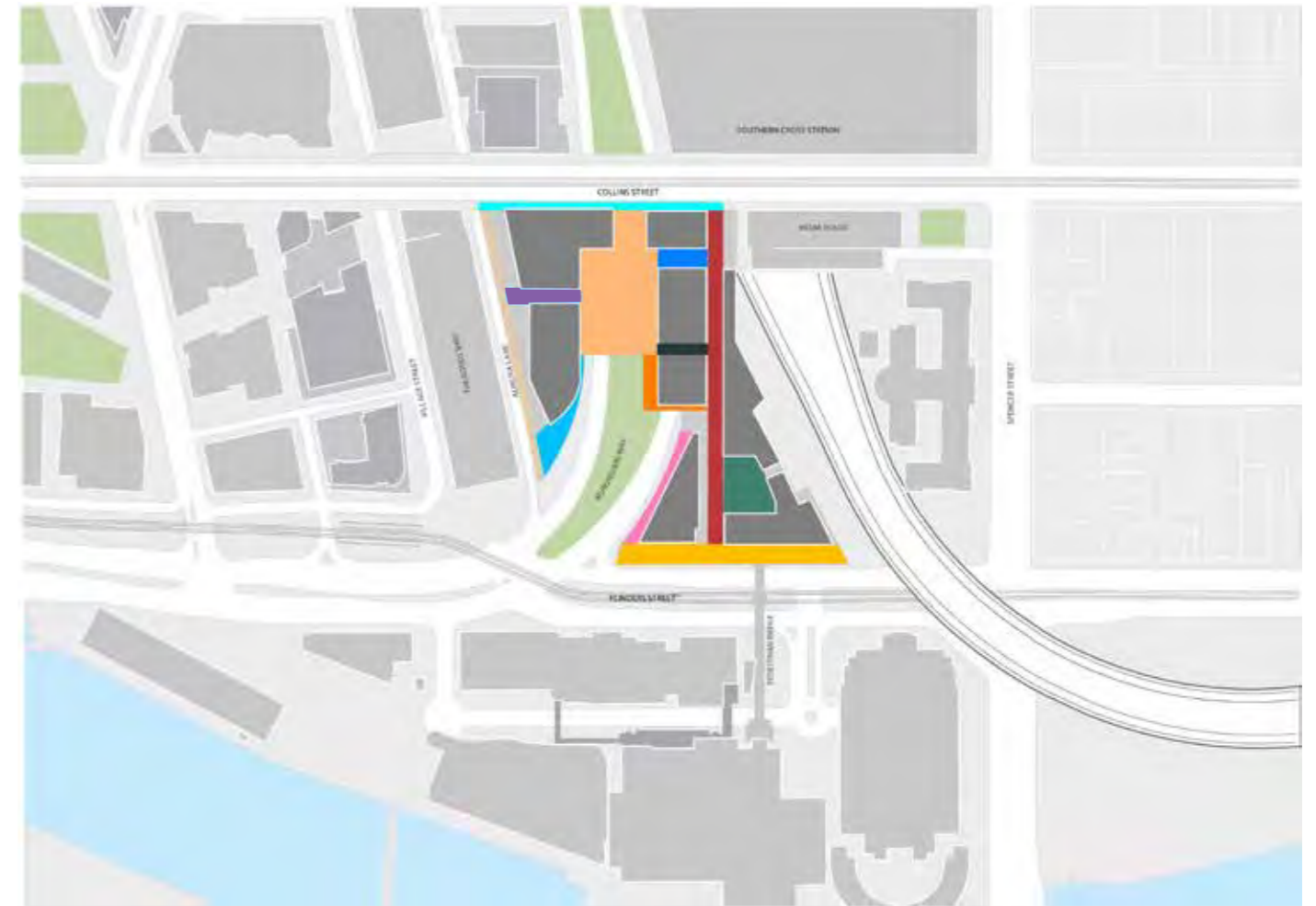


The Melbourne Quarter precinct is divided into two primary neighbourhoods which form part of the urban weave. These neighbourhoods, the commercial Collins Street Neighbourhood and the residential Flinders Street Neighbourhood each comprise an interrelated group of character elements which have been informed by factors including each neighbourhood context, the market drivers, topographical and environmental conditions.

Site M1

Compared to the previously approved Development Plans, Site R3 will be transferred from the residential Flinders Street Neighbourhood to the commercial Collins Street Neighbourhood, meaning the overall M1 site will be located within the commercial Collins Street Neighbourhood.

Aside from this change to R3 / M1, the balance of Melbourne Quarter will establish in accordance with the approved 2014 and 2016 Development Plans, and the various planning approvals that apply to Melbourne Quarter.



- Collins Street Neighbourhood / Commercial
- Flinders Street Neighbourhood / Residential

- Melbourne Square
- Flinders Plaza
- North South Lane
- Eagle Way Stair
- Collins Street
- Wurundjeri Stair
- Marketplace Lane East
- Gunpowder Walk
- Southern Connector
- Aurora Lane
- TiTree Park
- East West Connector

Section 4.4 (Built Form) of this Development Plan supersedes the previous sections of the Development Plans as they relate to the M1 Site:

4.4 – Composition and Massing

4.6 - Overshadowing

4.8 – Maximum Building Envelopes and Heights

4.9 – Envelope Plan

The overall composition and massing for Site M1 is largely identical to that of the previously approved Development Plans, save for the joining of the previous R3 and S1 envelopes, thus forming the amalgamated M1 envelope.

Given the minor nature of the change, there is no meaningful change to overshadowing or wind impacts.

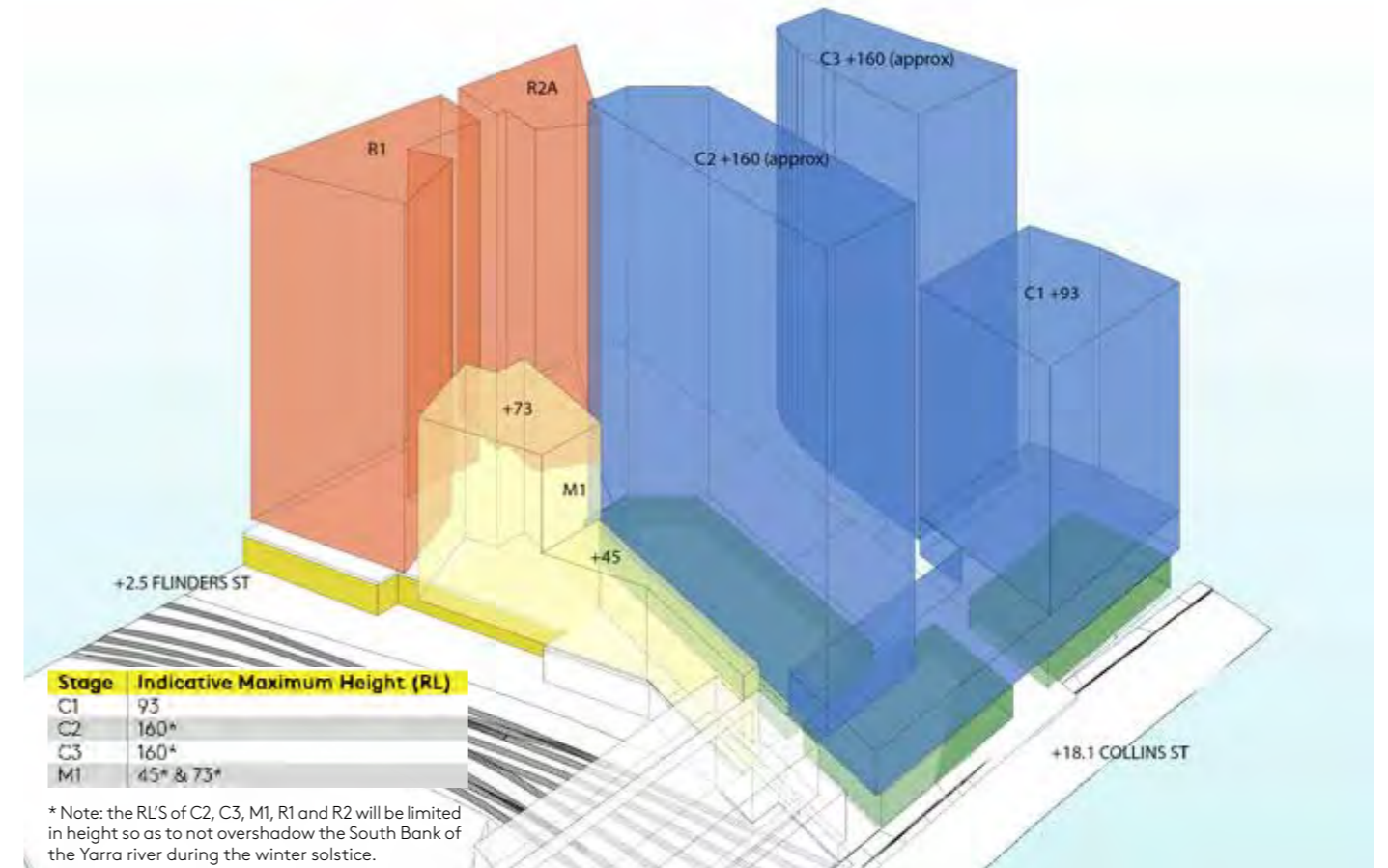


Figure 4.4.4 – Maximum Building Envelopes



Figure 4.4.1 – Ground Plane Building Envelopes

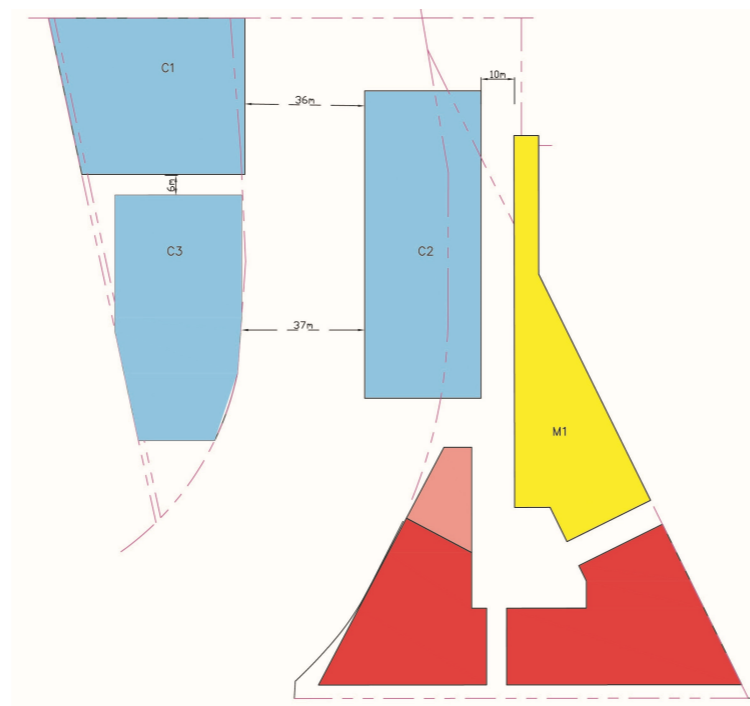


Figure 4.4.2 – Podium Building Envelopes

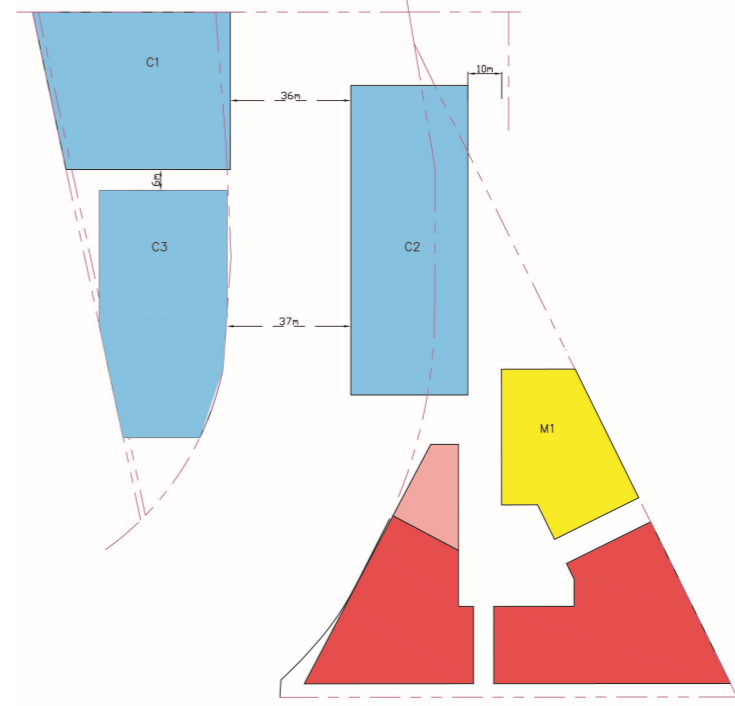


Figure 4.4.3 – Tower Building Envelopes



Figure 5.1 Existing conditions

Existing Conditions at test point along Collins Street bridge over Wurundjeri Way

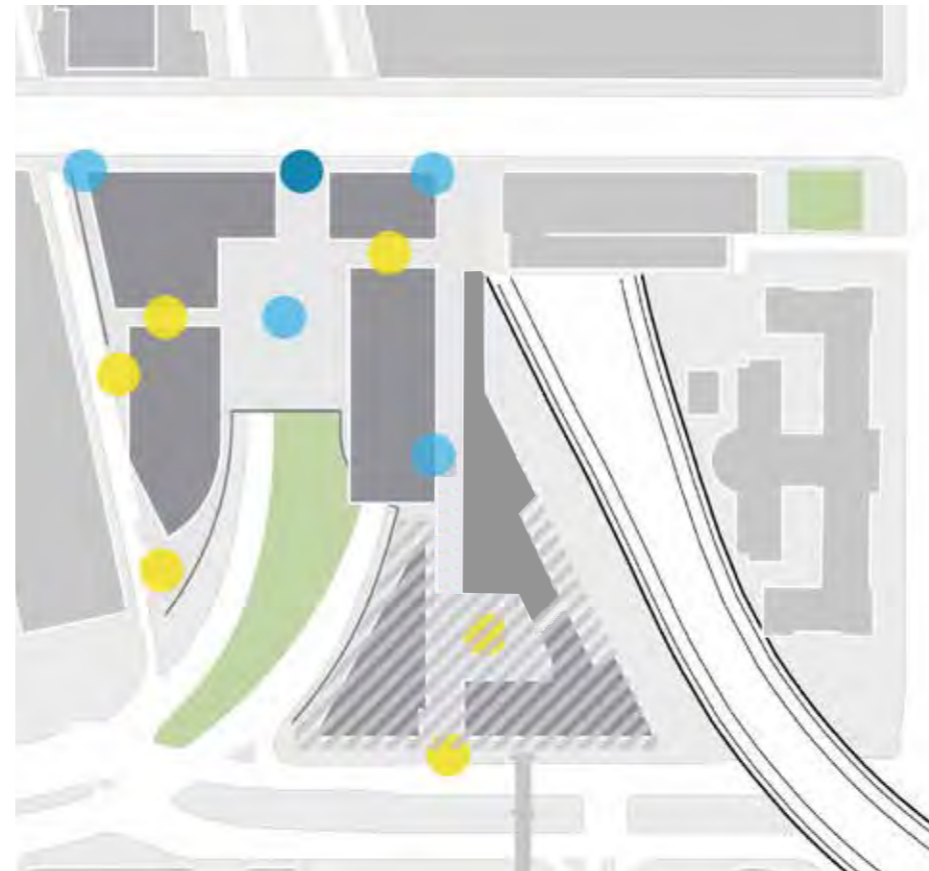


Figure 5.2 Preliminary wind assessment

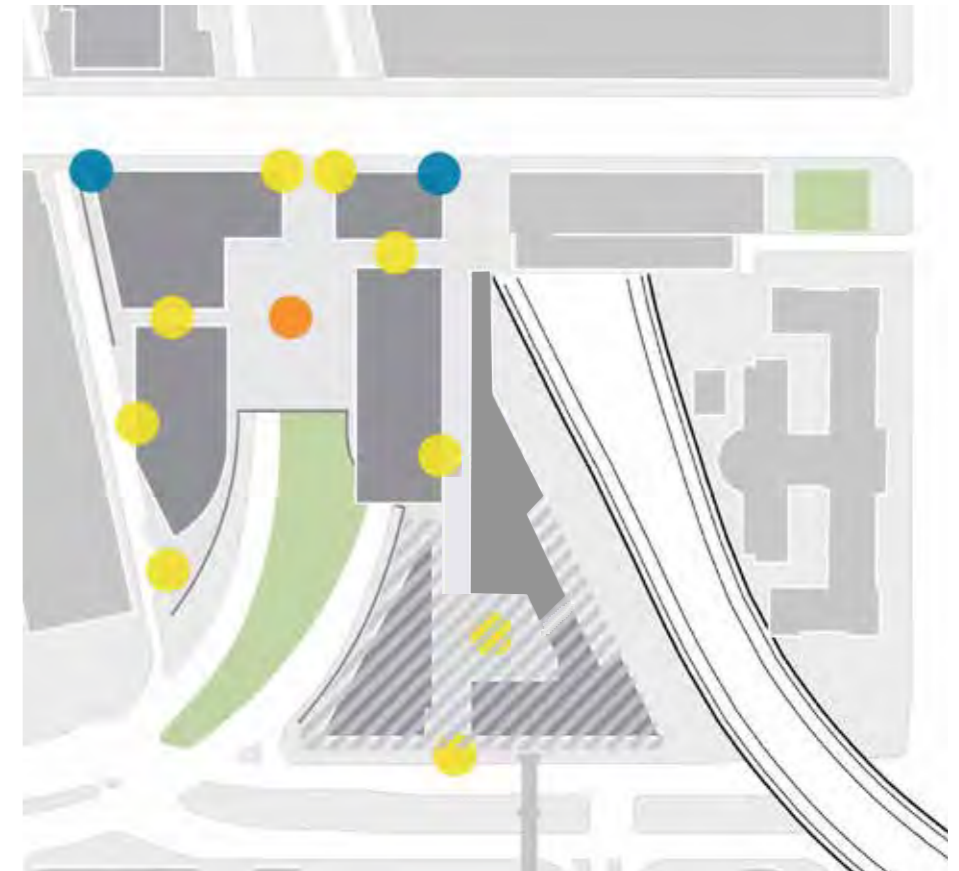


Figure 5.3 Proposed max wind criteria

Wind

A preliminary assessment of the impact of prevailing winds has informed the Melbourne Quarter Development Plan and established a framework for target conditions along key public spaces around and within the site.

Due to the staged delivery of Melbourne Quarter, this assessment has also considered the impact of proposed developments and future development sites on the development, namely 664 Collins Street.

The impact of wind is therefore an ongoing consideration which will be significantly influenced by the built environment at the time of each stage of the development. As such, a detailed wind assessment will be prepared for each staged delivery as part of the Planning Application taking into consideration the built form at that time.

Assumes no build out to north of Collins Street, but includes 664 Collins Street - no additional amelioration measures.

- Excludes impact of any existing or proposed landscaping
- Built form of C1 (11 levels) and C2 (24 levels), C3 (17 levels).
- No canopy along Collins Street

- Wind conditions (based on peak gust wind speed)
- Above waterfront (21-23m/s).
 - Waterfront (17 -20m/s).
 - Walking comfort (14 -16m/2).
 - Short term stationary (11 -13m/s).

Assumes no build out to north of Collins Street over Wurundjeri Way, but includes 664 Collins Street.

- Includes impact of existing and proposed landscaping
- Built form of C1 (11 levels), C2 (24 levels) and C3 (17 levels)
- Continuous canopy for C1 along Collins Street
- Retractable awning along south of C1
- Canopy projection and screen / balustrade along western edge of C1
- This scheme achieves all of the wind criteria as noted in the 2014 Development Plan, and in some cases provides improved conditions.

Commercial Office

Stage	Indicative Stage Net Lettable Area "NLA" (m2)	Indicative Stage Gross Floor Area "GFA" (m2)
C1	25,000 - 40,010	38,462 - 61,554
C2	50,500 - 68,600	76,923 - 105,538
C3	32,000 - 67,930	49,230 - 104,508
Subtotal	107,000 - 176,540	164,615 - 271,600
Maximum Area: Commercial Office	176,540	271,600

Strata Office/ Commercial/ Childcare

Stage	Indicative Stage Net Lettable Area "NLA" (m2)	Indicative Stage Gross Floor Area "GFA" (m2)
M1 (N-S Lane)	18,999	24,512
S2 (Aurora Lane)	1,500 - 3,500	2,307 - 5,385
Subtotal	20,499 - 22,499	26,819 - 29,897
Maximum Area:	22,499	29,897

Community Built Space

Stage	Indicative Stage Net Lettable Area "NLA" (m2)	Indicative Stage Gross Floor Area "GFA" (m2)
Community Built Space No 1 (C3 / City Room)	600	923
Community Built Space No 2 (M1)	400	615
Subtotal	1,000	1,538
Maximum Area Community Built Space	1,000	1,538

Retail in Collins Street Neighbourhood

Stage	Indicative Stage Net Lettable Area "NLA" (m2)	Indicative Stage Gross Floor Area "GFA" (m2)
C1 Retail	1,000	1,539
C2 Retail	3,300	5,076
C3 Retail	1,400	2,154
Subtotal	5,700	8,769
Maximum Area Retail	5,700	8,769

*Note: The Stage NLA's/NSA's and GFA's shown on this page are indicative only and may increase or decrease at the time of lodgment of a stage planning permit, however may not exceed the building envelopes detailed in the Development Plan.

*Note: GFA figures quoted above do not include carparking, podiums, basements, loading docks, vehicular circulation, back of house and services areas. Refer to carparking table below for indicative GFA of these areas.

Carparking

Stage	Indicative carparking (No. bays)	Indicative Gross Floor Area "GFA" (m2)
C1	180	
C2	170	
C3	80	
Subtotal	430	
Maximum Parking Provision	430	31,000

*Note: Carparking figures are indicative only. Refer to traffic and transport assessment for further details. Indicative GFA total includes allowances for carparking, basement loading docks, vehicular circulation, back of house and service areas.

The public realm network of the precinct is fundamental to the vision and seamless integration of the site into its immediate and broader context.

The public space network comprises a series of public spaces including, streets, lanes, walkways, squares and plazas that will facilitate and promote the public life of the precinct and its neighbours.

The location, typology, size and program of these spaces have been carefully considered in relation to the physical and environmental conditions of the site and the needs of users. The network has been specifically designed to complement and extend the broader city grid and laneway character as well as the public spaces of Docklands and central city.

The key public spaces of the precinct are the Melbourne Plaza, at the centre of the Collins Street Neighbourhood and Batman's Garden at the centre of the Flinders Street Neighbourhood, with North-South Lane providing an urban connection from Collins and Flinders Streets.

The strategic integration of Public Art within Melbourne Quarter will enhance the site's overall legibility and vitality and provides key points of interest and inspiration for visitors, workers and residents alike.

Wayfinding signage and lighting of public spaces will be employed throughout the site to provide safe and effective orientation and navigation through the precinct by all user groups at all times of the day and night.

Wayfinding signage and public lighting will be designed in accordance with the relevant Australian Standards and City of Melbourne guidelines.

Opportunities for the provision of public amenities for publicly accessible spaces will be explored consistent with the Building Code of Australia.

NOTE: For details on the Flinders Street Neighbourhood public realm refer to the 2014 Development Plan and stage planning applications for R1 & R2

Precinct Wide Design Approach for Soft and Hard Landscape

The public realm and the private public spaces of the precinct will maximise opportunities for quality soft and hardscape design outcomes. The standard City of Melbourne materials palette will be used for all hard and soft scape in the public realm where the City of Melbourne will be the assets owner and where the City of Melbourne is not the owner, the materials palette will be of an equivalent standard.

Principles that will inform our approach to soft and hard scapes include:

- Material selection and design language that conform to City of Melbourne and Docklands character and standards;
- Selection of materials that are appropriate to function;
- Detail that is appropriate to context;
- Universal accessibility;
- Conformity with all relevant legislative, industry and government standards.

- Main Spaces
 - 1. Melbourne Plaza
 - 2. Marketplace Lane East
 - 3. Marketplace Lane West
 - 4. Wurundjeri Steps
- Streets
 - 5. Collins Street
 - 6. Flinders Street
 - 7. Wurundjeri Way
- Laneways (pedestrian and vehicular)
 - 8. Aurora Lane
 - 9. North South Lane
- Zone for Bridge link/built form above.

NOTE: All street and place names are indicative and will be subject to further consultation with the relevant authorities.

Public Realm Illustrative Plan

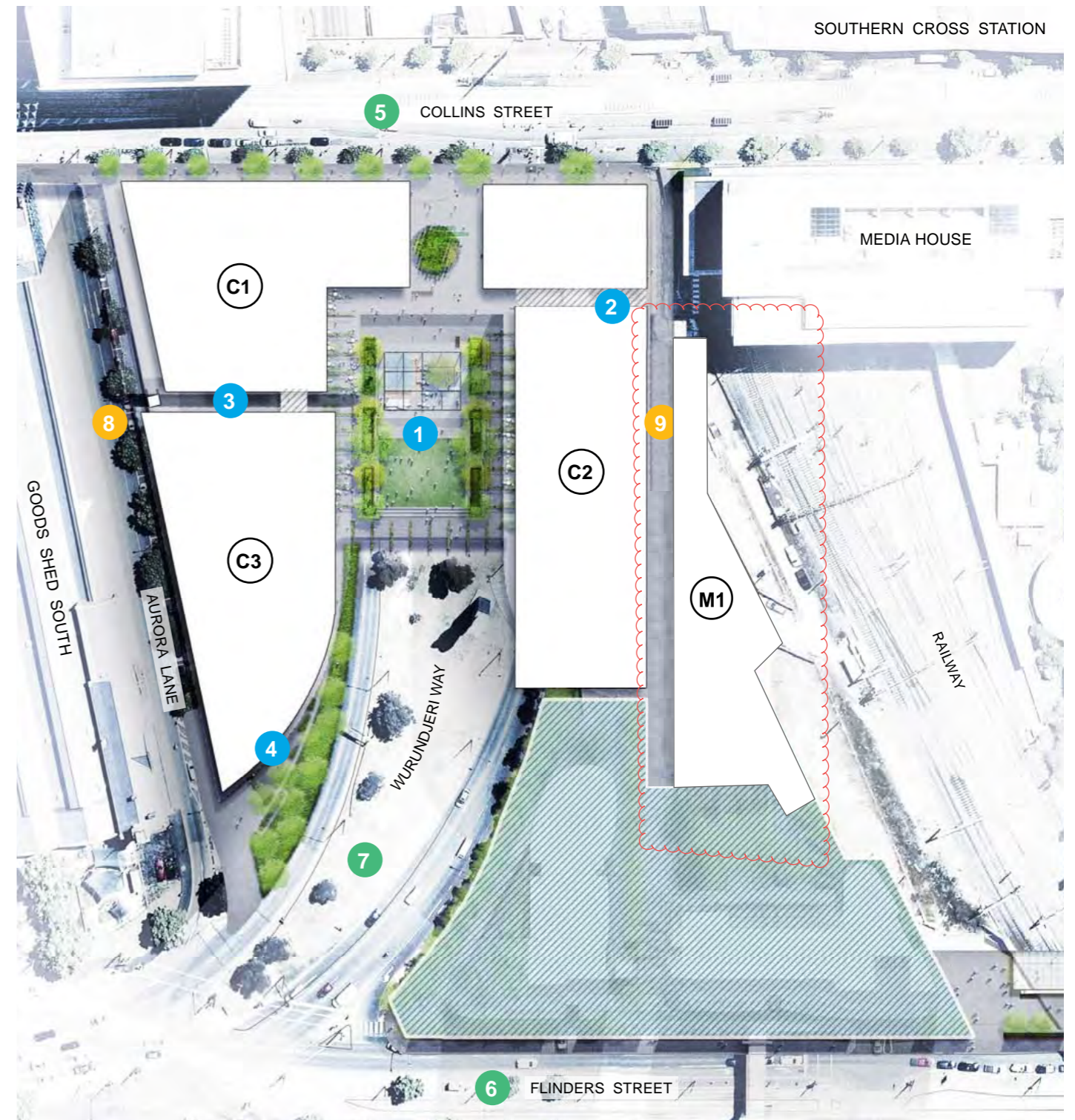


Figure 9.1 Public realm

The language of the streets, laneways and public spaces will be read as a natural extension of the surrounding city streets. The Master Plan seeks a coherent transition from those streets into the site so that the precinct becomes an integrated city block within the urban structure of the city; partly that will be achieved through continuation of the street patterns and importantly, through the continuation of the street materiality into the site. An important component of that transition will be legible public access to those spaces within the site. That access is provided through a choice of multiple routes into and through the site. Accordingly the site may be regarded as both destination and passageway, like other parts of the city continuum.

Just as the form and materiality will respond to the locale to create a sense of place, so will the forms of the landscape. Soft and hard landscape will provide opportunities for connection, movement, recreation and relaxation. Utilizing captured rainfall from site, landscape will be used as respite form the surrounding urban environment and a modifier of local thermal environments. Trees will provide shade, and low-height planting will articulate spaces.

Collins Street Neighbourhood character areas

- 1. Collins Street
- 2. Melbourne Plaza
- 3. Pedestrian Laneways
- 4. North South Lane
- 5. Wurundjeri Steps
- 6. Aurora Lane

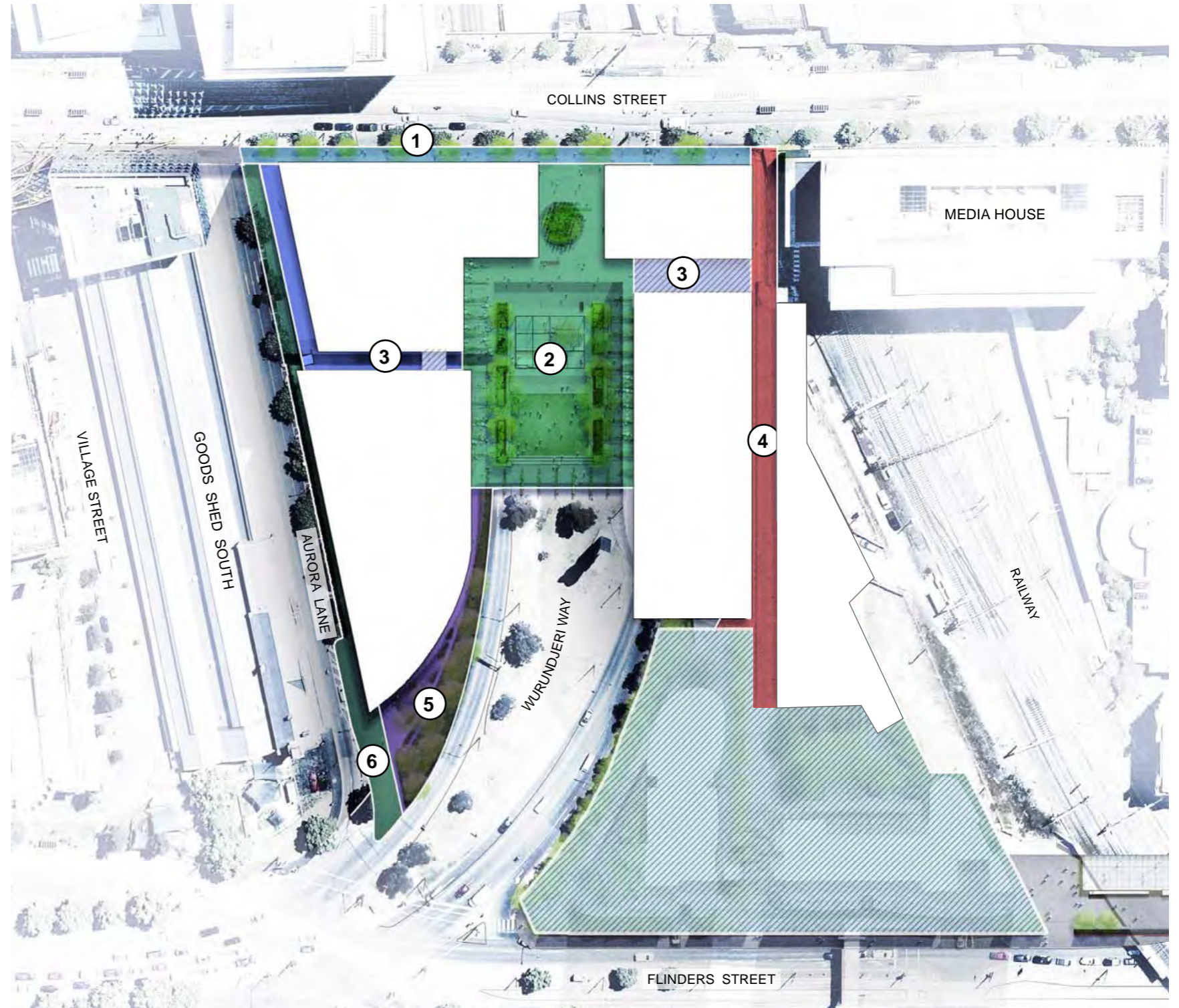


Figure 10.1 Open space network

NOTE: For details on the Flinders Street Neighbourhood public realm refer to the 2014 Development Plan and planning application for R1 and R2.

Upon completion of the different stages, the subdivision of the site and future ownership of the public realm is broadly illustrated in figure 11.1.

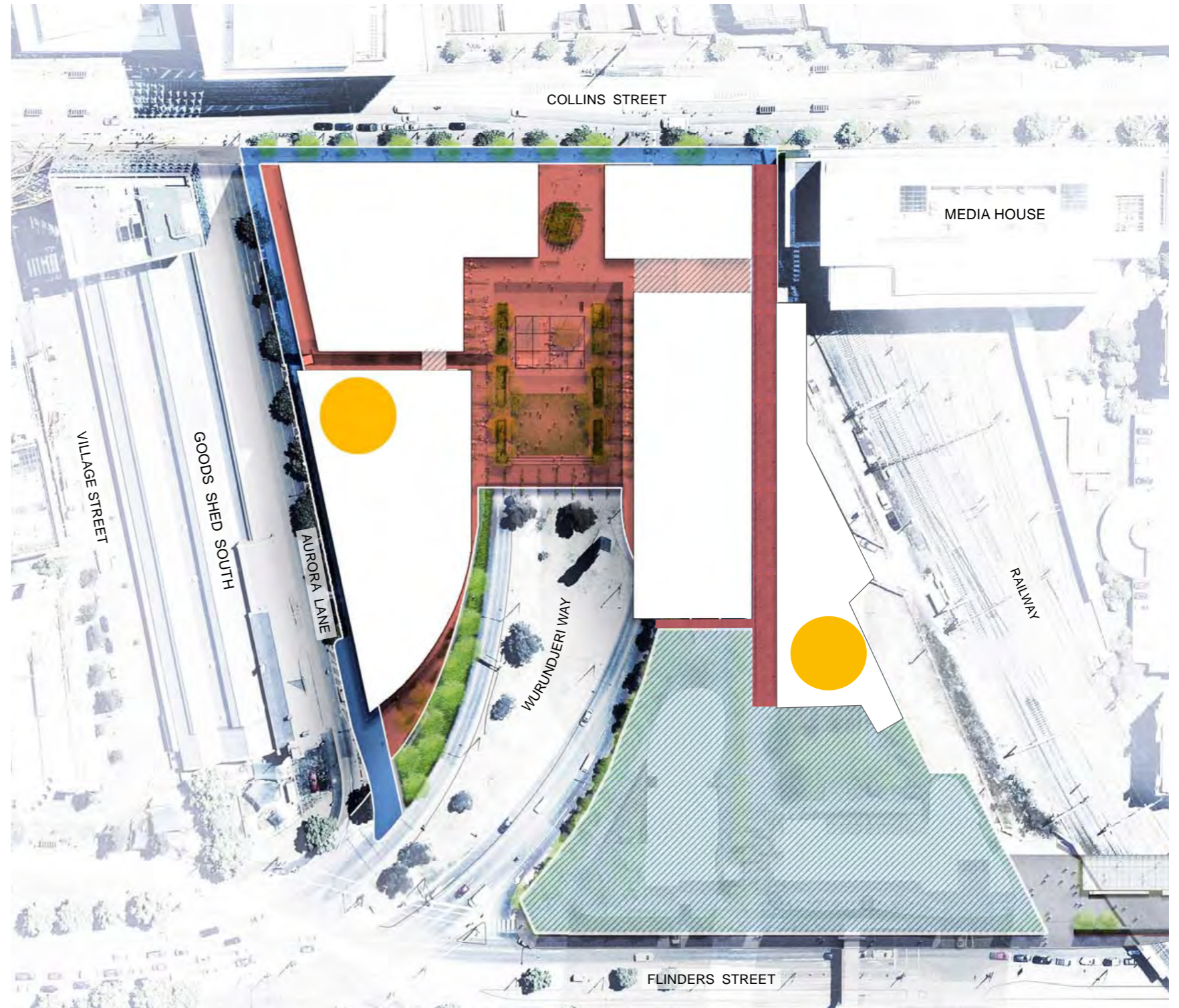


Figure 11.1 Public realm ownership diagram

Type	Ownership Following Completion
Public Open Space	City of Melbourne
Publicly Accessible Open Space	Owners Corp.
Community Facilities	City of Melbourne

NOTE: For details on the Flinders Street Neighbourhood public realm refer to the 2014 Development Plan and planning application for R1 and R2.

Many factors contribute to the successful activation of public space. Primary amongst them is the interface of public space with its surrounding built form.

Given the diversity of land uses, building types and public spaces provided in the Melbourne Quarter Development Plan, the nature of that interface takes numerous forms throughout the precinct.

Continuous Activation

Continuous activation is provided at the interface between built form and the key public areas and pedestrian pathways throughout the precinct, as shown in Figure 16.1.

Continuous activation of the built form ground plane adjacent public space is created by uses which provide direct engagement with the pedestrian users of these spaces.

These include commercial / residential building entry points and lobbies, retail and strata office tenancies inclusive of entry points and tenancy frontage, office circulation (for example, lifts or stairs), and community space.

Intermittent and Visual Activation

Intermittent and / or visual activation is provided to all remaining public areas and pathways in the precinct, as shown in Figure 16.1.

Intermittent and visual activation is created by uses and architectural treatments which provides indirect engagement with the users of these spaces.

These may include art and landscape installations along building facades and pathways, vehicular and cyclist access/egress points, public access lifts as well as the necessary back of house service areas which are required to support building operation such as fire hydrants, substations, storage areas, access, loading and the like.

This type of activation can be as dynamic as that created by continuous activation uses, often providing the user with a richer and unexpected experience of the space they are moving through.

CPTED principles have been considered in the development of the Melbourne Quarter Master

Plan and will be taken into consideration during the design of each building stage. The strategies of natural access control, natural surveillance and territorial reinforcement will be explored during the design phases of the built form and public domain to create environments which encourage positive behavioural effects that reduce both the incidence and fear of crime.

The spatial qualities of the Market Place east-west links will be carefully considered to ensure an appropriate urban design outcome is achieved, with generous heights that are reflective of comparable public spaces in central Melbourne.

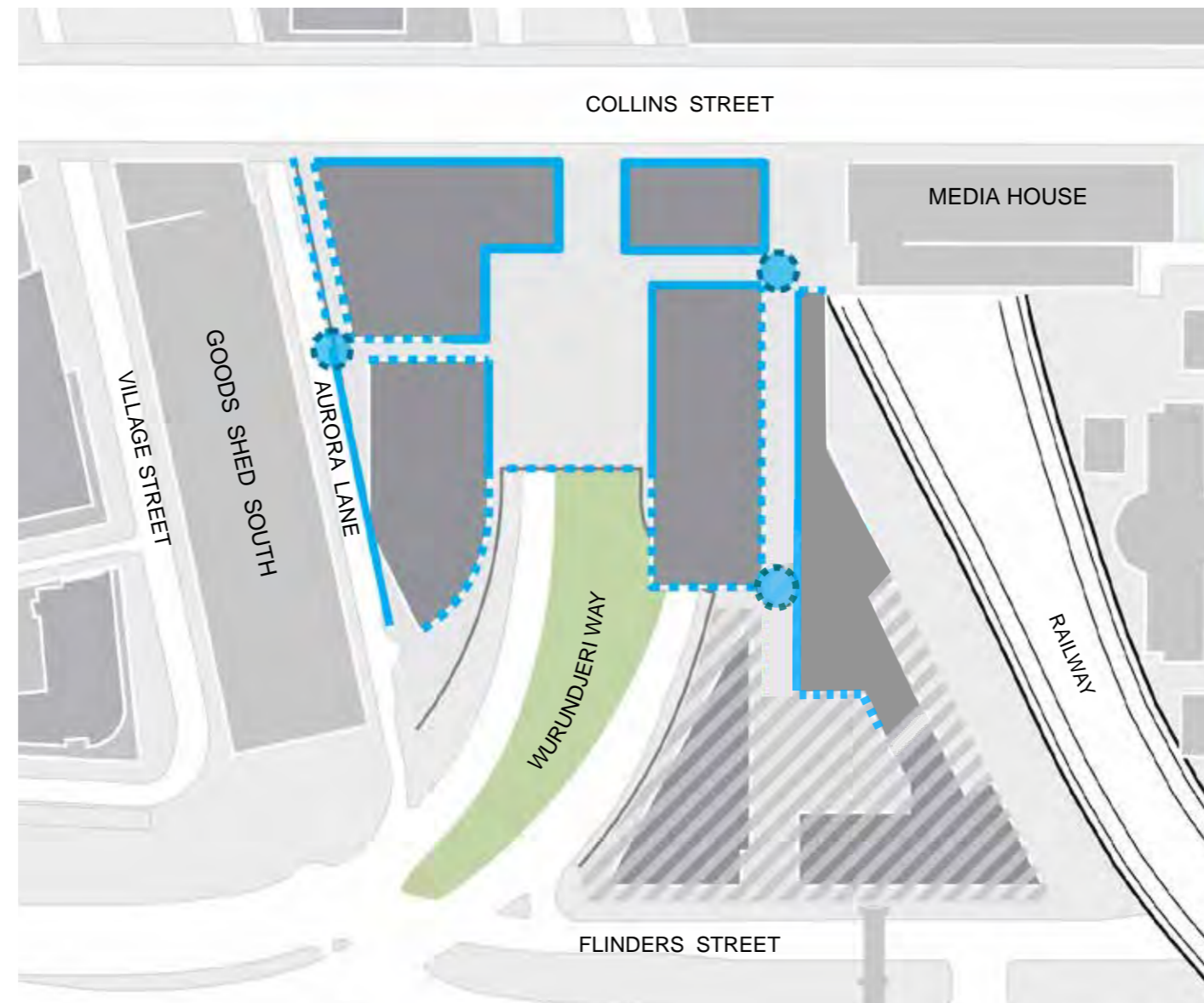





Figure 16.1 Building Activation at ground level



Reference Images: Continuous Activation



Reference Images: Intermittent and Visual Activation

-  Opportunities for increased visual surveillance of public domain.
-  Continuous activation
-  Intermittent and visual activation

NOTE: For details on the Flinders Street Neighbourhood site activation refer to the 2014 Development Plan and planning application for R1 and R2.

Pedestrian permeability has been a key consideration of the public realm design. The Melbourne Quarter Development Plan provides permeability based on key desire lines linking Collins Street and Southern Cross Station in the north to Flinders Street and the Yarra River in the south.

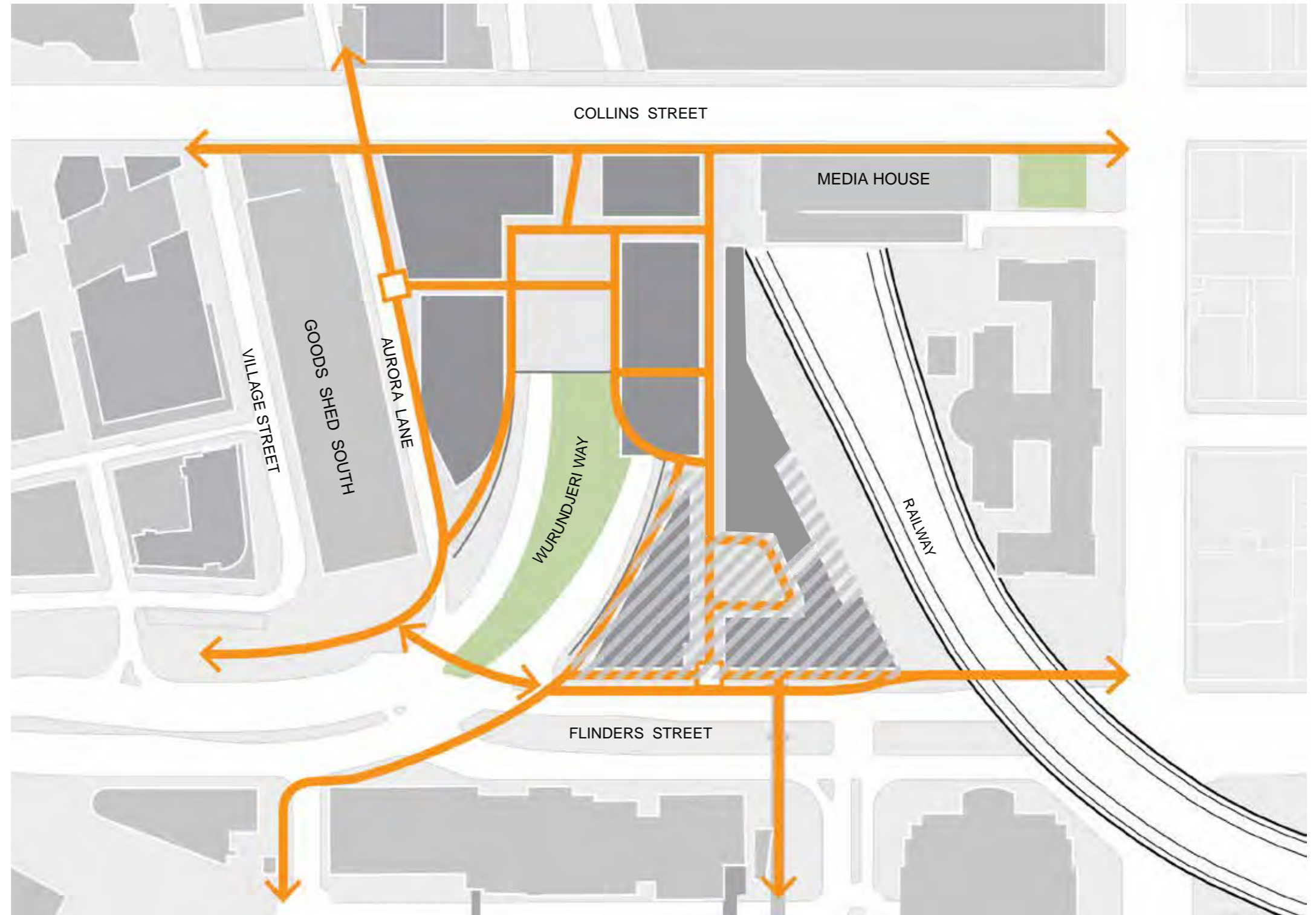




Figure 12.1 Pedestrian access

-  Pedestrian access
-  Public lifts

The Melbourne Quarter Development Plan has considered accessibility and DDA compliance. The precinct is linked by accessible pathways and public lifts are provided as an alternative to stairs on Aurora Lane and Flinders Street. An independent accessibility report has been commissioned which confirms the precinct demonstrates a high level of functional compliance to the Disability Discrimination Act (DDA) and 2010 Access to the Premises Standard.

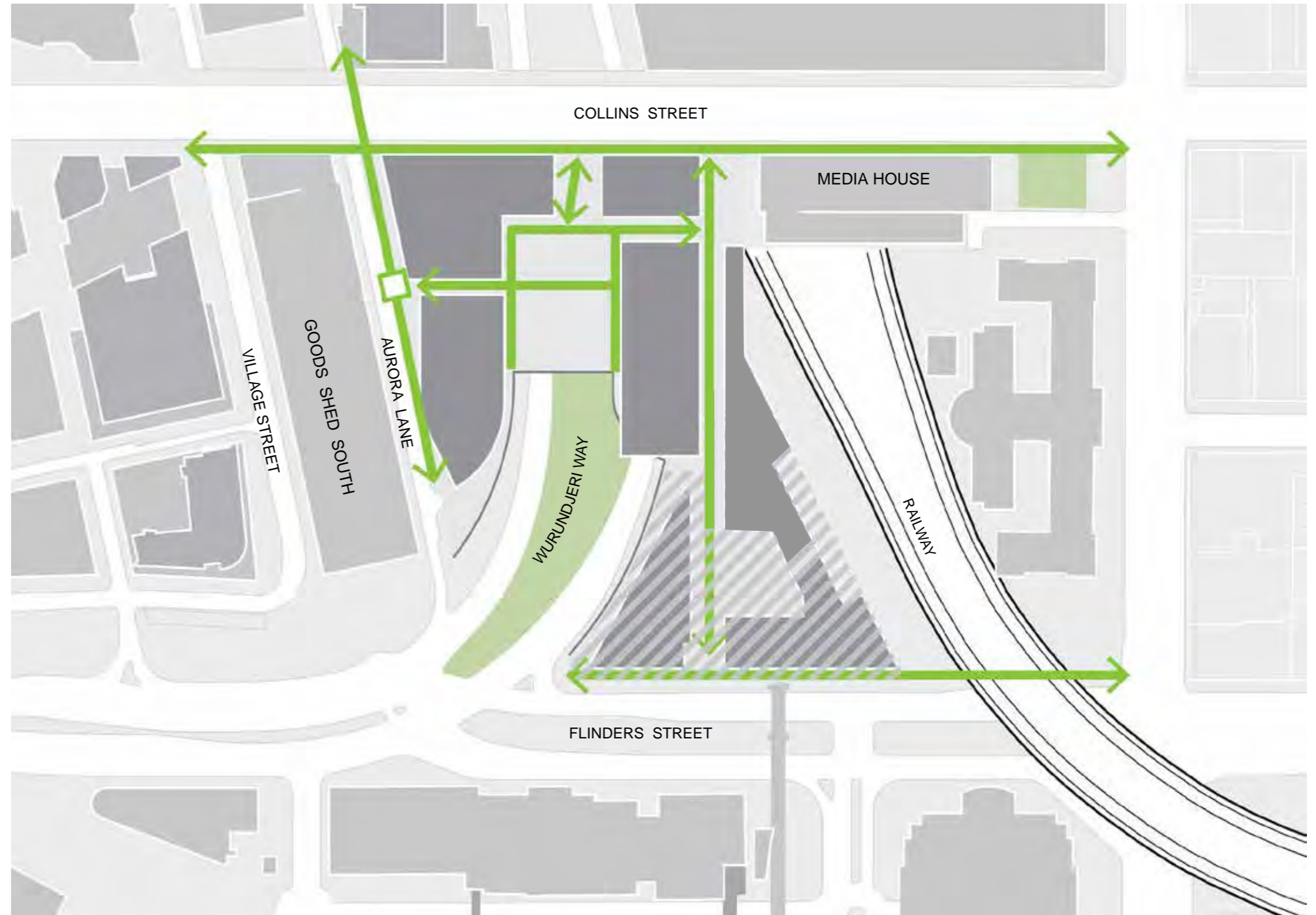


Figure 13.1 Accessible paths through the site

- Accessible Pathways into and through the precinct
- Public lifts

Melbourne Quarter aims to provide a high degree of bicycle access and permeability. The site is well located adjacent to Melbourne’s principal bicycle network capturing both Flinders Street and Collins Street. In addition, the site is in close proximity to both the Yarra River bike trail and the Capital City Bike Trail on Harbour Esplanade providing good access for recreational and commuter cyclist

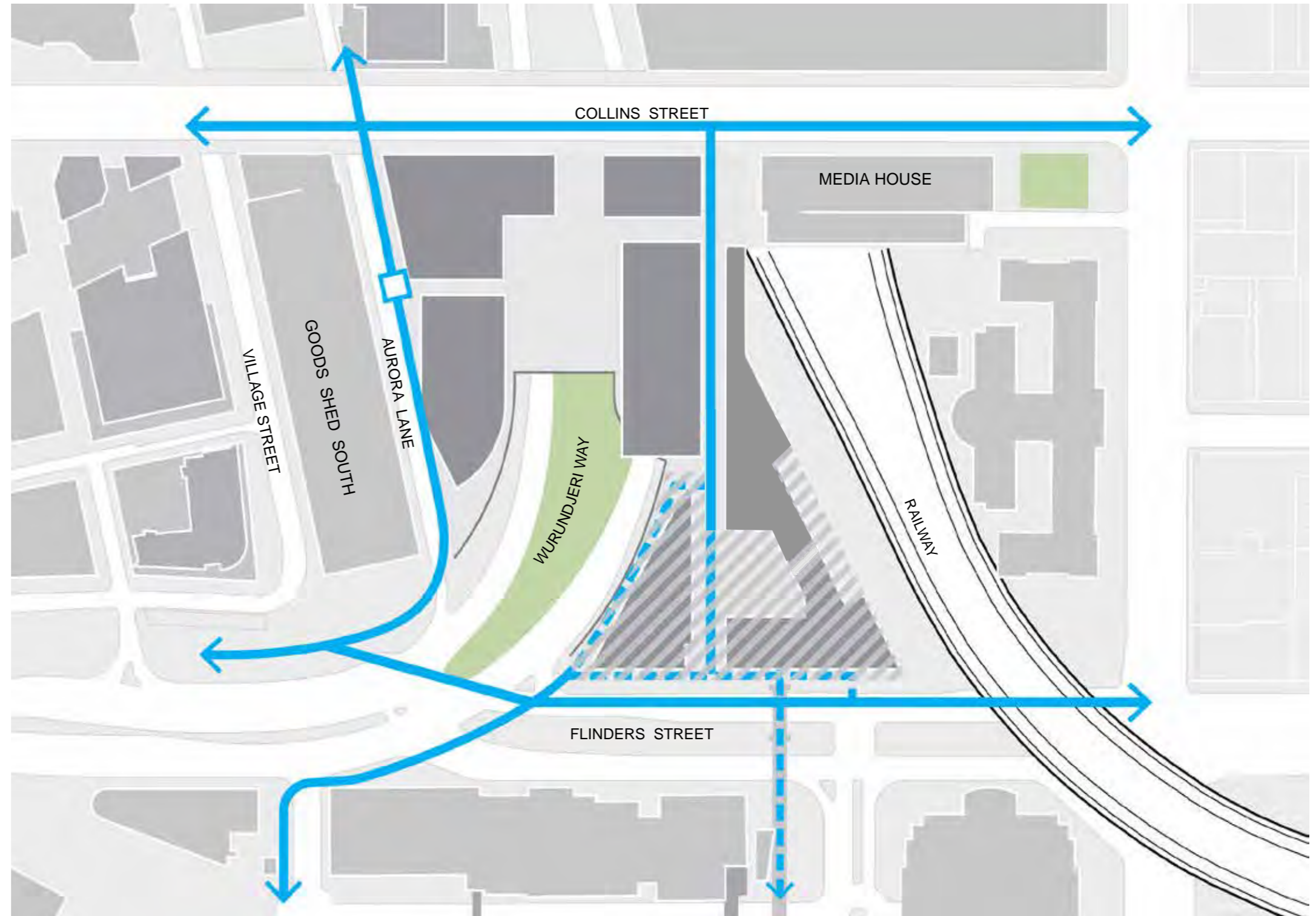





Figure 14.1 Cycle routes

-  Cycle routes
-  Cycle route requiring dismount
-  Public lifts

The Melbourne Quarter development strategy allows for the delivery of the overall project in six distinct stages which will be developed at a rate of consistent with the market demand in each of the sectors provided for. Staging allows for development from Collins Street at the north of the site moving south and from Flinders Street at the south moving north, either concurrently or at different times, subject to market demand and commercial feasibility.

The staging principles are as follows;

- Deliver amenity and place on a stage by stage basis.
- Satisfy minimum car parking and loading requirements on a stage by stage basis.

The stages are described in the adjacent diagram. The staging sequence is indicative and is subject to market forces.

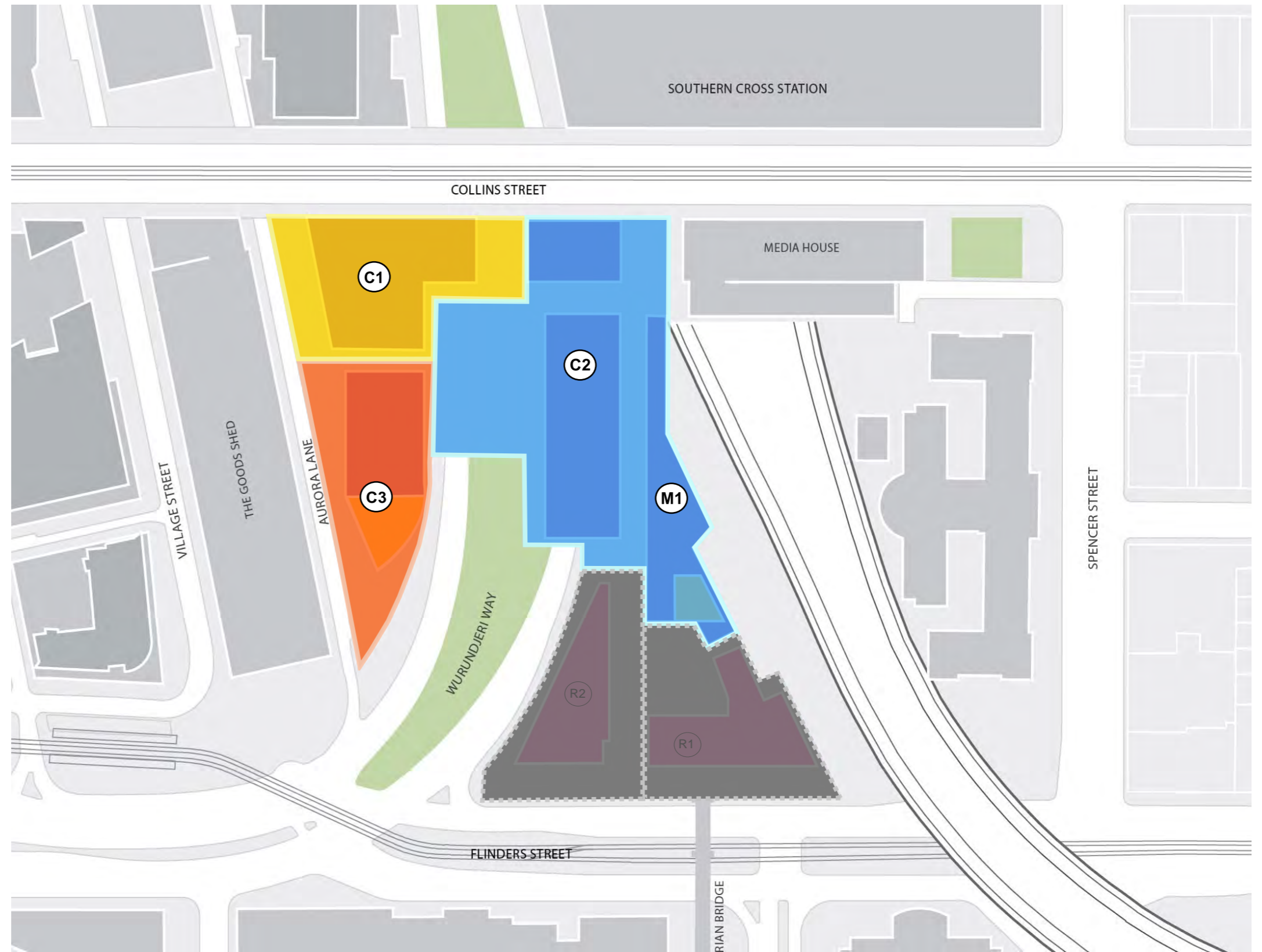


Figure 15.1 Indicative staging plan

NOTE: For details on the staging plan on Residential sites, refer to the 2014 Development Plan and planning application for R1 and R2.



DELEGATE REPORT**MINISTERIAL PLANNING REFERRAL**

Application number:	TPM-2020-4
DELWP Application number:	SP070158
Applicant / Owner / Architect:	Lend Lease Development Pty Ltd / Development Victoria / Lend Lease
Address:	693-699 Collins Street & 614-648 Flinders Street, Docklands VIC 3008
Proposal:	Addendum to the Batman's Hill Development Plan
Cost of works:	N/A
Date received by City of Melbourne:	14 January 2020
Responsible officer:	Markus Tschech, Senior Urban Planner
Report Date:	28 May 2020

1. SUBJECT SITE AND SURROUNDS**1.1. The Site**

The application relates to the *Batman's Hill Development Plan* (Batman's Hill DP) and incorporates the following parcels of land:

- 693 Collins Street, Docklands (Lot S13 on PS704437K)
- 697 Collins Street, Docklands (Lot S11 on PS704437K)
- 699 Collins Street, Docklands (Lot S2 on PS704437K)
- 614 Flinders Street. Docklands (Lot S4 on PS704437K)
- 648 Flinders Street. Docklands (Lot S16 on PS704437K)

The site has frontages of approximately 142 metres to Collins Street to the north, 137 metres to Flinders Street to the south, 222 metres to the railway corridor (VicTrack) and Media House to the east and 154 metres to Aurora Lane to the west. It encompasses a total area of 24,156m² and is located partially above Wurundjeri Way.

The extent of the Development Plan area is depicted in Figure 1 on the following page.

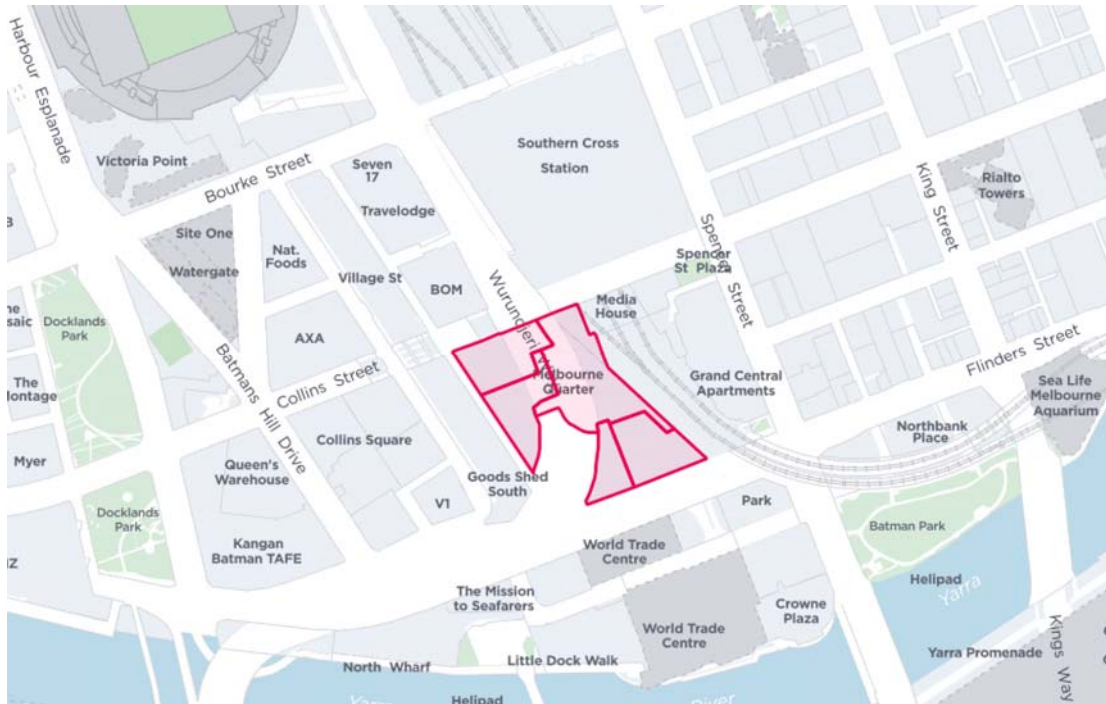


Figure 1 - Site Locality Plan

Since the approval of the most recent version of the Batman's Hill DP on 27 October 2014, construction of several stages of the 'Melbourne Quarter' development has commenced on the land. An aerial photo at Figure 2 depicts the extent of development progress as at 17 December 2019.

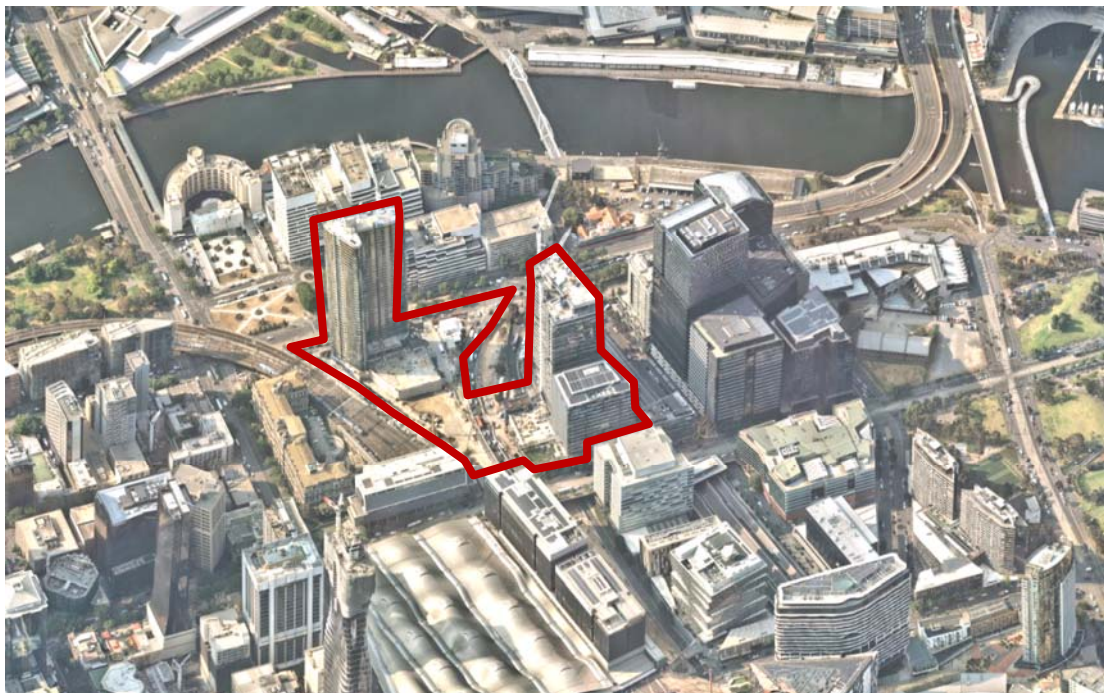


Figure 2 – Nearmap Aerial depicting Batman's Hill Development Plan area. Captured on 17 December 2019

More specifically, the application seeks approval for an Addendum to the Batman's Hill DP to vary the land use and built form controls as they apply to sites S1 and R3. These sites are identified in the diagram and site photo (taken from the Melbourne Quarter 'Skypark' (Site C1)) at Figure 3.

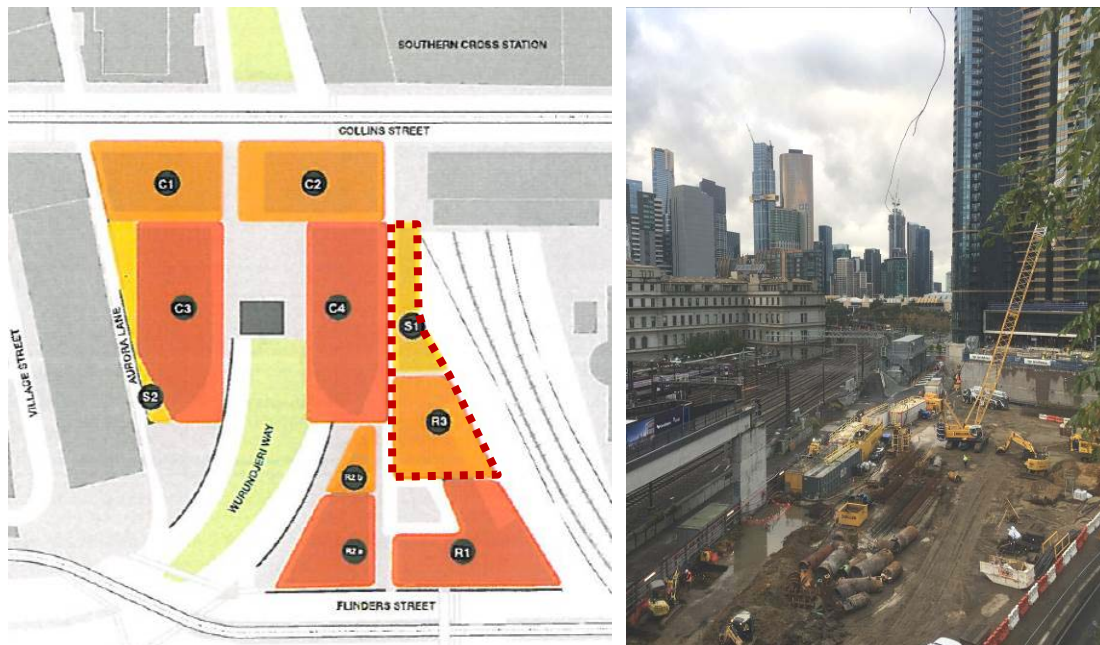


Figure 3 - Figure 4.4.1.1 of the Batman's Hill highlighting sites S1 & R3 (left) and photo of the same, taken on 22 May 2020 (right)

1.2. Surrounds

The site and immediate surrounds were historically used for rail yards and goods sheds associated with the former Spencer Street Station, Victoria Dock and the Docklands precinct.

Recent developments over the past decade have, however, significantly altered the built form landscape within the site environs.

1.2.1. North

Directly to the north of the site is Collins Street, which is a single lane dual carriageway with a central tram line.

Across Collins Street to the north, at 700 Collins Street is the 16 storey Australian Bureau of Meteorology building.

1.2.2. South

Directly to the south of the site is Flinders Street, which comprises up to three lanes in each direction, as well as a central tram line.

Across Flinders Street to the south is the World Trade Centre complex, which comprises a number of multi-level commercial buildings. Also to the south is a temporary public park, which forms part of an approval for three multi storey buildings (Ministerial Permit No. 2014003115).

1.2.3. East

Directly to the east is the eight storey Media House building, which is the headquarters of 'The Age' newspaper.

South of Media House and abutting the subject site to the east is the Flinders Street railway corridor which is between 50-60 metres wide and extends between Southern Cross and Flinders Street Stations.

1.2.4. West

Directly to the west of the site is Aurora Lane which is a local road, orientated north-south between Bourke Street and Wurundjeri Way. Aurora Lane comprises a single carriageway with two-way traffic movement in the section north of Collins Street, becoming one-way northbound in the section south of Collins Street, adjacent to the subject site.

On the west side of Aurora Lane is the former Railway Goods Shed built in 1889 (Goods Shed No.2).

2. BACKGROUND

2.1. Development Plans

The Batman's Hill Development Plan was approved by the Minister for Planning on the 27 October 2014, and allows for a comprehensive mixed use development of the Batman's Hill Precinct.

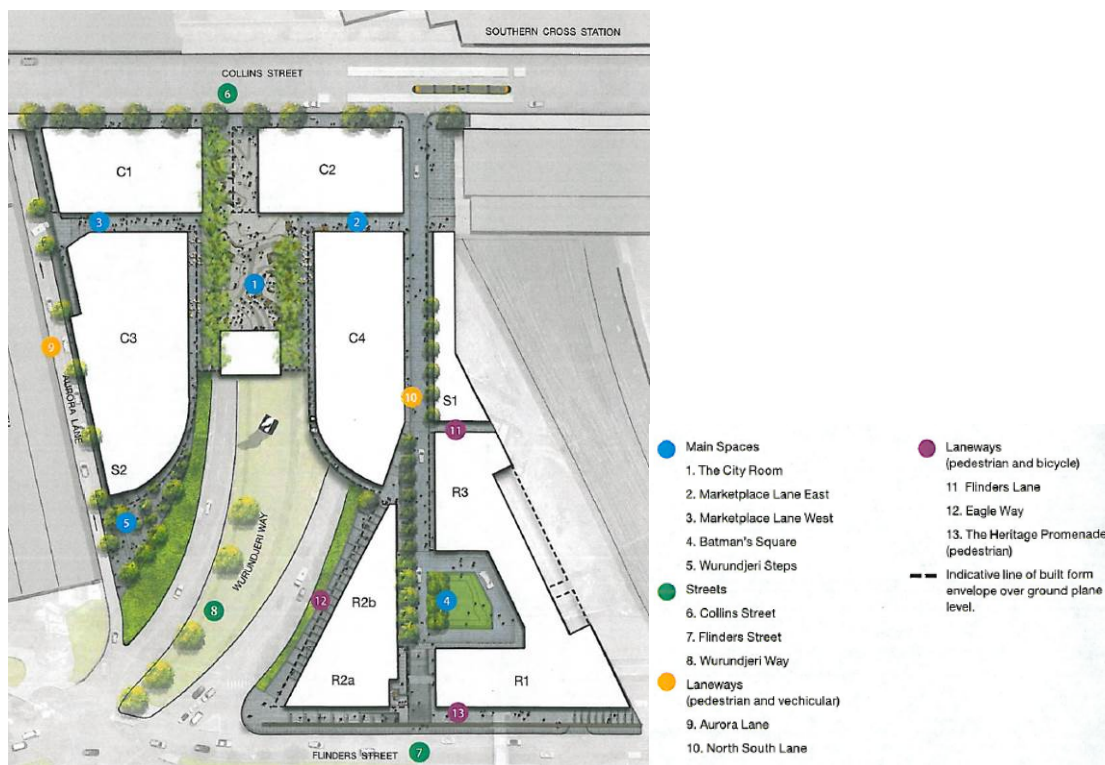


Figure 4 - Endorsed Batman's Hill DP Master Plan

Key design features of the endorsed plan include:

- An elevated deck on the northern part of the site over Wurundjeri Way.
- Two mid-rise office buildings (C1 and C2).
- Two high rise office buildings (C3 and C4).
- An office building to the east of North-South Lane (S1).
- Two high rise residential apartment towers to the southern side of the site (R1 and R2a).
- Two medium rise apartment towers to the north and west of Batman's Square (R2b and R3).
- A covered public plaza along Collins Street.

- New vehicle and pedestrian connections, including a new laneway connecting Collins Street to Flinders Street.
- The construction of a new public park located along North-South Lane and at the centre of the residential precinct.

The Minister for Planning subsequently approved the *'Melbourne Quarter Development Plan – Commercial Neighbourhood Amendment 12 February 2016'* on 1 March 2016 (The 2016 DP Addendum). This Addendum was restricted to the commercial buildings forming part of the Melbourne Quarter Development (sites C1, C2 and C3).

Key changes to the Development Plan can be summarised as follows:

- Changes to the built form envelopes including the deletion of commercial building C2 and the introduction of a 'sky garden park' across the Collins Street frontage.
- The realignment of Marketplace Lane and the relocation of the western most section further to the south.
- An increase in the open area of the central plaza.

Importantly, this Addendum did not vary the building envelopes, nor land uses, of sites S1 and R2, which are the subject of the current application.

The varied envelopes are reproduced in Figure 5 below.

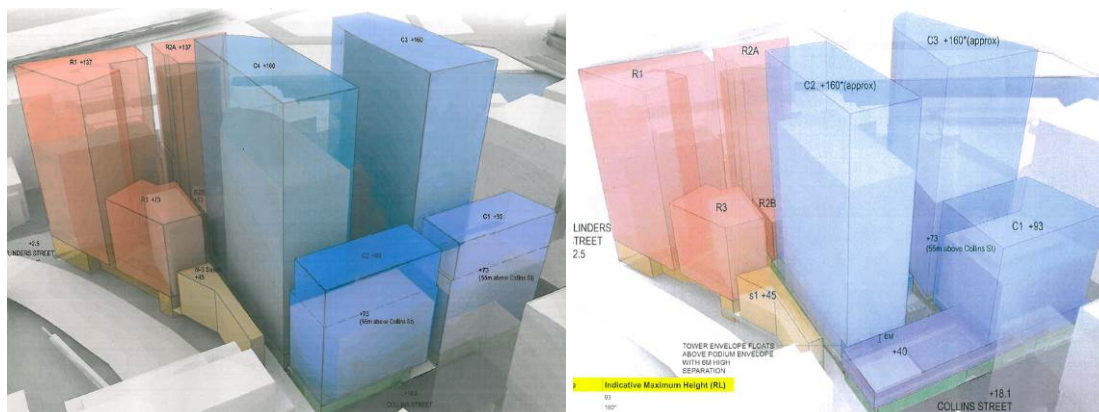


Figure 5 - Building Envelope Plan of 2014 Batman's Hill DP (left) and 2016 Melbourne Quarter DP Addendum (right)

2.2. Planning Approvals & Applications

Since approval of the Batman's Hill DP, the following development activity has occurred within the affected area:

- **TPM-2015-16:** Construction of a 13 storey (plus plant) commercial office building comprising ground floor retail and an elevated sky garden in accordance with Ministerial Permit No. 201531541-1 on site C1.
- **TPM-2015-20:** Construction of three high rise residential buildings on sites R1, R2 and R3 is progressing in accordance with Ministerial Permit No. 2015/35668. The 45 storey building on site R1 is nearing completion, while works on the 45 storey building on R2 and 22 storey building on R3 are yet to commence.

An extract from the endorsed plans for this development are reproduced at Figure 6 on the following page.

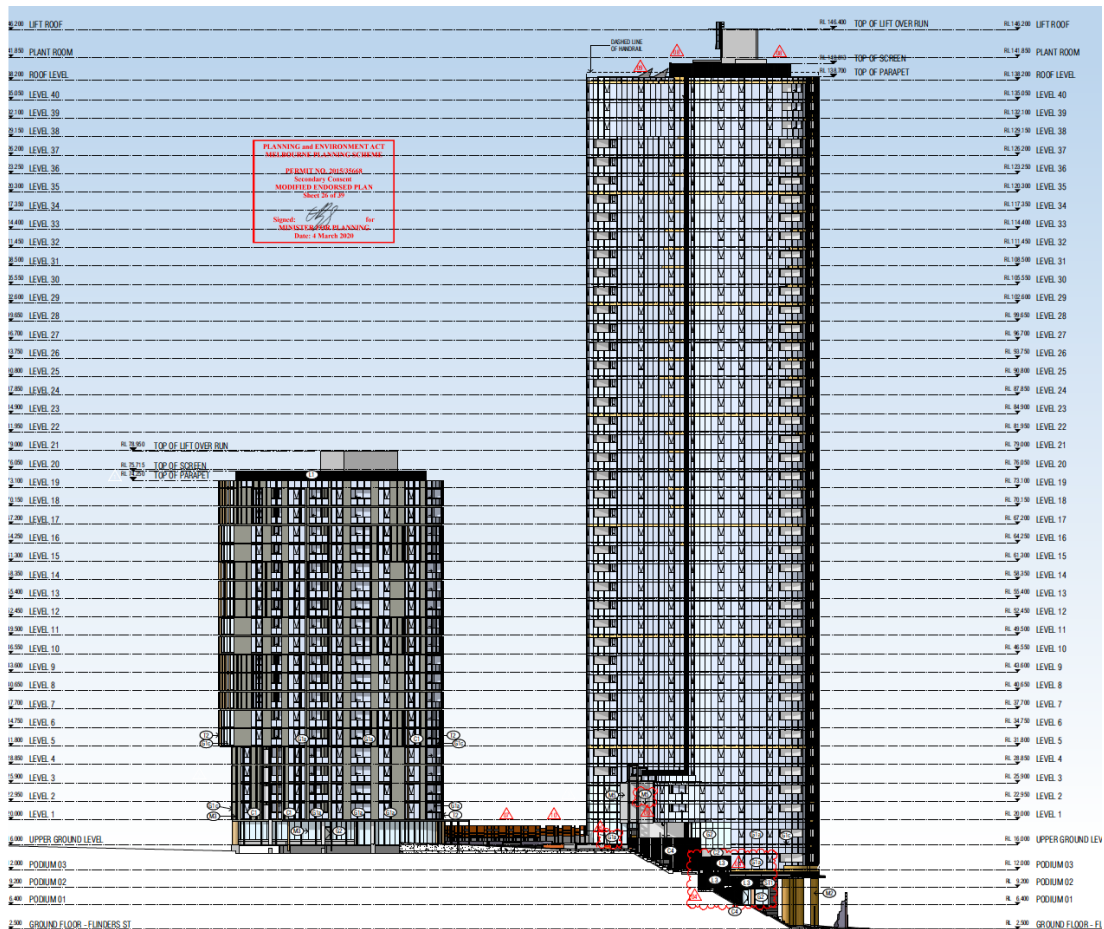


Figure 6 – West elevation of approved R1 (right) and R3 (left) buildings. From Drawing TP204

- **TPMR-2016-23/A:** Construction of a high rise office building on site C2 in accordance with Ministerial Permit No. PA1600147 is yet to commence construction.
- **TPM-2017-13:** Construction of a commercial office building with associated retail, child care centre and community uses and construction of publicly accessible open space in accordance with Ministerial Permit No. PA1700248 on site C3 is nearing completion.
- **TP-2019-1020:** An application for a mid-rise office building, child care centre and retail premises on sites S1 and R2 has been lodged with the City of Melbourne for approval.

The proposed building has a total GFA of 5,208m² and comprises six levels (above the carpark podium), with ground level retail tenancies, a 160m² community facility, a 931.9 m² (including outdoor terraces) child care centre and 2,699m² of office / medical centre spread over four levels.

This proposal, by virtue of its non-residential use is not consistent with the current Batman’s Hill DP, and relies on the approval of this addendum application. It is also worth noting that the proposed building’s footprint and overall height is significantly less than what is indicated by the Batman’s Hill DP.



Figure 7 - 3D Render of the proposed building pursuant to application no. TP-2019-1020

2.3. Pre-application discussions

Several pre application discussions were held between the applicant, DELWP and City of Melbourne planning officers in the lead up to the submission of the application to amend the Development Plan (PA-2018-546).

Council expressed general support for the application, particularly given the overall reduction in scale sought.

3. THE PROPOSAL

Lend Lease Development Pty Ltd c/o Contour Consultants Australia has submitted an application to DELWP for an addendum to the Batman's Hill DP.

The submitted *Melbourne Quarter Development Plan Addendum – Site M1 Amendment - May 2020* (the 2020 DP Addendum) applies specifically to sites S1 and R3 as described in Section 1 of this report, and its primary purpose is to vary the permitted building envelope as well as the land use mix.

The Batman's Hill DP and 2016 DP Addendum currently allow:

- Site S1 to be developed with an Office building with a building height up to 45 metres AHD and Gross Floor Area (GFA) of between 4,615m² and 9,515m².
- Site R3 to be developed with a Residential building with a building height up to 73 metres AHD and GFA of approximately 15,692m².

The proposed 2020 DP Addendum would allow for sites S1 and R3 to be developed as a single mid-rise building, comprising a mix of office, childcare and retail premises.

The new 'M1' site would maintain the heights noted above, have an indicative commercial GFA of 24,512m² and 615 m² of 'community built space'. The proposed M1 envelope is reproduced at Figure 8 on the following page.

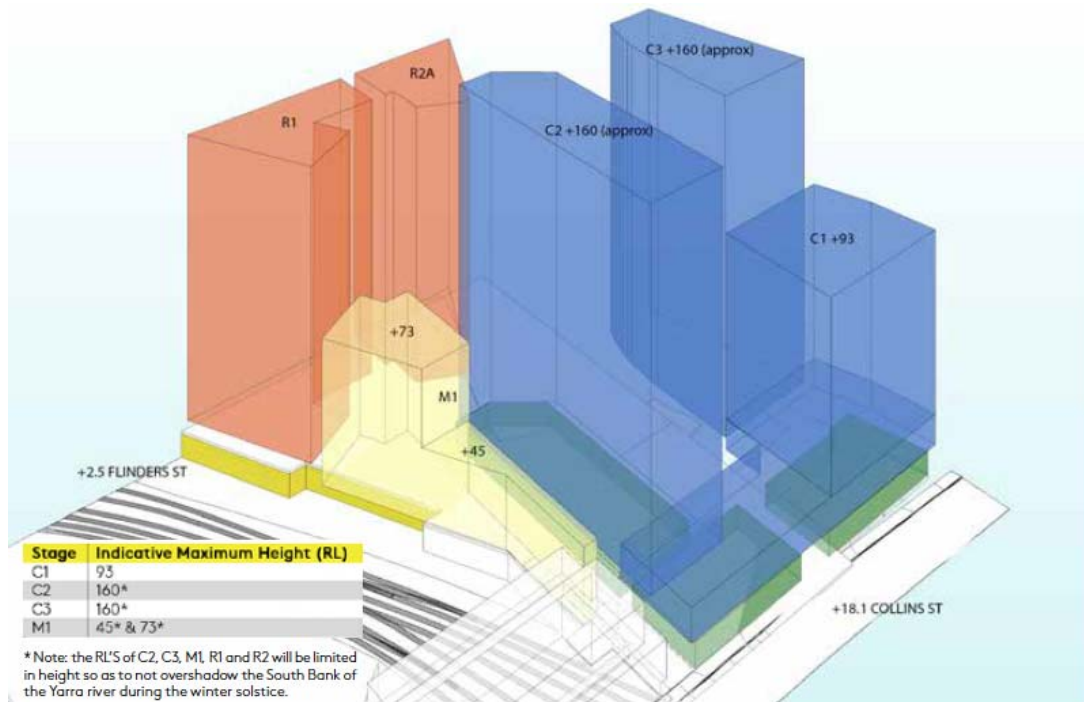


Figure 8 - Proposed maximum building envelopes

As a result of the revised envelope, the 2020 DP Addendum also seeks to vary the following elements of the Batman's Hill DP:

- Section 4.2: Uses and Activities
- Section 4.3: Character and Neighbourhoods
- Section 4.4: Built Form
- Section 4.6: Overshadowing
- Section 4.8: Maximum Building Envelopes and Heights
- Section 4.9: Envelope Plan.
- Section 5.3 Public Realm Ownership.
- Section 8.1: Indicative Staging Plan.

It is worth noting that, despite including updated diagrams throughout the entire Development Plan, the 2020 DP Addendum does not seek to vary the applicable wind controls (Section 4.7), remaining elements of the public realm plans (Sections 5.1, 5.2, 5.4 - 5.10), movement and parking (Section 6) or sustainability (Section 7).

Furthermore, the amended diagrams show a hatched area for the remainder of the 'residential precinct' of Melbourne Quarter; including sites R1 & R2 and 'Titree Park' immediately south of the M1 envelope (refer Figure 9). This hatched area has been updated to reflect the layout of this land as per the current planning approval (TPM-2015-20), rather than the larger building envelopes shown in the Batman's Hill DP.

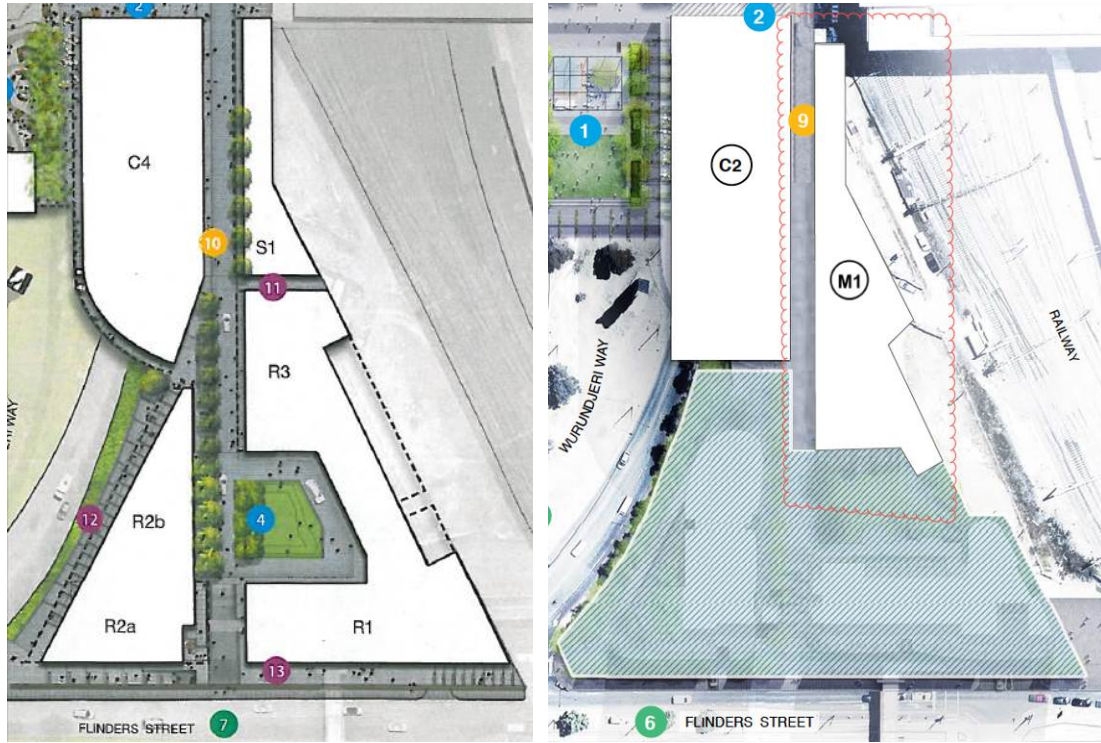


Figure 9 - Public Realm Network Plan of the Batman's Hill DP (left) and proposed 2020 DP Addendum (right)

4. PLANNING SCHEME PROVISIONS

The following provisions of the Melbourne Planning Scheme apply:

<p>State Planning Policies</p>	<p>Clause 10: Planning Policy Framework Clause 11: Settlement Clause 12: Environment and Landscape Values Clause 15: Built Environment and Heritage Clause 16: Housing Clause 17: Economic Development Clause 18: Transport Clause 19: Infrastructure</p>
<p>Municipal Strategic Statement</p>	<p>Clause 21.04: Settlement Clause 21.05: Environment and Landscape Values Clause 21.06: Built Environment and Heritage Clause 21.07: Housing Clause 21.08: Economic Development Clause 21.09: Transport Clause 21.10: Infrastructure Clause 21.13-2: Docklands</p>
<p>Local Planning Policies</p>	<p>Clause 22.18: Urban Design within the Docklands Zone Clause 22.19: Energy, Water and Waste Efficiency Clause 22.23: Stormwater Management (Water Sensitive Urban Design)</p>

Statutory Controls	
<p>Clause 43.04 Development Plan Overlay - Schedule 4 Batman's Hill Precinct</p>	<p>Pursuant to Clause 43.04-1 a permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority.</p> <p>The DPO specifies requirements for the content of a development plan and contemplates that development plans may be amended. It specifies decision guidelines for assessing an amendment to a development plan.</p> <p>Once a development plan has been endorsed as being to the satisfaction of the responsible authority, separate planning applications will need to be lodged for the individual development stages. The following statutory controls will apply to the future development of the land. A permit granted must be generally in accordance the with the development plan.</p>
<p>Clause 37.05 Docklands Zone – Schedule 3 Batman's Hill Precinct</p>	<p>Pursuant to Clause 37.05-1 a planning permit is not required to use the land for an education centre or office or shop.</p> <p>Similarly, a planning permit is not required to use the land for a Shop (other than Adult sex bookshop, Department store, Restricted retail premises and Supermarket) at ground level, restaurant or bar.</p> <p>Pursuant to Clause 37.05-4, a permit is required to construct a building or construct or carry out works, and to demolish or remove a building or works.</p>
<p>Clause 43.02 Design and Development Overlay - Schedule 12 Noise Attenuation Area</p>	<p>Pursuant to Clause 43.02 a permit is required to construct a building or construct or carry out works, unless the Schedule states that a permit is not required.</p> <p>Schedule 12 does not exempt buildings and works from requiring a permit and sets out requirements relating to noise attenuation for residential buildings. As the proposal does not include any residential uses, the provisions of DDO12 are not relevant.</p>
<p>Clause 43.01 Heritage Overlay - Schedule HO651 Retaining Wall, 588-754 Flinders Street Extension, Melbourne</p>	<p>The retaining wall at the southern end of the site is listed on the Victorian Heritage Register (Historic Building No. 932)</p> <p>Pursuant to Clause 43.01, a permit is not required from the City of Melbourne to develop a place that is listed on the Victoria Heritage Register.</p> <p>As the proposal does not seek to vary any elements of this portion of the site, the provisions of HO651 are not relevant</p>
<p>Parking Overlay 7 Docklands – Batman's Hill</p>	<p>Clause 52.06-5 sets out maximum car parking rates for various land uses.</p> <p>This application does not seek to vary the parking provision and the provisions of PO7 are not relevant.</p>

Particular Provisions	
<p>Clause 52.06 Car Parking</p>	<p>A permit is required to provide more than the maximum parking provision specified in a schedule to the Parking Overlay.</p>
<p>Clause 52.29 Land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a</p>	<p>An application to create or alter access to a road in a Road Zone, Category 1 must be referred to the Department of Transport for comment.</p>

Category 1 Road	
Clause 52.34 Bicycle Facilities	A new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land. A permit may be granted to reduce or waive the bicycle parking requirement.
Clause 52.36 Integrated Public Transport Planning	An application for an education centre must be referred to the Department of Transport for comment.

General Provisions	
Clause 72.01 Responsible authority for administering and enforcing a provision of this planning scheme	The Minister for Planning is the Responsible Authority for this matter as the total floor area of the proposal exceeds 25,000 square metres.
Clause 65 Approval of an application or plan	Sets out matters that the responsible authority must consider before deciding on an application.

5. PUBLIC NOTIFICATION

Section 3.0 of Schedule 3 to the Development Plan Overlay specifies that, in assessing an amendment to a Development Plan, the Responsible Authority (i.e. the Minister for Planning) should, inter alia, consider the views of the City of Melbourne. The application was therefore referred to the City of Melbourne for comment.

6. REFERRALS

The application was referred internally within the City of Melbourne for comment. The only comments received in relation to the application were from Council's Surveyor who stated that it was important that the application did not breach a Section 173 Agreement relating to public access across laneway 11 on the Batman's Hill DP Public Realm Plan (Section 5.1).

The Section 173 Agreement referred to relates to Melbourne Quarter Tower (site C2) and has not yet been signed by all parties. Importantly, the 'Public Access Areas' plan at Appendix B of the Agreement does not include the laneway referred to above.

7. ASSESSMENT

The Minister is the Responsible Authority for the application as the total floor area of the proposal exceeds 25,000 square metres. Key issues in the consideration of this Development Plan Addendum are:

- Land use
- Built form and site layout
- Public realm considerations
- Traffic
- The Decision Guidelines at Section 3.0 of DPO4.

Each of these matters is addressed in turn below.

7.1. Land use

The Batman's Hill DP identifies site S1 as part of the 'Collins Street Neighbourhood' which encourages commercial uses of varying types and sizes, while site R3 forms part of the residential 'Flinders Street Neighbourhood'.

The proposal seeks to amalgamate both sites to create the 'M1' site, which would encourage a mix of uses including office, childcare centre, medical centre, retail premises and a community related use. It would also involve a minor change to the location of the community facility.



Figure 10 - Approved (left) and proposed (right) Section 4.2 'Uses and Activities' map

Relevantly, within Schedule 3 to the Docklands Zone, a permit is not required for the use of land for office, childcare centre, medical centre and most retail uses (including hotel, tavern / bar and shop at ground level).

The Municipal Strategic Statement (MSS) identifies Docklands as being an Urban Renewal Area. Clause 21.13-2 supports:

'Mixed use development including office and commercial development in the ... Batman's Hill Precincts.'

As a 22 storey residential building has already been approved on the R3 site (via Ministerial Permit No. 2015/35668), a change to office and other commercial uses represents a substantial shift in this part of the Melbourne Quarter development.

The provision of additional medical centre / office space, as well as a childcare centre in this location is generally supported by Planning Scheme Policy, and also addresses a perceived shortfall in office accommodation with larger floorplates.

As the two high-rise residential towers along Flinders Street are not affected by this proposal, the proposed 2020 DP Addendum will not compromise the mixed use nature of the Melbourne Quarter development.

Although the change in land use will result in varied waste generation rates, car parking and the provision of bicycle facilities, it is considered that these matters can be suitably addressed at the planning permit application stage.

Lastly, the re-location of the community facility is considered to be an acceptable outcome based on the following:

- The size of the facility is not proposed to be varied.

- The revised location continues to adjoin a public space within the Melbourne Quarter development.

Given the above, the change in land use contemplated by the 2020 DP Addendum is supported.

7.2. Built form and site layout

The 2020 DP Addendum seeks to amalgamate the ‘S1’ and ‘R3’ building envelopes to create a new ‘M1’ site by ‘filling in’ the gap between the two sites. The proposed ‘M1’ envelope retains the approved building heights, and, other than the occupation of the current ‘gap’, would have the same footprint.

The 2016 DP Addendum identifies this gap as forming part of the public ‘north south lane’ and recommends that the ground level interface provide only ‘intermittent and visual activation’ (refer to the Section 5.3 extract at Figure 11 below). The space is *not* shown as forming part of the pedestrian access network, accessible paths or cycle routes (Section 6.5). This is presumably due to the fact that it is less than 13 metres in length, 3 metres in width and terminates in a dead-end adjacent to the railway corridor.

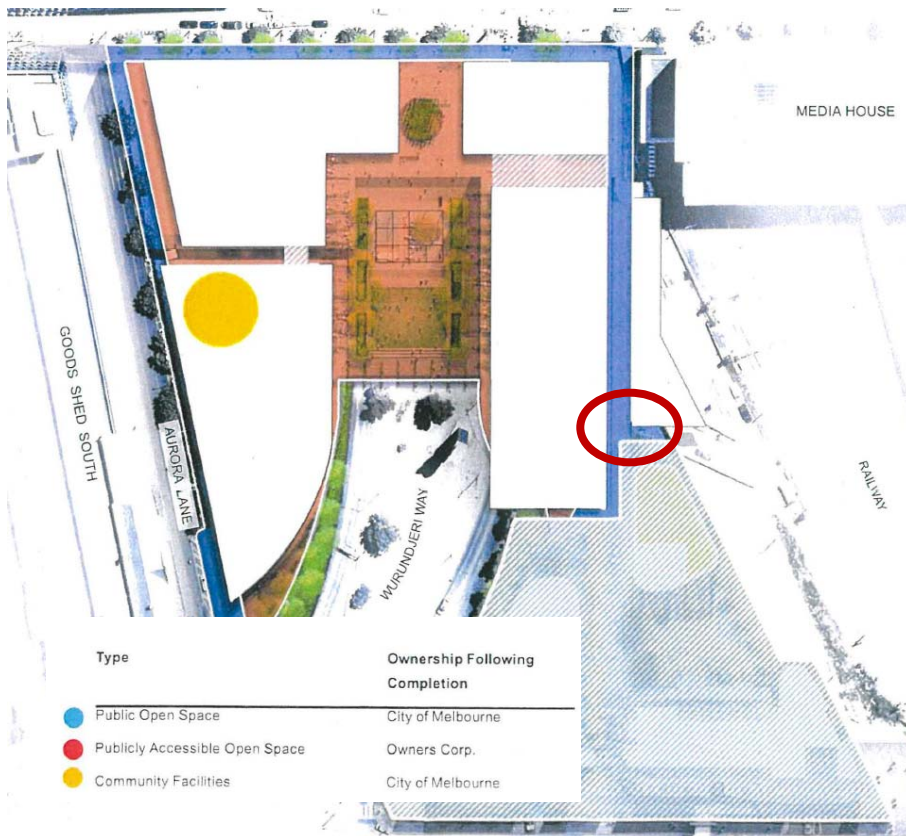


Figure 11 - Section 5.3 of the 2016 DP Addendum, depicting the North-South Lane in blue

As a result of the above change, the indicative GFA is varied as follows:

Site	2014 DP (m ²)	2016 Addendum (m ²)	2020 Addendum (m ²)
S1	4,615 – 9,515	4,615 – 9,515	-
R3	15,692	15,692	-
M1	-	-	24,512
Max Total	20,307 - 25,207	20,307 - 25,207	24,512

Although not part of this current application, it is worth highlighting the form and scale of the planning permit application for the M1 site (TP-2019-1020); which indicates the developer's clear intention for the site. The application is currently under assessment and cannot be approved until the Batman's Hill DP has been updated.

As depicted in Figure 12 below, the proposed building (solid grey) would occupy a much smaller footprint than permitted by the current Development Plan controls (dashed pink), as well as the proposed M1 envelope.

Furthermore, the proposed M1 building, at six storeys / RL 44.8 metres would be up to 28.2 metres lower than the RL 73 metres that the envelope allows on the R3 site (refer Figure 13). This smaller form results in an overall GFA of only 5,208m².

Based on discussions with the permit applicant, it is understood that the reason that the proposed M1 envelope has not been reduced to match the submitted planning application, is to minimise the extent of change to the approved Batman's Hill DP as much as possible.

Given the above, it is considered that the relatively minor change in the extent of the building envelope is acceptable.

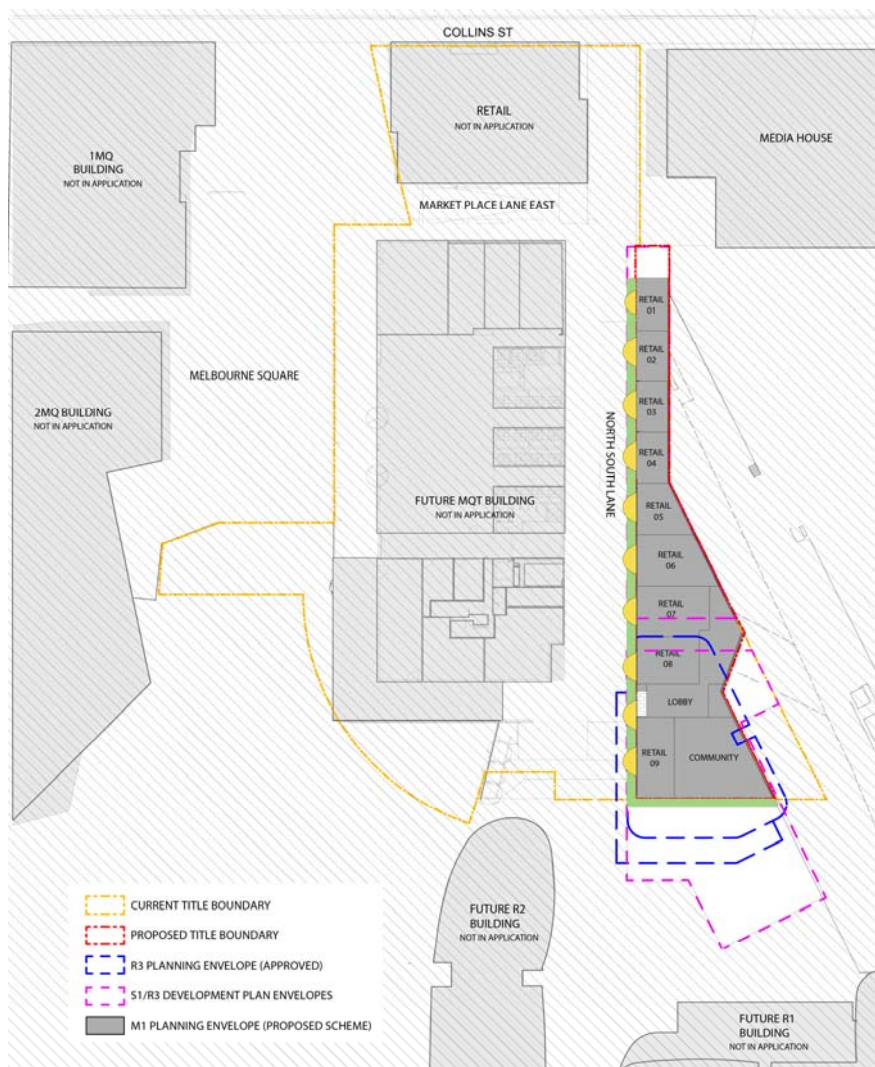


Figure 12 - Diagram depicting layout of the proposed M1 building, from Planning Application No. TP-2019-1020

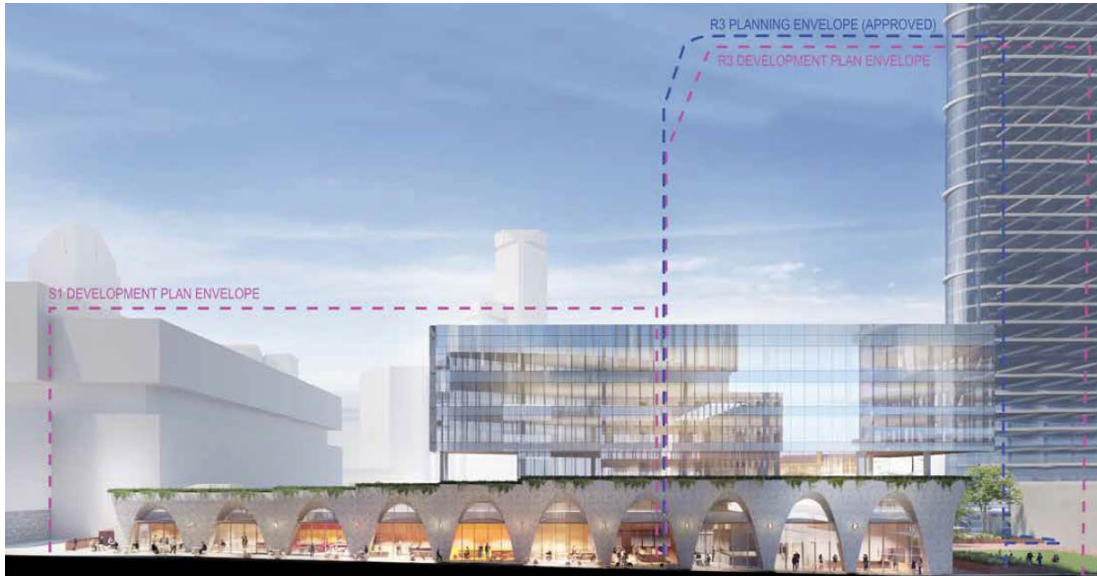


Figure 13 - 3D render of the proposed M1 building, overlaying the S1 and R3 envelopes of the Batman's Hill DP (from Planning Application No. TP-2019-1020)

7.3. Public Realm Considerations

7.3.1. Wind

The proposed 2020 DP Addendum includes an updated Wind Assessment at Section 4.7. The updated section depicts the revised building envelope and retains the same wind criteria set out in the 2016 DP Addendum which any future development must meet.

Given the minor change in the site layout, and the fact that the wind criteria remain unchanged, it is considered that the proposal will have a neutral impact on wind comfort within the surrounding public realm.

7.3.2. Overshadowing

Section 4.4 of the proposed 2020 DP Addendum states that:

'The overall composition and massing for Site M1 is largely identical to that of the previously approved Development Plans, save for the joining of the previous R3 and S1 envelopes, thus forming the amalgamated M1 envelope.'

Given the minor nature of the change, there is no meaningful change to overshadowing or wind impacts.

Despite the above statement, the same section of the document seeks to supersede the overshadowing controls at Section 4.6 of the Batman's Hill DP.

In order to address the above, the permit applicant has submitted shadow diagrams demonstrating a lesser shadow impact. The shadow diagrams relate to the subsequent planning permit application (TP-2019-1020) and not the envelope applied for as part of the 2020 DP Addendum. They are therefore not a relevant consideration in this regard.

Council's support for the proposal should therefore be conditional on references to overshadowing being removed from Section 4.4. This will ensure that the current overshadowing controls will continue to apply to any future development on the land.

7.3.3. Site Edges and Activation

Section 5.4 (Site Edges and Activation) of the proposed 2020 DP Addendum seeks to vary the ground level interface to the public open space to the south from 'continuous activation' to 'intermittent and visual activation' as illustrated in Figure 14 below.

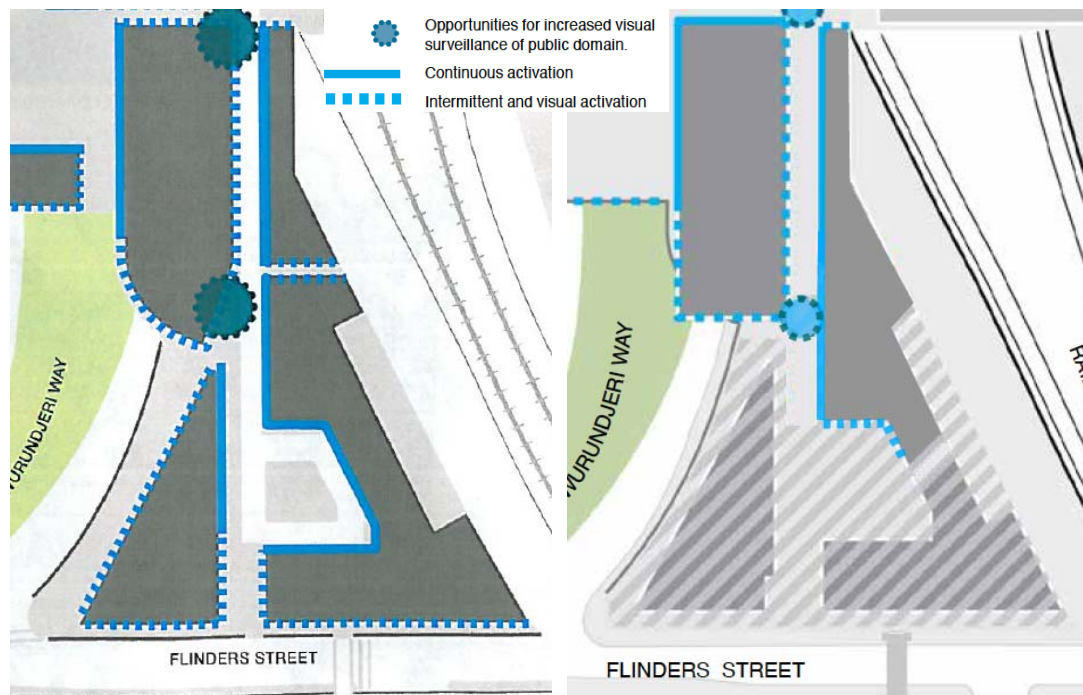


Figure 14 - Section 5.4: Site Edges diagram from the Batman's Hill DP (left) and proposed Addendum (right)

The two interface types can be summarised as follows:

- **Continuous activation:** uses which provide direct engagement with the pedestrian users of these spaces, such as building entries and tenancy frontages.
- **Intermittent and visual activation:** uses and architectural treatments which provides indirect engagement with the users of these spaces, including art and landscape installations, building facades, vehicular and cyclist access / egress points, public access lifts as well as service areas.

The proposed change would result in the reduced activation of the public park in this location which is considered to be a poor outcome from a safety and amenity perspective.

Council's support for the application should therefore be conditional on the level of activation of the public realm being maintained.

7.3.4. Public Open Space

The proposed 2020 DP Addendum does not seek to vary any requirements relating to the surrounding public open space.

The following matters are nevertheless worth highlighting:

- **Section 5.1: Public Realm Network Plan** (as well as Sections 5.2 & 5.3) shows a larger area of public open space immediately south of the M1 site than the Batman's Hill DP.

This change reflects the approved ground and podium level layout of the R1, R2 and R3 permit which provides a large park known as 'Titree Park'.

- **Section 5.3: Public Realm Ownership** depicts the North South Lane as being owned by the Owner's Corporation, rather than the City of Melbourne as per the Batman's Hill DP and 2016 Addendum.

This change reflects the subsequent planning permit approvals whereby the North South Lane remains in private ownership, and is subject to a Section 173 Agreement guaranteeing 24 hour public access.

7.4. Traffic

7.4.1. Traffic and Car Parking

Section 6.4 of the Batman's Hill DP specifies how vehicles access and manoeuvre through the site, and the number and allocation of car spaces.

Council's Engineering Services department previously reviewed the Batman's Hill DP and were generally satisfied with the traffic management arrangements and provision of car spaces.

The proposal does not seek to vary any traffic related requirements of the Batman's Hill DP. It does, however, seek to vary to the commercial / residential mix of the overall Melbourne Quarter development. For that reason, Section 6.4 of the Batman's Hill DP should also be updated to reflect the revised allocation of car spaces.

7.4.2. Bicycle Parking

Neither the Batman's Hill DP, nor the proposed Addendum include any requirements relating to the provision, or location of, bicycle parking and facilities.

To date, all buildings approved in accordance with the Batman's Hill DP have provided bicycle facilities in accordance with Green Star requirements, which far exceed the minimum requirements of Clause 52.34 (Bicycle Facilities).

Notwithstanding the above, bicycle facilities are distributed throughout the Melbourne Quarter development, with shared visitor bicycle spaces in public areas. Based on this, and a significant change in land use proposed as part of this application, it is considered appropriate to include bicycle parking guidelines in the DP Addendum. This would provide guidance with respect to the provision of bicycle facilities as part of any M1 development.

7.5. Development Plan Overlay – Schedule 4 - Decision Guidelines

Section 3.0 of DPO4 sets out the following Decision Guidelines which the Minister for Planning must consider in their assessment of this application:

- *Purposes of the zone, overlays and any other relevant provisions of the planning scheme.*
- *Views of the City of Melbourne.*
- *Views of Places Victoria.*
- *Pedestrian and vehicle movement networks, both internal and external to the site.*
- *Impact of the proposed development on heritage places.*
- *Treatment of the public realm.*

Having regard to the above:

- The relevant provisions of the Melbourne Planning Scheme have been considered in the preceding sections of the report.
- The views of Development Victoria (previously Places Victoria) are not relevant to Council's assessment of the application.
- Pedestrian movement and amenity is assessed at Sections 7.2 and 7.3 of this report.
- As noted at Section 7.4.1 of this report, vehicle movement and traffic impacts have been reviewed by Council's Traffic Engineer and found to be acceptable.
- The closest heritage assets to the subject site are the Goods Shed South to the west, and the retaining wall along Flinders Street to the south. The changes proposed as part of this DP Addendum are not within close proximity of either asset, and is not considered to impact them in any way.
- Public realm impacts are considered at Section 7.3.4 of this report.

The proposal is therefore considered to be consistent with the Decision Guidelines of DPO4.

8. CONCLUSION

The proposed 2020 DP Addendum is generally consistent with the relevant sections of the Melbourne Planning Scheme.

9. OFFICER RECOMMENDATION

That a letter be sent to DELWP advising that the City of Melbourne offers in principle support for the proposal subject to the following conditions:

1. Section 4.4: Built Form updated to delete the reference to '4.6 – Overshadowing' in order to retain the existing overshadowing controls.
2. Section 4.10: Land Use Table updated to include bicycle parking numbers.
3. Section 5.4: Site Edges and Activation updated to show 'continuous activation' along the southern edge of the M1 building envelope.
4. Section 6.4 (Indicative Parking Areas and Circulation) of the Batman's Hill Development Plan updated and incorporated into the Development Plan Addendum to include details of updated car parking numbers and bicycle facilities.
5. The following sections of the Batman's Hill Development Plan updated and incorporated into the Development Plan Addendum to reflect the amended M1 building envelope:
 - Section 4.4.1: Typology and Public Private Interface
 - Section 4.4.2: Views
 - Section 5.5: External Streetscapes
 - Section 5.7: Landscape Strategy
 - Section 5.8: Urban Art
 - Section 5.9: Lighting Strategy
 - Section 6.3: Proposed Roads, Access Strategy and Intersection Analysis.

- Section 7.3: Community Facilities.