

PLANNING ASSESSMENT REPORT DELEGATE REPORT



Application Details

Application Number:	TP-58-2023	Planner:	Anita Collingwood
Application Description:	Use and Development of a Medical Centre, including works and signage		
Application Received:	13 July 2023		
Applicant:	Coast to Country Building Approvals		
Land / Address:	122 Lonsdale Street HAMILTON 3300 124 Lonsdale Street HAMILTON 3300		
Zoning:	Residential Growth Zone		
Overlays:	Design and Development Overlay - Schedule 2 Heritage Overlay - Site HO311 Monivae Junior School Hall		
Under what clause(s) is a permit required?	<p>Clause 32.07-2 (Residential Growth Zone) – A permit is required to use the land for a Medical Centre that has a gross floor area greater than 250sqm.</p> <p>Clause 32.07-8 (Residential Growth Zone) – A permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.07-2.</p> <p>Clause 43.02-2 (Design and Development Overlay) – A permit is required to construct a building or construct or carry out works.</p> <p>Clause 43.01-1 (Heritage Overlay) – A permit is required to construct a building or construct or carry out works and to display a sign.</p> <p>Clause 52.05-13 (Signs) – A permit is required to construct and display a business identification sign.</p>		
Current Use & Development:	122 Lonsdale Street – disused dwelling 124 Lonsdale Street – vacant land		

Proposal

The proposed development involves the construction of a medical centre intended for use by the Mental Health Team at Southwest Healthcare. This facility will be situated along Lonsdale Street and will consist of a single-story building.

The building will have a frontage along Lonsdale Street and will comprise six consulting rooms, office spaces, back-of-house areas, a sensory garden, and a parking lot. The six consulting rooms are designated for specific purposes, including a Psychiatry Room, Consulting Room 1, Consulting Room 2, Consulting Room

3, a Playroom, and a Conference Room. It is anticipated that a maximum of six practitioners will be providing services at the facility simultaneously.

Separate entrances for clients and staff will facilitate access to the building. Parking provisions include two client drop-off bays accessible from St Marys Lane at the front of the building, along with a larger parking area at the rear of the building, also accessible from St Marys Lane, providing a total of 22 parking spaces. Additionally, there will be three bike racks adjacent to the drop-off spaces, capable of accommodating six bicycles.

The internal floor area of the building will measure 489 square metres. The building will be integrated into the east side of the lot to ensure at-grade access to the entrance and the west side. Retaining walls will be constructed as required.

The exterior of the building will feature a combination of render, timber-style cladding, and brickwork in light grey and beige tones. The windows and doors will be in bronze aluminium tones, and the brickwork will have an almond colour.

The roof design will be a skillion style butterfly roof with a maximum height of 4.25 metres above the floor level. The entrance parapet will extend slightly higher than the roof to serve as a streetscape feature.

A 1.8 metre-high by 0.9 metre-wide bollard sign is proposed at the front entrance of the building to provide business identification and wayfinding information. Additional business identification signs are proposed, one across the main entryway in brand lettering and one on the parapet façade with the business name and logo in brand colours.

A 3D representation is shown below –



Figure 1 Front entryway 3D representation

Landscaping plans include a landscaped front setback with passive grassed areas and native gardens along Lonsdale Street. There will be two secure courtyard areas at the side and rear of the building, one for staff and one for clients, as well as a grassed area surrounding the parking lot. Accessible pathways will connect the parking bay, drop-off spaces, and Lonsdale Street to the building entrance.

The proposed land use for the site is a medical clinic with a floor area exceeding 250 square metres. Specifically, the clinic will provide community mental health services to pre-booked clients in the Hamilton Region.

Operating hours are expected to be between 7 am and 9 pm from Monday to Friday and 9 am to 5 pm on Saturdays, with typical hours being 8:30 am to 5:00 pm. Appointment times outside of these hours will be scheduled based on client demand.

Staffing levels are estimated to reach a maximum of 16 individuals on-site at any given time, comprising six practitioners and ten support staff. There may be occasional visiting staff utilising 'hot desks' from other associated clinics operated by Southwest Healthcare. The facility's design allows for future expansion, but initially, it will accommodate a maximum of six practitioners.

Subject Site & Locality

Site

There are two separate properties located at 122 and 124 Lonsdale Street, Hamilton. Both have a frontage to Lonsdale Street and are connected to St Mary's Lane, a public road. The dwelling located at 122 Lonsdale Street is a rendered brick structure that is set for demolition. Meanwhile, the property at 124 Lonsdale Street has the remains of a former cricket net and basketball court, with some parts of the court located on 5 Clarendon Street and 130 Lonsdale Street. A mature English Oak tree extends from 130 Lonsdale Street and is planned to be protected and preserved during the development.



Figure 2 Aerial Image of Subject site at 122 and 124 Lonsdale Street, Hamilton (May 2023)

Locality

Several properties surround the subject site. To the east, the Church has held titles for St Mary's Hall and the Mary Knoll Centre, which houses medical and community consulting suites. The St Mary's Church complex and the presbytery, along with associated offices, are also located in this area.

To the west, there is a row of residential allotments which front Cox Street, where all except one of these lots are vacant, with some vegetation and small improvements.

The north features mostly residential properties, with a few medical clinics located along Lonsdale Street.

To the south, properties associated with the Church are situated along Clarendon Street.

Site History

The Roman Catholic Church owned the property at 124 Lonsdale Street, along with other lots in the block that extended east to Dinwoodie Street. In 2015, the church conducted a 4-lot re-subdivision to change the title arrangements, which resulted in the creation of the current 1326sqm lot at 124 Lonsdale Street. This land was previously part of the Monivae Junior School Grounds. Before the school was built on the site, there was a single dwelling on the lot, which can be seen in a photo from 1962.

The applicant has provided the following image from circa 1962 which shows the vacant part of the site being used as a tennis court. The dwelling at 124 Lonsdale Street also no longer exists. The existing oak tree as seen today did not exist in 1962.



Figure 3 Aerial image circa 1962 of subject site

Public Notification

The application has been advertised pursuant to Section 52 of the *Planning and Environment Act 1987*, by:

- Sending notices to the owners and occupiers of adjoining land;
- Placing (a) sign(s) on site for a minimum of fourteen days, and
- SGSC Website

The notification has been carried out correctly.

Section 57 (2) of the *Planning and Environment Act 1987* states that an 'objection must be made to the responsible authority in writing stating the reasons for the objection and stating how the objector would be affected by the grant of the permit'. Council has received one objection, to date.

It is noted, however that this objection has been received from a local medical practice on grounds of commercial competition. As per the provisions of Section 57 (2A) of the *Planning and Environment Act 1987*, the responsible authority may reject an objection which it considers has been made primarily to secure or maintain a direct or indirect commercial advantage for the objector.

Referrals

A notice was sent to the Head, Transport for Victoria (Department of Transport and Planning) for comments. A delegate of the road authority responded on 4 October 2023 to say the Head, Transport for Victoria does not object to the proposal, subject to the inclusion of one condition relating to vehicle crossovers. A permit note has also been provided.

The application was referred internally to the following Council departments:

Department	Date of Response	Content of Response
Biodiversity	No response to date.	
Building	No response to date.	
Engineering	28 August 2023	Concerns raised relating to stormwater management, access and road upgrade
Heritage	2 October 2023	The proposal is supported. It is recommended that the Elm tree be retained and protected, though it is not protected by the Planning Scheme. It is also recommended that the fence height be lowered.
Sustainability	5 October 2023	Concerns raised relating to waste storage and collection. Include a condition requiring a Waste Management Plan.

The heritage advisor comments were made on the basis that the Monivae Junior School Hall adjoins the subject site which is protected under HO311.

Planning Framework

Clause 02 Municipal Planning Strategy (MPS):

The most relevant clauses within the MPS include the following:

- Clause 02.01 Context
- Clause 02.02 Vision
- Clause 02.03 Strategic Directions
- Clause 02.04 Southern Grampians Strategic Framework Plan

Clause 10 Planning Policy Framework (PPF)

The most relevant clauses within the PPF include the following:

- Clause 11.01-1S Settlement
- Clause 11.03-1S Activity centres

- Clause 11.03-6S Regional and local places
- Clause 11.03-6L Hamilton
- Clause 15.01-1S Urban design
- Clause 15.01-1L Sign design
- Clause 15.01-2S Building design
- Clause 15.03-1S Heritage conservation
- Clause 18.02-1S Walking
- Clause 18.02-4S Roads
- Clause 19.02-1S Health facilities
- Clause 19.02-1R Health facilities – Great South Coast
- Clause 19.03-2L Infrastructure design and provision



Figure 4 Hamilton City Centre Urban Design Framework (Clause 11.03-6L)

Clause 30 Zones

Clause 32.07 Residential Growth Zone

The subject site is within the Residential Growth Zone, which includes the following purposes:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide housing at increased densities in buildings up to and including four storey buildings.

- To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.
- To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.
- To ensure residential development achieves design objectives specified in a schedule to this zone.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

Pursuant to Clause 32.07-2 a planning permit is required to use the land for a Medical Centre where the building area exceeds 250 square metres.

A planning permit is also required for buildings and works associated with a Section 2 Use under Clause 32.07-8.

The maximum building height allowed under this zone is 13.5 metres.

Clause 40 Overlays

Clause 43.01 Heritage Overlay

The location falls partially within the Heritage Overlay HO311, which pertains to the Monivae Junior School Hall. A permit is required to construct a building or perform any work under Clause 43.01-1. Additionally, a permit is required for displaying any sign.

Presently, the Monivae Junior School Hall, or the St. Mary's Hall, stands on the property at 130 Lonsdale Street and remains intact, visible from the streetscape. It adjoins the primary church complex's main car park area.

The heritage mapping created in 1991 misidentifies the building's location as being on the subject property, which is not the case. Neither 122 Lonsdale Street nor 124 Lonsdale Street has any features of identified Heritage Significance.

Clause 43.02 Design and Development Overlay

The site is part of the Design and Development Overlay – Cox Street Entry Precinct. The objectives of this overlay include:

- To create a landmark entry into the central business district area and a strong, active urban edge to Cox Street.
- To promote opportunities for large format retail/bulky goods development along Cox Street and promote infill development in the blocks immediately behind Cox Street.
- To consolidate lots on Cox Street north of Gray Street, providing a key location for a Discount Department Store development.
- To establish through block laneways, creating a permeable pedestrian framework and connecting car parks behind.
- To improve active frontages and retail potential along French Street and Station Street.
- To promote mixed use development along the eastern side of Cox Street.
- To promote mixed use infill development in the street block between Sedgewick Street and Finders Street.
- To manage urban form on Cox Street to protect views to the Hamilton College tower to the north and Mt Pierrepont to the south by maintaining heights and setbacks to preserve the view corridor.

- To implement the Cox Street Masterplan, 2011.

Requirements for buildings includes the following:

Height and scale

- Buildings should not exceed a maximum building height of 3 storeys.
- The scale of buildings should relate to abutting development, wherever possible.

Building setbacks and form

- All new buildings should have a zero front setback from Cox Street.
- Buildings should be built to side boundaries, unless a side setback is required as a display area for outdoor trading.
- Active frontages should be provided along all street edges.
- Development at the Ballarat/French/Cox street intersection should be visually interesting and addresses the gateway location and existing important views.

Building façade and frontage treatments

- Buildings with a frontage to Cox Street should incorporate large glazed openings for access and egress and display areas. If a large format store is proposed, at least 50 percent of the street frontage should be transparent.
- Bulky goods developments should be designed to include a skin of active frontage, and fenestration and openings to any upper levels or mezzanines.
- Cantilevered awnings should be provided along Cox Street to mitigate the appearance of large shed forms.

Building materials

- Traditional building materials, including masonry, render, metallic sheeting and large areas of glazing should be used in an innovative manner.
- Building material colours should complement those found in the local landscape and/or streetscape.
- Highly reflective textures or colours should be avoided.

Car parking and access

- Vehicle access to development on Cox Street should be provided by rear laneways.
- Car parking should be located to the rear of buildings or in underground basement car parks.

Clause 50 Particular Provisions

Clause 52.05 Signs

Within the Residential Growth Zone, a planning permit is required for business identification signage at Clause 52.05-13. Residential areas are classed as Category 3 signage, to ensure that signs in high amenity areas are orderly, of good design and do not detract from the appearance of the building on which a sign is displayed or the surrounding area.

In addition to the considerations under this clause, the proposal must also consider the signage requirements under the Design and Development Overlay as well as local policy at Clause 15.01-1L Sign design.

Clause 52.06 Car Parking

The medical centre's parking requirement is calculated as follows under Table 1 of Clause 52.06-5:

- 5 parking spaces for the initial practitioner and 3 additional spaces for each additional practitioner.

The plan envisions a maximum of 6 practitioners simultaneously, resulting in a parking need of 5 spaces for the first practitioner and 15 spaces for the remaining 5 practitioners (a total of 20 spaces).

The proposal allocates 22 parking spaces thereby surpassing the minimum requirement. Consequently, there is no need for a car parking reduction, as the parking criteria are fully satisfied.

The design and dimensions of car parking spaces are consistent with the design standards of Clause 52.06-9.

Clause 52.34 Bicycle Parking

Under Clause 52.34, for every four practitioners at the site, one bicycle parking space must be allocated for visitors. The proposal seeks the provision of six practitioners, necessitating the provision of one bicycle parking space.

The proposal incorporates three bicycle racks capable of accommodating up to six bicycles. This exceeds the mandated provision of one space by an additional five spaces. The bicycle racks are proposed near the entryway for ease of access.

Clause 53.18 Stormwater Management in Urban Development

This clause aims to ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

Standard W2 and W3 are applicable to the planning application, which relate to how stormwater is managed for the new development as well as how the environment is protected during the construction period.

The application was accompanied by stormwater report, prepared by PM Design Group.

Clause 60 General Provisions

Clause 65 Decision guidelines

Because a permit can be granted does not imply that a permit should or will be granted. The responsible authority must decide whether the proposal will produce acceptable outcomes in terms of the decision guidelines of this clause.

Summary of Key Issues

The following questions are the key matters for consideration for this application:

- Is the proposal consistent with the Municipal Planning Strategy (MPS)?
- Is the proposal consistent with the Planning Policy Framework (PPF)?
- Does the proposal respond to the provisions of the Residential Growth Zone?
- Does the proposal have appropriate regard to the Design and Development Overlay?
- Is the signage appropriate for an area zoned as residential?
- Is the road access suitable for the proposed use and development?

Assessment

A discussion of the key issues of the Southern Grampians Planning Scheme relevant to the application is provided below:

MPS and PPF

The planning application aligns well with both state and local planning policy. The site is situated in Hamilton, which is designated as the regional centre of Southern Grampians Shire. The development of the Southwest Healthcare Community Mental Health Unit Clinic reinforces Hamilton's role as a regional centre for these types of services.

This location caters to the community and health requirements of the municipality. Due to its proximity to the CBD and its nomination as a community/civic area within the Hamilton City Centre Urban Design Framework (Clause 11.03-6L), the proposal is deemed suitable for this location.

The central location of the site is convenient for most of the community seeking health services, and ample car parking is available on-site. Furthermore, it is easily accessible by foot from public transportation located in the CBD.

The land is currently not being utilised to its full potential, and the proposal will provide the opportunity to develop and activate the site on Lonsdale Street. The proposal will offer employment and economic benefits to the municipality by creating more jobs within the Hamilton CBD. It also aligns with the council's vision of a healthy community.

The proposal's design takes into account its surroundings by incorporating a single-story built form and using appropriate signage, colours, and materials. The façade provides adequate articulation and does not overshadow Lonsdale Street. Additionally, the car parking is located at the back of the building, enabling a good landscape setting and interface to the street.

Zone

The residential growth zone anticipates a range of uses which are appropriate within a residential context. Community uses such as medical centres are a reasonable proposition in this type of location, on the edge of the Hamilton CBD with access to infrastructure and services. The medical centre is considered to be compatible with the surrounding residential use and is considered to provide for a net community benefit through the provision of health services.

The scale and intensity of the development does not overwhelm the street or what might typically be associated with larger medical centres or hospitals.

The development associated with the proposal is of a modest scale and is single-storey, noting that the zone allows for development of up to 13.5 metres in height. There are no immediately adjoining neighbours that the operations of the facility may adversely impact. It is also noted that the application did not receive any objections during the advertising process.

Overlay/s

Design and Development Overlay

Although the proposal falls outside the designated zone in the Cox Street Masterplan, it is still incorporated in the designated schedule for the overlay. However, since the property is situated beyond the precinct

boundary and the stated objectives of the Design and Development Overlay primarily focus on Cox Street, the proposal is considered to respond well.

The proposed minimal signage aligns with the requirements specified within this overlay and suits the surrounding area, on the edge of the Hamilton CBD. Further, the proposed development aligns with the goals of enhancing the visual appeal of the Cox Street precinct, making it a valuable and aesthetically pleasing addition to the neighbourhood. The building is only single storey, less than the maximum of 3 storeys under the Design and Development Overlay.

The setbacks are considered acceptable and the façade provides for a high quality design which will enhance the entry point from Lonsdale Street. As encouraged by the Design and Development Overlay, the car park is located to the rear of the development and the colours and materials are suitable to the residential area.

Signage

The bollard sign is situated near the building's front entrance in a garden setting and is primarily visible from the front. The fascia sign, located on the entrance facade, is a simple backlit sign that won't affect traffic or the overall street appearance. It consists of individual backlit lettering attached to the building's exterior, creating a soft glow to assist with wayfinding during extended clinic hours.

The signage is unobtrusive, with the bollard sign providing detailed information, while the fascia sign displays only the Southwest Healthcare Logo, a common identifier for services in the region. These signs are thoughtfully integrated into the building's facade and garden surroundings, fitting the area's context where medical centre signage is typically understated, including at the Mary Knoll Centre.

The proposed signage is considered to be appropriate having regard to the relevant decision guidelines of Clause 52.05 and is suitable given the context of the site and the proposed use and development of the site. The proposed land use as a medical centre warrants this type of signage, which is not considered to be excessive or offensive to the Lonsdale Street streetscape.

Access and car parking

The site currently has access via two concrete crossovers at Lonsdale Street, one for 122 Lonsdale Street and one at 124 Lonsdale Street. St Mary's Lane abuts the southern boundary of the site and the proposed car park gain access from this laneway. The entry point to this lane from Lonsdale Street has an existing concrete crossover. The laneway is publicly owned but not listed on the Public Road Register and currently not formalised as a roadway.

The application proposes the construction of a car park to the south of the proposed medical centre, within the site boundaries. The car park must be constructed fully, with parking spaces delineated and appropriate signage provided to nominate disability spaces and other specific areas. The open area immediately surrounding the carpark is proposed to be landscaped with new grass. This is considered acceptable, given visual clearance and a sense of safety is required for such a space. A condition of approval should include the requirement for any future landscaping to be maintained to a suitable height to ensure ongoing safety for carpark users.

Access to the proposed drop-off area and formal carpark are via St Marys Lane to the southwest. Currently this laneway is unconstructed and unmaintained and used intermittently by local residents. The proposed medical centre will substantially intensify the use of the laneway and will likely result in damage to the accessway and amenity impacts, such as dust fly-off. The application has not included any detail around the existing condition of the laneway and proposes no works to bring it up to a suitable standard.

Council's engineers have inspected the site and determined that St Marys Lane will require upgrading to support the proposed land use. The roadway would need to meet the current requirements of the Infrastructure Design Manual (IDM) and the design and supporting calculations of such work will need to be approved prior to commencement of work, as per the recommended permit conditions provided by the engineers. Additional information will be required, before works commence, to determine what infrastructure, such as sewer pits, need to be upgraded or altered, and tree protection measures will be required to protect trees growing close to the laneway.

Where a substantial development relies on a public road which is substandard in condition, it is typical for the planning permit to include conditions requiring the permit holder to upgrade the road to a suitable standard. Clause 52.09-6 sets out design standards that must be met for new land uses which apply to this proposal. Likewise, this development is subject to the requirements of the IDM Council subscribes to and therefore it is the officer's recommendation that permit conditions be included which require the applicant to design, construct and drain St Marys Lane at their own cost and to Council's satisfaction.

The permit applicant has formally requested that the cost of upgrading St Marys Lane be shared by Council. Council has no current plans to upgrade or maintain the road, based on current needs and other budget priorities. Notwithstanding this, the Council executive has engaged with the permit applicant to negotiate a cost-sharing arrangement and is comfortable allocating a maximum of \$100,000 to the road upgrade (based on a cost analysis conducted by Council's engineers), will commit to adding the road to the public road register and maintain the road in perpetuity. The permit applicant has agreed to contribute up to \$100,000 to the road upgrade and has stated they will cap their contribution at that amount. A thorough investigation of the laneway and a full cost analysis has not been undertaken and therefore the total cost of the upgrade may exceed \$200,000. It is Council's intention that any additional expense be contributed by the applicant, as the developer and since the development relies on the upgrade of the laneway, and that this should be evident in the final agreement between the two parties.

Permit conditions have been drafted to reflect the current requirements of the planning scheme and IDM and the agreement reached with the applicant for cost-sharing.



Figure 5 St Marys Lane, photograph taken 2023 at Lonsdale Street



Figure 6 St Marys Lane, photograph taken in 2023 from Clarendon Street

Conclusion

To conclude, this delegate report has assessed the proposal against the relevant provisions of the planning scheme and has deemed the proposal an appropriate outcome for the following reasons:

- The proposal is generally consistent with the relevant planning policy of the Southern Grampians Planning Scheme, including both the MPS and PPF.
- The proposal does not prejudice the purposes of the Residential Growth Zone.
- The proposal provides for an acceptable response to the objectives of the Design and Development Overlay and Heritage Overlay.

- The proposal responds well to the particular provisions, such as for car parking, signage, bicycle parking and stormwater.
- The proposal is unlikely to cause adverse material detriment to any other person or property.

It will therefore be recommended that Council issue a planning permit subject to conditions.

Recommendation

That Council having caused notice of Planning Application No. TP/58/2023 to be given under Section 52 of the *Planning and Environment Act 1987* and having considered all the matters required under Section 60 of the *Planning and Environment Act 1987* decides to Grant a Permit under the provisions of Clause 32.07-2, Clause 32.07-8, Clause 43.01-1, Clause 43.02-2, Clause 52.05-13 and Clause 52.06-3 of the Southern Grampians Planning Scheme in respect of the land known and described as 122 and 124 Lonsdale Street, Hamilton for the Use and Development of a Medical Centre, including works and signage in accordance with the endorsed plans, generally in with the application dated 13 July 2023, subject to the following conditions:

Permit Conditions:

Amended Plans

1. Before the commencement of the use and/or development, amended plans must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale and dimensioned and must be generally in accordance with the plans submitted with the application, but modified to show:
 - a. Lighting for the car park and footpaths, designed to illuminate these traffic areas without causing nuisance to neighbouring properties.
 - b. A landscape plan showing the following details:
 - i. A survey (including botanical names) of all existing vegetation to be retained and/or removed.
 - ii. Details of surface finishes of pathways and driveways.
 - iii. A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, sizes at maturity, and quantities of each plant. It is required that 70% of the specimens are native Australian species. The Plan must not include the use of any environmental or declared noxious weeds. All species selected must be to the satisfaction of the Responsible Authority.
 - iv. Landscaping around the carpark and adjacent to footpaths and vehicular accessways to be no more than 900mm in height and selected to ensure sightlines and a sense of safety are maintained.
 - v. The method of irrigation to be employed, and
 - vi. Any water sensitive urban design (WSUD) measures to be implemented in the landscape design.

Endorsed Plans

2. The use and development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.

Hours

3. The permitted use may only occur within the following hours:

- a. 7AM to 9PM Monday to Friday inclusive
- b. 9AM to 5PM Saturday.

Appointments outside of these times may only occur with the prior written approval of the Responsible Authority.

Amenity

- 4. External lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining land, to the satisfaction of the Responsible Authority.

- 5. No goods, equipment or materials may be stored outside of the building, unless allowed for on the endorsed plan.

- 6. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

Waste

- 7. Before the commencement of the permitted development and use, a Waste Management Plan must be submitted to and approved by the Responsible Authority. The Waste Management Plan shall provide for:
 - a. the method of collection of garbage, medical waste and recyclables;
 - b. designation of methods of collection including the need to provide for private services or utilisation of council services;
 - c. appropriate areas of bin storage on site and areas for bin storage on collection day;
 - d. measures to minimise the impact upon local amenity and on the operation, management and maintenance of car parking areas, and
 - e. litter management.

On-site bin storage areas must be screened from public view. The contents of such garbage receptacles are to be disposed of at least once in every seven consecutive days. The proprietor must not allow the garbage or refuse to become a nuisance at any time.

- 8. All construction/site waste and building materials not required for further on-site use must be regularly removed from the site. All vehicles removing waste must have fully secured and contained loads so that no wastes are spilled or dust or odour is created, to the satisfaction of the Responsible Authority.

Landscaping

- 9. Within one month of occupation, or within the next applicable planting season, whichever is earlier, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping must thereafter be maintained to the satisfaction of the Responsible Authority, including replacement of any dead, diseased or damaged plants.

10. Landscaping immediately surrounding the car park must be maintained so as to protect sightlines between the building, carpark and adjoining paths and roadways and promote a sense of safety for users to the satisfaction of the Responsible Authority.

Tree protection during construction

11. Before the commencement of the development, including any site works, a tree protection fence must be erected around the English Oak tree at a radius of 9.7 metres from the base of the trunk(s) to define a 'Tree Protection Zone' consistent with the recommendations of the Tree Management Plan, prepared by Gervis Tree Services (dated 8 April 2023). The fence must be constructed of chain mesh or similar material/s to the satisfaction of the Responsible Authority. The tree protection fence must remain in place until construction is completed.

Within the tree protection fenced area there must not be any vehicular or pedestrian access, trenching or soil excavation, storage or dumping of tools, equipment or waste.

12. No damage to existing street trees or trees growing on adjacent land may occur at any time. All reasonable measures must be implemented to ensure the ongoing health of such trees, to the satisfaction of the Responsible Authority.

Stormwater

13. Before the commencement of the permitted development, a detailed Stormwater Management Plan is to be submitted to and endorsed by the Responsible Authority. The works must be designed in accordance with the current Responsible Authority's Design Guidelines (Infrastructure Design Manual), the endorsed development plans and must include or address:

- a. Identification of any existing drainage on the site, including overland flow paths;
- b. Details of the legal point of discharge;
- c. Details of how the works on the land are to be drained and/or retarded;
- d. Computations of the existing and proposed drainage volumes;
- e. The layout and design of the underground stormwater network, including method of filtering and retarding water and directing runoff to the legal point of discharge;
- f. The stormwater discharge from this development for a 100-year ARI storm event contained on-site;
- g. Demonstrate stormwater run-off resulting from a 1 in 100 year storm event is able to pass through the development via reserves and/or easements, or be retained within development;
- h. Water Sensitive Urban Design (WSUD) design elements to be implemented.

The Stormwater Management Plan is to be endorsed and implemented to the satisfaction of the Responsible Authority prior to use or occupation of the development.

Construction Management Plan

14. Before the commencement of any works for each stage of the development (including any preliminary site preparation and establishment works, demolition or material removal), a Construction Management Plan must be submitted to and endorsed by the Responsible Authority.

The Construction Management Plan must include and address the following:

- a. Measures to control noise, dust and water

- b. Prevention of silt or other pollutants from entering into the Council's underground drainage system or road network;
- c. The location of where building materials are to be kept during construction;
- d. Site security
- e. Construction program
- f. Maintenance of safe movements of vehicles to and from the site during the construction phase
- g. On-site parking of vehicles associated with construction of the development.
- h. Wash down areas for trucks and vehicles associated with construction activities
- i. Cleaning and maintaining surrounding road surfaces
- j. A requirement that construction works must only be carried out during the following hours:
 - i. Monday to Friday (inclusive) – 7.00am to 6.00pm
 - ii. Saturday – 9.00am to 1.00pm
 - iii. Saturday – 1.00pm to 5.00pm (only activities associated with the erection of buildings. This does not include excavation or the use of heavy machinery).
- k. Details of Public Safety, Amenity Considerations and Site Security
- l. Traffic Management Plan
- m. Environmental Management Plan (EMP) in accordance with the Environment Protection Authority document Environmental Guidelines for Major Construction Sites, February 1996 or its successor document, including:
 - i. Operating hours, noise and vibration controls
 - ii. Air and dust management
 - iii. Stormwater and sediment control and
 - iv. Waste and materials reuse management
- n. Evidence of Responsible Authority approvals and insurance required to undertake works.
- o. Asset Condition Report, with photos and assessment of any prior damage to public infrastructure and identified actions to minimise damage to infrastructure during construction.

The endorsed Construction Management Plan will form part of this permit. All works must be carried out in accordance with this plan.

Loading and unloading

15. The loading and unloading of goods from service vehicles must only be carried out on the subject site and must not disrupt the circulation and parking of vehicles on the land to the satisfaction of the Responsible Authority.

Access and car parking

16. Before commencement of the use/development, a Traffic Management Plan must be submitted to and endorsed by the Responsible Authority. The Traffic Management Plan must detail the anticipated impacts of increased traffic from the permitted use on the existing road conditions.

17. Before occupation of the development, areas set aside for the parking of vehicles together with the aisles and drives must be properly formed to such levels that they can be utilised in accordance with the endorsed plan and must be drained and provided with an impervious all-weather seal coat. The areas must be constructed, drained and maintained in a continuously useable condition to the satisfaction of the Responsible Authority.
A sign(s) must be provided to the satisfaction of the Responsible Authority to direct drivers to the on-site car parking area(s). Such sign(s) must be located in the vicinity of the frontage of the subject land and maintained to the satisfaction of the Responsible Authority. The sign(s) must not exceed 0.3 square metres in area.
18. Before occupation of the development, redundant vehicle crossings must be removed and associated road reserves, kerb and channel or other infrastructure reinstated to the satisfaction of the Responsible Authority. Sufficient clearance to stormwater pits, power poles, telecommunication poles, manhole covers or markers and street trees must also be maintained and any damage to such assets must be remedied immediately and to the satisfaction of the Responsible Authority. All associated works must be at the permit holder's expense.
19. Areas set aside for the parking and movement of vehicles as shown on the endorsed plan(s) must be maintained in a usable and safe condition to the satisfaction of the Responsible Authority and made available for such use and must not be used for any other purpose.
20. Lighting must be provided at nighttime to illuminate the car park. The lighting must be maintained in good working order and designed to prevent nuisance to surrounding properties, to the satisfaction of the Responsible Authority.
21. A concrete kerb of a minimum height of 150mm or such other form of barrier as the Responsible Authority may approve, of sufficient height to prevent the passage of vehicles, must be provided where necessary to prevent vehicles causing damage to garden areas, walls, fences or any other property and to prevent vehicular access/egress other than where driveways are provided.

Road construction plans

22. Before the commencement of any site works, a detailed engineering design plan must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and form part of the planning permit. The plans must be drawn to scale, presented with dimensions and a north point and include:
 - a. The full length of St. Mary's Lane upgraded to comply with Infrastructure Design Manual requirements and provided with –
 - A 3.1m-wide pavement,
 - B2 kerb each side of the pavement,
 - Asphalt wearing course 40mm Type N and 7mm stone size,
 - Minimum 300mm pavement depth, and
 - Any required changes to underground infrastructure.

- b. Turning templates for service vehicles;
- c. A geotechnical investigation to support pavement design;
- d. Appropriate line marking and signage to facilitate a 'one-way' road for St. Mary's Lane from Lonsdale Street through to Clarendon Street, and
- e. Appropriate pavement and crossover treatment at the St. Mary's Lane and Lonsdale Street intersection and St. Mary's Lane and Clarendon Street.
- f. Appropriate tree protection measures for all established trees growing in the adjacent road reserves and private properties, consistent with Australian Standard, *Protection of Trees on Development Sites* (AS4970 2009).

Road construction – S173 agreement

23. Before the approved development starts, the owner of the land must enter into an agreement with the responsible authority under section 173 of the *Planning and Environment Act 1987*. The agreement must provide the following:

- a. before the approved development starts, the owner must pay Council a monetary contribution towards the construction of St Marys Lane equal to 50% of the estimated cost of upgrading the entirety of the road to Council's required standards;
- b. in the event that the estimated cost of upgrading St Marys Lane is more than \$200,000 (including GST), the owner must meet all costs and expenses exceeding this amount, before the approved development starts; and
- c. in the event that the actual cost of upgrading St Marys Lane exceeds the estimated cost, the owner must pay Council any additional amount based on the formula set out at (a) and (b) above, before the approved use commences.

The owner of the land must pay all of the responsible authority's legal costs and expenses of this agreement, including preparation, execution and registration on title.

24. Prior to the occupation of the development, all works, including roadwork and drainage, must be carried out in accordance with the endorsed plans and to the satisfaction of the Responsible Authority.

Cost of public realm works

25. Prior to the commencement of the development, a schedule of costs for the construction of the civil works must be submitted to the Responsible Authority.

Fees prior to commencement of the public realm works

26. Prior to the commencement of the development, a supervision fee equal to 2.5% of the cost of construction of the civil works must be paid to Southern Grampians Shire Council.

27. Prior to the occupation of the development:

- a. The owner must submit to the Responsible Authority for approval construction plans in a format to the satisfaction of the Responsible Authority;
- b. A schedule which provides specific information in relation to the assets created; and
- c. An engineering plan checking fee representing 0.75% of the civil works must be paid to the Responsible Authority.

Signs

28. The location, size, material of construction and details of the signage and supporting structures, as shown on the endorsed plans, must not be altered without the written consent of the Responsible Authority.
29. The sign(s) hereby permitted must not be animated or contain any flashing or intermittent lighting.
30. The signage must not be illuminated by external or internal light except as approved within the endorsed plans with the written consent of the Responsible Authority.

Department of Transport and Planning

31. Prior to the commencement of the use, all disused or redundant vehicle crossings must be removed, and the area reinstated to the satisfaction of the Responsible Authority, and at no cost to the Head, Transport for Victoria.

Expiry

32. This permit will expire if one of the following circumstances applies:
 - a. The use of land has not commenced within four (4) years of the date of this permit; or
 - b. The approved development does not start within two (2) years of the issue of the permit; or
 - c. The approved development is not completed within four (4) years of the issue of the permit; or
 - d. The erection or display of the signage is not started within two (2) years of the date of this permit.
 - e. The erection or display of the signage is not completed within four (4) years of the date of this permit.

In accordance with section 69 of the *Planning and Environment Act 1987*, the Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or within six months of the permit expiry date, where the development allowed by the permit has not yet started; or within 12 months of the permit expiry date, where the development has lawfully started before the permit expires.

Notes:

- The permitted use/development must be located wholly within the boundaries of the subject site.
- This permit does not authorise the commencement of any building works. Building approval must be obtained prior to the commencement of any approved works.
- A Road Reserve Works Permit must be obtained prior to any work commencing within the road reserve.
- Unless a permit is not required under the provisions of the Southern Grampians Planning Scheme, no other signs are permitted to be constructed or displayed without the written consent of the Responsible Authority.
- **Department of Transport and Planning:** The proposed development requires reinstatement of disused crossovers to kerb and channel. Separate approval under the *Road Management Act 2004* for this activity may be required from the Head, Transport for Victoria. Please contact DoT (Roads) prior to commencing any works.

Prepared By

Anita Collingwood
Senior Statutory Planner

Date: 10 November 2023

Office Use Onl

Application No.:

Date Lodged: / /

Application for a Planning Permit

If you need help to complete this form, read MORE INFORMATION at the end of this form.

⚠ Any material submitted with this application, including plans and personal information, will be made available for public viewing, including electronically, and copies may be made for interested parties for the purpose of enabling consideration and review as part of a planning process under the *Planning and Environment Act 1987*. If you have any questions, please contact Council's planning department.

⚠ Questions marked with an asterisk (*) must be completed.

⚠ If the space provided on the form is insufficient, attach a separate sheet

i Click for further information.

Clear Form

The Land **i**

Address of the land. Complete the Street Address and one of the Formal Land Descriptions.

Street Address *

Unit No.:	St. No.:	St. Name:
Suburb/Locality:		Postcode:

Formal Land Description *

Complete either A or B.

⚠ This information can be found on the certificate of title.

If this application relates to more than one address, attach a separate sheet setting out any additional property details.

A Lot No.: Lodged Plan Title Plan Plan of Subdivision No.:

OR

B Crown Allotment No.: Section No.:

Parish/Township Name:

And Lot 1

The Proposal

⚠ You must give full details of your proposal and attach the information required to assess the application. Insufficient or unclear information will delay your application

i For what use, development or other matter do you require a permit? *

Provide additional information about the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

Cost \$

⚠ You may be required to verify this estimate. Insert '0' if no development is proposed.

If the application is for land within **metropolitan Melbourne** (as defined in section 3 of the *Planning and Environment Act 1987*) and the estimated cost of the development exceeds \$1 million (adjusted annually by CPI) the Metropolitan Planning Levy **must** be paid to the State Revenue Office and a current levy certificate **must** be submitted with the application. Visit www.sro.vic.gov.au for information.

i Estimated cost of any development for which the permit is required *

Existing Conditions i

Describe how the land is used and developed now *

For example, vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats, grazing.

Provide a plan of the existing conditions. Photos are also helpful.

Title Information i

Encumbrances on title *

Does the proposal breach, in any way, an encumbrance on title such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope?

- Yes (If 'yes' contact Council for advice on how to proceed before continuing with this application.)
- No
- Not applicable (no such encumbrance applies).

Provide a full, current copy of the title for each individual parcel of land forming the subject site. The title includes: the covering 'register search statement', the title diagram and the associated title documents, known as 'instruments', for example, restrictive covenants.

Applicant and Owner Details i

Provide details of the applicant and the owner of the land.

Applicant *

The person who wants the permit.

Name:		
Title:	First Name:	Surname:
Organisation (if applicable):		
Postal Address:		If it is a P.O. Box, enter the details here:
Unit No.:	St. No.:	St. Name:
Suburb/Locality:	State:	Postcode:

Please provide at least one contact phone number *

Contact information for applicant OR contact person below	
Business phone:	Email:
Mobile phone:	Fax:

Where the preferred contact person for the application is different from the applicant, provide the details of that person.

Contact person's details*		Same as applicant <input type="checkbox"/>
Name:		
Title:	First Name:	Surname:
Organisation (if applicable):		
Postal Address:		If it is a P.O. Box, enter the details here:
Unit No.:	St. No.:	St. Name:
Suburb/Locality:	State:	Postcode:

Owner *

The person or organisation who owns the land

Where the owner is different from the applicant, provide the details of that person or organisation.

Owner *		Same as applicant <input type="checkbox"/>
Name:		
Title:	First Name:	Surname:
Organisation (if applicable):		
Postal Address:		If it is a P.O. Box, enter the details here:
Unit No.:	St. No.:	St. Name:
Suburb/Locality:	State:	Postcode:
Owner's Signature (Optional):	Date:	
	day / month / year	

Declaration

This form must be signed by the applicant *

 Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellation of the permit.

I declare that I am the applicant; and that all the information in this application is true and correct; and the owner (if not myself) has been notified of the permit application.

Signature:

Date:

day / month / year

Need help with the Application?

General information about the planning process is available at planning.vic.gov.au

Contact Council's planning department to discuss the specific requirements for his application and obtain a planning permit checklist. Insufficient or unclear information may delay your application

Has there been a pre-application meeting with a council planning officer

No Yes

If 'Yes', with whom?:

Date:

day / month / year

Checklist

Have you:

Filled in the form completely?

Paid or included the application fee?

 Most applications require a fee to be paid. Contact Council to determine the appropriate fee.

 Provided all necessary supporting information and documents?

A full, current copy of title information for each individual parcel of land forming the subject site.

A plan of existing conditions.

A3 plans showing the layout and details of the proposal.

Any information required by the planning scheme, requested by council or outlined in a council planning permit checklist.

If required, a description of the likely effect of the proposal (for example, traffic, noise, environmental impacts).

If applicable, a current Metropolitan Planning Levy certificate (a levy certificate expires 90 days after the day on which it is issued by the State Revenue Office and then cannot be used). Failure to comply means the application is void

Completed the relevant council planning permit checklist?

Signed the declaration?

Lodgement

Lodge the completed and signed form, the fee and all documents with:

Deliver application in person, by post or by electronic lodgement.



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**REGISTER SEARCH STATEMENT (Title Search) Transfer of
Land Act 1958**

Page 1 of 1

VOLUME 12329 FOLIO 533

Security no : 124106801952A
Produced 13/06/2023 11:44 AM

LAND DESCRIPTION

Lot 2 on Plan of Subdivision 743580J.

PARENT TITLES :

Volume 02763 Folio 509 Volume 03010 Folio 979 Volume 08366 Folio 923
Volume 08690 Folio 353 Volume 11417 Folio 441 Volume 11417 Folio 459
Volume 12312 Folio 986 to Volume 12312 Folio 987
Created by instrument PS743580J 10/09/2021

REGISTERED PROPRIETOR

Estate Fee Simple

Sole Proprietor

SOUTH WEST HEALTHCARE of "SOUTH WEST HEALTHCARE" 25 RYOT STREET WARRNAMBOOL
VIC 3280
AV030344T 18/11/2021

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE PS743580J FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 124 LONSDALE STREET HAMILTON VIC 3300

ADMINISTRATIVE NOTICES

NIL

eCT Control 19449T JELLIE MCDONALD
Effective from 18/11/2021

DOCUMENT END



Imaged Document Cover Sheet

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Document Type	Plan
Document Identification	PS743580J
Number of Pages (excluding this cover sheet)	2
Document Assembled	13/06/2023 11:46

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PLAN OF SUBDIVISION		EDITION 1	PS743580J	
Location of Land Parish: HAMILTON NORTH Township: HAMILTON Section: 30 Crown Allotments: 1, 2, 3, 4, 5, 6, 7 & 8 (Part) Crown Portion: _____ Title References: Vol. 02763 Fol. 509 Vol. 03010 Fol. 979 Vol. 08366 Fol. 923 Vol. 08690 Fol. 353 Vol. 11417 Fol. 441 Vol. 11417 Fol. 459 Vol. 12312 Fol. 986 Vol. 12312 Fol. 987 Lost Plan Reference: TP239567Y (Lot 1) TP419291N (Lot 1) TP694380Y (Lot 1) TP868973C (C.A.s 3, 4, 5 & 6) TP951839T (Lots 1 & 2) TP953491X (C.A.s 1 & 2) Postal Address: 23 DINWOODIE STREET, (at time of subdivision) HAMILTON, VIC., 3300 MGA94 E 590 540 Co-ordinates: N 5 822 570 Zone 54 (of approx centre of land in plan)		Council Name: Southern Grampians Shire Council Council Reference Number: S096276P Planning Permit Reference: TP/26/2015 SPEAR Reference Number: S096276P Certification This plan is certified under section 6 of the Subdivision Act 1988 Public Open Space A requirement for public open space under section 18 of the Subdivision Act 1988 has not been made Digitally signed by: Mark Marziale for Southern Grampians Shire Council on 05/04/2018 Statement of Compliance issued: 04/05/2021		
Vesting of Roads or Reserves		Notations		
Identifier	Council/Body/Person	THIS IS A SPEAR PLAN. RIGHTS OF CARRIAGEWAY CREATED BY TRANSFERS 464670, 495114, 495617, 496576, 498142 AND 500075 AFFECTING PARTS OF LAND IN ROAD R1 ON THIS PLAN ARE EXTINGUISHED UPON REGISTRATION OF THIS PLAN IN ACCORDANCE WITH SCHEDULE 5, CLAUSE 14 OF THE ROAD MANAGEMENT ACT 2004. <u>LOCATION OF BOUNDARIES DEFINED BY BUILDINGS</u> EXTERIOR FACE: BOUNDARIES SHOWN THUS <u>///////</u>		
ROAD R1	SOUTHERN GRAMPIANS SHIRE COUNCIL			
Notations				
Staging: This is not a staged subdivision. Planning Permit No. TP/26/2015 Survey: This plan is based on survey. Connected to MGA94 Coordinates: YES Proclaimed Survey Area: No.18 (HAMILTON) Permanent Marks connected to: 46, 47, 58, 61, 77, 78, 211, 229, 240, 339, 340, 345, 362 & 372 Depth Limitation: DOES NOT APPLY				
Easement Information				
LEGEND: A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)				
Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/In Favour Of
E-1	SEWERAGE	AS SHOWN	THIS PLAN	LOT 4 ON THIS PLAN
BRAYLEY & HAYES LAND & ENGINEERING SURVEYORS 85 KENNEDY STREET, HAMILTON, 3300 PHONE: (03) 5571 9171 EMAIL: admin@brayleyandhayes.com.au		SURVEYORS FILE REF: 13046 VER 1 22/09/16 VER 2 31/03/17 Digitally signed by: Mark G Dore, Licensed Surveyor, Surveyor's Plan Version (2), 31/03/2017, SPEAR Ref: S096276P		ORIGINAL SHEET SIZE: A3 SHEET 1 OF 2
		PLAN REGISTERED TIME: 1:02pm DATE: 10 / 9 / 2021 Rod Speer Assistant Registrar of Titles		

Amended by: Mark G Dore, Licensed Surveyor 10/09/2021.



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**REGISTER SEARCH STATEMENT (Title Search) Transfer of
Land Act 1958**

Page 1 of 1

VOLUME 05380 FOLIO 808

Security no : 124107003396P
Produced 20/06/2023 02:05 PM

LAND DESCRIPTION

Lot 1 on Title Plan 392581W.
PARENT TITLE Volume 02908 Folio 405
Created by instrument 1356386 29/02/1928

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
SOUTH WEST HEALTHCARE of 25 RYOT STREET WARRNAMBOOL VIC 3280
AV030358G 18/11/2021

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP392581W FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 122 LONSDALE STREET HAMILTON VIC 3300

ADMINISTRATIVE NOTICES

NIL

eCT Control 19449T JELLIE MCDONALD
Effective from 18/11/2021

DOCUMENT END



Imaged Document Cover Sheet

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Document Type	Plan
Document Identification	TP392581W
Number of Pages (excluding this cover sheet)	1
Document Assembled	20/06/2023 14:08

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TITLE PLAN	EDITION 1	TP 392581W			
<p>Location of Land</p> <p>Parish: HAMILTON NORTH Township: HAMILTON Section: 30 Crown Allotment: 8(PT) Crown Portion:</p> <p>Last Plan Reference: Derived From: VOL 5380 FOL 808 Depth Limitation: NIL</p>	<p style="text-align: center;">Notations</p> <p style="text-align: center;">ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN</p>				
<p style="text-align: center;">Description of Land / Easement Information</p> <p style="text-align: center;"><i>All that piece of Land, delineated and coloured</i></p> <p>red on the map in the margin being part of Crown Allotment Eight Section Thirty----- Town of Hamilton Parish of North Hamilton County of Dundas - Together with a right of carriage way over the road colored brown on the said map-----</p>		<p>THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT</p> <p>COMPILED: 10/04/2000 VERIFIED: HG</p>			
<p>COLOUR CODE R = RED BR = BROWN</p>					
<table border="1" style="width: 100%;"> <tr> <th style="text-align: center;">TABLE OF PARCEL IDENTIFIERS</th> </tr> <tr> <td style="font-size: small;">WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962</td> </tr> <tr> <td style="font-size: small;">PARCEL 1 = CA 8 (PT)</td> </tr> </table>			TABLE OF PARCEL IDENTIFIERS	WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962	PARCEL 1 = CA 8 (PT)
TABLE OF PARCEL IDENTIFIERS					
WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962					
PARCEL 1 = CA 8 (PT)					
LENGTHS ARE IN FEET & INCHES	Metres = 0.3048 x Feet Metres = 0.201168 x Links	Sheet 1 of 1 sheets			