

Agenda

Planning Decisions Committee Meeting

6:30 pm, Tuesday 25 November 2025

Fitzroy Town Hall

www.yarracity.vic.gov.au

Planning Decisions Committee

The Planning Decisions Committee is a delegated committee of Council with full authority to make decisions in relation to planning applications and certain heritage referrals.

Addressing the Committee

Planning Decisions Committee meetings are decision making forums and only Councillors have a formal role. However, Council is committed to ensuring that any person whose rights will be directly affected by a decision of Council is entitled to communicate their views and have their interests considered before the decision is made.

There is an opportunity for both applicants and objectors to make a submission to Council in relation to each matter presented for consideration at the meeting.

Before each item is considered, the meeting chair will ask people who have registered to address the committee, to come forward to the microphone, state your name clearly for the record and:

- Speak for a maximum of five minutes;
- Direct your submission to the chair;
- Confine your submission to the planning permit under consideration;
- If possible, explain your preferred decision in relation to a permit application (refusing, granting or granting with conditions) and set out any requested permit conditions and avoid repeating previous submitters;
- Refrain from asking questions or seeking comments from the Councillors, applicants or other submitters;
- If speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

Once you have made your submission, please remain silent unless called upon by the chair to make further comment or to clarify any aspects.

Councillors will then have an opportunity to ask questions of submitters. Submitters may determine whether or not they wish to take these questions.

Once all submissions have been received, the formal debate may commence. Once the debate has commenced, no further submissions, questions or comments from submitters can be received.

Arrangements to ensure our meetings are accessible to the public

Access to the building is available either by the stairs or lift. Seating is provided to watch the meeting, and the room is wheelchair accessible. Accessible toilet facilities are available. Speakers at the meeting are invited to be seated at the table to address the Council, and all participants are amplified via an audio system. Meetings are conducted in English.

If you are unable to participate in this environment, we can make arrangements to accommodate you if sufficient notice is given. Some examples of adjustments are:

- a translator in your language;
- the presence of an Auslan interpreter;
- loan of a portable hearing loop; and
- reconfiguring the room to facilitate access.

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1. Acknowledgement of Country

"Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra.

We acknowledge their creator spirit Bunjil, their ancestors and their Elders.

We acknowledge the strength and resilience of the Wurundjeri Woi Wurrung, who have never ceded sovereignty and retain their strong connections to family, clan and country despite the impacts of European invasion.

We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra.

We pay our respects to Elders from all nations here today—and to their Elders past, present and future."

2. Attendance, apologies and requests for leave of absence

Attendance

Councillors:

- Cr Stephen Jolly — Mayor
- Cr Sarah McKenzie — Deputy Mayor
- Cr Edward Crossland
- Cr Andrew Davies
- Cr Kenneth Gomez
- Cr Sharron Harrison
- Cr Meca Ho
- Cr Sophie Wade

Apology

- Cr Evangeline Aston

Council staff:

- Mary Osman — General Manager City Sustainability and Strategy
- Danielle Connell — Manager Statutory Planning (Acting)
- Ramsay Jurdi — Principal Planner
- Erryn Megennis — Principal Statutory Planner
- Nish Goonetilleke — Principal Statutory Planner

Governance

- Phil De Losa — Manager Governance and Integrity
- Patrick O'Gorman — Senior Governance Coordinator
- Mel Nikou — Governance Officer

3. Declarations of Conflict of Interest

Any Councillor who has a conflict of interest in a matter being considered at this meeting is required to disclose that interest either by explaining the nature of the conflict of interest to those present or advising that they have disclosed the nature of the interest in writing to the Chief Executive Officer before the meeting commenced.

4. Confirmation of Minutes

RECOMMENDATION

That the minutes of the Planning Decisions Committee held on Tuesday 28 October 2025 be confirmed.

5. Planning Committee Reports

5.1. – PLN24/1048 - 268-270 George Street, Fitzroy

Author	Ramsay Jurdi – Principal Planner - Business Lead
Authoriser	General Manager City Sustainability and Strategy

Executive Summary



Property	268-270 George Street, Fitzroy
Ward	MacKillop
Application number	PLN24/1048
Proposal	Use of the site as a 'Place of assembly' (function centre) and associated reduction in car parking requirements.
Zoning & Overlays	268 George Street - Neighbourhood Residential Zone – Schedule 1 (NRZ1) - Heritage Overlay (HO158) - Development Contributions Plan Overlay (DCPO1) 270 George Street - Neighbourhood Residential Zone – Schedule 1 (NRZ1) - Heritage Overlay (HO158 and HO334) - Development Contributions Plan Overlay (DCPO1)
Strategic setting	Low Rise Residential (Clause 02.04 – Strategic Framework Plan)
Submissions	74 objections and 5 submissions in support
Key reasons for support	- The use can be sufficiently managed to minimise amenity impacts to neighbouring dwellings through proposed permit conditions and limits to hours of operation. - The proposed wedding and function centre revitalises an underutilised heritage church hall. - No objections have been raised by Council's traffic engineers or acoustic experts.

Recommendation	That Council issues a Notice of Decision to Grant a Planning Permit, with conditions. Key conditions include: - A maximum of 150 patrons on site at any one time. - The use may only operate between 9:30am to 7:30pm with catering, cleaning and the like commencing no earlier than 9am and conclude by no later than 8pm. - A maximum of two functions per week. - Requirement of a Waste Management Plan. - An amendment to the submitted Venue and Patron Management Plan. - Installation of a noise limiter device.
Contact Officer	Ramsay Jurdi, Principal Planner – Business Lead

Officer Recommendation

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant Planning Permit PLN24/1048 at 268-270 George Street, Fitzroy for:

Control	Clause	Matter for which the permit has been granted
Neighbourhood Residential Zone	32.09-2	To use land for a 'Place of assembly' (function centre)
Car parking	52.06-3	A reduction in the car parking requirements associated with a 'Place of assembly' (function centre)

subject to the following conditions:

Amended Plans

1. Before the use commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and must be generally in accordance with the decision plans prepared by A1 Drafting, Drg no. A75-24 Rev A and dated Aug 2025 but modified to show:

   (a) The provision of two bicycle spaces in accordance with the design requirements of Clause 52.34-6 including all relevant dimensions;

   (b) The notation 'no building works proposed' on the Proposed Floor Plan amended to read 'no external building works proposed'; and

   (c) Any applicable changes arising from Condition 3 (Waste Management Plan).

Secondary consent

2. The use as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

Waste Management Plan required

3. Before the use commences, a Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once approved, the Waste Management Plan will be endorsed and will form part of this permit. The Waste Management Plan must as a minimum include the following details:
   (a) Dimensions of storage waste areas;
   (b) Anticipated volumes of waste and recycling that will be generated and how they are determined;
   (c) The number and size of bins to be provided;
   (d) Facilities for bin cleaning;
   (e) Methods of waste and recyclables collection;
   (f) Types of waste for collection, including colour coding and labelling of bins;
   (g) Frequency of waste collection;
   (h) Hours of waste and recycles collection;
   (i) Provision of bins and receptacles for litter, used cigarettes and the like;
   (j) Method of presentation of bins for waste collection; and
   (k) Compliance with relevant policy, legislation and guidelines of waste areas.
4. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.
5. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Amended Venue and Patron Management plan required

6. Before the use commences, an amended Venue and Patron Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Venue and Patron Management Plan will be endorsed and will form part of this permit. The amended Venue and Patron Management Plan must be generally in accordance with that prepared by Willow Acoustics Pty Ltd (Audiometric & Acoustic Services), dated 22 August 2025, but modified as follows:
   (a) Consistency with the conditions of this planning permit relating to operating hours for the use (including commencement and conclusion of events, and catering, cleaning times etc);
   (b) An outline of how staff will monitor and prevent patrons taking drinks outside;
   (c) Measures to adequately collect/clean up litter outside the building including used cigarettes and the like; and
   (d) An outline of how staff will monitor and discourage patrons congregating outside in large groups.

Ongoing Venue and Patron Management Plan requirement

7. The provisions, recommendations and requirements of the endorsed Venue and Patron Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Amended Acoustic Report required

8. Before the use commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Willow Acoustics Pty Ltd (Audiometric & Acoustic Services), dated 22 August 2025, but modified as follows:
   (a) Section 8.3 updated to require all music played at the venue to be subject to a noise limiter, not just for music played above background level; and
   (b) Section 8.3 updated to restrict the calibration of the music noise limiter to an acoustical consultant.

Ongoing Acoustic Report Requirement

9. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Noise limiter

10. Prior to the commencement of the use a noise limiter must be installed on the land. The noise limiter must:
    (a) Incorporate a frequency discriminating sound analyser and be able to be set to control both low frequency music levels and overall A-weighted music levels;
    (b) Be installed in a tamperproof box or have a software lock, not accessible to personnel other than the venue's acoustic consultant;
    (c) Control all audio amplification equipment (inclusive of any DJ equipment) and associated loudspeakers;
    (d) Be calibrated by the acoustical consultant to ensure that music within all areas of the venue complies with Part II of the Victorian EPA Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues, Publication 1826 (the Noise Protocol). Calibration measurements are to be undertaken at the potentially most impacted noise sensitive receiver locations (i.e. not only within the venue);
    (e) Following calibration of the limiter, an acoustic report is to be submitted to the Responsible Authority. The report is to include:
        (i) Description of the noise limiter, including make and model, and of the sound system and loudspeaker locations.
        (ii) Description of the means by which the system is locked to prevent access from unauthorised parties.

(iii) Noise limits for music at sensitive receiver locations as identified in the acoustic report prepared by Willow Acoustics Pty Ltd (Audiometric & Acoustic Services), dated 22 August 2025 (Report No. 25020.5) and also:

a. The upper level of NSA04 (82 St David Street); and

b. Detail of the noise limiter settings;

(iv) Octave band levels of music at representative/reference location/s within the venue conducted with the limiter set to achieve compliance with Part II of the Noise Protocol;

(v) A statement that the noise limiter has been set to ensure compliance with Part II of the Noise Protocol; and

(f) The device is to be recalibrated as necessary to maintain compliance when any changes are made to the audio equipment or to the layout, which have the potential to affect the compliance status of the venue to the satisfaction of the Responsible Authority.

Patron numbers

11. Not more than 150 patrons are permitted on the land at any one time.

Hours of operation

12. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

(a) Wednesday to Sunday: 9:30am to 7:30pm.

(b) Public holidays: 9:30am to 7:30pm (closed Good Friday and Christmas Day)

Catering, cleaning and the like may commence no earlier than 9am and must conclude no later than 8pm.

Maximum number of functions

13. No more than two (2) functions per week are permitted within the approved hours.

General noise conditions

14. The use must at all times comply with the noise limits specified in the Environment Protection Regulations under the *Environment Protection Act 2017* and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021), as may be amended from time to time.

15. All windows and doors must be closed during functions (unless for ingress or egress of patrons).

16. The holder of this permit must display signs at the entry/exit point to the centre advising users to respect the amenity of the adjacent residential areas and to leave in a quiet and orderly manner and to keep doors closed.

17. The external toilets are not to be used by patrons or staff during functions.

General amenity

18. The amenity of the area must not be detrimentally affected by the use, including through:

(a) the transport of materials, goods or commodities to or from land;

(b) the appearance of any buildings, works or materials;

(c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or

(d) the presence of vermin.

to the satisfaction of the Responsible Authority.

19. All lighting must be baffled and/or located to prevent light from the site causing detriment to the locality to the satisfaction of the Responsible Authority.

No external speakers

20. Speakers external to the building must not be erected or used.

Emptying of Bottles

21. Emptying of bottles and cans into bins may only occur between 8am and 9pm on Monday to Saturday or between 9am and 9pm on a Sunday or public holiday.

Deliveries

22. Delivery and collection of goods to and from the land may only occur between 9am and 8pm Monday to Saturday, or after 9am on a Sunday or public holiday.

Permit expiry

23. This permit will expire if:

(a) the use is not commenced within two years from the date of this permit; or

(b) The use is discontinued for a period of two years.

The Responsible Authority may extend the period referred to if a request is made in writing before the permit expires or within six months afterwards for commencement.

Notes

This application was not assessed against Clause 43.01 of the Yarra Planning Scheme (Heritage Overlay) as heritage matters are considered by Heritage Victoria noting the site is included on the Victorian Heritage Register.

These premises will be required to comply with the *Food Act 1984*. The use must not commence until registration, or other approval, has been granted by Council's Health Protection Unit.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

Legal duties and obligations to protect human health and the environment from pollution and waste are set out in the Environment Protection Act 2017. Please refer to the Environment Protection Authority Victoria website www.epa.vic.gov.au/meeting-your-obligations for more information on identifying potential contamination and complying with your duty to manage contaminated land under the *Environment Protection Act 2017*.

All future business (whether as owners, lessees/tenants, occupiers) within a development approved under this planning permit, will not be eligible for business parking permits unless the development has heritage controls where parking would adversely affect the integrity of the heritage place, or if there's no increase in separate occupancies and the development does not

reduce existing on-site parking. For more information refer to www.yarracity.vic.gov.au/residents/transport/parking/parking-permits.

History and Background

1. Planning Permit PLN17/1036 was issued on 20 April 2018 for 'use and development of the land for a Photography Studio and the display of business identification signage'.

Lodgement of original application

2. The application was originally lodged with Council on 13 December 2024 and sought approval for a function centre with a maximum of 150 patrons at No. 270 George Street during the following hours:
   (a) Sunday to Thursday: 9am to 8pm; and
   (b) Friday to Saturday: 9am to 11pm.
3. Occasional amplified music (i.e. DJ or band).
4. No building works/alterations were proposed.
5. A reduction of 45 car parking spaces (with no car parking provided on site).

Section 50 Amendment (first amendment)

6. On 16 May 2025 an amendment pursuant to Section 50 of the *Planning & Environment Act 1987* (the Act) was submitted by the permit applicant.
7. This amendment sought:
   (a) to include '268 George Street' as part of the application due to the existing 'back of house' room overlapping the adjoining property which is owned by the same owner being the Church of England Trusts Corporation for the Diocese of Melbourne;
   (b) modification to operating hours as follows:
      (i) Sunday to Thursday: 9am to 10pm;
      (ii) Friday to Saturday: 10am to 11pm;
      (iii) Public holidays: 10am to 11pm (closed on Good Friday and Christmas Day); and
   (c) updates to the submitted planning report, venue management plan and acoustic report to ensure consistency in operating hours.
8. This application formed the initial application package that was advertised to the public in June 2025.

Section 57A Amendment (second amendment)

9. On 1 September 2025 an amendment pursuant to Section 57A of the *Planning & Environment Act 1987* (the Act) was submitted by the permit applicant to address objector concerns following public notice.
10. This amendment sought:
    (a) A reduction in operating hours to:
       (i) Wednesday to Sunday: 9am to 8pm (closed on Good Friday and Christmas Day) and ceasing to hold ceremonies and events on Monday and Tuesday.
    (b) Increase in the number of functions per week from one to two; and
    (c) The submission of an amended Acoustic Report and Venue Management Plan.

11. This revision formed the application package that was advertised to the public in September 2025 and is the current application under assessment.

Site Context



Figure 1 – Photograph of the subject site (red brick building at 270 George Street) (Source: Planning Officer site visit 9 October 2025)

Subject Site

12. The subject site comprises two properties which form part of St Marks Anglican Church grounds both of which are included on the Victorian Heritage Register (reference H553):

    (a) No. 268 George Street (St Marks Anglican Church) is located on the eastern side of George Street and partly adjoins Hodgson Street to the east and has an overall site area of approximately 2,400 square metres. The site has been included as a small portion of the 'back of house' of No. 270 George Street extends into the boundaries of No. 268 George Street (shown in the blue dashed oval in Figure 2 above); and

    (b) No. 270 George Street (St Marks Hall) is located on the eastern side of George Street. The site has a maximum width of approximately 20.72 metres to George Street and 15.84 metres to the east and a maximum depth of 28.39 metres resulting in an overall site area of approximately 526 square metres. This is the primary location of the proposed use.

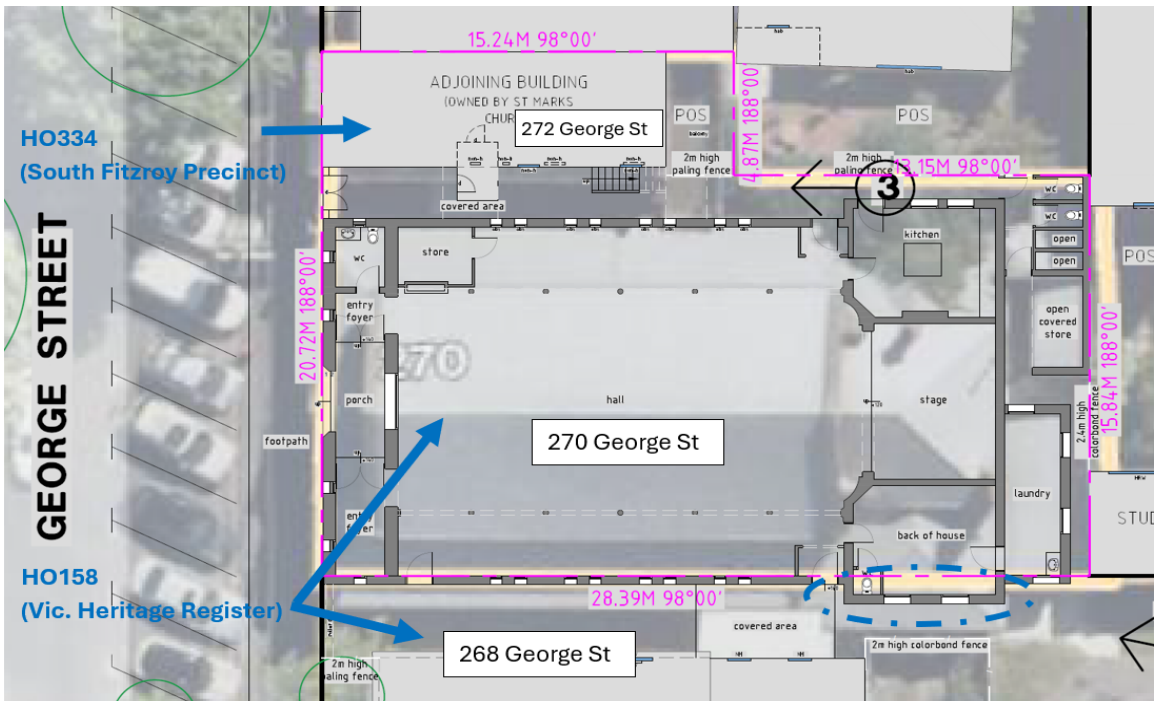


Figure 2 – Plan showing the various addresses that comprise the subject site (use to occur within the primary building at 270 George Street (Source: Original site plan submitted by applicant and marked up by officers)

13. St Marks Anglican Church has been identified by Heritage Victoria as being of historical, social aesthetic and architectural significance as it is one of Fitzroy's earliest buildings. The building was also one of the first churches in Melbourne to be constructed entirely of bluestone. The George Street frontage includes a forecourt setting bounded by the church, a two storey brick vicarage constructed in 1910, with a surviving pair of elm trees, lawns and iron palisade fence and gates.

14. The proposed location of the use is within the Parish Hall – a two storey, red brick building with pedestrian entry through a curved archway. The façade contains narrow, vertical window recesses – some of which have been boarded up or bricked in. The building is currently vacant and was previously operating as a photography studio.

Surrounds

15. Located in the Neighbourhood Residential Zone and a heritage precinct, the area is characterised by single and double storey dwellings from the Mid-Victorian (1860-1875) period. Decorative multi-coloured brickwork is common along front facades of dwelling as is cast iron lacework for the verandah and low front fencing.

16. The area is primarily residential but is 'wedged' between a number of activity centres including the Smith Street commercial precinct (located less than 73 metres to the east) and the Johnston Street commercial strip approximately 215 metres to the north. Brunswick Street is situated approximately 306 metres to the west. The Fitzroy Town Hall and library is within 160 metres south-west of the site.

17. George Street is a two-lane local road that runs north-south between Alexandra Parade to the north and Victoria Parade to the south. The road is approximately 14.6 metres in width comprising bluestone kerb and channel. On the eastern side, angled two-hour car parking is provided between Moor Street to the south and Chapel Street to the north. On the western side, two-hour restricted parking and 'Permit Zone' parking is provided.



Figure 3 – Photograph of George Street opposite the subject site with Nos. 261 and 263 George Street visible (Planning Officer site visit 9 October 2025)

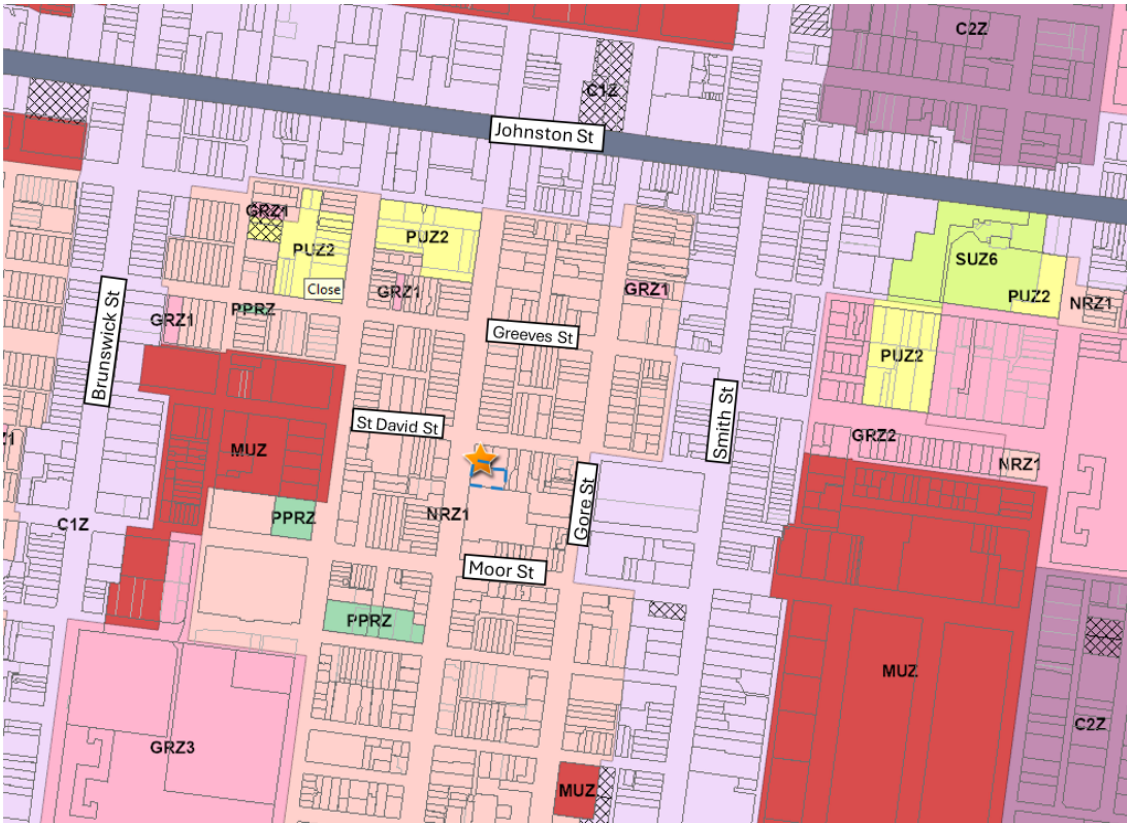


Figure 4 – Zoning map of the subject site (identified with an orange star) and surrounds (Source: VicPlan, October 2025)

18. The immediate interfaces of the subject site are as follows:

Adjacent to the north

19. Immediately to the north of the site is No. 272 George Street – a double storey red brick building that is partially painted in black and constructed to the footpath. This building is owned by St Marks Church and is accessible via a brick entrance gate along the side and was originally the 'Verger's House'.

Adjacent to the south

20. A double storey rendered building forms part of No. 268 George Street and is used as a parsonage by the church. Further south beyond the church grounds is the St Marks Community Centre – a double storey red brick building known as Nos. 250-260 George Street.

Opposite to the west

21. Directly facing the site is No. 261 George Street. This single storey weatherboard dwelling contains a low timber picket fence with vegetation in the front setback. A dead-end laneway runs along the southern side. To the north and south of this property are single and double storey dwellings fronting Geroge Street.

Adjacent to the rear (east)

22. Immediately to the east of the hall is the rear secluded private open space (SPOS) and a small studio associated with the double storey dwelling at No. 78 St David Street.

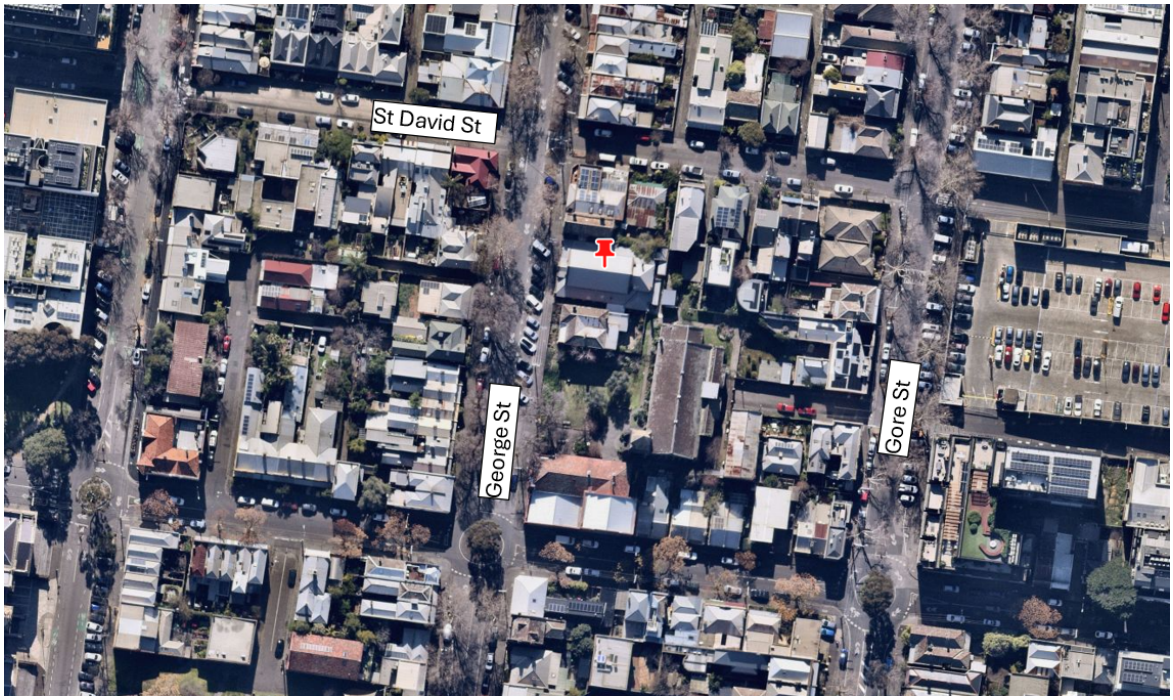


Figure 5 –Aerial imagery showing the subject site (red pin) and surrounds (Source: Nearmaps, August 2025)

Proposal

23. The proposal is for use of the hall as a function centre with the following details:

    (a) Wednesday to Sunday and public holidays: 9am to 8pm (closed on Good Friday and Christmas Day);

(b) No more than two functions per week;

(c) A maximum of 150 patrons;

(d) A maximum of 8 staff on-site at any time;

(e) General daily operations will include background music, acoustic music and a microphone for celebrants. Sound will not exceed 85dB;

(f) No external speakers will be used;

(g) Bins will be located within the dedicated storage area behind the roller door and is proposed to be collected by Council;

(h) Deliveries will be via small vans or vendors (e.g. florists, cleaners, caterers) using private vehicles. Each event is expected to require a maximum of three deliveries on each event day;

(i) A reduction of 45 car parking spaces is sought; and

(j) No external buildings and works are proposed. Whilst the submitted Acoustic Report submitted by the applicant recommend modifications to doors and windows, this will be limited to internal works (which do not require a planning permit; however separate Heritage Victoria permission would be required).

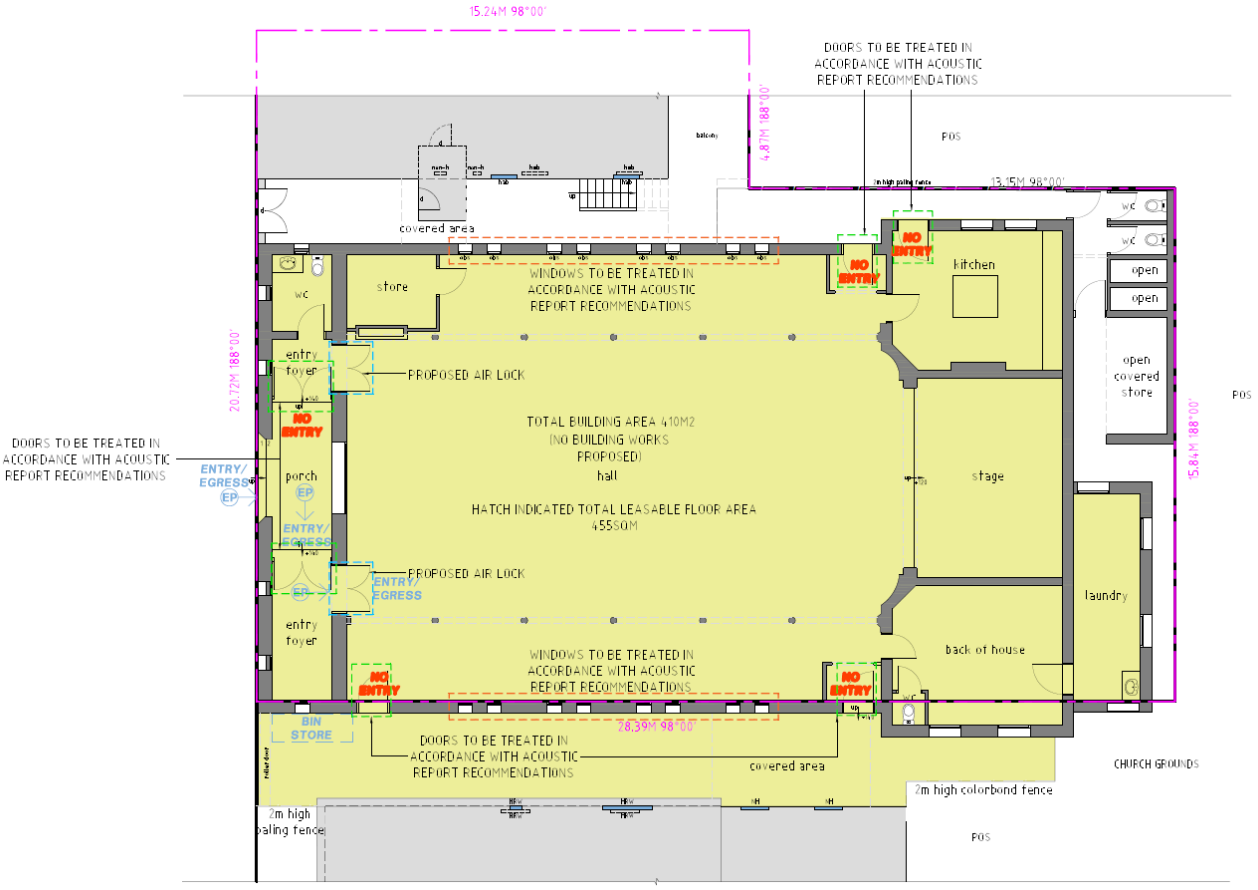


Figure 6 – Proposed plans (Source: Applicant supplied, advertised September 2025)

Statutory controls

24. The table contained in the Officer Recommendation sets out why a planning permit is required for this matter.

25. The following Clauses of the Yarra Planning Scheme are also relevant to the proposal:

(a) **Clause 32.09-10 – Neighbourhood Residential Zone (NRZ1)** – a permit is required to construct a building or construct or carry out works for a use in Section 2 of clause 32.09-2. As there are no external buildings and works proposed a planning permit is not required;

(b) **Clause 43.01-1 – Heritage Overlay (HO334)** – this provision states that a planning permit is required to demolish or remove a building and to construct a building or construct or carry out works. No buildings, works or demolition are proposed, and a planning permit is not required;

(c) **Clause 43.01-2 – Heritage Overlay (HO158)** – this provision states that a heritage place which is included in the Victorian Heritage Register is subject to the requirements of the *Heritage Act 2017*. Clause 43.01-3 states that no permit is required under this overlay to develop a heritage place which is included in the Victorian Heritage Register.

As St Mark's Anglican Church (250-260, 268 and 270 George Street) is included on the Victorian Heritage Register (Ref. No. H553) a planning permit is not required under the provisions of the Heritage Overlay. Notwithstanding, no demolition or external building works are proposed.

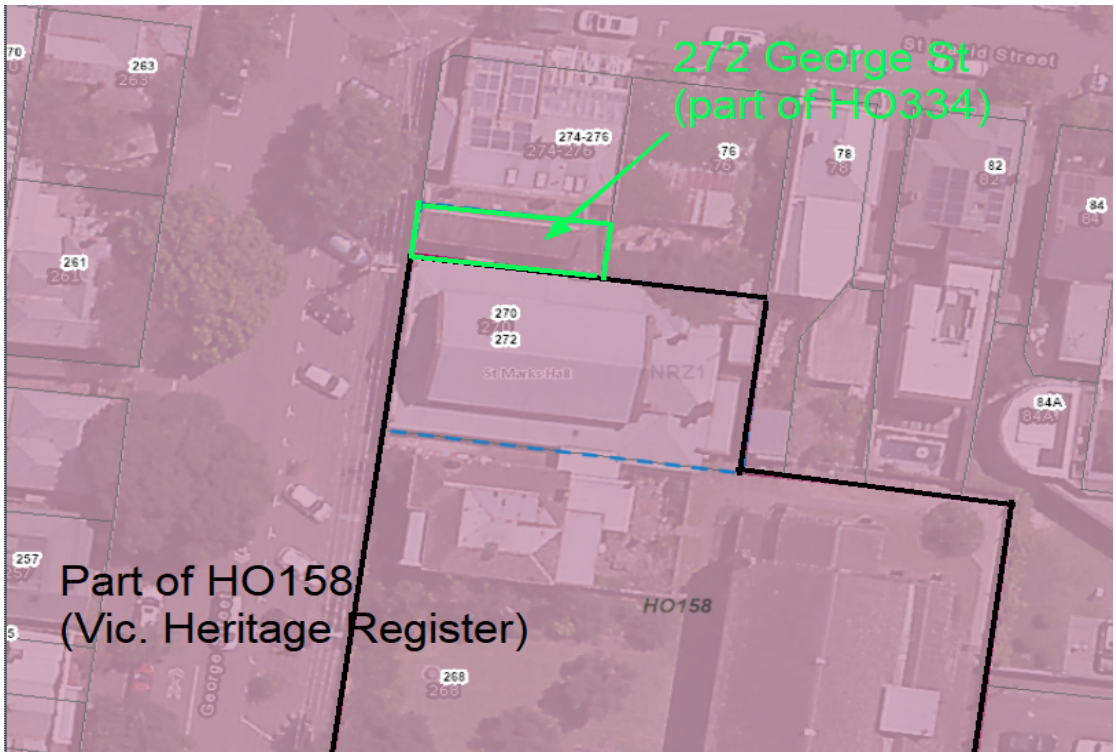


Figure 7 – Aerial imagery marked up to distinguish between the varying heritage controls on the land.

(d) **Clause 45.06 - Development Contributions Plan Overlay (Schedule 1) [DCPO1]** – the DCPO1 sets out mandatory development contributions for particular types of development. Because there is no increase in floor space the requirements of the DCPO1 do not apply to this application;

(e) **Clause 52.06 – Car parking** - before a new use commences the number of car parking spaces required under Clause 52.06-5 must be provided on the land. A

'Place of assembly' requires 0.3 car parking spaces to each patron permitted. A planning permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5. With 150 patrons proposed (resulting in a car parking requirement of 45 spaces) and no parking proposed to be provided on site, a planning permit is required;

(f) **Clause 52.34-1 – 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.

Clause 52.34-2 further states that a permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6.

Table 1 to Clause 52.34-5 states the following bicycle space requirements:

Use	Statutory requirement	On-site provision	Reduction sought
Place of assembly	1 to each 1,500sqm of net floor area (employees) 2 + 1 to each 1500sqm of net floor area for visitors	None	0 2 bicycle spaces

As the total building area (where the use will occur) is less than 1500sqm in area (410sqm) there is no requirement for the provision of bicycle spaces for employees, however two are required for visitors.

(g) **Clause 53.06 – Live music entertainment venues** – this clause applies to an application required under any zone of this scheme to use land for a live music entertainment venue which includes a 'function centre' that includes live music entertainment. Whilst live music is not a specific planning permit trigger, the proposal seeks to have live music which will be assessed against the provisions of this clause later in this report.

Internal and External Consultation

Advertising

26. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 93 letters sent to surrounding owners and occupiers and by the display of one sign to the frontage of No. 270 George Street.

27. Council received 74 objections, on the following key grounds:

(a) Amenity impacts from noise and patron numbers;

(b) Inadequate provision of on-site car parking and loading areas for deliveries;

(c) A need to review existing on-street car parking restrictions and enforcement;

(d) Traffic congestion and safety considerations;

(e) Inappropriate land use in a residential area;

(f) Impacts on the heritage fabric of the building;

(g) Inadequate waste management arrangements;

(h) Lack of 'need' for the use; and

(i) Inadequate provision of kitchen facilities and toilets.

28. Five (5) letters of support were received, on the following key grounds:

(a) Supportive of the venue being revived used for its 'original and intended purpose' rather than being left empty; and

(b) Noted the site benefits from excellent public transport options.

Re-advertising of S57A Amendment

29. As detailed earlier in the report, a Section 57A Amendment was received on 1 September 2025 in response to concerns raised by objectors.

30. The Section 57A Amended application was re-advertised pursuant to Section 57B of the *Planning and Environment Act 1987*. No objections were withdrawn, and 11 subsequent objections were received from existing objectors, revising/reiterating grounds of objections.

Internal and external referrals

31. The proposal was referred to the following internal business units:

Internal Unit/ External consultant	Comments
Acoustic	Supports, subject to conditions which have been generally included in the recommendation. Key conditions seek to limit the number of times the function venue can operate and installation of a noise limiter device.
Development Engineering	Supports provision of no car parking on site, given the site is located near the Smith Street and Brunswick Street activity centres and within walking distance of public transport services. The high demand for short-stay parking would be a disincentive for staff and patrons to commute to and from the site by private motor vehicle. Discussed further in assessment section later in the report.

Policy Implications

Planning Policy Framework (PPF)

32. The following policies are of most relevance to this application:

- Clause 2 - Municipal Planning Strategic, including:
  - Clause 02.01 – Context:
    - Clause 02.01-1 – Location
    - Clause 02.01-9 – Transport
  - Clause 02.02 – Vision
  - Clause 02.03-1 – Settlement:
    - Clause 02.03-6 – Economic Development

- Clause 02.03-7 – Transport
  - Clause 02.04 – Strategic Framework Plan
- Clause 13 – Environmental risks and amenity:
  - Clause 13.05-1S – Noise Management
  - Clause 13.07-1S – Land Use Compatibility
  - Clause 13.07-1L – Interfaces and Amenity
- Clause 15 – Built environment and heritage:
  - Clause 15.03-1S – Heritage Conservation
  - Clause 15.03-1L-01 - Heritage
- Clause 17 - Economic Development:
  - Clause 17.01-1S – Diversified Economy
  - Clause 17.01-1L – Employment
  - Cause 17.02-1S – Business
- Clause 18 – Transport:
  - Clause 18.01-1S – Land Use and Transport Integration
  - Clause 18.02-1S - Walking
  - Clause 18.02-3S – Public Transport
  - Clause 18.02-3R – Principal Public Transport Network
  - Clause 18.02-4S – Roads
  - Clause 18.02-4L – Road System
  - Clause 18.02-4L-01 – Car Parking

Officer Assessment

33. The primary considerations for this application are as follows:

    (a) Strategic support;

    (b) Off-site amenity impacts;

    (c) Car and bicycle parking, traffic and loading; and

    (d) Objector concerns.

Strategic support

34. The site is located in a designated 'Low Rise Residential' area under the Strategic Framework Plan at Clause 2.04 of the Yarra Planning Scheme (the Scheme), and within an area of Neighbourhood Residential Zoned (NRZ1) land which is located between a Mixed Use Zone precinct to the west and Commercial 1 Zone along Smith Street to the east. As stated within the purpose of the NR1Z at Clause 32.09, this zone seeks 'To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations'. This site has opportunity to provide for a non-residential use typically associated with community facilities such as that of the existing church which benefits from being within a highly accessible location, as well as within proximity to nearby activity centres, as envisioned at Clause 17.02-1S (Business).

35. The Neighbourhood Residential Zone encourages uses that service local community needs whilst seeking to manage and ensure development is responsive to the identified neighbourhood character and heritage characteristics.

36. The adaptive re-use of the existing underutilised non-residential building is in line with State policy contained within Clause 15.03-1S (Heritage conservation). In addition, the site is proximate to the Smith Street Major Activity Centre (approximately 165 metres to the east) and well connected to several public transport options (in all directions) within a 600-metre radius. It is noted there are other community uses within the area, including Saint Marks Anglican Church (adjacent), St Mark's Community Centre (250 George Street), Fitzroy Library and Town Hall (155 metres south-west).

37. Overall, the proposed function centre use enjoys strategic support and will provide a service that is considerate of (subject to permit conditions) and will broadly align with existing land uses in the vicinity while balancing residential amenity. However, the proposal must still respond to the other requirements of the Scheme, such as the decision guidelines of Clauses 32.09-14, 13.07-1L.01 and 52.06, which are discussed below.

Off-site amenity impacts

38. The site is located within a Neighbourhood Residential Zone (with a place of worship and community hall on adjacent sites) where the nature of a hall for functions is generally considered appropriate. The proposed commencement time of 9am and conclusion of the use at 8pm is considered reasonable in an area less than 200 metres from Smith Street and adjacent to an existing Church.

39. Notwithstanding, policy at Clause 13.07-1L-01 of the Scheme identifies that while there is a need to support business and industrial uses, they must be appropriately managed to limit amenity impacts and acknowledge their proximity to residential uses. This includes consideration of noise, fumes and emissions, storage and waste, light spill and overlooking and unsightly views, that may cause detriment. The closest sensitive interface (i.e. residential use) is directly opposite the site along George Street and St David Street where several dwellings have rear yards near the site.

40. Operation hours proposed are limited to 9am-8pm and are considered modest and align with the recommended times (8am-8pm) at Clause 13.07-1L-01 for non-residential uses within a residential area. In addition, the applicant has accepted a condition to require functions to commence after 9:30am and conclude by 7:30pm. This is to ensure that event staff (catering, cleaning etc) do not arrive or depart the site during hours when functions are on and will further assist in minimising potential amenity impacts.

41. In regard to noise, the potential noise impacts associated with the use include:

    (a) background and acoustic music (including lightly amplified 'live' music) during ceremonies;

    (b) patron noise emitted from conversations; and

    (c) microphone usage by celebrants.

42. It is noted that no speakers will be used outside the venue at any time, no kitchen extraction is proposed to be in use, and no outdoor patron area is planned.

43. An updated acoustic report prepared by Willow Acoustics Pty Ltd/Audiometric and Acoustic Services (dated 22 August 2025) was submitted with the amended application.

The report assessed the above proposed noise sources to the closest sensitive interfaces, being the dwellings at:

(a) 249, 253-259, 263, 264 and 272 George Street;

(b) 191 and 195-197 Moor Street;

(c) 25 and 26 Hodgson Street;

(d) 76-78, 82-84A St David Street; and

(e) 191, 195-197 Moor Street.

44. This report was reviewed on behalf of Council by SLR Consultants (SLR), who confirmed that subject to conditions, noise impacts from the proposed use to the closest sensitive receivers are acceptable and will be compliant with relevant noise limits. This is based on proposed acoustic mitigation measures as follows:

(a) Requirement of a sound limiting device for any PA system to be used for live or pre-recorded music played above background level with no instruments (e.g. drumkits or horns) that would bypass the noise limiter);

(b) Installation of a noise limiter on the land (to be installed in a tamperproof box or have a software lock – not accessible to personnel other than the venue's acoustic consultant);

(c) All external doors and windows to remain closed during operations/functions;

(d) Ground floor windows on both the internal of the north and south side of the building to be fitted with a minimum 70mm thick glass wool insulation and a single sheet of 9mm cement board or 13mm thick plasterboard;

(e) An airlock system to reduce any breakout noise via the front entrance;

(f) All first-floor windows to be fitted with 6mm thick secondary glazing to the internal of the existing first floor glazing;

(g) No kitchen extraction to be used; and

(h) The external toilets are not in service and will not be used.

45. A standard ongoing condition of the endorsed acoustic report has been recommended. Furthermore, as is required for all commercial use all noise generated from the premises must comply with the noise limits specified in the Environment Protection Regulations under the *Environment Protection Act 2017* and the applicable EPA Publication 1826.4 'Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues' Part II (State of Victoria, 2021).

46. Claims have been made by an objector that air-conditioning has been installed at the venue. Should this be correct, separate planning permit permission may be required, noting that services normal to a building other than a dwelling including heating and cooling systems do not require planning permission including under the Heritage Overlay if they are not visible from the street. It is also noted that should the air-conditioning unit be installed at No. 268-270 George Street, the site is on the Victorian Heritage Register and would require separate approval from Heritage Victoria (and not Council).

47. The application also includes a Venue and Patron Management Plan for the site which outlines controls such as:

(a) Provision of chairs and tables for all patrons;

(b) Guests to be notified of the absence of car parking on wedding invitations and encouraged to walk, utilise ride sharing services such as Uber or catch public transport;

(c) Couples will be informed that hummers and limousines are not permitted;

(d) A minimum of two staff (up to a maximum of eight) will be on site including caterers and venue staff. At all times a trained venue manager will be present, ensuring venue rules are abided by. Staff will also be provided with training in the management of patrons and will read and understand the Venue and Patron Management Plan;

(e) Events after 6pm with more than 100 guests will have security stationed at the front door for the duration of the evening ensuring guests do not linger out the front and move on quietly and swiftly at the conclusion of the event;

(f) No food or drinks will be permitted outside the venue;

(g) Patrons waiting to enter the venue or who arrive early will use the designated 'Entry/Waiting area inside the front entrance;

(h) All events will be smoke free events;

(i) No speakers will be used outside the venue at any time;

(j) Notices near the exits will request patrons be considerate of neighbours whilst leaving. A staggered end time including the closing of the bar 30 minutes before the conclusion of events will ensure guests have a 30-minute window to leave meaning they will not all leave at once; and

(k) All side doors will be locked, with the rear toilets to be inaccessible.

48. A condition will be required to update the Venue and Patron Management Plan (VPMP) to ensure consistency with the revised hours of operation for the use as it still refers to the previous hours. Further updates are also recommended to outline how staff will monitor and discourage patrons congregating outside in large groups and measures to adequately collect/clean up litter outside the building to reduce off-site impacts.

49. With regard to noise impacts, there are no mandatory noise limits for off-site noise. However, there are existing obligations (and civil penalty provisions) pursuant to Section 25 of the *Environment Protection Act 2017* which requires:

> *A person who is engaging in an activity that may give rise to risks of harm to human health or the environment from pollution or waste must minimise those risks, so far as reasonably practicable.*

50. Notwithstanding, the VPMP submitted by the applicant is considered satisfactory (subject to the conditions mentioned in this report).

51. In summary, allowing the function venue with a maximum of 150 people is considered acceptable as:

(a) The proposed two functions a week represent a small proportion of the year and would be similar to previous use of the church hall, appropriately responding to the residential context;

(b) The hours of operation are in line with local policy; and

(c) Functions would be held entirely indoors, with acoustic measures and venue management conditions to minimise off-site amenity impacts.

52. Due to the use of caterers it is anticipated there would not be unreasonable fumes and air emissions generated from plant and equipment and no external exhaust vents are proposed. The applicant has advised that all onsite caterers will take waste with them and that the small amount of waste generated by the daily running of the venue (e.g. coffee cups, paper etc) can be accommodated using existing bins which would be located within the dedicated storage area behind the roller door on the right hand side of the building in between the hall and the double storey parsonage at No. 268 George Street. Collection would occur weekly or fortnightly. No appreciable noise impacts or disturbance is expected to be generated from the facility's waste collection. A condition will require the submission of a Waste Management Plan to outline how waste will be stored, managed and collected.

53. A condition will also require bottles and cans to only be emptied between 8am and 9pm Monday to Saturday and 9am to 9pm on a Sunday or public holiday. This will ensure associated noise levels do not occur during sensitive residential hours.

Car and bicycle parking, traffic and loading

54. The application does not provide any on-site car parking spaces and therefore requires a reduction in accordance with Clause 52.06 (Car Parking) which require 0.3 spaces for each patron.

55. The application has been supported by a Car Parking Demand Assessment prepared by 'Traverse Transport Pty Ltd'. Two car parking occupancy surveys were commissioned on Thursday 20th February 2025 between 9am and 11pm and Saturday the 1st of March between 9am and 11pm within a 250-metre walking distance of the site. The report found:

(a) A supply of up to 294 publicly available car parking spaces within the survey area – predominately subject to short term restrictions (1P or 2P) or Permit Zone with some 4P spaces;

(b) On Thursday – the peak period occurred at 12pm when 99% of the 294 spaces were occupied, resulting in two vacant spaces with demand for parking 'very strong' throughout the duration of the survey period; and

(c) On Saturday the peak period was also at 12pm with 95% of spaces occupied – resulting in 15 vacant spaces. Demand was also 'very strong' throughout the duration of the survey period.

56. A reduction in the requirement to provide car parking on site is supported having regard to the site's proximity to sustainable transport alternatives, such as nearby public transport services, ride-share services, bicycle lanes, and the pedestrian footpath network. It is expected that a significant portion of staff and guests of the function centre would utilise these services.

57. The surrounding on-street parking supply is subject to time-restricted parking, permit zone restrictions or subject to high occupancy levels. The nature and availability of the surrounding on street parking supply would discourage future guests and staff of the function centre from driving to and from the site and attempting to park on-street. This would encourage alternate modes of transport.

58. The report concluded that the offsite impacts of the car parking waiver sought by the development would not be detrimental to the broader traffic and car parking network.

Council's Engineers has reviewed the information and have not raised any issues related to the car parking wavier and reduction sought. They advised:

(a) The on-street parking demand in this part of Fitzroy is high to very high, especially during business hours; and

(b) The high demand for short-stay parking would be a disincentive for staff and patrons to commute to and from the site by private motor vehicle.

59. The proposed use is considered to be in line with the objectives contained in Council's Strategic Transport Statement (*Moving Forward: Yarra's Transport Strategy 2022-32*). The site is well located with regard to sustainable transport alternatives, and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

60. It is further considered that:

(a) The operation of the function centre should not adversely impact the existing on-street parking conditions in the area;

(b) Families would typically go in one car (thereby reducing traffic volumes);

(c) Based on previous travel mode survey, people who choose to drive to entertainment venues and functions constitute approximately 10-20% of customers. It was also noted that visitors may opt to visit Smith Street and other nearby venues before or after functions thereby dispersing crowds away from the venue thereby reducing the likelihood of taxi and ridesharing services from congregating; and

(d) The previous use of the land (photography studio) is deficient in car parking by 10 car parking spaces. The reduction in car parking associated with the proposal is reduced to 35 car parking spaces after factoring in the car parking credit associated with the existing use of the land. Additionally, it is noted that the parish hall would have historically served as a place of assembly for religious and community events, similar to the proposed use.

61. With regards to loading/unloading – a designated loading/unloading bay is located south bound on George Street near the corner of Moor Street adjacent to St Mark's Community Centre. This would allow musicians, caterers and other venue staff to unload and pack up goods within a 1-minute walk. Alternatively, staff could utilise existing on-street parking. The applicant has also specified in their Venue Management Plan that deliveries will utilise small vans or cars and not trucks and that the main recommended caterer has a small van with all glassware, cutlery and crockery stored at the venue reducing what needs to be brought on site.

62. Policy around car parking can play a role in influencing travel behaviour either through restricting supply (which may cause a shift to other modes of transport such as public transport or carpooling) or implementing shorter duration or paid parking (which is likely to increase turnover).

63. Noting objector concerns raised around traffic and pedestrian safety, it is not possible to have less traffic and more car parking given the site constraints (i.e.. no car parking available on site). Even if 35 car parking spaces could be provided, this would generate extra vehicle movements, particularly during the conclusion of events as it would encourage patrons to drive to the venue (knowing that there is dedicated car parking available).

64. Any additional traffic would be restricted to the beginning and ends of each function, with the nature of the use ensuring that on-going traffic impacts would not occur. Further, the restriction of functions to a maximum of two per week (between Wednesday and Sunday) would further limit this impact.

65. The applicant has not shown any bicycle spaces and facilities on the land nor have they applied for a formal waiver in the provision of bicycle spaces. A condition is recommended to address this as two spaces are required for visitors in accordance with Clause 52.34 (Bicycle facilities).

Objector concerns

66. The majority of concerns raised were in relation to impacts from the original proposal which can be broadly summarised as relating to car parking, noise and amenity. No objections were withdrawn as part of the revised Section 57A amendment application which reduced the proposed hours of operation whilst increasing the number of functions from once a week to twice a week.

67. Key objector concerns have been addressed in the assessment above. Other matters raised are addressed as follows:

    (a) **Lack of need:** A consideration within the Neighbourhood Residential Zone is whether the use generally services local community needs. The applicant has advised that they are seeking to address a gap in the wedding event market for smaller and more affordable offerings. Lack of need, in isolation of any other consideration is not a basis for refusing a proposal;

    (b) **Precedent/cumulative impact:** Future planning permit applications on this site or neighbouring and nearby land would be assessed against relevant planning policy and site conditions, based on their own merits at the time of assessment. The possibility of setting an undesirable precedent cannot be substantiated and is not a relevant planning consideration;

    (c) **Serving of liquor:** As of 1 July 2025, Victoria's planning rules were changed by the State Government and a planning permit from Council is no longer required for the sale and consumption of liquor. However, a licence from Liquor Control Victoria (LCV) to sell or serve liquor would still be required;

    (d) **Lack of sufficient on-site amenities:** The planning scheme does not assess the provision of toilets, bathrooms, air conditioning/heating or kitchen facilities and would be considered by the building surveyor as part of the building permit process;

    (e) **Absence of an external area for smoking:** The applicant has advised that the events would be 'smoke free venues' in an effort to reduce the likelihood of patrons congregating and by extension making noise outside;

    (f) **Space is more suitable for housing:** The Neighbourhood Residential Zone is not limited to dwelling uses. The zoning of the land allows numerous uses on the land with officers limited to assessing what has been applied for. A non-residential use of a significant heritage building, originally constructed for non-residential purposes is considered a suitable outcome;

    (g) **Missing detail on the size and number of upper storey windows:** The extent of these windows is indicated in Figure 5 of the applicant's Acoustic Report prepared by Willow Acoustics Pty Ltd, dated 22 August 2025. All first-floor windows are also proposed to be provided with secondary glazing. This would result in them

providing as much sound insulation as the roof. Additionally, the music limiter is required to be calibrated to ensure compliance at externally located noise sensitive receiver locations;

(h) **Noise Sensitive Area 04 (82 St David St) is a double storey building/ dwelling - and only labelled as single storey:** This is unlikely to affect the outcome of the assessment. Notwithstanding, a condition is recommended to rectify the Acoustic Report;

(i) **Missing lower/supper storeys for Nos. 280 George Street, 77 and 79 St David Street -** These dwellings are located further from the subject building and are less likely to be impacted by noise from within the venue than the sensitive receivers identified in the applicant's Acoustic Report. Council's acoustic peer review has also not raised any issues with this;

(j) **Anti-social behaviour (vomiting, urination):** Several objections raised concern regarding the effectiveness and practicalities of the measures outlined in the VPMP. As an endorsed document, this would form part of the planning permit (if issued) and can then be enforced. Given the proposed use of the land for functions and weddings (and not a nightclub or bar), is limited to two functions a week and would cease by 7.30pm it is considered there is not a high risk of such behaviour. It is considered that the venue management plan and planning permit conditions would adequately ensure that patrons are managed appropriately. Further Victoria Police have a range of powers that can be used and are responsible for managing any issues of anti-social behaviour should they arise;

(k) **Need to review existing carparking restrictions:** Matters relating to on street carparking management are outside the scope of the planning scheme; and

(l) **Devaluation of property:** Perceived or actual impacts to property valuations are outside the remit of the planning scheme.

Conclusion

68. The proposal is considered to demonstrate an acceptable level of compliance with policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement. Notably, the proposal revitalises an under-utilised hall whilst preserving a significant heritage asset.

69. The proposal, subject to the conditions recommended, is an acceptable planning outcome that demonstrates compliance with the relevant Council policies and appropriately balancing the amenity of the area.

Legal and Legislative Obligations

Conflict of interest disclosure

70. Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of interest in a matter to which the advice relates.

71. The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

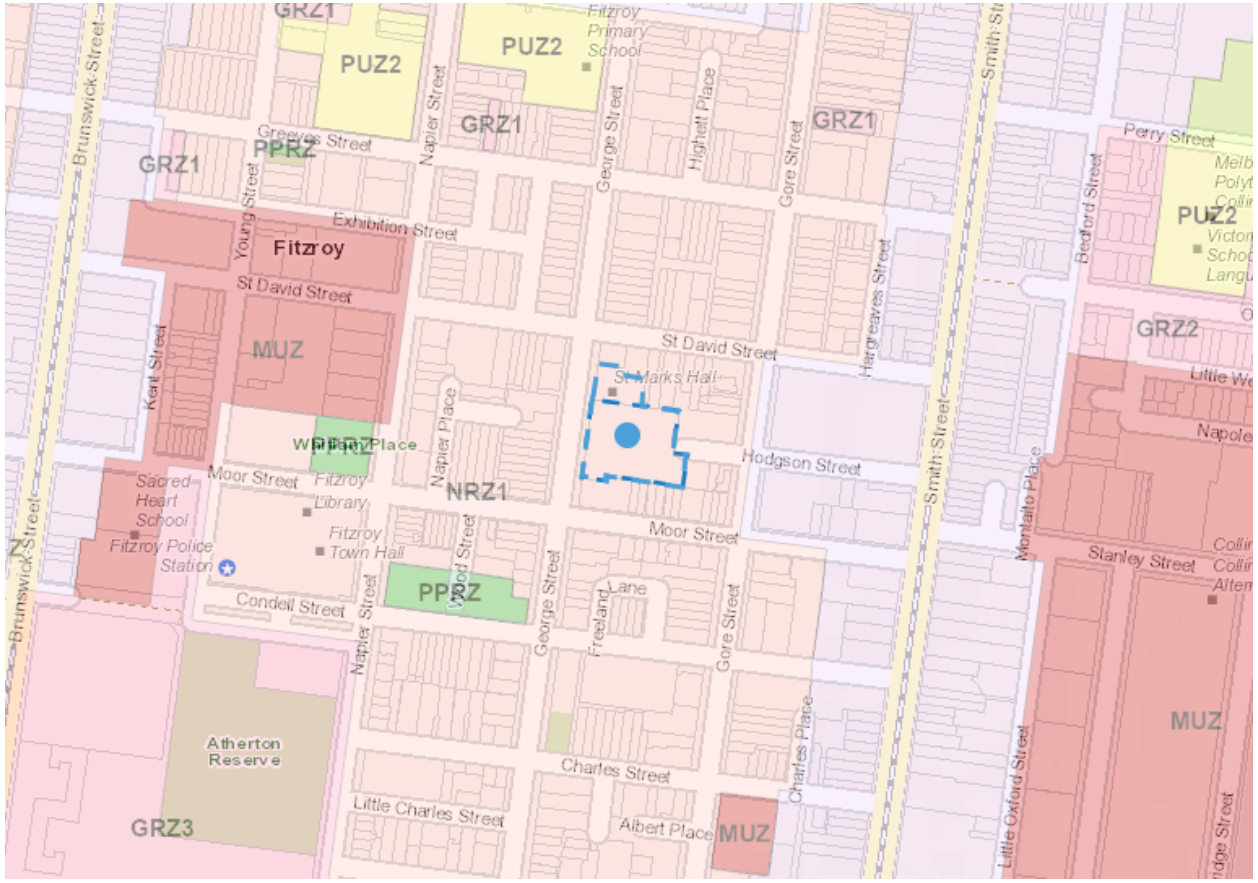
Report Attachments

1. 5.1.1 Site Context Plan
2. 5.1.2 Existing & Proposed Floor Plans
3. 5.1.3 Acoustic Report
4. 5.1.4 Venue & Patron Management Plan
5. 5.1.5 Car Parking Demand Assessment
6. 5.1.6 Internal Referral Responses
7. CONFIDENTIAL -5.1.7 List of Objectors and Supporters - as of 29 October 2025

This attachment is confidential information for the purposes of section 3(1) of the Local Government Act 2020 for the following reason:

(f) personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs.

PLN24/1048 0 268-270 George Street, Fitzroy – Site Context Plan



Zoning Map, subject site outlined with blue dashed line (Source: Vicplan, October 2025)



EXISTING SITE/LOCATION PLAN

SCALE 1:200



1. ST MARKS HALL (270 GEORGE ST)

VIEW FACING EAST FROM GEORGE STREET



2. ST MARKS HALL (270 GEORGE ST)

VIEW FACING WEST FROM ST MARKS CHURCH



3. ST MARKS HALL (270 GEORGE ST)

VIEW FACING WEST FROM ST MARKS HALL NORTHERN OPEN SPACE

A1 DRAFTING

REAR 37 MACEDON ROAD, TEMPLESTOWE LOWER
PO BOX 2010, TEMPLESTOWE HEIGHTS 3107
www.a1drafting.com.au | info@a1drafting.com.au | 03 9850 3212

CHANGE OF USE

PROPOSED PLACE OF ASSEMBLY
AT 270 GEORGE STREET FITZROY
FOR AMELIA WADDELL

NOTE: Contractors are to verify all dimensions on site before commencing any work. Any discrepancies to be referred to **A1 DRAFTING** for rectification. Do not scale.
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Amendments	Checked	Date
A. Amended to Council's RFI	TW	25/03/2025

Survey Details

Engineering Details

Building Practitioner No:

Designed	TW	**Drg.No.**	**A75-24**
Drawn	WG		
Checked	TW	**Date**	AUG 2025
Scale	AS SHOWN @ A1	**Sheet**	1 of 2

North

SOUND MITIGATION MEASURES

Refer to Acoustic Report No. 25020 by Audiometric & Acoustic Services for all details.

EXTERNAL DOORS
All external doors to the venue should be sealed with compressible acoustic perimeter door seals and drop seals as required.
Alternatively, external doors to the hall can be covered with minimum 8.5 mm cement board and the cavity infilled with minimum 11 kg/m3 fibrous insulation batts. The cladding should overlap the window opening by >70 mm around the perimeter where reasonably practicable and sealed with a flexible acoustic sealant.

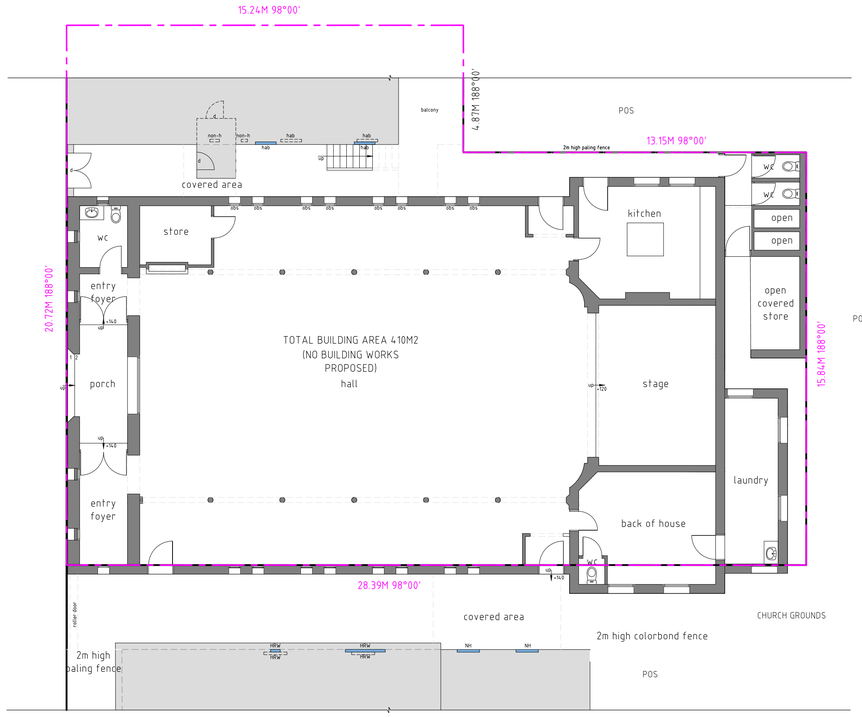
GROUND FLOOR WINDOWS
The ground floor windows on both the north and south side of the building are required to be fitted with minimum 70 mm thick glasswool insulation of > 11 kg/m3 and a single sheet of 9 mm cement board and one layer of standard 13 mm thick plasterboard. The cladding should overlap the window opening by >70 mm around the perimeter where reasonably practicable and sealed with a flexible acoustic sealant.

PROPOSED AIR LOCK:
Doors to be solid core and installed with compressible acoustic perimeter seals and a neat fit in accordance with requirements outlined in the Acoustic Report.

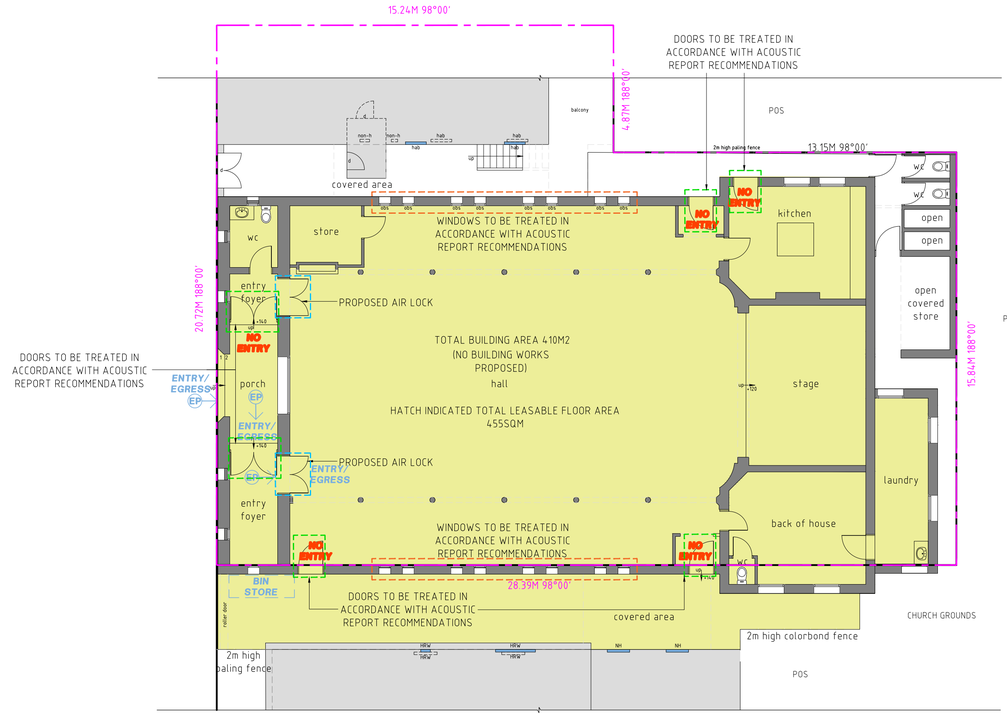
WALL VENTS
The ground floor wall vents on both the north and south sides of the building are required to be fitted with single sheet of 9 mm cement board or infill with mortar to seal as reasonably practicable.

LEGEND

Hatch indicates extent of leasabel floor area to be used for this application 455 SQM



EXISTING FLOOR PLAN
SCALE 1:100



PROPOSED FLOOR PLAN
SCALE 1:100

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CHANGE OF USE

PROPOSED PLACE OF ASSEMBLY
AT 270 GEORGE STREET FITZROY
FOR AMELIA WADDELL

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Amendments	Checked	Date
A. Amended to Council's RFI	TW	25/03/2025

Survey Details
Engineering Details

Building Practitioner No:

Designed	TW	**Drg.No.**	**A75-24**
Drawn	WG		
Checked	TW	**Date**	AUG 2025
Scale	AS SHOWN @ A1	**Sheet**	2 of 2

North

Willow Acoustics Pty Ltd ABN 94 660 341 337 Trading as
AUDIOMETRIC & ACOUSTIC SERVICES
noiseconsult.com.au
(03) 9817 5517
info@noiseconsult.com.au

22nd August 2025 **Report No. 25020.5**

Title: **Music noise assessment for a proposed venue at 270 George Street, Fitzroy, VIC 3065.**

Brief: **Assessment of potential music noise for a proposed venue at 270 George Street, Fitzroy, VIC 3065.**

Client: **Odette Fitzroy**
270 George St
Fitzroy
VIC 3065

Contact: **Ameilia Waddell**

Executive Summary

Audiometric and Acoustic Services (A&AS) has undertaken an environmental noise assessment for a proposed venue located at 270 George Street, Fitzroy, VIC 3065

Live music noise levels have been calculated according to the applicable EPA Publication 1826.4 ‘Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues’ Part II (State of Victoria, 2021).

The results show the effective noise levels emanating from the project site to be compliant for ‘day / evening’ period at the nearest noise sensitive areas (NSAs) according to noise mitigation measures recommended as per Section 8 of this report.

Risk of non-compliance of noise that could be determined as ‘unreasonable’ under section 3(1)(a) ‘the definition’ is expected to be low in relation to the proposed music noise within the prevailing period operations.

The requirements are presented in Section 8.

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1 Introduction

Audiometric and Acoustic Services (A&AS) has been commissioned by Odette Fitzroy to undertake an environmental noise assessment regarding proposed 'live' music noise at 270 George Street, Fitzroy, VIC 3065.

The venue is understood to operate up to two functions per week nominally between the hours of 9 am and 8 pm. See Section 1.2 for further details.

The scope of the assessment includes:

- Assessment of potential music noise emissions in relation to the requirements of the *Environment Protection Act* (State of Victoria, 2017), *Environment Protection Regulations* (State of Victoria, 2021) and the incorporated EPA publication 1826.4 "Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues" Part II.
- Provision of advice on noise attenuation measures necessary to comply with the relevant legislation or guidelines and protect nearby noise sensitive areas from operational noise emissions due to the proposed operations if required.
- Consideration of the General Environmental Duty (GED) under the EP Act (State of Victoria, 2017).
- A glossary of the acoustic terminology used in this report is presented in Appendix A.

1.1 Site Description

The project site is located at 270 George Street, Fitzroy, VIC 3065 as shown below in Figure 1.



Figure 1 Location of Project Site (Image Source: Google Earth 2025)

The venue proposes to use the existing venue for wedding ceremonies, receptions and other such corporate events.

Figure 2 presents the ground level layout. It is noted that the main areas for potential breakout are the roof, and the doors and windows.

It is understood that the outside areas including the external toilets will not be available to patrons.

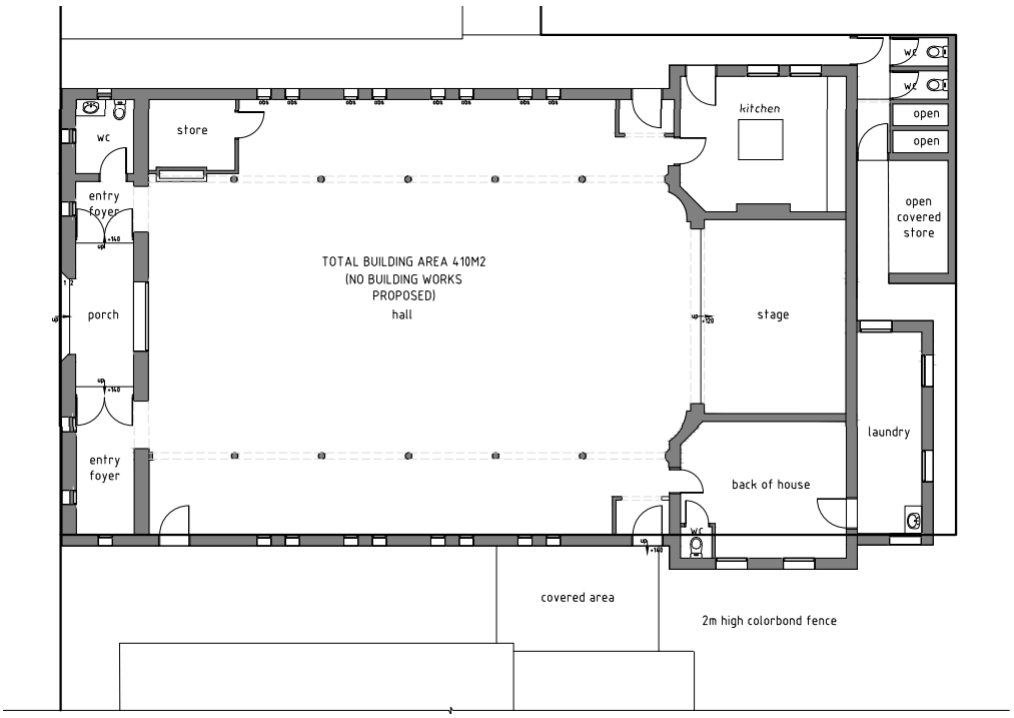


Figure 2 Ground Layout (Image Source: A1 Drafting 2024)

1.2 Proposed Operations

It is understood the facility will operate prerecorded and live music within the 'day / evening' period as specified by the EP Regulations (State of Victoria, 2021) for the assessment of music noise as per the EPA publication 1826.4: 'Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues Part II' (State of Victoria, 2021).

The following proposed operating hours apply to the venue. The venue is understood to operate up to two functions per week.

Table 1 Proposed Operating Hours

Day	Time
Wednesday to Sunday	9 am – 8 pm
Public Holidays	9 am – 8 pm
Good Friday & Christmas Day	Closed

The definitions of the periods as specified by the EP Regulations (State of Victoria, 2021) are presented in Table 2.

It is understood that the external toilets are not in service and could not be repaired without significant renovation. All patrons are proposed to use the indoor facilities.

It is advised that food may be plated on site but is prepared offsite. No kitchen extraction is proposed to be in use.

It is understood the venue is a smoke free venue and therefore will not have any smokers areas nor any outdoor patrons.

2 Legislation and Guidelines

The following legislations and guidelines apply to the project site.

2.1 EP Act

Part 7.6, Division 2, Section 166 'Unreasonable noise' of the *EP Act* (State of Victoria, 2017) states *'A person must not, from a place or premises that are not residential premises—*

a) emit an unreasonable noise; or

b) permit an unreasonable noise to be emitted.

Note 'Unreasonable noise' is defined in section 3(1)' as the following:

'Unreasonable noise means noise that—

(a) is unreasonable having regard to the following—

(i) its volume, intensity or duration;

(ii) its character;

(iii) the time, place and other circumstances in which it is emitted;

(iv) how often it is emitted;

(v) any prescribed factors; or

(b) is prescribed to be unreasonable noise;'

Note that for the purposes of paragraph (a) (v) of the definition of 'unreasonable noise' in section 3 (1) of the Act, frequency spectrum is a prescribed factor.

Noise can be determined as 'unreasonable' under both section 3(1)(a) 'the definition' or that noise can be prescribed to be 'unreasonable noise' (under the section 3(1)(b)) of the EP Act (State of Victoria, 2017) if it exceeds the noise limits set using Part 5.3 of the Environment Protection Regulations (State of Victoria, 2021). Note that publication 1826.4 'the Noise Protocol', is an incorporated document for Part 5.3 and should also be used as a *guide* for assessing noise under section 3(1)(a).

The *Environment Protection Act* (State of Victoria, 2017) also outlines the General Environmental Duty (GED) (S.25) which requires that a person who is engaging in an activity that may give rise to risks of harm to human health or the environment from pollution or waste must minimise those risks, so far as reasonably practicable.

The EPA publication 'Industry Guidance: supporting you to comply with the General Environmental Duty' (State of Victoria, 2020) offers the following definition:

***"Reasonably practicable** means putting in controls that are proportionate to the risk.*

It relates to the chance of harm occurring and potential impacts on the environment. It also relates to what controls are available, their cost, and considers what an industry generally knows about the risk and control options. This is termed the 'state of knowledge'."

S.25 of the *Environment Protection Act 2017*) operates independently and concurrently with the obligations regarding unreasonable noise (which include section 166 and section 167 of the Act, and Part 5.3 of the Environment Protection Regulations 2021). The GED applies to all Victorians at any time they engage in an activity that may give rise to risks of harm to human health or the environment from pollution or waste to minimise those risks, so far as reasonably practicable. This can be the case even when the noise limits set by Part 5.3 of the Environment Protection Regulations 2021 are not exceeded.

If the noise were to be found 'unreasonable noise' under either 3(1)(a) or 3(1)(b), this could also be used to inform the duty holder's compliance with the GED. i.e., they are unlikely to be managing the risk associated with those noise emissions so far as reasonably practicable.

For the purposes of calculation and prediction within an acoustic report it is surmised that mitigation measures should first aim to reduce noise levels below the applicable noise limits in relation to the EP Regulations (State of Victoria, 2021) and incorporated Noise Protocol (State of Victoria, 2021).

Secondly the effective noise level should be further assessed as per the definition of section 3(1)(a) of the EP Act (State of Victoria, 2017). For example, this may apply in cases where the ENL may be technically below the noise limits but has an intrusive character or low frequency characteristic during a sensitive time or similar scenario.

Thirdly, noise levels should be reduced as far as reasonably practicable in line with the GED. This may include silencers on plant, noise barriers or selection of low noise plant and the like. The acoustic report should also include recommendations for ongoing compliance which may include but is not limited to, ensuring all machinery is well maintained and scheduling of noisy activities to the less sensitive periods of the day. In cases of entertainment venues these items may be incorporated within a Noise Amenity Action Plan (NAAP).

2.2 Music Noise

The *Environmental Protection Regulations* (State of Victoria, 2021) Part 5.3 – Noise requires the prediction, measurement, assessment and analysis to be in accordance with the Noise Protocol (Section 2.2.1 below) to determine if a noise is unreasonable or aggravated.

Division 4 prescribes the following for unreasonable and aggravated noise from entertainment venues and outdoor entertainment events.

"Subdivision 1—General

122. Music noise from live music entertainment venues:

Despite anything to the contrary in this Division, music noise emitted from a live music entertainment venue is not unreasonable noise or aggravated noise if—

a) the live music entertainment venue complies with the Live music entertainment venues provisions set out in the VPPs; and

b) the noise limit that applies to that venue.

Note Among other things, the Live music and entertainment noise provisions set out in the VPPs ensure the primary responsibility for noise attenuation rests with the agent of change."

Subdivision 2 for indoor entertainment venues provides the following definitions for operating time periods.

Table 2 Definitions of Operating Times for Indoor Music Venues

Period	Applicable Times
Day / Evening	▪ Monday to Saturday (other than a public holiday), from 7 a.m. to 11 p.m.; ▪ Sunday or a public holiday (other than if either is preceding a public holiday), from 9 a.m. to 10 p.m.; ▪ Sunday or a public holiday (if either is preceding a public holiday), from 9 a.m. to 11 p.m.;
Night	▪ Monday to Friday (other than a public holiday or a day preceding a public holiday), from 11 p.m. to 7 a.m. the following day; ▪ Saturday or any day preceding a public holiday, from 11 p.m. to 9 a.m. the following day; ▪ Sunday or a public holiday (if neither is preceding a public holiday), from 10 p.m. to 7 a.m. the following day.

The venue should comply with the relevant limits as per the Noise Protocol for the purposes of assessing an existing or proposed venue.

Any exceedance above the relevant limits would be deemed 'unreasonable' noise.

Any music noise 15 dB above the 'day' and 'evening' period limit or 20 dB above the 'night' limit would be deemed 'aggravated' noise for the purposes of Section 168 of the Environment Protection Act 2017.

Indoor venues are defined as follows:

"Indoor entertainment venue means any premises (other than residential premises or an outdoor entertainment venue), where music is played and includes a live music entertainment venue, hotel, tavern, cabaret, night club, discotheque, reception centre, skating rink, restaurant, cafe, health and fitness centre, recording and rehearsal studio, theatre, amusement park, amusement parlour, retail store, shop, public hall and club;"

2.2.1 Noise Limit and Assessment Protocol Part II

The EPA publication 1826.4: 'Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues Part II' (State of Victoria, 2021) prescribes methods for accessing music noise from public premises whether the source be live or pre-recorded.

For indoor venues, the assessment includes the measurement or prediction of music noise levels against limits prescribed by Part II of the Noise Protocol at nearby noise sensitive areas such as residential dwellings.

3 Noise Sensitive Areas

The nearest and potentially most affected noise sensitive areas (NSAs) have been identified as per Table 3 and illustrated in Figure 3. It is taken, as sound attenuates with distance in a free field, in absence of any significant barriers or acoustically reflecting surfaces, that if the near residences are compliant then any residences at a further distance will also be compliant.

Table 3 Noise Sensitive Areas

Location Reference	Address	Comment
NSA 01 A	272 George St, Fitzroy VIC 3065	Ground floor of residence with receiver at 1.5 m.
NSA 01 B	272 George St, Fitzroy VIC 3065	Second floor of residence with receiver at 4.5 m.
NSA 01 C	272 George St, Fitzroy VIC 3065	Ground floor Side of residence with receiver at 1.5 m.
NSA 01 D	272 George St, Fitzroy VIC 3065	Second floor Side of residence with receiver at 4.5 m.
NSA 02	76 St David St, Fitzroy VIC 3065	Single story residence with receiver at 1.5 m.
NSA 03 A	78 St David St, Fitzroy VIC 3065	Ground floor of residence with receiver at 1.5 m.
NSA 03 B	78 St David St, Fitzroy VIC 3065	Second floor of residence with receiver at 1.5 m.
NSA 3C	78 St David St, Fitzroy VIC 3065	Single story Studio / Granny Flat with receiver at 1.5 m.
NSA 04	82 St David St, Fitzroy VIC 3065	Single story residence with receiver at 1.5 m.
NSA 05 A	84 St David St, Fitzroy VIC 3065	Ground floor of residence with receiver at 1.5 m.
NSA 05 B	84 St David St, Fitzroy VIC 3065	Second floor of residence with receiver at 4.5 m.
NSA 06 A	84-A St David St, Fitzroy VIC 3065	Ground floor of residence with receiver at 1.5 m.
NSA 06 B	84-A St David St, Fitzroy VIC 3065	Second floor of residence with receiver at 4.5 m.
NSA 07	26 Hodgson St, Fitzroy VIC 3065	Single story residence with receiver at 1.5 m.
NSA 08	25 Hodgson St, Fitzroy VIC 3065	Single story residence with receiver at 1.5 m.
NSA 09	197 Moor St, Fitzroy VIC 3065	Single story residence with receiver at 1.5 m
NSA 10	195 Moor St, Fitzroy VIC 3065	Single story residence with receiver at 1.5 m.
NSA 11	191 Moor St, Fitzroy VIC 3065	Single story residence with receiver at 1.5 m.
NSA 12	249 George St, Fitzroy VIC 3065	Single story residence with receiver at 1.5 m.

NSA 13	253 George St, Fitzroy VIC 3065	Single story residence with receiver at 1.5 m.
NSA 14	255 George St, Fitzroy VIC 3065	Single story residence with receiver at 1.5 m.
NSA 15	257 George St, Fitzroy VIC 3065	Single story residence with receiver at 1.5 m.
NSA 16	259 George St, Fitzroy VIC 3065	Single story residence with receiver at 1.5 m.
NSA 17 A	268 George St, Fitzroy VIC 3065	Ground floor of residence with receiver at 1.5 m.
NSA 17 B	268 George St, Fitzroy VIC 3065	Second floor of residence with receiver at 4.5 m.
NSA 17 C	268 George St, Fitzroy VIC 3065	Ground floor north side of residence with receiver at 1.5 m.
NSA 17 D	268 George St, Fitzroy VIC 3065	Second floor north side of residence with receiver at 4.5 m.
NSA 18	264 George St, Fitzroy VIC 3065	Single story residence with receiver at 1.5 m.
NSA 19	263 George St, Fitzroy VIC 3065	Single story residence with receiver at 1.5 m.

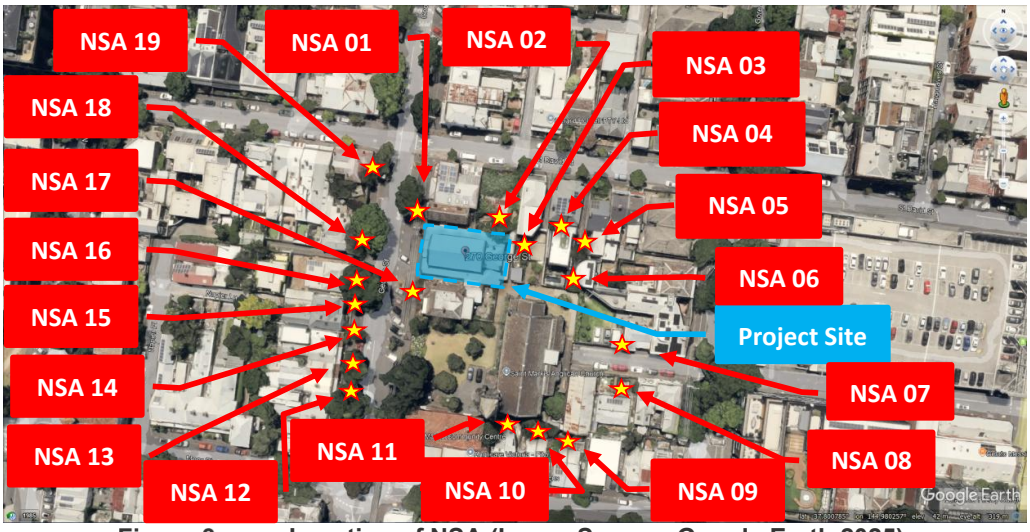


Figure 3 Location of NSA (Image Source: Google Earth 2025)

4 Existing Acoustic Environment

Background noise levels were measured on the footpath outside at 270 George Street, Fitzroy VIC at approximately 8:08 pm on Sunday 3rd of August 2025. No adjustment for reflection was required. The night was cool with nil wind or rain present.

The existing localised environment around the site and noise sensitive areas is typical of an inner-city environment with traffic and trams being the primary contributor to the soundscape.

The time and day of the background sound level measurement align with the proposed hours of operation and are taken to be a conservative representation of the 'day / evening' period.

No other commercial or music venue noise sources were present during the measurements.

Figure 4 presents the approximate location of the background level measurement undertaken (MP1).

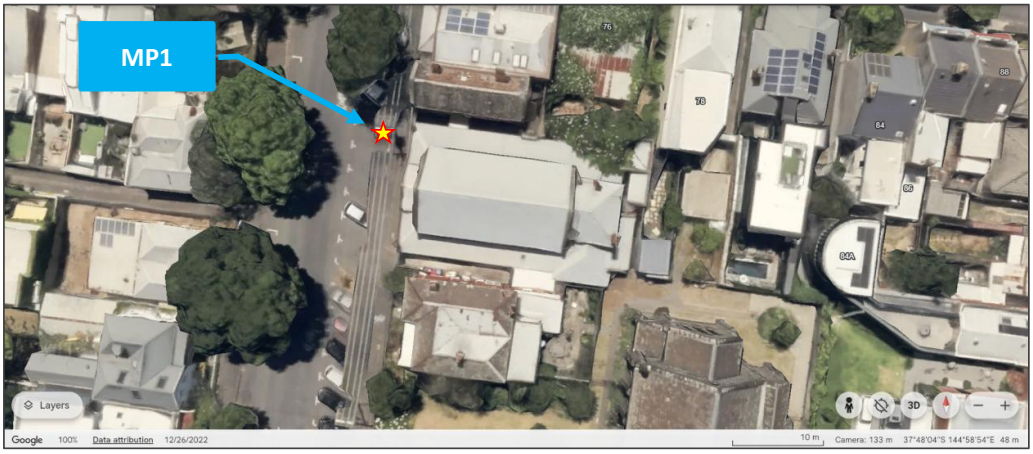


Figure 4 Background Measurement Location (Image Source: Google Earth 2025)

4.1 Noise Protocol Part II Background Levels

Table 4 presents the $L_{A90(15min)}$ background noise level measured.

Table 4 Protocol Part II Background Sound Levels

Period	Applicable Times	Background Noise Level, $L_{A90(15min)}$, dB(A)
Day / Evening	▪ Monday to Saturday (other than a public holiday), from 7 a.m. to 11 p.m.; ▪ Sunday or a public holiday (other than if either is preceding a public holiday), from 9 a.m. to 10 p.m.; ▪ Sunday or a public holiday (if either is preceding a public holiday), from 9 a.m. to 11 p.m.;	43

5 Noise Criteria

The following criteria applies to the project site.

5.1 Day / Evening Music Noise Limit

The following noise limits for music apply to the NSAs for the Noise Protocol Part II 'day / evening' period (background $L_{A90(15min)}$ + 5 dB).

Table 5 Noise Protocol Part II Day / Evening Music Noise Limits

Period	Background Noise Level, $L_{A90(15min)}$ dB(A)	Applicable Times	Noise Limit, $L_{Aeq(15min)}$, dB(A),
Day / Evening	43	▪ Monday to Saturday (other than a public holiday), from 7 a.m. to 11 p.m.; ▪ Sunday or a public holiday (other than if either is preceding a public holiday), from 9 a.m. to 10 p.m.; ▪ Sunday or a public holiday (if either is preceding a public holiday), from 9 a.m. to 11 p.m.;	48

6 Design Approach

The following subsections present the application of the relevant legislation and guidelines and the proposed sound levels used to calculate effective noise levels received at nearby NSAs.

6.1 Music Noise

It is understood that lightly amplified 'live' music is proposed for the inside the hall.

The following levels are used to assess the maximum allowable internal music noise as a spatially averaged reverberant room level.

Table 6 Spatially Averaged Internal Music Noise Level

Item	Spatially Averaged L_{Aeq} (dB)
Music Noise L_{Aeq}	85

Section 8 provides further guidance regarding compliance with the Noise Protocol Part II (State of Victoria, 2021).

6.2 Assumptions of Doors and Roof

The hall is constructed with brick walls and timber framed single (3 - 4 mm) glazing. The roof is understood to be metal with a plaster ceiling and minimal insulation if any at all.

Due to the age of the building, there is some uncertainty with regard to density and thickness of materials. Therefore, conservative estimates are used in the noise model with regard to the roof and glazing.

Doors have been modelled as Rw > 25 and the roof has been modelled as an R_w = 30.

A compliance check of the limiting device is recommended in Section 8.3.1due to the uncertainties with the proposed attenuation.

7 Noise Modelling

iNoise version V2024.3 environmental noise modelling software was used to model the possible environmental noise emissions from the project site to establish noise levels due to a potential worst-case operating scenario and to calculate relative noise contributions to establish any noise mitigation requirements.

Key modelling parameters include:

- Site layout and locations of key operational noise sources have been modelled according to the latest Google Earth satellite image and the locations detailed in the reference documents.
- iNoise version V2024.3 environmental noise modelling software conforms to ISO 9613-2:1996 Acoustics -- Attenuation of sound during propagation outdoors -- Part 2: General method of calculation (ISO, 1996).
- Building footprints and heights have been derived from Google Earth and as per site attendance and /or drawings provided.
- Noise sources have been modelled as described in Section 6 and as per drawings provided.
- Receivers are located within 10 m from a window of a habitable room or within 10 m from a dwelling in areas used for recreation or relaxation. In cases of multistorey residences, the receivers above the ground floor level are located directly outside a window of a habitable room or at an existing balcony.
- The situations are modelled with recommendations as specified in Section 8 in place.

7.1 Effective Noise Levels from Music for the 'Day/ Evening' Period

Table 7 presents the highest calculated effective noise levels at the potentially most-affected NSAs with the proposed project site fully operating during the 'day / evening' period as per the proposed scenario with noise levels from music as described in Section 6.1.

Table 7 Effective Noise Level Results of Music Noise for the ''Day/ Evening' Period from Music at NSAs

Name	Description	Height	'Day/ Evening' ENL $L_{Aeq(15min)}$
NSA 01_A	272 George St, Fitzroy VIC 3065	1.50	14✓
NSA 01_B	272 George St, Fitzroy VIC 3065	4.50	19✓
NSA 01_C	272 George St, Fitzroy VIC 3065	1.50	33✓
NSA 01_D	272 George St, Fitzroy VIC 3065	4.50	37✓
NSA 02_A	76 St David St, Fitzroy VIC 3065	1.50	28✓
NSA 03_A	78 St David St, Fitzroy VIC 3065	1.50	24✓
NSA 03_B	78 St David St, Fitzroy VIC 3065	4.50	26✓
NSA 03_C	78 St David St, Fitzroy VIC 3065 Granny flat	1.50	22✓
NSA 04_A	82 St David St, Fitzroy VIC 3065	1.50	15✓
NSA 05_A	84 St David St, Fitzroy VIC 3065	1.50	14✓
NSA 05_B	84 St David St, Fitzroy VIC 3065	4.50	17✓
NSA 06_A	84a St David St, Fitzroy VIC 3065	1.50	16✓
NSA 06_B	84a St David St, Fitzroy VIC 3065	4.50	18✓
NSA 07_A	26 Hodgson St, Fitzroy VIC 3065	1.50	8✓
NSA 08_A	25 Hodgson St, Fitzroy VIC 3065	1.50	5✓
NSA 09_A	197 Moor St, Fitzroy VIC 3065	1.50	2✓
NSA 10_A	195 Moor St, Fitzroy VIC 3065	1.50	2✓
NSA 11_A	191 Moor St, Fitzroy VIC 3065	1.50	6✓
NSA 12_A	249 George St, Fitzroy VIC 3065	1.50	14✓
NSA 13_A	253 George St, Fitzroy VIC 3065	1.50	15✓
NSA 14_A	255 George St, Fitzroy VIC 3065	1.50	16✓
NSA 15_A	257 George St, Fitzroy VIC 3065	1.50	18✓

NSA 16_A	259 George St, Fitzroy VIC 3065	1.50	20✓
NSA 17_A	268 George St, Fitzroy VIC 3065	1.50	19✓
NSA 17_B	268 George St, Fitzroy VIC 3065	4.50	28✓
NSA 17_C	268 George St, Fitzroy VIC 3065	1.50	39✓
NSA 17_D	268 George St, Fitzroy VIC 3065	4.50	37✓
NSA 18_A	264 George St, Fitzroy VIC 3065	1.50	18✓
NSA 19_A	263 George St, Fitzroy VIC 3065	1.50	14✓
Day / Evening Music Noise Criterion			48
Compliance			Yes✓

*All units in dB(A).

The effective noise levels presented in the table above calculated in accordance with the relevant criteria and the requirements in Section 8 indicate that proposed music noise emissions are calculated to be compliant during the prevailing ‘day / evening’ period.

8 Acoustic Requirements

The following recommendations are required for the project site to comply with the *EP Act* (State of Victoria, 2017), *EP Regulations* (State of Victoria, 2021) by application of the Noise Protocol Criteria and should be incorporated into a noise management plan.

8.1 Operations

The following restrictions apply to operations:

- Unless further acoustic review is conducted, the venue should operate as per the proposed operating hours in Table 1.

The venue should at all times comply with the limits of the EPA publication 1826.4: 'Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues Part II' (State of Victoria, 2021) as per the EP Regulations (State of Victoria, 2021) and comply with the EP Act (State of Victoria, 2017).

8.2 NAAP

It is recommended that the client complete a Noise and Amenity Action Plan (NAAP) to manage patrons on site and when arriving and departing the venue.

8.3 Control of Music Noise

A maximum internal noise level should be set no louder than L_{Aeq} < 85 dB within the proposed venue as measured in the middle of the room or as a spatially averaged noise level.

A sound limiting device is required for any PA system proposed to be used for live or pre-recorded music played above background level. This directly applies to the main stage.

There should be no import or use of instruments (such as drumkits or horns) that would bypass the noise limiter.

Setting of the limiting device or monitoring should be undertaken by a qualified acoustic consultant or audio technician holding relevant qualifications and be able to provide certification of the installation.

The Association of Australasian Acoustical Consultants offers the following advice regarding choosing the correct limiting device. It is suggested that these comments are highlighted with the clients preferred audio installer.

"It is a common belief that the use of an RMS compressor limiter is all that is needed to control internal sound pressure levels of amplified music in order to limit noise levels at nearby receivers. In their conventional implementation, these devices significantly change the short-term dynamics of the music, reducing its crest factor and often sucking the life out of the music. Bass sounds are often the trigger for the compression process, which can lead to pumping

effects or loss of clarity. The ultimate result of this type of sound-level limiting is discontent by venue operators, due to the poor sound quality.

A better approach is to use an automatic long-term RMS leveller, utilising relatively long attack and release time constants. This type of device sets the long-term RMS level of the music to a defined signal level, allowing the peaks to pass mostly unaffected. The target level is adjusted to suit the criteria for a L_{eq} or L_{10} level at noise receivers. Although the L_{eq} level inside the venue may be slightly softer with this approach, this is more than compensated for by the improved sound quality due to the increased dynamics in the music.

The time constants required for this type of level control are not usually found in compressor/limiter devices, and therefore a dedicated long term AGC (automatic gain control) device (implemented in a digital signal processor) is the optimum method of control. The target level can usually also be adjusted according to time of night to meet noise criteria in the post-midnight period." (AAAC, 2019).

Any desire to exceed the proposed maximum internal noise level would require an acoustic review to recalibrate the set maximum room level within the Hall.

8.3.1 Proposed Permit Condition

Prior to the commencement of the use a Noise Limiter must be installed on the land. The Noise Limiter must:

a) Be installed in a tamperproof box or have a software lock, not accessible to personnel other than the venue's acoustic consultant.

b) Control all audio amplification equipment (inclusive of any DJ equipment) and associated loudspeakers.

c) Be calibrated by the acoustical consultant to ensure that music within all areas of the venue complies with Part II of the Victorian EPA Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues, Publication 1826 (the Noise Protocol). Calibration measurements are to be undertaken at the potentially most impacted noise sensitive receiver locations (i.e. not only within the venue).

d) Following calibration of the limiter an acoustic report is to be submitted to Council. The report is to include:

(i) Description of the noise limiter, including make and model, and of the sound system and loudspeaker locations.

(ii) Description of the means by which the system is locked to prevent access from unauthorised parties.

(iii) Noise limits for music at sensitive receiver locations.

(iv) Detail of the noise limiter settings.

(v) Octave band levels of music at representative/reference location/s within the venue conducted with the limiter set to achieve compliance with Part II of the Noise Protocol.

(vi) A statement that the noise limiter has been set to ensure compliance with Part II of the Noise Protocol.

e) The device is to be recalibrated as necessary to maintain compliance when any changes are made to the audio equipment or to the layout, which have the potential to affect the compliance status of the venue. to the satisfaction of the Responsible Authority.

8.4 External Doors

To further minimise music noise breaking out from the venue, it is recommended that all external doors and windows remain closed during operations / functions.

All external doors as per Figure 6 to the venue should be sealed with compressible acoustic perimeter door seals and drop seals as required. There should be no visible gap upon closure.

Alternatively, external doors to the hall can be covered with minimum 8.5 mm cement board and the cavity infilled with minimum 11 kg/m^3 fibrous insulation batts. The cladding should overlap the opening by >70 mm around the perimeter where reasonably practicable and sealed with a flexible acoustic sealant.

8.5 First Floor Windows

The first-floor windows on both the north, south & east side of the buildings as identified in Figure 5 should be fitted with 6 mm thick secondary glazing to the internal of the existing first floor glazing. The result would be an estimated 3 mm existing glazing, nominal 70 mm air gap and a single pane of 6 mm thick secondary glazing.

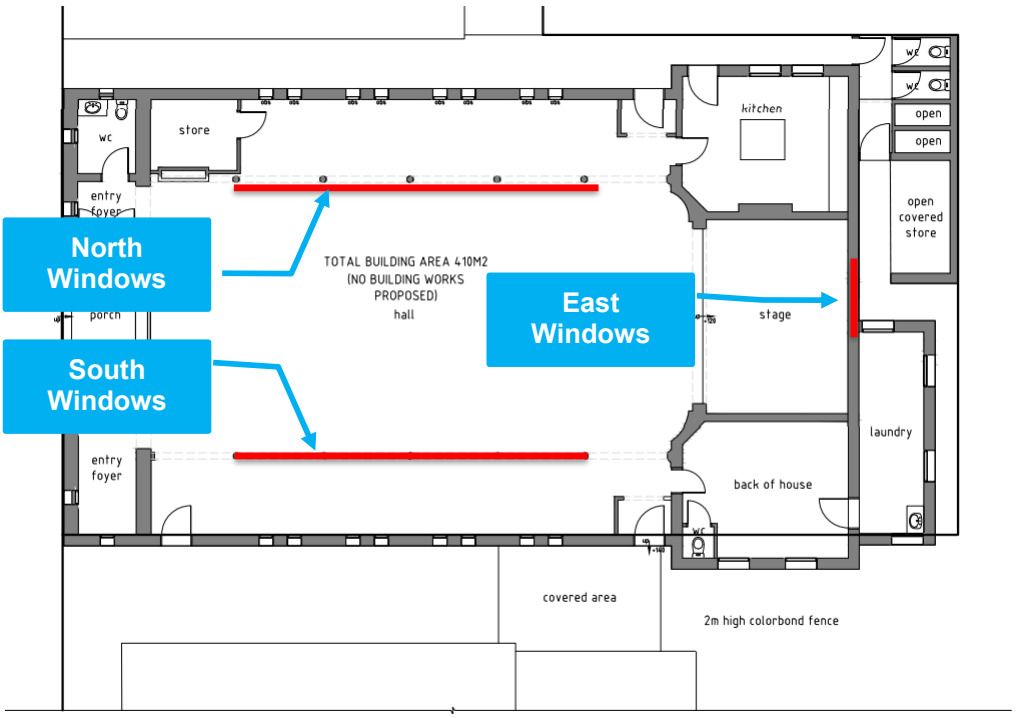


Figure 5 Proposed First Floor Window Treatments (Image Source: A1 Drafting 2024)

8.6 Ground Floor Windows

The ground floor windows on both the internal of the north and south side of the building as identified in Figure 6 are required to be fitted with minimum 70 mm thick glasswool insulation of > 11 kg/m3 and a single sheet of 9 mm cement board or one layer of standard 13 mm thick plasterboard. The cladding should overlap the window opening by >70 mm around the perimeter where reasonably practicable and sealed with a flexible acoustic sealant.

Alternatively the secondary glazing of 6 mm thick as recommended for first floor windows can be used.

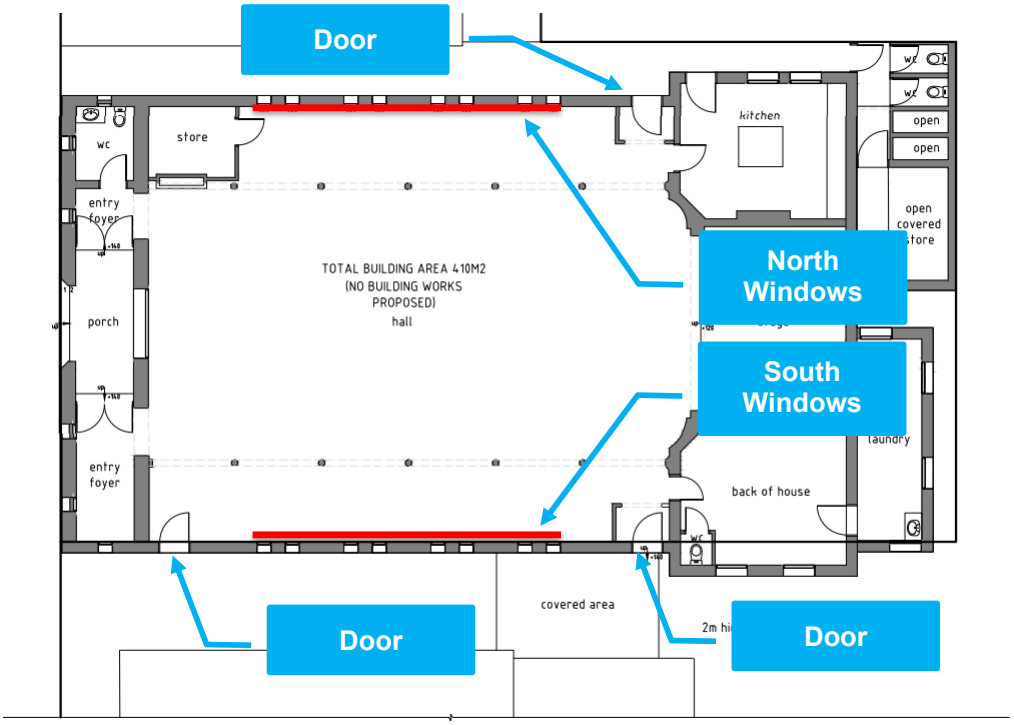


Figure 6 **Proposed Ground Floor Window and Door Treatments (Image Source: A1 Drafting 2024)**

8.7 Airlock System

An airlock system is required to reduce any breakout of noise via the front entrance of the building

Airlock construction should consist of a 90 mm stud work and minimum 16 mm thick plasterboard lining to each side. Fibrous insulation of minimum 6 kg/m^3 should be installed within the stud cavity.

The system is calculated to achieve R_w > 29.

A suitable solid core door should be installed with compressible acoustic perimeter seals and a neat fit between the base of the door and the finished floor. Any glazed sections should be a minimum 6 mm thick.

The airlock system has been depicted in Figure 7.

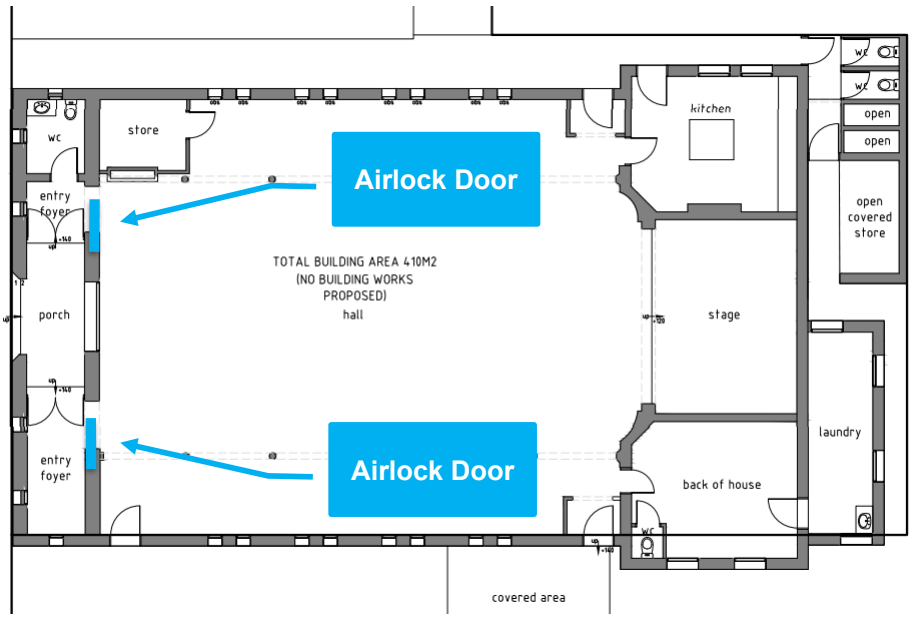


Figure 7 Proposed Airlock System (Image Source: A1 Drafting 2024)

9 Summary

Audiometric and Acoustic Services (A&AS) has undertaken an environmental noise assessment for a proposed venue located at 270 George Street, Fitzroy, VIC 3065

Music noise levels have been calculated according to the applicable EPA Publication 1826.4 'Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues' Part II (State of Victoria, 2021).

The results show the effective noise levels emanating from the project site to be compliant for 'day / evening ' period at the nearest noise sensitive areas (NSAs) according to noise mitigation measures recommended as per Section 8 of this report.

Risk of non-compliance of noise that could be determined as 'unreasonable' under section 3(1)(a) 'the definition' is expected to be low in relation to the proposed music noise within the prevailing period operations.

Please feel free to contact the undersigned with any queries. This applies to any parties that have legitimate access to this report.

Respectfully,



R. Feltwell
Acoustic Consultant

B.Mus

Reviewed by S. Henderson, Principal Acoustic Consultant, M.A.A.S.

10 References

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Appendix A Definitions of Terminology

decibel	Unit usually used to define sound pressure level relative to a reference pressure. $dB = 20 \log_{10} (\frac{P}{Pref})$ The following are examples of the decibel readings of every day sounds; 0 dB The faintest sound we can hear 30 dB A quiet library or in a quiet location in the country 45 dB Typical open office space. Ambience in the city at night 60 dB A vacuum cleaner in a typical lounge room 70 dB The sound of a car passing on the street 80 dB Loud music played at home 90 dB The sound of a truck passing on the street 100 dB The sound of a rock band 115 dB Limit of sound permitted in industry 120 dB Deafening
(A)	Reference to particular weighting network within a Sound Level Meter which modifies the linear response. 'A' weighting is designed to approximate the response of the human ear.
(C)	Reference to a weighting network within a Sound Level Meter. Modifies the Linear response only slightly on the lower frequency range.
Sound Power Level (SWL)	A measure of the total sound energy radiated by a source, per unit time. Mathematically, it is ten times the logarithm to the base ten of the ratio of the sound power (W) of the source to the reference sound power; where the reference sound power is $1x10^{-12}$ W. [Unit: dB]
Sound Pressure Level (SPL)	The root-mean-square values of the pressure fluctuations above and below atmospheric pressure caused by the passage of a sound wave, usually expressed in decibels (re 20 μ Pa)
Free Field	In acoustics a free field is a measurement area not subject to significant reflection of acoustical energy. A free field measurement is typically not closer than 3.5 metres to any large flat object (other than the ground) such as a fence or wall or inside an anechoic chamber.
Effective Noise Level (ENL)	The level of noise emitted from the commercial, industrial or trade premises ($L_{Aeq,30min}$), adjusted if appropriate for character and duration. [Unit: dB(A)]
Fast - F	Dynamic characteristic - time averaging constant is 125m sec.
$L_{90,T}$	The noise level exceeded for 90% of a measurement period. Commonly accepted as the natural Background Noise Level as an A-weighted value.
Ambient Noise	The ambient noise level at a particular location is the overall environmental noise level caused by all noise sources in the area, both near and far, including all forms of traffic, industry, lawnmowers, wind in foliage, insects, animals, etc. Usually assessed as an energy average over a set time period 'T' (L_{Aeq}, T).
$L_{eq,T}$	Equivalent Continuous Sound Level. This is calculated on the basis of the average of the Sound Pressure Level (acoustic energy) over a period of time

	and is expressed in decibels. This can be thought of as the time average sound pressure level. [Unit: dB / dB(A)]
$L_{Aeq,T}$	The 'A' weighted Equivalent Continuous Sound Level.
L_{eff}	See 'Effective Noise Level'.
L_{OCT90}	Linear sound pressure level for a specified octave band that is exceeded for 90 per cent of the time interval considered.
Octave band	Division of the frequency range used for the purposes of acoustic design and noise assessment, allowing for a more targeted control of sound as it varies with frequency. Noise is measured in octave bands using frequency filters as specified in Australian standard AS IEC 61260.1:2019, Electroacoustics - Octave-band and Fractional-octave-band Filters.
Noise Sensitive Area	For the purposes of assessment of noise levels in relation to the 'Noise Protocol', a Noise Sensitive Area is defined as: (a) that part of the land within the boundary of a parcel of land that is— (i) within 10 metres of the outside of the external walls of any of the following buildings— (A) a dwelling (including a residential care facility but not including a caretaker's house); (B) a residential building; (C) a noise sensitive residential use; or (ii) within 10 metres of the outside of the external walls of any dormitory, ward, bedroom or living room of one or more of the following buildings— (A) a caretaker's house; (B) a hospital; (C) a hotel; (D) a residential hotel; (E) a motel; (F) a specialist disability accommodation; (G) a corrective institution; (H) a tourist establishment; (I) a retirement village; (J) a residential village; or (iii) within 10 metres of the outside of the external walls of a classroom or any room in which learning occurs in the following buildings (during their operating hours)— (A) a child care centre; (B) a kindergarten; (C) a primary school; (D) a secondary school; or (b) subject to paragraph (c), in the case of a rural area only, that part of the land within the boundary of— (i) a tourist establishment; or (ii) a campground; or (iii) a caravan park; or (c) despite paragraph (b), in the case of a rural area only, where an outdoor entertainment event or outdoor entertainment venue is being operated, that part of the land within the boundary of the following are not noise sensitive areas for the purposes of that event or venue— (i) a tourist establishment;

	(ii) a campground; (iii) a caravan park;
Airborne noise	Airborne noise comes from common sound sources such as voices, TVs and radios.
Sound Attenuation	A reduction of sound due to distance, enclosure or some other devise. If an enclosure is placed around a machine, or an attenuator (muffler or silencer) is fitted to a duct, the noise emission is reduced or attenuated. An enclosure that attenuates the noise level by 20 dB reduces the sound energy by one hundred times.

Appendix B Instrumentation

Equipment Used

NTi Audio	Type 1 Sound Level Meter
	NTI XL2-TA Device Info:
	XL2, SNo. A2A-16630-E0, FW3.11 Type Approved
	Mic Type: NTi Audio M2230, SN. 8481
	NATA Laboratory calibration due 23rd October 2025
Bruel & Kjaer	Sound Level Calibrator
	Serial No. 1 441 408
	NATA Laboratory calibration due 22nd October 2025

The equipment was check calibrated before and after the measurements. No significant change was found to have occurred.

Appendix C AAAC Music Noise Levels

Table 1 Typical Internal Reverberant Noise Levels from Amplified Music

Type	Internal Level (LAeq)	Comment
Background Music	67-74 dBA	Allows for conversation at normal vocal effort at 600 mm separation.
	70-77 dBA	Allows for conversation at raised vocal effort at 600 mm separation.
Foreground music	85-90 dBA	Minimum level patrons expect for amplified music to be when the music is to be the dominating soundscape (i.e. levels below this would be considered not loud enough.) Typical night club level at the start of the night.
	90-96 dBA 101 to 106 dBZ 100 to 105 dBC	Typical level within a nightclub as patron numbers increase. Loud vocal effort required in close proximity to listener's ear. Potential nightclub level early in the night when patrons and operators may be suffering from a temporary threshold shift (TTS)[1] in hearing (e.g. after approximately 1 hour of amplified music exposure.)
	97-105 dBA 107 to 115 dBZ 106 to 120 dBC	Typical level that may be considered "very" or "extremely" loud. Loud to shouting vocal effort required in close proximity to listener's ear. Potential nightclub level towards peak of the night and/or when patrons and operators may be suffering from an even greater temporary threshold shift (TTS)[1] in hearing. The LZeq sound level in the 63 Hz octave band can be as high as 120 dB. Note that the level of programme content in the 31.5 Hz band is increasing and may need to be considered.

Note 1: The temporary reduction in hearing sensitivity due to exposure to very loud sounds.

Figure 8 AAAC Music Noise Levels (Image Source AAAC 2023)

ODETTE

FITZROY

Odette Fitzroy

270 George St Fitzroy VIC 3065

Venue & Patron Management Plan

Change of Use Planning Permit Application

PLN24/1048
Date: 20 August 2025

Introduction

This Venue and Patron Management Plan outlines the guidelines and protocols regarding the utilisation of the premises for the hosting of events and weddings at Odette Fitzroy, -270 George St Fitzroy.

The proposed events space comprises a single level designated for hosting events of up to 150 guests.

Our intention is to operate primarily as a wedding venue (with a focus on ceremonies), as well as hosting private events such as birthdays (no 18th or 21st's) and other special occasions.

Odette will simply be an events space to hire with an experienced events manager onsite. The venue will already be fitted out with furniture and event needs, reducing the need for couples to supply much else.

We aim to collaborate with local small caterers like Firecracker Events for all catering as there is no prep kitchen onsite. It is important to emphasize that we do not seek to operate as a bar, restaurant or nightclub. We will not be selling food or beverages.

Owner Amelia Waddell is a highly experienced weddings and events manager who understands the importance of patron and noise management in The City of Yarra.

Proposed Hours of trading operation:
Wednesday- Sunday to 9am to 8pm
Public holidays 9am-8pm
Closed: Good Friday and Christmas Day

These times are set on the basis that staff will arrive 30 minutes before the venue opens

Number of patrons:
Up to 150 on-site event patrons maximum

The predominant activity carried out during operating hours will be seated wedding ceremonies and post ceremony celebrations including the service of food and drink by an external caterer.

Chairs and tables will be available for 100% of patrons attending the premises at any one time. Noise levels for entertainment will not exceed levels set out in the Acoustic Report.

Number of events:
We estimate that there will be two events per week, a total of 104 events per year. The rest of the time the space will be utilised by myself for meetings and admin.

This accounts for events being held in the space less than 8% of the time each year.

Parking:
As with any inner city venue there is no parking onsite. Guests will be notified of this on wedding invitations and encouraged to walk/uber/catch public transport.

Any guests who do wish to drive will be encouraged to park in the Ace carparking on Smith St and walk to the venue.

Couples will be informed that we do not allow hummers or limousines as the street parking is not suitable.

Staff:
A minimum of 2 and up to 8 staff will be required on site, including caterers and venue staff. There will be a trained venue manager onsite at all times guests are present, ensuring venue rules are abided by.

Staff will be provided with training in the management of patrons, and they will read and understand this Venue and Patron Management Plan.

Patron Security
Security is unlikely to be required as part of the day time running of wedding ceremonies. Evening events (after 6pm) with more than 100 guests will be required to have a security stationed at the front door for the duration of the evening. This will ensure guests will not linger out the front and move on quietly and swiftly at the conclusion of the event. No food or drinks will be allowed outside of the venue.

Queuing areas
No queuing outside the premises is envisaged to result from the proposed use. Patrons waiting to enter the venue or who arrive early will use the designated Entry/Waiting area inside the front entrance.

Smoking
There will be no smoking at the venue, and events at Odette will be smoke free events. This will be monitored and enforced by venue management and security.

Noise generation and attenuation measures
General daily operations will include background music, acoustic music and a microphone for celebrants.

No speakers will be used outside the venue at any time.

Waste storage and disposal
All onsite caterers will take their waste with them. There will be a small amount of waste due to the daily running of the venue, coffee cups, paper and the like but these will all be accommodated by the current bins.The storage of waste will be in the dedicated storage area behind the roller door on the right hand side of the building and collected weekly/fortnightly.

Patron dispersal & behaviour

Staff will direct patrons to leave the venue in a quiet and orderly manner. This behaviour will be encouraged by the provision of notices near the exits that request patrons be considerate of our neighbours whilst leaving. Any inappropriate behaviour will be recorded in the Complaints Register by management. A staggered end time including the closing of the bar 30mins before 8pm will ensure guests have a 30 minute window to leave meaning they will not all leave at once and will have completely vacated the site by 8pm at the latest.

All patrons will enter and exit the premises via the front of the site, not via the rear of the site or any side exits which will be closed and locked during events. With an array of restaurants, bars and public transport within easy walking distance there is no reason for guests to linger outside the site.

Complaint handling processes:
An onsite event manager will be available during operational hours to receive and manage any complaints. Owner Amelia's personal phone number will be available freely on the venue website and to neighbours so they can call with concerns at any time. A complaints Log will be kept as a record of any complaints received and will include all relevant details such as who was involved, what the incident or complaint entailed and when and where it occurred. We will also log all actions taken to address the complaint.

Deliveries:
As Odette is a fully fitted out venue there will not need to be many deliveries for events. We estimate that each event might have a florist, caterer and musician/dj delivering on the day and that these will be mostly small vans or cars- not trucks. Our main recommended caterer has a small van and will have her own glassware, cutlery and crockery stored at the venue, reducing what she needs to bring onsite. Deliveries are also only likely to occur on the event day itself and not during the week.

Toilets:
There are two toilets onsite which will be used by patrons. The toilets located at the back of the property are old, damaged and no longer operational. All side doors are to be locked for events and lead to bins and storage which are not places we would want guests to be under any circumstances.

Windows:
None of the windows onsite open so there is no concern that any could be opened during an event.

traverse

Car Parking Demand Assessment

Proposed Function Centre

270 George Street, Fitzroy

Prepared for:
Odette Fitzroy

Date:
25 March 2025

Traverse Transport Pty Ltd

222 Hoddle Street,
Collingwood VIC 3067
info@traversetransport.com.au
ABN 43 671 343 365

Prepared for:

Odette Fitzroy

Report Details

Version	Date	Reason for Issue	Authorised By
D01	06/03/2025	Draft	J.McKenzie – RPEng (Civil)
F01	25/03/2025	Final	J.McKenzie – RPEng (Civil)

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1 Introduction:

Traverse Transport was commissioned by the permit applicant (Odette Fitzroy) to assess the traffic engineering implications of the planning application for the proposed function centre at 270 George Street, Fitzroy and prepare a Car Parking Demand Assessment suitable to accompany the planning application to Council.

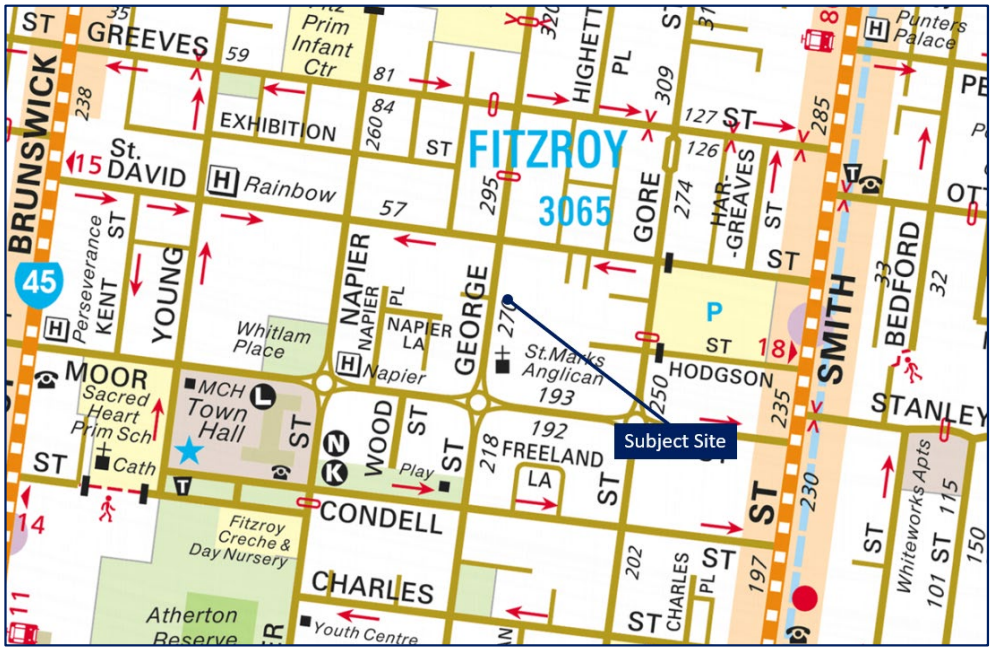
This report has been prepared to address the traffic engineering considerations of the proposal and is based on parking surveys, site observations and on previous studies of similar developments elsewhere in Melbourne. Furthermore, this report has been prepared to address the Request for Further Information (RFI) prepared by the City of Yarra dated 7th of January 2025.

2 Existing Conditions:

2.1 Location and environment

The site of the proposal is addressed as 270 George Street, Fitzroy. The site is located on the eastern side of George Street between St David Street and Moor Street. The site's location relative to the surrounding road network is shown in Figure 2.1.

Figure 2.1: Site Locality



Source: melway.com.au

The subject site is irregular in shape with a frontage to George Street of 20.7m, a depth of 28.9 metres and a site area of approximately 530 sqm. The site comprises a single lot and forms part of the St Marks Anglican Church complex which also includes the lots at 250-260, 268 and 270 George Street. The subject site is occupied by the parish hall and currently operates as a photography studio (classified as an office land use).

The site is located within the Neighbourhood Residential Zone – Schedule 1 (NRZ1) and is subject to the following planning scheme overlays:

— Heritage Overlay (HO158).
— Heritage Overlay (HO334).
— Development Contributions Overlay – Schedule 1 (DCPO1).

Surrounding land use in the immediate vicinity of the subject site is predominately residential with commercial and retail land uses located along Smith Street to the east and Brunswick Street to the west.

Figure 2.2 shows an aerial photograph of the subject site relative to its surroundings.

Figure 2.2: Aerial Photography



2.2 Road Network

George Street

George Street is classified as a Local Road under the care and management of Council which runs in a north-south alignment between Queens Parade in the north and Victoria Parade in the south. Fronting the subject site, George Street comprises a carriageway width of approximately 14.5m and accommodates two-way vehicular movements. Restricted kerbside parallel parking is permitted on the western side of the road and restricted angled parking is provided on the eastern side of the road. George Street is located within the 30km per hour speed limit area and concrete footpaths are provided on both sides of the road.

Site photographs of George Street proximate to the subject site are shown in Figure 2.3 and Figure 2.4.

Figure 2.3: George Street (to the north)



Figure 2.4: George Street (to the south)



St David Street

St David Street is classified as a Local Road under the care and management of Council which runs in an east-west alignment between Smith Street in the east and Brunswick Street in the west. Proximate to the subject site, St David Street comprises a carriageway width of approximately 8.8m and accommodates vehicular movements in one direction only (westbound). Restricted kerbside parallel parking is permitted on both sides of the road. St David Street is located within the 30km per hour speed limit area and concrete footpaths are provided on both sides of the road.

Site photographs of St David Street proximate to the subject site are shown in Figure 2.5 and Figure 2.6.

Figure 2.5: St David Street (to the east)



Figure 2.6: St David Street (to the west)



2.3 Parking Conditions

Car Parking Occupancy Surveys

Car parking surveys were commissioned of the on-street car parking supply within approximately 250 walking distance of the subject site during the following times:

— Thursday the 20th of February 2025 between 9:00am and 11:00pm; and
— Saturday the 1st of March 2025 between 9:00am and 11:00pm.

The extent of the survey area is presented in Figure 2.7 with detailed results provided in Table A1 and Table A2 of Appendix A.

Figure 2.7: Parking Survey Area



Parking Inventory

There was observed to be a supply of up to 294 publicly available car parking spaces within the survey area, which were predominately subject to short-term restrictions (1P or 2P). A portion of the surrounding on-street supply was also subject to Permit Zone restrictions and not available to the public. A small portion of the parking supply had 4P restrictions, while no unrestricted parking was identified.

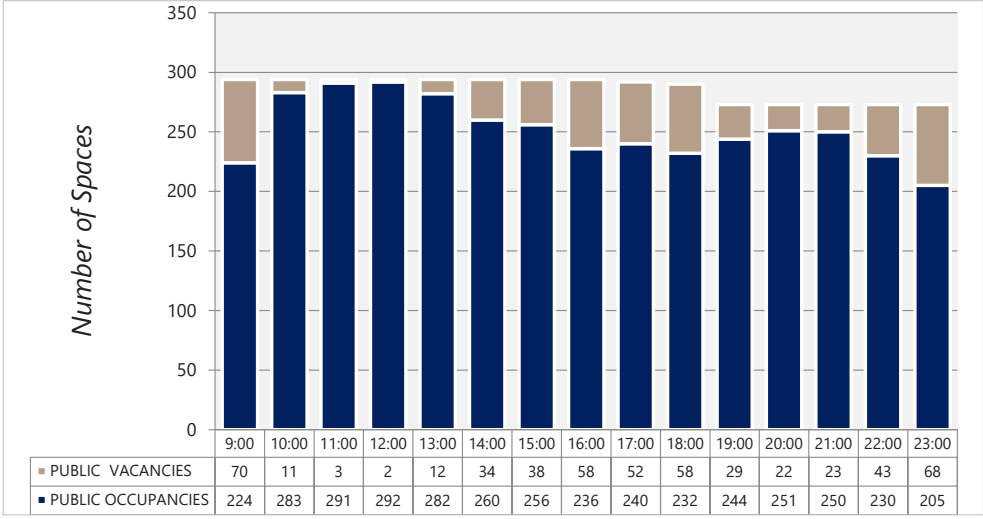
In summary, the parking occupancy surveys showed the following:

Thursday 20 February 2025

- There was observed to be a maximum supply of 294 publicly available car parking spaces within the survey area.
- The demand for parking was very strong throughout the duration of the survey period, including the evening period.
- The peak hour period occurred at 12:00pm when a total of 292 parking spaces were recorded as occupied out of a total parking supply of 294 spaces, representing a 99% occupancy. There was a minimum of two vacant car parking spaces during this time.

Figure 2.8 provides a graphical representation of the temporal profile of the Thursday parking demands.

Figure 2.8: Temporal Parking Demand – Thursday 20 February 2025



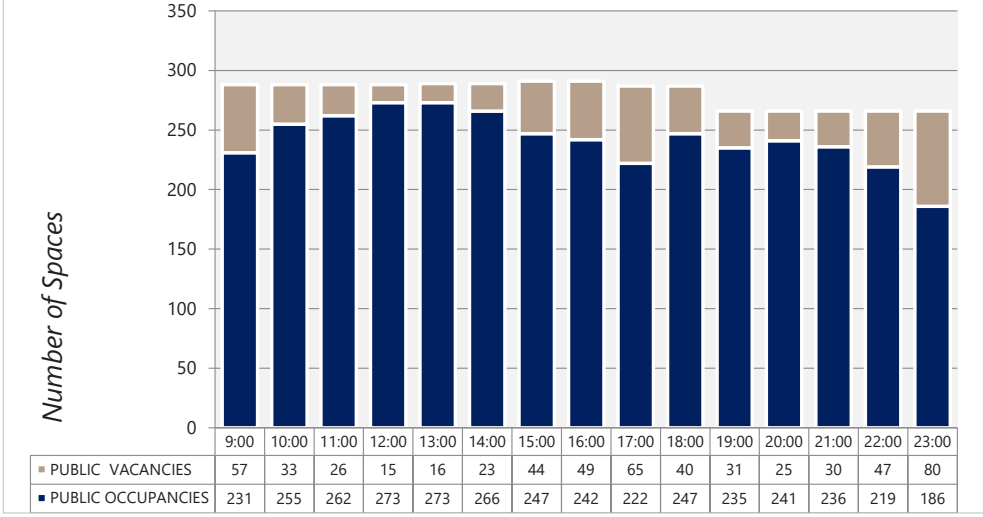
	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
PUBLIC VACANCIES	70	11	3	2	12	34	38	58	52	58	29	22	23	43	68
PUBLIC OCCUPANCIES	224	283	291	292	282	260	256	236	240	232	244	251	250	230	205

Saturday 1 March 2025

— There was observed to be a maximum supply of 294 publicly available car parking spaces within the survey area.
— The demand for parking was again very strong throughout the duration of the survey period, including the evening period.
— The peak hour period occurred at 12:00pm when a total of 273 parking spaces were recorded as occupied out of a total parking supply of 288 spaces, representing a 95% occupancy. There was a minimum of 15 vacant car parking spaces during this time.

Figure 2.9 provides a graphical representation of the temporal profile of the Saturday parking demands.

Figure 2.9: Temporal Parking Demand – Saturday 1 March 2025



	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
PUBLIC VACANCIES	57	33	26	15	16	23	44	49	65	40	31	25	30	47	80
PUBLIC OCCUPANCIES	231	255	262	273	273	266	247	242	222	247	235	241	236	219	186

Summary

In summary, the parking surveys indicate that the on-street car parking supply in the precinct is typically subject to short-term restrictions and Permit Zone restrictions and is very highly occupied during

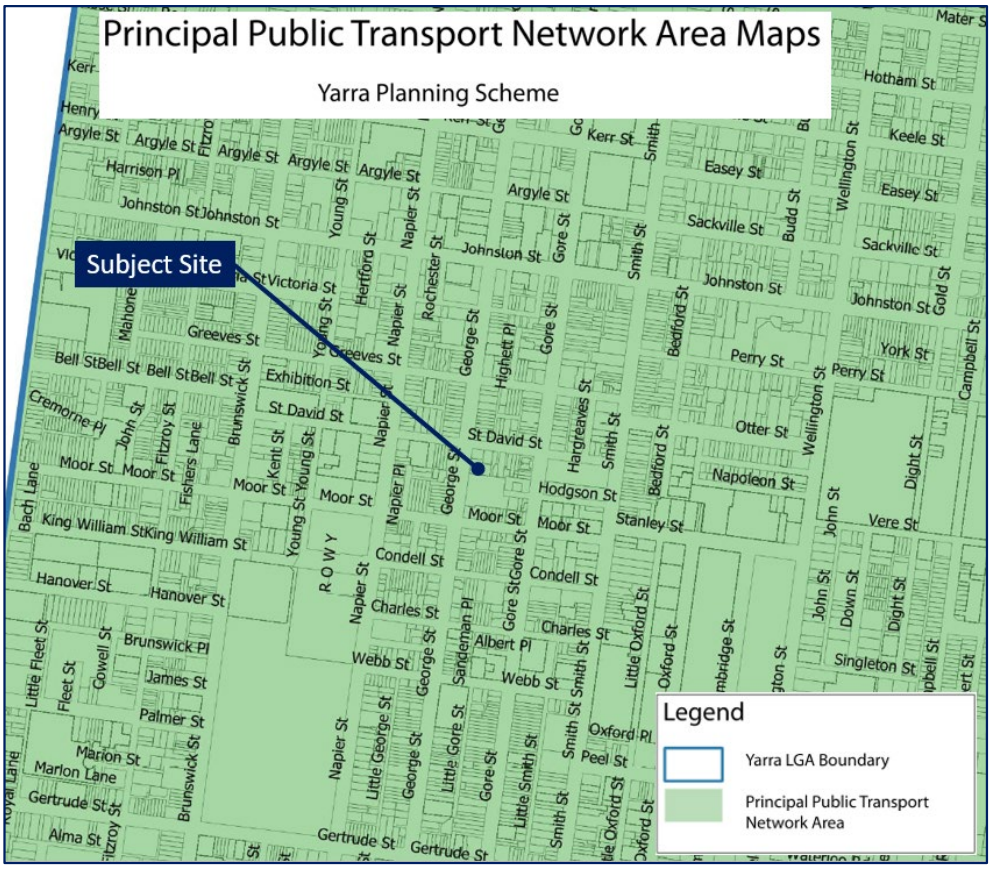
weekdays and on weekends, including evening periods. This provides a strong disincentive for guests and staff of the function centre to drive to/from the site and park on-street.

2.4 Sustainable Transport

Principal Public Transport Network (PPTN)

The subject site is located within the Principal Public Transport Network (PPTN) as shown on the PPTN Maps of the State Government of Victoria (August 2018) as outlined in Figure 2.10.

Figure 2.10: Subject Site with Respect to the Yarra Planning Scheme



Public Transport Services

The site has excellent access to the public transport network with a variety of services operating in proximity to the site. The public transport services in the vicinity of the site are shown graphically in Figure 2.11 and detailed in Table 2.1.

Figure 2.11: Public Transport Services

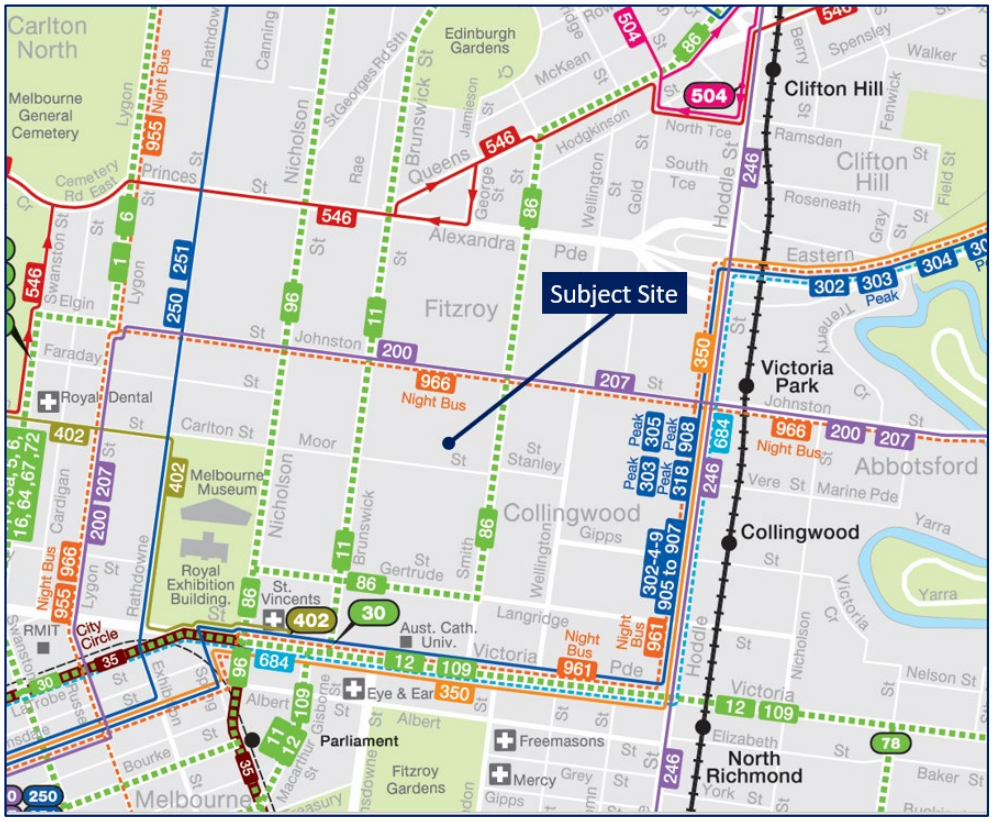


Table 2.1: Public Transport Services

Mode	Route Description	Nearest Stop	Walking Distance
Tram	Tram Route 86: Bundoora RMIT – Waterfront City Docklands	Smith Street near Hodgson Street	300m (4 minutes)
	Tram Route 11: West Preston – Victoria Harbour Docklands	Smith Street near Hodgson Street	350m (5 minutes)
Bus	Bus Route 200: City – Bulleen	Johnston Street near Napier Street	350m (5 minutes)
	Bus Route 207: City – Bulleen – Doncaster SC via Kew Junction		

Victoria Park Railway Station is also located approximately 1.5km to the east of the site and is accessible via Bus Services 200 & 207.

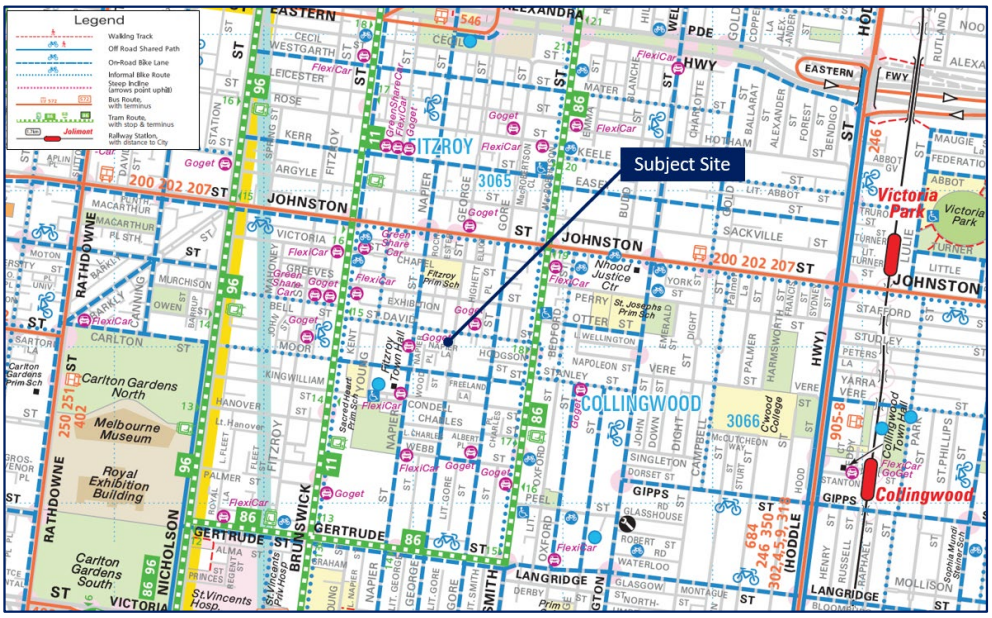
Bicycle Facilities

The site has excellent access to the bicycle network with the following key facilities located within proximity of the site:

- Off-road shared paths along Hoddle Street to the east of the site and along Nicholson Street to the west of the site.
- On-road bicycle lanes along Moor Street, Napier Street, Gore Street, Gertrude Street, Langridge Street, Kerr Street, Easey Street amongst others.
- Several informal bicycle routes throughout the local road network.

The sustainable transport services in the vicinity of the site, including the bicycle network, are shown in Figure 2.12.

Figure 2.12: Sustainable Transport Services



Pedestrian Facilities

Concrete footpaths are provided on both sides of George Street and the majority of roads in the vicinity of the site. The footpaths provide a connection between the subject site, residential catchment areas, surrounding public transport services and other services in the wider precinct.

The site achieves a 'Walk Score' of 99 points (out of a possible 100) and is described as a 'Walker's Paradise' on WalkScore.com, noting that daily errands do not require a car. Walkscore.com utilises data sources such as Google and road network data to calculate a 'Walk Score'. The site's 'Walk Score' highlights the site's high level of access to pedestrian facilities.

Taxi & Ride-Share Services

Taxis and ride-sharing services (such as Uber) both provide another alternative to the private vehicle and are highly accessible in this area. Taxis can also be found at taxi ranks or flagged down on the street if required (particularly on Smith Street and Brunswick Street). Taxis and ride-share services can also be booked through the respective apps.

2.5 Local Planning Policy

There is significant support within the Yarra Planning Scheme and various Council strategies for new developments which encourage the use of sustainable transport alternatives in preference to the private motor vehicle, including those listed below.

Clause 18.01-3L – Integrated Transport

Clause 18.01-3L is the local planning policy for sustainable transport. The objective of the Clause is to support a sustainable transport system that reduces the impact of private motor vehicle traffic and on-street parking.

The key strategies of the Clause are:

Encourage development to prioritise transport modes in order of the following transport hierarchy:

- *Walking.*
- *Cycling.*
- *Public transport.*
- *Commercial vehicles serving businesses and institutions.*
- *Subscription based vehicles such as car shares.*
- *Private motor vehicles.*

Support development which reduces reliance on private cars.

Encourage lower amounts of car parking within developments.

Encourage increased infrastructure for active transport in developments (such as high levels of bicycle parking and end of trip facilities).

Moving Forward (Yarra's Transport Strategy 2022-32)

The *Moving Forward: Yarra's Transport Strategy 2022-2032* outlines the City of Yarra's commitment to fostering a sustainable, accessible, and integrated transport network. The strategy aims to reduce car dependency by prioritising public transport, cycling, and walking, thereby enhancing community health, safety, and environmental outcomes. In terms of new developments, the strategy emphasises a reduced need for on-site car parking, particularly in areas well-served by public transport and cycling infrastructure. This approach aligns with Yarra's goal to limit private car use, encourage alternative transport, and allocate urban space more efficiently. Additionally, the strategy seeks to adapt to population growth while maintaining liveability and addressing climate action targets by decreasing traffic congestion and carbon emissions.

3 The Proposal:

This planning application seeks approval to use the existing parish hall at 270 George Street, Fitzroy as a function centre. More specifically, the proposal will comprise the following:

- The parish hall will be used as a function centre to host weddings and other events (classified as a place of assembly land use).
- The function centre will have the capacity to accommodate a maximum of 150 patrons.
- The proposed hours of operation are as follows:
  - Sunday to Thursday: 9:00am to 8:00pm.
  - Friday to Saturday: 9am to 11:00pm.
- No building works are proposed.
- There is no car parking currently provided on site and no car parking is proposed for the function centre.

4 Car Parking Assessment:

4.1 Statutory Car Parking Requirements

Car parking requirements for new use developments are set out under Clause 52.06 of the Yarra Planning Scheme. The purpose of Clause 52.06, amongst other things, is:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

The number of car parking spaces required for the specified uses is listed under Table 1 of Clause 52.06-5. The car parking requirement specified for a use listed in Table 1 does not apply if:

- A car parking requirement for the use is specified under another provision of the Planning Scheme: or
- A schedule to the Parking Overlay specifies the number of car parking spaces required for the use.

The site is not subject to a Parking Overlay and car parking requirements are not specified under another provision of the Yarra Planning Scheme. Therefore, the rates specified under Table 1 of Clause 52.06-5 apply to the proposed development.

Table 1 includes two sets of parking rates, listed as Column A and Column B. Column A rates apply unless one of the following conditions for Column B rates are met:

- Any part of the land is identified as being within the Principal Public Transport Network Area as shown on the *Principal Public Transport Network Area Maps* (State Government of Victoria, August 2018); or
- A schedule to the Parking Overlay on another provision of the planning scheme specifies that Column B applies.

As discussed in 2.4, the subject site falls within the Principal Public Transport Network (PPTN) area. Therefore, the relevant rates under Column B to Table 1 to Clause 52.06 are applicable to the proposal. Application of the relevant rates is shown in Table 4.1.

Table 4.1: Statutory Car Parking Requirements

Land Use	Capacity	Statutory Car Parking Rate	Statutory Car Parking requirement[1]
Place of Assembly	150 patrons	0.3 car spaces to each patron permitted	45 spaces

Accordingly, the proposal has a statutory requirement to provide 45 car parking spaces. It is not proposed to provide any car parking for the proposal and therefore a reduction of 45 spaces is sought against the statutory requirements of Clause 52.06 of the Yarra Planning Scheme for the specified use.

A Car Parking Demand Assessment has been undertaken below to assess the appropriateness of the reduction of car parking.

[1] *If in calculating the number of car parking spaces the result is not a whole number, the required number of car parking spaces is to be rounded down to the nearest whole number as per Clause 52.06-5 of the Yarra Planning Scheme.*

4.2 Car Parking Demand Assessment

In accordance with Clause 52.06-7 of the Yarra Planning Scheme, an assessment of the car parking demand likely to be generated by the use must address the following factors, to the satisfaction of the Responsible Authority:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated likely to be generated by the proposed use over time.
- The short-stay and long-stay parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist's access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

An assessment of the relevant factors to the proposal are discussed in more details below.

The Likelihood of Multi-Purpose Trips

It is expected that the car parking demand of the proposal will generally be a primary demand, in which each trip to the development will be unique.

Variation in Car Parking Demand

The car parking demand generated by the function centre will fluctuate significantly over the week and year. Function centres typically experience their peak level of activity during weekday evenings and weekends, particularly on Friday and Saturday nights. The peak periods are driven by events such as weddings, functions, parties, and other social gatherings. Seasonally, demand tends to be higher during holiday periods, including the end-of-year festive season (November to December) and peak wedding seasons (spring and early summer). The car parking demand generated by the proposal will peak during these periods and decrease at other times.

Short Stay & Long Stay Parking Demand

The proposal is expected to generate predominantly medium to long-stay car parking demand. Guests typically stay at functions between four to six hours, while staff are also anticipated to be present for at least this duration.

Availability of Public Transport

As discussed in Section 2.4, the subject site is located within the Principal Public Transport Network (PPTN) area and has excellent access to public transport services with multiple services operating in proximity of the site. Specifically, Tram Routes 11 & 86 operate within 350 metres (5 minute walk) and Bus Routes 246 and 200 & 207 operate within 800 metres (11 minute walk) of the site. Victoria Park Railway Station is also located 1.5km east of the site and is conveniently accessible via bus services.

Given the excellent access to public transport services, guests and staff of the proposal would conveniently be able to travel to and from the site without relying on the use of a private motor vehicle. These services are expected to significantly lower the demand for car parking.

Convenience of Pedestrian and Cyclist Access

The site also has excellent access to nearby pedestrian and bicycle facilities. These facilities will encourage active modes of transport to and from the site and may reduce the demand for car parking. Specifically, there are multiple on and off-road shared bicycle paths in the vicinity of the site and most roads comprise pedestrian footpaths on both sides. The site also achieves a 'Walk Score' of 99 points (out of a possible 100) and is described as a 'Walkers Paradise' on WalkScore.com, noting that daily errands can be accomplished on foot.

Taxi and Ride-Share Services

Taxis and ride-sharing services (such as Uber) are highly accessible to the subject site, and both provide an alternative to private vehicles. These services are expected to be highly utilised by guests of the function centre, particularly noting that many guests are expected to consume alcohol on site. These services will significantly reduce the demand for car parking.

Carpooling

Guests that travel to function centres via private vehicles typically carpool, as they often reside in similar geographical areas. This carpooling behaviour helps reduce the total number of vehicles attending the event and, in turn, lowers the overall car parking demand. It is anticipated that the majority of guests arriving by private motor vehicle will carpool, rather than travel in single-occupancy vehicles.

Anticipated Car Ownership Rates

Function Centre Parking Demand

The anticipated car parking ownership rates of a function centre varies depending on the following key factors:

- Location of site;
- Availability of alternative transport modes (public transport, ride-share services etc.);
- On-site parking provision;
- Nature and availability of off-site car parking; and
- Nature and duration of the function.

It is expected that the car parking demand for the proposed function centre will be lowered by the following factors:

- The subject site is ideally located with respect to several alternate transport modes including tram services, bus services, train services, taxi and ride-share services and the pedestrian and bicycle networks. It is expected that a significant portion of staff and guests of the function centre will utilise these services, particularly noting that many guests will consume alcohol during their stay.
- Surrounding on-street car parking is predominately subject to short-term restrictions (1P & 2P), Permit Zone restricted and subject to very high occupancy levels. This provides a disincentive for staff and guests of the function centre to drive a private motor vehicle and attempt to park on-street during the duration of their stay.
- No on-site car parking is proposed, and event hosts can inform guests of this in advance. They can also provide details on alternative transport options and nearby off-site parking opportunities. This information is typically shared with guests through mail and electronic communication.
- Staff car parking demands are often a function of supply and in locations where surrounding on and off-street parking is constrained by parking restrictions or high parking occupancies, staff that are not provided with an on-site car parking space typically elect to utilise alternate transport modes where available. Considering the location of the site, its proximity to a wide variety of transport modes and the constrained nature of surrounding on and off-street parking, the staff car parking demand is expected to be minimal.

On the basis of the above factors, it is expected that the car parking demand of the function centre will be significantly lower than the statutory car parking requirement of 45 spaces.

4.3 Allowing Fewer Spaces to be Provided

Clause 52.06-7 sets out the factors to be considered when determining the appropriateness of allowing fewer car parking spaces to be provided than the assessed parking demand. Some of the relevant factors are:

- The Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plan.
- The availability of alternative car parking in the locality of the land including:
  - Public car parks intended to serve the land;
  - On street parking in non-residential zones; and
  - Streets in residential zones specifically managed for non-residential parking.
- On street parking in residential zones in the locality of the land that is intended to be for residential use.
- The practicality of providing car parking on the site.
- Any car parking deficiency associated with the existing use of the land.
- Local traffic management in the locality of the land.
- Access to or provision of alternative transport modes to and from the land.
- Any other relevant consideration.

Those factors directly relevant to this assessment are discussed in more detail below:

Car Parking Demand Assessment

The Car Parking Demand Assessment concludes that the demand generated by staff and guests of the function centre will be significantly lower than the statutory requirement given the site's location, access to alternate transport modes, nature of surrounding on-street car parking, and event management.

Any relevant local planning policy or incorporated plan.

As discussed in Section 2.5, there is significant support within the Yarra Planning Scheme and other Council strategies and policies for new developments which encourage the use of sustainable transport alternatives over the private motor vehicle. The policies identify an intention to increase the utilisation of sustainable transport alternatives which will encourage a shift from reliance on the private motor vehicle. In this regard, the absence of car parking is considered to be appropriate for the proposal as it will encourage alternate modes of transport over private motor vehicle use.

Availability of Car Parking

As outlined in Section 2.3, on-street parking availability near the site is highly constrained due to a combination of short-term parking restrictions, permit zones, and high existing occupancy levels.

Parking surveys indicate that during the daytime, most on-street spaces are subject to 1P or 2P restrictions and experience significant demand, with occupancy rates reaching up to 99% at midday on weekdays. In the evening, permit-zone parking increases, and publicly available spaces remain highly occupied, with peak occupancy levels reaching 92%.

Guests typically stay at functions for four to six hours, and staff are also expected to be present for at least this duration. Given these constraints, it is unlikely that guests and employees of the function centre will rely on on-street parking. The restricted nature of on-street parking serves as a deterrent to private vehicle use and encourages the use of alternative transport modes such as public transport, ride-share vehicles, or active modes. However, for those who choose to travel by private vehicle, there are multiple off-street parking facilities within a 15–20-minute walk of the site.

The practicality of providing car parking on the site

The site comprises an existing parish hall which is protected by heritage overlays and does not comprise any on-site car parking. The retention of the parish hall restricts the ability to provide on-site car parking as part of the proposal. Given this constraint, along with other site characteristics that support reduced parking requirements, the site presents a strong opportunity for a zero car parking development.

Any car parking deficiency associated with the existing use of the land

It is understood that the parish hall is currently permitted to operate as a photography studio (classified as office land use) with a floor area of approximately 360sqm. Application of the applicable statutory rate to this land use (3.0 spaces per 100sqm of net floor area) generates a requirement to 10 car parking spaces. There is no car parking currently provided and therefore the existing use of the land is deficient in car parking by 10 car parking spaces. The reduction in car parking associated with the proposal is reduced to 35 car parking spaces after factoring in the car parking deficiency associated with the existing use of the land.

Additionally, it is noted that the parish hall would have historically served as a place of assembly for religious and community events, similar to the proposed use.

Local Traffic Management

The absence of car parking will reduce motor vehicle travel to and from the site, resulting in a lessened impact to traffic congestion and improved pedestrian amenity in the vicinity of the site than what would otherwise be incurred were on-site parking proposed.

Access to or Provision of Alternative Transport Modes

As discussed throughout this report, the site has excellent access to public transport services, ride-share services, pedestrian and bicycle networks, which enables guests to travel to and from the site without relying on the use of a private motor vehicle.

Any other relevant consideration

There are multiple other function centres[2] in Fitzroy and the wider municipality of Yarra that operate with limited or no on-site car parking. This demonstrates the ability for these development types to operate suitably with limited or no on-site car parking. Some nearby examples are as follows:

- The St Andrews Conservatory is a function centre located at 128 Nicholson Street, Fitzroy which can accommodate up to 160 patrons and is not provided with any on-site car parking.
- Russian House Melbourne is a function centre located at 118 Greeves Street, Fitzroy which can accommodate up to 300 patrons across two floors and is provided with only three on-site car parking spaces.
- Chapel 1885 is a function centre located at 25 Sackville Street, Collingwood which can accommodate up to 100 patrons and is not provided with any on-site car parking.

4.4 Adequacy of Parking Supply

In summary, it is considered that the proposed zero car parking development is appropriate for the following reasons:

- The site is ideally located to take advantage of access to sustainable transport alternatives, such as nearby public transport services, ride-share services, bicycle lanes, and the pedestrian footpath network. It is expected that a significant portion of staff and guests of the function centre will utilise these services, particularly noting that many guests will consume alcohol during their stay. This will significantly reduce the function centre's demand for car parking.
- Event hosts can inform guests in advance of the absence of on-site car parking by providing details on alternative transport options and nearby off-site parking opportunities through mail and electronic communication.
- The surrounding on-street parking supply is subject to time-restricted parking, permit zone restrictions or subject to high occupancy levels. The nature and availability of the surrounding on-street parking supply will discourage future guests and staff of the function centre from driving to and from the site and attempting to park on-street. This will encourage alternate modes of transport.
- The retention of the existing heritage parish halls limits the ability to provide on-site car parking. Noting this, it is considered that the site provides an ideal opportunity for a zero car parking development.
- Local planning policy supports the reduced car parking provisions for new developments as a means of reducing private motor vehicle use and encouraging alternate modes of transport. The absence of on-site car parking helps to achieve these planning policies.

The capacities quoted for these function centres is based on information sourced from their respective websites.

- The absence of car parking will reduce motor vehicle travel to and from the site, resulting in a lessened impact to traffic congestion and improved pedestrian amenity in the vicinity of the site than what would otherwise be incurred were on-site parking proposed.
- The existing use of the land is deficient in car parking by 10 car parking spaces. The reduction in car parking associated with the proposal is reduced to 35 car parking spaces after factoring in the car parking deficiency associated with the existing use of the land. Additionally, it is noted that the parish hall would have historically served as a place of assembly for religious and community events, similar to the proposed use.
- There are multiple other function centres in Fitzroy and the wider municipality of Yarra that operate with limited or no on-site car parking. This demonstrates the ability for these development types to operate suitably without the provision of on-site car parking.

On the basis of the above, it is considered that the absence of car parking is acceptable.

5 Conclusions

This planning application seeks approval to use the existing parish hall on the site at 270 George Street, Fitzroy as a function centre (place of assembly land use) accommodating a maximum of 150 patrons. No car parking is proposed and accordingly the proposal seeks a reduction of 45 car parking spaces against the statutory car parking requirements of Clause 52.06 of the Yarra Planning Scheme.

Based on the above assessment, it is considered that the proposed reduction in car parking is acceptable for the following reasons:

- The site is ideally located to take advantage of access to sustainable transport alternatives, such as nearby public transport services, ride-share services, bicycle lanes, and the pedestrian footpath network. It is expected that a significant portion of staff and guests of the function centre will utilise these services, particularly noting that many guests will consume alcohol during their stay. This will significantly reduce the function centre's demand for car parking.
- Event hosts can inform guests in advance of the absence of on-site car parking by providing details on alternative transport options and nearby off-site parking opportunities through mail and electronic communication.
- The surrounding on-street parking supply is subject to time-restricted parking, permit zone restrictions or subject to high occupancy levels. The nature and availability of the surrounding on-street parking supply will discourage future guests and staff of the function centre from driving to and from the site and attempting to park on-street. This will encourage alternate modes of transport.
- The retention of the existing heritage parish halls limits the ability to provide on-site car parking. Noting this, it is considered that the site provides an ideal opportunity for a zero car parking development.
- Local planning policy supports the reduced car parking provisions for new developments as a means of reducing private motor vehicle use and encouraging alternate modes of transport. The absence of on-site car parking helps to achieve these planning policies.
- The absence of car parking will reduce motor vehicle travel to and from the site, resulting in a lessened impact to traffic congestion and improved pedestrian amenity in the vicinity of the site than what would otherwise be incurred were on-site parking proposed.
- The existing use of the land is deficient in car parking by 10 car parking spaces. The reduction in car parking associated with the proposal is reduced to 35 car parking spaces after factoring in the car parking deficiency associated with the existing use of the land. Additionally, it is noted that the parish hall would have historically served as a place of assembly for religious and community events, similar to the proposed use.
- There are multiple other function centres in Fitzroy and the wider municipality of Yarra that operate with limited or no on-site car parking. This demonstrates the ability for these development types to operate suitably without the provision of on-site car parking.

On the basis of the above, it is considered that car parking considerations of the proposal are acceptable and there are no traffic engineering reasons a planning permit should not be issued.

Appendix A: Parking Survey Results

Table A1

TRANS TRAFFIC SURVEY trafficsurvey.com.au

Parking Occupancy Survey

Date:	Thursday, 20 February 2025
Location:	270 George Street Fitzroy
GPS:	-37.800858, 144.980926
Weather:	Fine
Customer:	Traverse

Public Parking (1/0)	Map Ref	Street	Section (GPS/Street Address if Off-Street Car Park)	Side	Restriction	Clear Way	Capacity	Parking Occupancy														
								9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1		Moore St	From Gore St To George St	S	1P 7am-9pm Mon-Fri		8	6	8	8	8	8	8	8	7	7	7	8	8	8	7	7
1				N	1P 7am-7pm Permit Zone All Other Times		10	8	10	10	10	9	8	8	7	8	8	9	9	9	9	9
0			From George St To Napier St	S	Permit Zone		7	5	6	7	7	7	6	6	6	6	6	7	7	7	7	7
1				N	2P 7am-7pm		8	6	8	8	8	8	7	7	6	6	5	6	7	7	7	6
1		George St	From Condell St To Moor St	E	4P 7:30am-4:30pm Mon-Fri		8	6	8	8	8	8	7	7	7	7	7	8	8	8	8	8
1				W	4P 7:30am-4:30pm Mon-Fri		6	4	6	6	6	6	6	6	5	5	5	6	6	6	5	4
0					No Stopping Authorised Carshare Vehicled Excepted		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1			From Moor St To St David St	E	2P 7:30am-5:30pm Mon-Fri 7:30am-12:30pm Sat		18	15	18	18	18	17	16	16	15	15	15	17	18	17	15	13
1					Loading Zone 7:30am-5:30pm Mon-Fri 7:30am-12:30pm Sat		1	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0
1				W	2P 7:30am-4:30pm Mon-Fri Permit Zone All Other Times		7	6	7	7	7	7	6	6	5	5	5	6	6	7	6	5
1					Disabled		2	0	1	1	2	1	2	1	1	1	0	1	1	1	1	1
1			From St David St To Greeves St	E	2P 7:30am-4:30pm Mon-Fri		17	11	16	17	17	17	16	15	14	14	13	14	14	14	13	11
1					Works Zone 7am-6pm Mon-Fri 9am-3pm Sat		2	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1
1				W	2P 7:30am-4:30pm Mon-Fri		8	5	7	8	8	8	7	7	7	7	7	8	8	8	7	6
1			From Greeves St To Chapel St	E	2P 7am-7pm Mon-Fri		17	13	16	17	17	16	15	14	13	14	14	16	17	17	16	15
1				W	2P 7:30am-4:30pm Mon-Fri		9	7	9	9	9	9	9	9	9	9	9	9	9	9	9	7
1					Unrestricted	No Stopping 7:30am-4:30pm Mon-Fri	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1		St David St	From Young St To Napier St	S	2P 7am-7pm		9	8	9	9	9	9	8	8	8	8	8	9	9	9	8	7
1				N	2P 7am-7pm		8	7	8	8	8	7	6	6	5	5	5	6	7	7	7	6
1					Loading Zone 7am-7pm		1	0	1	1	1	1	0	0	0	1	0	1	0	0	0	0
1			From Napier St To George St	S	2P 7am-7pm Permit Zone All Other Times		8	6	7	8	8	7	6	6	5	5	5	7	8	8	7	6
1					Disabled		1	0	1	1	0	1	1	1	0	1	1	1	1	1	1	1
1				N	2P 7am-7pm		8	6	8	8	8	8	8	8	7	8	8	8	8	8	7	6
1			From George St To Gore St	S	1P 7:30am-4:30pm Mon-Fri		8	5	7	8	8	8	8	8	7	7	7	7	6	6	5	5
1				N	1P 7:30am-4:30pm Mon-Fri		9	6	9	9	9	9	8	8	8	8	8	8	8	8	8	7
1			From Gore St To Smith St	S	1P Meter 9am-5pm Permit Zone All Other Times		4	1	2	3	3	2	2	2	1	1	1	1	1	1	1	1
1					1P Meter 9am-5pm Mon-Sat		3	2	3	3	3	3	2	1	2	1	2	1	1	1	0	0
0				N	No Stopping Oversize Vehicles Stopping For Less Than 30 Minutes Excepted		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1		Napier St	From Moore St To St David St	E	2P 7am-6pm Permit Zone All Other Times		5	4	5	5	5	5	5	5	4	4	4	5	5	5	5	5
1					2P 7am-7pm		5	4	5	5	5	5	4	4	4	4	4	4	4	4	4	4
1				W	2P 7am-7pm		19	15	17	18	19	18	16	16	15	15	15	17	18	19	18	17
1			From St David St To Greeves St	W	2P 7am-7pm		4	3	4	4	4	4	3	3	3	3	3	4	4	4	4	4
0					Permit Zone		3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3
0				E	Permit Zone		16	12	16	16	16	16	15	15	15	15	14	15	15	15	14	13
1		Greeves St	From Napier St To George St	S	2P 7am-7pm		8	6	8	8	8	8	8	8	7	7	6	7	8	8	7	6
1				N	2P 7am-7pm		7	6	7	7	7	7	6	6	5	5	5	6	6	6	6	5
1			From George St To Gore St	N	2P 7:30am-5:30pm		9	7	9	9	9	9	9	9	9	9	9	9	8	8	8	7
0				S	Permit Zone		7	4	5	6	6	6	6	6	6	6	6	6	6	6	5	4
1					2P7:30am-5:30pm		3	2	3	3	3	3	3	3	2	3	3	3	3	3	2	0
1		Gore St	From Greeves St To St David St	W	1P 7:30am-4:30pm Mon-Fri		8	6	8	8	8	8	7	7	6	6	6	7	8	8	7	7
1				E	1P 7:30am-4:30pm Mon-Fri		19	17	19	19	19	18	16	16	16	16	15	17	18	17	15	15
1					Loading Zone 7am-5pm Mon-Sat		1	0	0	0	1	1	0	0	0	1	1	1	1	1	1	0
1			From St David St To Moor St	E	4P 7:30am-4:30pm Mon-Fri		22	18	21	22	22	21	20	20	19	18	17	20	22	21	20	17
0					No Stopping Authorised Carshare Vehicled Excepted		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
0					Loading Zone		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1				W	1P 7am-7pm		9	8	9	9	9	8	7	7	7	8	8	8	8	8	7	7
	PUBLIC CAPACITY							**294**	**294**	**294**	**294**	**294**	**294**	**294**	**294**	**292**	**290**	**273**	**273**	**273**	**273**	**273**
	PUBLIC OCCUPANCIES							**224**	**283**	**291**	**292**	**282**	**260**	**256**	**236**	**240**	**232**	**244**	**251**	**250**	**230**	**205**
	PUBLIC VACANCIES							**70**	**11**	**3**	**2**	**12**	**34**	**38**	**58**	**52**	**58**	**29**	**22**	**23**	**43**	**68**
	PUBLIC % OCCUPANCIES							**76%**	**96%**	**99%**	**99%**	**96%**	**88%**	**87%**	**80%**	**82%**	**80%**	**89%**	**92%**	**92%**	**84%**	**75%**

not available for public parking

Table A2

TRANS TRAFFIC SURVEY trafficsurvey.com.au

Parking Occupancy Survey

Date:	Saturday, 1 March 2025
Location:	270 George Street, Fitzroy
GPS:	-37.801286, 144.981484
Weather:	Fine
Customer:	Traverse

Public Parking (1/0)	Map Ref	Street	Section (GPS/Street Address if Off-Street Car Park)	Side	Restriction	Clear Way	Capacity	Parking Occupancy														
								9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1		Moore St	From Gore St To George St	S	1P 7am-9pm Mon-Fri		8	8	8	8	8	8	8	8	8	8	7	8	8	8	7
1				N	1P 7am-7pm Permit Zone All Other Times		10	5	6	6	7	7	7	6	6	5	7	8	8	7	7	6
0			From George St To Napier St	S	Permit Zone		7	6	6	6	7	7	7	7	7	7	7	6	6	6	6	5
1				N	2P 7am-7pm		8	7	8	8	8	8	8	8	8	8	8	7	8	8	7	6
1		George St	From Condell St To Moor St	E	4P 7:30am-4:30pm Mon-Fri		8	7	8	8	8	8	8	7	7	6	7	8	8	8	7	6
1				W	4P 7:30am-4:30pm Mon-Fri		6	5	6	6	6	6	6	6	6	6	6	6	6	6	6	5
0					No Stopping Authorised Carshare Vehicled Excepted		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1			From Moor St To St David St	E	2P 7:30am-5:30pm Mon-Fri 7:30am-12:30pm Sat		18	15	15	15	16	16	15	13	12	11	14	16	16	15	14	12
1					Loading Zone 7:30am-5:30pm Mon-Fri 7:30am-12:30pm Sat		1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0				W	2P7:30am-4:30pm Mon-Fri Permit Zone All Other Times		7	6	7	7	7	7	7	7	7	7	7	7	7	7	6	5
1					Disabled		2	0	1	1	1	2	1	0	0	0	1	1	2	2	1	1
1			From St David St To Greeves St	E	2P 7:30am-4:30pm Mon-Fri		17	14	15	16	17	17	16	15	15	14	15	15	15	15	14	12
1					Works Zone 7am-6pm Mon-Fri 9am-3pm Sat		2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1				W	2P 7:30am-4:30pm Mon-Fri		8	7	8	8	8	8	8	7	7	7	7	7	7	7	7	6
1			From Greeves St To Chapel St	E	2P 7am-7pm Mon-Fri		17	14	15	16	17	17	17	16	16	16	17	17	17	16	15	13
1				W	2P 7:30am-4:30pm Mon-Fri		9	7	8	8	9	9	9	8	7	6	7	8	8	8	7	6
1					Unrestricted	No Stopping 7:30am-4:30pm Mon-Fri	1	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0
1		St David St	From Young St To Napier St	S	2P 7am-7pm		9	8	9	9	9	9	9	8	8	7	8	9	9	9	9	8
1				N	2P 7am-7pm		8	7	8	8	8	8	8	7	7	7	7	7	7	7	7	6
1					Loading Zone 7am-7pm		1	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
1			From Napier St To George St	S	2P 7am-7pm Permit Zone All Other Times		8	7	7	7	7	7	7	6	6	5	7	8	8	8	7	6
1					Disabled		1	0	1	1	1	0	1	1	1	1	1	1	1	1	1	0
1				N	2P 7am-7pm		8	7	8	8	8	8	8	8	8	7	8	8	8	7	6	5
1			From George St To Gore St	S	1P 7:30am-4:30pm Mon-Fri		8	8	8	8	8	8	8	8	8	7	7	6	6	6	5	4
1				N	1P 7:30am-4:30pm Mon-Fri		9	6	7	8	9	9	9	8	8	7	8	9	9	8	7	6
1			From Gore St To Smith St	S	1P Meter 9am-5pm Permit Zone All Other Times		4	3	3	3	3	3	3	3	3	2	2	2	1	0	0	0
1					1P Meter 9am-5pm Mon-Sat		3	0	1	2	1	0	0	0	1	2	2	1	2	3	3	2
1					Loading Zone 7am-5pm Mon-Sat		1	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0
0				N	No Stopping Oversize Vehicles Stopping For Less Than 30 Minutes Excepted		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1		Napier St	From Moore St To St David St	E	2P 7am-6pm Permit Zone All Other Times		5	4	5	5	5	5	5	4	4	4	4	4	4	4	4	3
1					2P 7am-7pm		5	3	4	4	5	5	5	5	5	5	5	5	5	5	5	4
1				W	2P 7am-7pm		19	16	16	16	17	18	17	16	15	13	15	17	17	16	15	14
1			From St David St To Greeves St	W	2P 7am-7pm		4	4	4	4	4	4	4	4	4	4	4	3	3	3	3	2
0					Permit Zone		3	0	1	2	3	3	3	2	2	2	3	3	3	3	3	2
0				E	Permit Zone		16	12	13	14	15	16	15	14	13	11	13	15	15	15	13	11
1		Greeves St	From Napier St To George St	S	2P 7am-7pm		8	6	7	7	7	7	7	6	6	5	7	8	8	8	8	7
1				N	2P 7am-7pm		7	6	7	7	7	7	7	6	6	5	6	6	6	6	6	5
1			From George St To Gore St	N	2P 7:30am-5:30pm		9	7	8	9	9	9	8	7	7	7	8	8	8	8	8	7
0				S	Permit Zone		7	5	6	6	6	6	6	6	6	6	7	7	7	7	6	5
1					2P7:30am-5:30pm		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2
1		Gore St	From Greeves St To St David St	W	1P 7:30am-4:30pm Mon-Fri		8	7	7	7	8	8	8	8	8	8	7	6	6	6	5	4
1				E	1P 7:30am-4:30pm Mon-Fri		19	17	18	18	19	19	18	17	16	15	16	17	17	16	14	11
1			From St David St To Moor St	E	4P 7:30am-4:30pm Mon-Fri		22	16	18	19	20	20	19	18	16	14	18	21	22	22	20	18
0					No Stopping Authorised Carshare Vehicled Excepted		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0					Loading Zone		1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1				W	1P 7am-7pm		9	7	8	9	9	9	9	9	9	9	9	8	8	8	8	7
	PUBLIC CAPACITY							**288**	**288**	**288**	**288**	**289**	**289**	**291**	**291**	**287**	**287**	**266**	**266**	**266**	**266**	**266**
	PUBLIC OCCUPANCIES							**231**	**255**	**262**	**273**	**273**	**266**	**247**	**242**	**222**	**247**	**235**	**241**	**236**	**219**	**186**
	PUBLIC VACANCIES							**57**	**33**	**26**	**15**	**16**	**23**	**44**	**49**	**65**	**40**	**31**	**25**	**30**	**47**	**80**
	PUBLIC % OCCUPANCIES							**80%**	**89%**	**91%**	**95%**	**94%**	**92%**	**85%**	**83%**	**77%**	**86%**	**88%**	**91%**	**89%**	**82%**	**70%**

not available for public parking

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Artemis Bacani
Officer	Audrey Mueller-Schmuki
Council Reference	IREF25/00870
Address	270 George Street, Fitzroy
Application No.	PLN24/1048
Proposal	Change of use to a place of assembly (wedding and functions venue) with a maximum of 150 patrons and associated reduction in car parking requirements of the Yarra Planning Scheme
Comments Sought	If the proposed car parking reduction for the place of assembly use is acceptable (please see the advertised docs above, including the traffic impact assessment)
Disclaimer	Council's Development Engineering unit, provides the following advice based on information provided in the referral request memo referenced above.

Engineering referral details

Council's Engineering Referral team has reviewed the drawings and documents provided by the Statutory Planning department, as outlined in ***Table 1*** below.

A list of requirements for the applicant and proposed conditions to be included in the Planning Permit have been outlined in the ***Section 1 – Engineering requirements*** below. Specific details of the assessment are provided in ***Section 3 -*** and have informed the requirements and conditions.

Note: the engineering related matters highlighted in the Planning referral have been assessed and included in the response.

Table 1 - Drawings and documents reviewed by Engineering

Consultant	Drawing No. or Document	Rev	Dated
A1 Drafting	A75-24 *Proposed Floor Plan* Town Planning Report	A	25 March 2025
Traverse	*Car Parking Demand Assessment*	F01	25 March 2025

SECTION 1: Engineering detailed assessment

CAR PARKING PROVISION

Proposed Development

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Place of Assembly (Wedding and Functions Venue)	150 Patrons 8 Staff	0.3 spaces to each patron	45 Spaces	0 Spaces

***** Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

Parking Demand Consideration	Details
Parking Demand for Wedding and Functions Venue Use	The car parking demand for the proposed wedding and functions venue use would be long-stay parking for staff and short-stay parking for patrons. As the proposed use will not provide on-site car parking, all car parking generated by the site would be accommodated on-street in the surrounding road network. The streets surrounding the site contain a combination of short-stay parking restrictions and Permit Zone parking. The on-street parking demand in this part of Fitzroy is high to very high, especially during business hours. The site is located near the Smith Street and Brunswick Street activity centres and within walking distance of public transport services. The high demand for short-stay parking would be a disincentive for staff and patrons to commute to and from the site by private motor vehicle.
Availability of Public Transport in the Locality of the Land	The following public transport services can be accessed to and from the site by foot: ▪ Smith Street trams – 190 metre walk ▪ Brunswick Street trams – 310 metre walk ▪ Johnston Street buses – 330 metre walk ▪ Gertrude Street trams – 540 metre walk

	▪ Victoria Parade buses – 800 metre walk ▪ Victoria Parade trams – 830 metre walk
Multi-purpose Trips within the Area	Visitors to the development could combine their visit by engaging in other activities of business whilst in the area.
Convenience of Pedestrian and Cyclist Access	The site is very well positioned in terms of pedestrian access to public transport nodes and other nearby businesses. The site has good access to the on-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

Consideration	Details
Availability of Car Parking	To determine the on-street car parking demand in the surrounding streets, Traverse had commissioned on-street car parking surveys within a 250 metre walking distance from the site. The surveys were undertaken on Thursday 20 February 2025 and Saturday 1 March 2025 between 9 am and 11 pm. A supply of 294 public car spaces were recorded in the survey. According to the observation results, the peak parking occupancy occurred at 12 pm on the Thursday with 292 spaces occupied or 99 % occupancy. The above results indicate that opportunities for parking in the surrounding streets are limited, and patrons should consider commuting to and from the site by public transport or ride sharing services and taxis.
Relevant Local Policy or Incorporated Document	The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking

From a traffic engineering perspective, the full waiver of car parking for the site is considered appropriate in the context of the development and the surrounding area.

The operation of the development should not adversely impact on the existing on-street parking conditions in the area.

The Engineering Referral team has no objection to the reduction in the car parking requirement for this site.

SECTION 2: Acknowledgement

Engineer: Artemis Bacani

Signature: 

Date: 2 July 2025

Informal Referral Meeting

Development Engineering

Application Information for Referral IREF25/01548

Officer:	Ramsay Jurdi
Council Reference:	PLN24/1048
Address:	270 George St, Fitzroy VIC 3065
Proposal:	Change of use to a place of assembly (wedding and functions venue) with a maximum of 150 patrons and associated reduction in car parking requirements of the Yarra Planning Scheme. • Trading hours to: 9am-8pm, Wednesday – Sunday and public holidays (closed on Good Friday and Christmas Day). • Maximum of 2 functions a week.
Zone:	Neighbourhood Residential Zone
Overlay(s):	Heritage Overlay **Heritage Grade:** State Heritage Register

Meeting Details

Date:	15 October 2025
Referral Officer	Mark Pisani
Relevant Information:	Click here to view the relevant documents in Content Manager: D25/352940 - PLN24/1048 - S57b Advertised Material - Planning Report D25/352939 - PLN24/1048 - S57b Advertised Material - Plans D25/219536 - PLN24/1048 - S52 advertised material - Traffic Management Plan/Traffic Impact Assessment

Advice Provided at Meeting

Please advise if any concerns are raised in relation to increased traffic in the area:

1. People who choose to drive to an entertainment function constitute around 10-20% of customers based on travel mode surveys reviewed in the past for entertainment venues. They may choose to go to a drink or café to Smith Street which will assist with dispersing the crowd.
2. Once the function centre is operational, visits to the premises will be indistinguishable from other activity in the area due to the variety of local uses, making it difficult to demonstrate that any increase in traffic is attributable solely to the venue.
3. Typically, families will go into the one car (thereby reducing traffic volumes).

Is further information required? ❑ Yes - Required ☑ No - Not Required

Planner Name: Ramsay Jurdi
Date: 15 October 2025

SLR Consulting Australia
Level 11, 176 Wellington Parade, East Melbourne VIC 3002, Australia

17 September 2025

SLR Ref No.: 640.030695 270 George St Fitzroy 20250624

Attention: Audrey Mueller-Schmuki
City if Yarra
PO Box 168
RICHMOND 3121

RE: 270 George Street, Fitzroy – Revised Acoustic Report
Development Application Acoustic Review
PLN22/0840

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to review the revised acoustic report prepared to support the application for a function venue at 270 George Street, Fitzroy North.

Details of the report are as follows:

- Title: Music noise assessment for a proposed venue at 270 George Street, Fitzroy, VIC 3065
- Date: 22 August 2025
- Reference: Report No. 25020.5
- Prepared by: Audiometric & Acoustic Services
- Prepared for: Odette Fitzroy

The report has been prepared to address issues raised by SLR in our review of Revision 3 of the acoustic report (Report dated 28 April 2025, SLR review dated 2 July 2025).

1.0 Changes to the Application

The revised report states that the proposed hours of operation of the venue are from 9 am to 8 pm Wednesday to Sunday (Reference: Section 1.2 of the acoustic report). The previous application was operating hours until 10 pm Sunday to Thursday and 11 pm Friday and Saturday). The current proposed times therefore represent an appreciable reduction in hours from those considered in Revision 3 of the acoustic report.

The acoustic report also states that the venue 'is understood to operate up to two functions per week' (Reference: report introduction).

Both the above changes have implications for the revised acoustic assessment and both changes reduce the risk of nuisance noise from operation of the venue.

2.0 SLR Summary Comments and Recommendations

SLR's summary review comments and recommendations and the extent to which they have been addressed in the updated report are considered below.

2.1 SLR Requested Changes to the Acoustic Report

SLR July 2025 review comments: Glazing upgrade description

It is recommended that the description of the proposed secondary glazing provided in Section 8.4 of the report is revised to clarify the proposed location of the secondary glazing

(which is understood to be internal), the glass thickness and the recommended minimum air cavity between the existing and proposed glass.

SLR Sept 2025 Review comments: Section 8.5 of the report has been updated to provide this information. ***This item has been addressed.***

SLR July 2025 review comments: External toilets

The acoustic report states that the external toilets will not be used when functions are in progress. Given the limited number of facilities indoors, there appears to be a risk that there will be some reliance on access to the external toilets. If use of the external toilets is required, the report should be updated to address noise from patrons both accessing the facilities and from the venue when the side door is open. Enclosure of the accessway may be required to manage noise.

SLR Sept 2025 Review comments: Section 1.2 of the report has been updated to include the statement that the external toilets are 'not in service and could not be repaired without significant renovation'. This response does not confirm that the external toilets will not be used at some point in the future. However, in the context of the reduced operating hours potential use of the external toilets is a less critical acoustic issue and we consider this matter to be adequately addressed (SLR would be more concerned about traffic to the external toilets later in the evening). ***Item adequately addressed.***

2.2 SLR Recommended Permit Conditions

SLR July 2025 review comments:

If a permit is granted it is recommended that the permit include the following conditions:

- A limit on the number of times the function venue can operate per week or per month., for example no more than once a week or 4 times per month.

SLR Sept 2025 Review comment: The current report states that it is assumed there will be a maximum of two events per week. SLR consider two events per week to be reasonable in the context of the proposed 8 pm closure. ***This issue is addressed if the commitment to no more than 2 events is formally adopted.***

SLR July 2025 review comments:

- An acoustic report is to be submitted prior to the commencement of use addressing the noise limiter and its calibration. The limiter is to be calibrated to demonstrate compliance with the Noise Limit of 41 dBA Leq at the nearest noise sensitive receivers. A suggested permit condition is provided in Section 5 of the review.

SLR Sept 2025 Review comment: the suggested permit condition, modified to reflect other changes in the report and to omit the requirement for a frequency discriminating sound analyser able to be set to control octave band music level, is reproduced in Section 8.3.1 of the report. (That is, item 'a' in SLR's suggested permit condition as provided in Section 5.0 of our review has been omitted).

The omission of Item a of our suggested permit condition is not recommended because low frequency music within the venue will need to be controlled to ensure that the A-weighted external limits are met. However, given that the application is in general less risky due to the proposed reduced hours of operation, SLR would be comfortable with Item 'a' of our suggested permit condition being modified as follows:

A. Incorporate a frequency discriminating sound analyser and be able to be set to control both low frequency music levels and overall A-weighted music levels.

The above suggested wording may provide the operator with more options for the type of limiter installed.



This issue is addressed if the permit condition suggested by SLR is included in the planning permit.

SLR July 2025 review comments:

- The requirement for an assessment of any externally located mechanical plant and equipment such as air conditioning condenser units and/or kitchen exhaust fans, to Part I of the EPA Noise Protocol.

SLR Sept 2025 Review comment: Section 1.2 of the report has been updated to include the statement that kitchen exhaust fans are not proposed. While this statement addresses the potential issue of kitchen exhaust fan noise there are other possible sources of mechanical plant noise to residential receiver locations and, given the size of the venue and the proximity of the receivers, SLR consider it preferable to have noise from this equipment reviewed by an acoustical consultant prior to final selection and installation. ***We recommend that the condition be included in the permit.***

2.3 SLR Identification of Risk - Music Levels

SLR July 2025 review comments:

SLR is of the opinion that the proposed music levels of 90 dBA L_{eq} internally is unlikely to comply with the relevant environmental limits and that lower levels of music will be required. If reduced levels of music are not in line with the Applicant's requirements for the venue, we recommend that further investigations into the noise reduction properties of the venue are undertaken during the planning stage of the project to ensure that the building is suitable for the proposed use. The existing roof is likely to provide an upper limit on the types functions and levels of music that can take place in the building.

SLR Sept 2025 Review comment: The revised report has been updated as follows:

- 7 dB higher noise limits have been identified for the period up to 8 pm (The venue is proposed to cease operations at 8 pm)
- 5 dB lower music levels are proposed for inside the venue.

These above changes, in combination with the requirement to calibrate the noise limiter as per SLR's proposed permit condition, addresses the issues raised by SLR.

3.0 Other Matters

3.1 Noise Limiter wording inconsistencies

Parts of the acoustic report have not been updated to reflect the changes necessary for complying with the proposed permit condition included in Section 8.3.1. Specifically,

- Section 8.3 states that a limiter is required for music played above background level, whereas the proposed permit condition applies to all music at the venue.
- Section 8.3 includes the option for the music noise limiter to be calibrated by an audio technician rather than an acoustical consultant, whereas the proposed permit condition requires the limiter to be calibrated by an acoustical consultant.

Ideally the report would be updated to remove these inconsistencies. However, the updates are not considered critical provided that the permit conditions are implemented. To our understanding the permit requirements would take precedence of the comments in the acoustic report.



3.2 Patron numbers

The maximum number of patrons proposed for the venue has been removed from the acoustic report. We would like top confirm that patrons numbers would not exceed 150.

4.0 Summary

SLR has reviewed the reviewed acoustic report the wedding function venue proposed for 270 George Street Fitzroy. Key changes to the application are the 8 pm proposed closing times and the limit to a maximum of 2 functions per week. These changes reduce the risk of noise issues from the venue and our review comments are based on the assumption that these operational constraints will be included as permit conditions.

Additional recommended permit conditions for acoustics are as follows.

Music Noise Limiter

Prior to the commencement of the use a Noise Limiter must be installed on the land. The Noise Limiter must:

a. *Incorporate a frequency discriminating sound analyser and be able to be set to control both low frequency music levels and overall A-weighted music levels.*

b. *Be installed in a tamperproof box or have a software lock, not accessible to personnel other than the venue's acoustic consultant.*

c. *Control all audio amplification equipment (inclusive of any DJ equipment) and associated loudspeakers.*

d. *Be calibrated by the acoustical consultant to ensure that music within all areas of the venue complies with Part II of the Victorian EPA Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues, Publication 1826 (the Noise Protocol). Calibration measurements are to be undertaken at the potentially most impacted noise sensitive receiver locations (i.e. not only within the venue).*

e. *Following calibration of the limiter an acoustic report is to be submitted to Council. The report is to include:*

    (i) *Description of the noise limiter, including make and model, and of the sound system and loudspeaker locations.*

    (ii) *Description of the means by which the system is locked to prevent access from unauthorised parties.*

    (iii) *Noise limits for music at sensitive receiver locations.*

    (iv) *Detail of the noise limiter settings .*

    (v) *Octave band levels of music at representative/reference location/s within the venue conducted with the limiter set to achieve compliance with Part II of the Noise Protocol.*

    (vi) *A statement that the noise limiter has been set to ensure compliance with Part II of the Noise Protocol.*

f. *The device is to be recalibrated as necessary to maintain compliance when any changes are made to the audio equipment or to the layout, which have the potential to affect the compliance status of the venue. to the satisfaction of the Responsible Authority.*

Project Mechanical Plant

Any externally located mechanical plant and equipment such as air conditioning condenser units and/or kitchen exhaust fans, if proposed, is to be reviewed and approved by a suitably qualified acoustical consultant to ensure the Part I of the EPA Noise Protocol limits are met.

With the above permit conditions in place we consider that the application will comply with the relevant noise limits.

Regards,

SLR Consulting Australia



Dianne Williams
Principal - Acoustics
dwilliams@slrconsulting.com

5.2. – PLN18/0403.03 - 439-443 Swan Street, Richmond

Author	Erryn Megennis – Senior Statutory Planner
Authoriser	General Manager City Sustainability and Strategy

Executive Summary



Property	439-443 Swan Street, Richmond
Ward	Lennox
Application number	PLN18/0403.03
Proposal	Section 72 Amendment to Planning Permit PLN18/0403 to change the use of the building from offices to mixed use (retail and dwellings) with associated built form and design changes and a car parking reduction.
Zoning & Overlay/s	• Commercial 1 Zone (C1Z); • Design and Development Overlay – Schedules 2, 5, & 28 (DDO2, DDO5 & DDO28); • Development Contributions Plan Overlay – Schedule 1 (DCPO1)
Strategic setting	• Swan Street Major Activity Centre; • Moderate Change Area.
Submissions	11 objections
Key reasons for support	• There is strong strategic support for this type of development and the proposed uses in Richmond; • The amended building envelope is generally consistent with the approved building envelope; • The car parking reduction is acceptable; • The dwellings will receive a good level of internal amenity; and • The proposal will not result in unreasonable amenity impacts to surrounding properties.

Recommendation	That Council Issues a Notice of Decision to Grant a Planning Permit, with conditions. Key conditions include: • Provision of 1 bicycle space per dwelling (51 spaces); • All visitor bicycle parking spaces and at least 20% of resident bicycle spaces to be horizontal, on-ground spaces; • Further articulation of the eastern boundary wall; • Diagrams to demonstrate no unreasonable overlooking to the north; • Additional information to confirm compliance with Standard D18 (Accessibility); • Changes to improve daylight access to proposed dwellings; • Additional information to demonstrate acceptable internal amenity for Studio apartments; and • Changes as required from the amended consultant reports.
Contact Officer	Erryn Megennis, Principal Planner

Officer Recommendation

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant Amended Planning Permit PLN18/0403.03 at 439-443 Swan Street, Richmond for:

Control	**Clause**	**Matter for which the permit has been granted**
Commercial 1 Zone	Clause 34.01-1	To use the land for dwellings
Commercial 1 Zone	Clause 34.01-4	To construct a building and construct and carry out works
Transport Zone 2	Clause 36.04-2	To construct a building and construct and carry out works
Design and Development Overlay	Clause 43.02-2	To construct a building and construct and carry out works
Car Parking	Clause 52.06-3	A reduction in the car parking requirements
Land Adjacent to the Principal Road Network	Clause 52.29-2	To alter access to a road in a Transport Zone 2

subject to the following conditions (new/amended conditions shown in **bold**):

Amended Plans

1. **Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and must be generally in accordance with the decision plans prepared by Bruce Henderson Architects, drawings T099 – T102; T105 – T109; T201 – T204; T301 – T302; T500-T501; T800; T811 – T813; T851 – T853; T861 – T862; T871 – T872 dated 6 June 2025 but modified to show:**

   (a) The changes outlined in the Sketch Plans SK105 – SK107 & SK204 dated 29 September 2025 including:

      (i) Solid balconies on Levels 1 – 3 for north-facing apartments to be privacy screening only;

      (ii) Solid balconies on Levels 2 -3 west-facing apartments to be minimum 70% transparent;

      (iii) Removal of the living room planter for Apt Type 7-3A;

      (iv) Solid balustrade for Apt Type 7-3A changed to a minimum 70% transparent balustrade;

      (v) Level 5 Type 6-1a bedroom to light court glazing to increase; and

      (vi) Lightwell glazing to be 75% VLT.

   And further modified to show:

   (b) Further articulation of the upper levels of the eastern boundary wall;

   (c) The surface material of the northern ground floor setback to be visually distinguishable from the laneway and to clearly delineate between the private and public realm;

   (d) Planting within the Swan Street and Cutter Street frontages to be in raised planters a minimum 500mm wide;

   (e) Floor plans to show removal of vehicle crossover from Swan Street and replacement with footpath;

   (f) Notation in the materials schedule confirming glazing reflectivity will be no more than 15%;

   (g) Visible wayfinding signage for visitor and resident bicycle parking;

   (h) Provision of lighting to all residential, vehicle and bicycle entrances;

   (i) Mechanical ventilation to the basement;

   (j) Provision of a 1.6m solid wind screen to the roof terrace, west of the dining area in accordance with the mark up provided on page 12 of the Wind Report, prepared by MEL Consultants and dated 16 April 2025 to ensure this space meets sitting comfort criterion;

(k) Clause 58 table amended to distinguish between apartments that meet the Standards and the apartments that meet the Objectives only;

(l) Apt 1.04 provided with an 8sqm balcony and the Clause 58 summary table and floor plans amended accordingly;

(m) Studio apartments to achieve a minimum 3m dimension for the bedroom area;

(n) Minimum room depths measured from the outside surface of the habitable room window;

(o) The following changes to comply with Standard D18 (Accessibility):

- **(i) Confirmation on whether accessible bathrooms are Type A or Type B;**
- **(ii) Doors to accessible bathrooms to be sliding, open outwards, or if opening inwards to include a notation that it will have readily removable hinges;**
- **(iii) All Type B accessible bathrooms to locate the toilet closest to the door;**
- **(iv) All Type A accessible bathrooms to locate the toilet in the corner of the room or otherwise provide a minimum 700mm long nib wall for a handrail;**
- **(v) Apt 103 to show a 1.2m wide clear path to the main bedroom;**

(p) Room depths dimensioned for Apt Types 5-0A and 7-2A;

(q) All visitor bicycle parking spaces to be horizontal, on-ground spaces and 20% of resident bicycle parking spaces to be horizontal, on-ground spaces, to comply with AS2890.3;

(r) A minimum of 51 resident bicycle parking spaces, with all spaces to be located within a secure bicycle storage room and dimensions to comply with AS2890.3;

(s) Increase size of windows to each bedroom facing the internal lightwell on Levels 1 to 4, or other design changes to improve daylight access, with no unreasonable internal views between north and south-facing lightwell habitable windows in accordance with the Internal Views objective at Clause 58.04-2;

(t) Details of how internal views between balconies will be addressed, in accordance with the objective of Clause 58.04-2l;

(u) Overlooking diagrams to demonstrate no unreasonable overlooking from north-facing habitable room windows and balconies to secluded private open space within 9m at Nos. 32 and 34 Farmer Street;

(v) Section diagram references shown consistently between floor plans and corresponding elevations;

(w) Screening references to be consistently shown across all drawing sets;

(x) Notation to confirm all screening on the northern elevation will have a maximum transparency of 25%;

(y) Basement 1 amended to implement the building modifications in accordance with the mark-up shown on Drawing DRG-01-01 of the Concept Layout Plan prepared by Impact Traffic Engineering and dated 6 June 2025, including:

- **(i) Relocation of the wall north of the lift; and**
- **(ii) Relocation of the column west of the vehicle ramp;**

(z) Provision of a convex mirror to facilitate sightlines of the laneway towards the east;

(aa) Provision of a mountable kerb (in bluestone) to enable waste collection vehicles and delivery vehicles to mount;

(bb) The ground level setback area (excluding the mountable kerb section) to the north designed so that finished floor levels are set no lower than the top of the existing south kerb of the laneway;

(cc) Location of electric vehicle charging points;

(dd) Any changes as a result of the Façade Strategy (Condition 7);

(ee) Any changes as a result of the Public Realm Functional Layout Plan (Condition 8);

(ff) Any changes as a result of the amended Landscape Plan (Condition 11);

(gg) Any changes as a result of the amended Sustainability Management Plan (Condition 15);

(hh) Any changes as a result of the amended Waste Management Plan (Condition 18); and

(ii) Any changes as a result of the Wind Report (Condition 23).

Development Conditions

2. The **use and** development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

3. **Prior to the commencement of the development, the Development Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan.**

4. **Prior to the commencement of the development, the Community Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan.**

5. **As part of the ongoing consultant team, Bruce Henderson Architects or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:**

   (a) oversee design and construction of the development; and

   (b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

6. **Any new apartment development allowed by this permit must not be connected to a reticulated gas service (within the meaning of clause 53.03 of the relevant planning scheme). This condition continues to have force and effect after the development authorised by this permit has been completed.**

Façade Strategy

7. **Concurrent with the submission of Condition 1 Plans, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade**

Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:

(a) Elevation drawings at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical tower facade details;

(b) Notation in the materials schedule confirming glazing reflectivity will be no more than 15%;

(c) Section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;

(d) Information about how the façade will be maintained, including any vegetation; and

(e) Sample images or coloured drawings outlining colours, materials and finishes.

Public Realm

8. **Concurrent with the submission of Condition 1 plans, or by such later date as approved in writing by the Responsible Authority, a Public Realm Plan of all public realm improvements associated with the development must be prepared, submitted and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The Public Realm Plan must show, but not be limited to, the following:**

   (a) Reinstatement of footpath, kerb and channel along the Swan Street frontage. All footpaths must have DDA compliant grades with a maximum cross fall steepness of 1 in 33 (3%) or as otherwise specified by Council from the property boundary;

   (b) Provision of 2 bicycle hoops within the Swan Street frontage;

   (c) Any adjustments as a result of the provision of a mountable kerb within the northern setback area to facilitate waste and delivery vehicle access;

   (d) Plans to include general dimensions, locations of features and details of materials and surface finishes; and

   (e) Any adjustments to existing civil and drainage works required as a result of these upgrades.

9. **Before the development commences (excluding site preparations, demolition and bulk excavation), or by such later date as approved in writing by the Responsible Authority, detailed design drawings of the works approved under the Public Realm Plan (as required by Condition 8) addressing all road infrastructure works (including soft/hard landscaping), must be submitted to and approved by Council's Civil Engineering Department. Once approved, the detailed design drawings will be endorsed and will then form part of the permit.**

10. **Before the building is occupied, all associated works shown on the endorsed detailed design plans for the public realm (as required by Condition 9) must be fully constructed and completed to the satisfaction of the Council's Civil Engineering Department and at no cost to the Responsible Authority.**

Landscape Plan

11. **Concurrent with the submission of Condition 1 Plans, an amended landscape plan** to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the landscape plan will be endorsed and will form part of this permit. The landscape plan must be generally in accordance with the landscape plans prepared by **LARC Landscape Architecture and dated 16 April 2025 but modified to include the following:**

    (a) consistency with the Condition 1 Plans (including all greening as shown on the submitted renders);

    (b) drawn to scale and with details that address Yarra City Council's Landscape Plan Requirements – Checklist (as relevant to this development;

    (c) show the type, location, quantity, height at maturity and botanical names of all proposed plants;

    (d) indicate the location of all areas to be covered by lawn or other surface materials;

    (e) provide a specification of works to be undertaken prior to planting; and

    (f) include a detailed maintenance schedule, including task details and frequency,

    to the satisfaction of the Responsible Authority.

12. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed landscape plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed landscape plan must be maintained by:

    (a) Implementing and complying with the provisions, recommendations and requirements of the endorsed landscape plan;

    (b) Not using the areas set aside on the endorsed landscape plan for landscaping for any other purpose; and

    (c) Replacing any dead, diseased, dying or damaged plants,

    to the satisfaction of the Responsible Authority.

Acoustic Report

13. The provisions, recommendations and requirements of the endorsed acoustic report by Acoustic Logic **and dated 15 April 2025** must be implemented and complied with to the satisfaction of the Responsible Authority.

14. **Before the building is occupied, an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. The Acoustic Report must demonstrate compliance of the rooftop plant and services as well as vehicle access gate with Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021) or any other requirement to the satisfaction of the Responsible Authority, as may be amended from time to time.**

Sustainability Management Plan

15. **Concurrent with the submission of Condition 1 Plans, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Hip v Hype and dated 3 June 2025, but modified to include or show:**

    (a) Consistency with the Condition 1 Plans;

    (b) Revised daylight modelling in accordance with the development changes proposed in the email to Council dated 23 September, but modified to demonstrate that modelling has been based on standard reflectance values;

    (c) Removal of all references to "where possible";

    (d) The number of bicycle parking spaces corrected to be consistent with the development plans; and

    (e) Further details to demonstrate how runoff from the canopies and the raked façade of the building at upper levels will be directed into the rainwater tank and show downpipes and gutters on elevations (if external and visible). Alternatively, provide an alternative catchment area for the rainwater tank that continue to satisfy WSUD requirements.

16. Prior to the occupation of the development approved under this planning permit, a report from the author of the sustainable management plan, approved pursuant to this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm that all measures specified in the sustainable management plan have been implemented in accordance with the approved plan.

17. The provisions, recommendations and requirements of the endorsed sustainable management plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Waste Management Plan

18. **Concurrent with the submission of Condition 1 Plans, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Impact Traffic Engineering and dated 6 June 2025, but modified to include:**

    (a) The management of e-waste including how it will be separated, stored, and disposed of;

    (b) Details of net space taken up by the proposed bins in M^2

    (c) Further information on how users will access the waste system; and

    (d) An explanation of how risks associated with waste management will be managed.

19. The provisions, recommendations and requirements of the endorsed waste management plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Roof terrace

20. The communal roof terrace is to be closed between 10pm and 7am on any day.

Green Travel Plan

21. **Concurrent with the submission of Condition 1 Plans, a Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. The Green Travel Plan must include, but not be limited to, the following:**

    (a) A description of the location in the context of alternative modes of transport;

    (b) Employee welcome packs (e.g. provision of myki/transport ticketing);

    (c) Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;

    (d) A designated 'manager' or 'champion' responsible for coordination and implementation;

    (e) Details of bicycle parking and bicycle routes;

    (f) Details of GTP funding and management responsibilities;

    (g) The specific design of bicycle storage devices proposed to be used for employee;

    (h) Spaces, including demonstration of their suitability for parking cargo bikes, electric bikes and recumbent bikes;

    (i) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;

    (j) Reference to the provision of EV charging for at least 10% of car parking spaces; and

    (k) Provisions for the Green Travel Plan to be updated not less than every 5 years.

22. The provisions, recommendations and requirements of the endorsed green travel plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Wind Report

23. **Concurrent with the submission of Condition 1 Plans, an amended Wind Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Report will be endorsed and will form part of this permit. The amended Wind Report must be generally in accordance with the Wind Report prepared by MEL Consultants and dated 16 April 2025, but modified to include:**

    (a) Consistency with the Condition 1 Plans.

24. **The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.**

General

25. The amenity of the area must not, to the satisfaction of the Responsible Authority, be detrimentally affected by the development, including through:
    (a) The transport of materials, goods or commodities to or from land;
    (b) The appearance of any buildings, works or materials;
    (c) The emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil; and
    (d) The presence of vermin.
26. **The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.**
27. **Delivery and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.**
28. **The use and development must at all times comply with the noise limits specified in the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021), as may be amended from time to time.**
29. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. All external lighting must be:
    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity,

    to the satisfaction of the Responsible Authority.
30. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
31. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.
32. **Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.**
33. Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.
34. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

35. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

    (a) Monday to Friday (excluding public holidays) before 7:00am or after 6:00pm;

    (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9:00am or after 3:00pm; and

    (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Car Parking

36. **Concurrent with the submission of Condition 1 plans or by such later date as approved in writing by the Responsible Authority, a laneway crossing design must be submitted to Council's Civil Engineering Department for approval. The submitted design must demonstrate compliance with City of Yarra's, *Vehicle Crossing Information Sheet*. Refer to Notes (below) for lodgement details.**

37. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:

    (a) constructed and available for use in accordance with the endorsed plans;

    (b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;

    (c) treated with an all-weather seal or some other durable surface; and

    (d) line-marked or provided with some adequate means of showing the car parking spaces,

    to the satisfaction of the Responsible Authority.

38. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the car stackers must be installed in accordance with the manufacturer's specifications by a suitably qualified person. The car stackers must be maintained thereafter to the satisfaction of the Responsible Authority.

39. **Before the building is occupied, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:**

    (a) The number and location of car parking spaces allocated to each dwelling;

    (b) Reference to the provision of EV charging for at least 10% of car parking spaces;

    (c) Details of the operation of the traffic signal system to regulate vehicle movements into and out of the basement;

    (d) Details of way-finding, cleaning and security of end of trip bicycle facilities;

    (e) The number and allocation of storage spaces;

    (f) Policing arrangements and formal agreements;

    (g) A schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;

(h) The collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by Condition 18; and

(i) Details regarding the management of loading and unloading of goods and materials.

40. **The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.**

Civil Works

41. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.
42. Before the buildings is occupied, or by such later date as approved in writing by the Responsible Authority, footpath along the property's Cutter Street road frontage must be stripped and re-sheeted:
    (a) in accordance with any requirements or conditions imposed by Council;
    (b) with a cross-fall of 1 in 33 or unless otherwise specified by Council;
    (c) at the permit holder's cost; and
    (d) to the satisfaction of the Responsible Authority.
43. Before the buildings is occupied, or by such later date as approved in writing by the Responsible Authority, the redundant vehicular crossing on Swan Street must be demolished and re-instated as standard footpath and kerb and channel:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority and VicRoads.
44. Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the permit holder's expense after seeking approval from the relevant authority.
45. Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.
46. Upon the completion of all building works and connections for underground utility services, or by such later date as approved in writing by the Responsible Authority, all redundant property drains must be removed and Council assets reinstated to Council's satisfaction and at the permit holder's cost.
47. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the proposed bicycle parking spaces located on the Swan Street footpath in front of the site must be constructed:
    (a) in accordance with any requirements or conditions imposed by Council;

(b) at the permit holder's cost; and

(c) to the satisfaction of the Responsible Authority.

Construction Management Plan

48. Before the development commences, a construction management plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:

(a) A pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure.

(b) Works necessary to protect road and other infrastructure.

(c) Remediation of any damage to road and other infrastructure.

(d) Containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land.

(e) Facilities for vehicle washing, which must be located on the land

(f) The location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street.

(g) Site security

(h) Management of any environmental hazards including, but not limited to:

(i) Contaminated soil;

(ii) Materials and waste;

(iii) Dust;

(iv) Stormwater contamination from run-off and wash-waters;

(v) Sediment from the land on roads;

(vi) Washing of concrete trucks and other vehicles and machinery; and

(vii) Spillage from refuelling cranes and other vehicles and machinery;

(i) The construction program;

(j) Preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;

(k) Parking facilities for construction workers;

(l) Measures to ensure that all work on the land will be carried out in accordance with the construction management plan;

(m) An outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;

(n) An emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;

(o) The provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;

(p) A noise and vibration management plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The noise and vibration management plan must be prepared to the satisfaction of the Responsible Authority. In preparing the noise and vibration management plan, consideration must be given to:

(i) using lower noise work practice and equipment;

(ii) the suitability of the land for the use of an electric crane;

(iii) silencing all mechanical plant by the best practical means using current technology;

(iv) fitting pneumatic tools with an effective silencer; and

(v) other relevant considerations.

(q) If any existing public lighting assets require temporary disconnection, alternative lighting must be provided to maintain adequate lighting levels. A temporary lighting scheme can only be approved by Council and relevant power authority;

(r) Existing public lighting could only be disconnected once temporary alternative lighting scheme becomes operational;

(s) A temporary lighting scheme must remain operational until a permanent lighting scheme is reinstated; and

(t) Any site-specific requirements.

If required, the construction management plan may be approved in stages. Construction of each stage must not commence until a construction management plan has been endorsed for that stage, to the satisfaction of the Responsible Authority.

49. During the construction:

(a) Any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;

(b) Stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;

(c) Vehicle borne material must not accumulate on the roads abutting the land;

(d) The cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(e) All litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

50. The provisions, recommendations and requirements of the endorsed construction management plan must be implemented and complied with to the satisfaction of the Responsible Authority.

VicRoads Conditions (50 to 51)

51. Prior to the commencement of the development , the owner of the land must enter into an agreement with the Department of Environment, Land, Water and Planning (DELWP) pursuant to Section 138 (A) of the Land Act 1958 for the elements of the approved development that project more than 300mm beyond the land's Swan Street boundary (i.e. canopies, fixed shading devices, awnings, architectural features etc), to indemnify the Crown in relation to any claim or liability arising from the projections with the Swan Street reserve. This condition does not apply where written confirmation is obtained from DELWP that the above agreement is not required.

52. All disused or redundant vehicle crossings (along Swan Street) must be removed and the area reinstated to kerb, channel and footpath to the satisfaction of and at no cost to VicRoads prior to the occupation of the building hereby approved.

Permit Expiry

50. This permit will expire if:

(a) The development is not commenced within two years of the date of this **amended** permit **(.03)**;

(b) The development is not completed within four years of the date of this this **amended** permit **(.03)**; or

(c) The use is not commenced within five years of the date of this amended permit (.03).

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes:

For the submission of plans pursuant to Condition 36, please submit these to info@yarracity.vic.gov.au marked attention to Engineering Services.

A building permit may be required before development is commenced. Please contact Council's building services on 9205 5555 to confirm.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's building services on 9205 5555 for further information.

Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.

Contaminated ground water seepage into basements from above the water table must be discharged to the sewer system through a trade waste agreement with the relevant authority or in accordance with EPA guidelines.

Contaminated groundwater from below the water table must be discharged to the sewer system through a trade waste agreement from the relevant sewer authority.

Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's parking management unit and construction management branch.

Any on-street car parking reinstated as a result of development works must be approved by Council's parking management unit.

The removal of any kerbside car parking sensors and any reinstatement of parking sensors will require the permit holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the permit holder.

All property owners or occupiers within a development approved under this planning permit, will not be eligible for residential, business or visitor parking permits unless the development has heritage controls where parking would adversely affect the integrity of the heritage place, or if there's no increase in occupancies and the development does not reduce existing on-site parking. For more information refer to www.yarracity.vic.gov.au/residents/transport/parking/parking-permits.

The applicant must liaise with Council's open space unit for the protection of the street trees in the vicinity of the site.

Overhead power lines run along the north side of Swan Street, close to the property boundary. The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website.

VicRoads note:
Separate consent may be required from VicRoads (the Roads Corporation) under the Road Management Act 2004 for buildings and works undertaken outside the title boundary within a Road Zone Category 1 (Swan Street). Please contact VicRoads prior to commencing any works.

History and Background

Planning History

1. Planning Permit PLN18/0403 was issued on 1 March 2019 for the construction of a seven-storey retail and office building with roof terrace, and included a reduction in associated car parking and removal of a vehicle crossover to Swan Street.
2. PLN18/0403 (.01) was amended on 3 July 2020 under Section 72 of the *Planning and Environment Act* 1987 (the Act) for changes to wall heights, setback, materials and office floor area, deletion of a basement level and further car parking reduction.
3. PLN18/0403 (.02) was amended on 17 December 2020 under Section 72 of the Act for changes to the roof terraces including the addition of 2 pergolas and a screen and replacement of the walls with green wall climbing system.
4. An extension of time to PLN18/0403 was issued on 7 March 2025. Works must commence by 1 March 2026 and must be completed by 1 March 2028. The permit remains valid.
5. The development approved by the current permit comprises 7 storeys plus two levels of basement and a roof terrace, with a maximum building height (to the parapet) of 23.9m. The overall height to the top of the lift overrun is 27.5m. An artist's impression of the approved development is provided in the following image:



Figure 1 - Artist's impression of approved development, looking north-east from the corner of Swan and Cutter Streets (PLN18/0403 endorsed plans)

Sketch Plans

6. On 1 October 2025 the applicant submitted Sketch Plans (dated 29 September 2025) in response to planning officer and ESD officer concerns regarding daylight access to proposed apartments. These sketch plans are included as an attachment and will be discussed in the Assessment section later in the report. Changes proposed in the sketch plans include:
   (a) Solid balconies on Levels 1 – 3 for north-facing apartments to be privacy screening only;
   (b) Solid balconies on Levels 2 -3 west-facing apartments to be minimum 70% transparent;

(c) Removal of the living room planter for Apt Type 7-3A; and

(d) Solid balustrade for Apt Type 7-3A changed to a minimum 70% transparent balustrade.

Site Context

Subject Site

7. A description of the subject site is provided in the officer's report for the original planning permit application and is provided in Figure 2 below:

> The subject site (Attachment 1) is rectangular in shape and located on the north-east corner of Swan Street and Cutter Street, in Richmond. The site has a frontage to Swan Street of 19.77 metres, a frontage to Cutter Street of 30.48 metres and an overall site area of 603 square metres. The site has a laneway abuttal of 19.77 metres. The site is relatively flat with no appreciable fall.
>
> The subject site consists of two allotments. The western allotment (439-441 Swan Street) on the corner of Swan Street and Cutter Street is legally described as Lots 14 and 15 on Plan of Subdivision 000127 and is not affected by any restrictive covenants or easements. The eastern allotment (443 Swan Street) is legally described as Lot 1 on Title Plan 534855X and is not affected by any restrictive covenants. A party wall easement is located along part of the eastern boundary of this lot.
>
> The subject site is currently developed with a double-storey commercial building at 439-441 Swan Street and a single-storey building at 443 Swan Street.
>
> The double-storey building is constructed to all site boundaries, with undercroft car parking provided at the front and directly accessed from Swan Street from an 11.1 metre wide vehicle crossover. Four car parking spaces are provided within the undercroft. Vehicle access is also provided via the rear laneway through a roller door at the north-west corner of the site. The double-storey building is currently used for storage on the ground floor and as a karate studio on the first floor.
>
> The single-storey building is constructed to the front and side boundaries with a 7 metre concreted setback to the rear laneway. Vehicle access is gained via the 3.8 metre wide rear laneway through a wire mesh gate. The single storey building is currently used as an office.

Figure 2 – Extract of subject site description from officer's report for PLN18/0403

8. Since that time, there have not been any changes to the site context.



Figure 3 - View of subject site from Swan Street (Planning Officer, October 2025)



Figure 4 - View of subject site from Cutter Street (Planning Officer, October 2025)

Surrounds

9. The subject site is located between Burnley Street to the west and Stawell Street to the east. This section of Swan Street has been developed with a diverse mix of architectural styles. Swan Street itself provides an east-west connection linking the suburbs east of the City of Yarra with the CBD, intersecting with major arterials Burnley Street, Church Street and Punt Road.

10. The subject site is located within the Swan Street Major Activity Centre, an important business and retailing strip within the City of Yarra. The activity centre runs east-west from Punt Road in the west to the river in the east and provides a range of business types, including offices, local convenience shops, restaurants and bars, interspersed with dwellings and larger-scale apartment buildings. Clause 16.01-1L (Location of Residential Development) also identifies the site within a Moderate Change area.

11. The area is located in the Principal Public Transport Network and is serviced by a number of transport options, with the Swan Street tram line travelling in front of the subject site and Burnley train station located approximately 190 metres to the south-west.

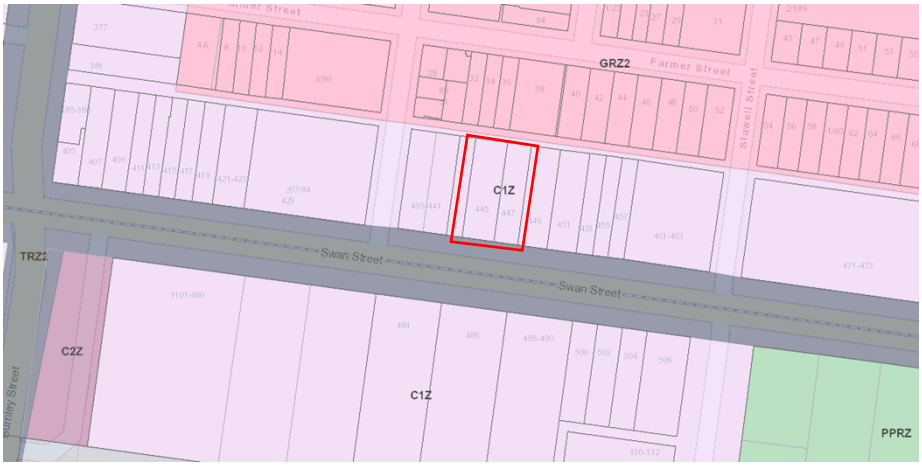


Figure 5 - Zoning map of subject site and surrounds (VicPlan, October 2025)



Figure 6 - Nearmap aerial imagery of subject site and surrounds (August 2025)

12. To the immediate east of the subject site, at No. 445 Swan Street, is a single-storey commercial building constructed to all site boundaries and currently used as a vet clinic. Further east, along Swan Street, is a mix of single and double-storey commercial buildings used for office and retail uses.

13. To the immediate north of the subject site is an east-west laneway running between Cutter Street and Stawell Street to the east. The laneway has a width of approximately 3.8 metres and provides vehicle access to the rear of properties fronting Swan Street.

14. On the northern side of the laneway, on the south-east corner of Cutter Street and Farmer Street, is a townhouse development (four, triple storey dwellings), three of which have roof top terraces. To the east of that development, north-east of the subject site and facing Farmer Street to the north, are single-storey terrace dwellings with their rear secluded private open spaces abutting the laneway. No. 32 Farmer Street has an active planning permit application (PLN24/1081) for the construction of a ground floor extension. The application is currently on public notice, and a decision has not been made at the time of writing this report.

15. To the immediate west of the subject site is Cutter Street, a local north-south street with a road reserve width of 10 metres, parallel car parking provided on the eastern side of the street and footpaths provided on both sides. Cutter Street provides a lane of traffic in each direction.

16. Opposite the site, on the north-west corner of Swan Street and Cutter Street, is a contemporary, six storey mixed use development at No. 429-437 Swan Street & 84 Cutter Street, approved under PLN14/1205 (Figure 7). The development has a street wall to both Swan Street and Cutter Street of 17.95 metres, a setback above the street wall of between 1.6 metres and 3.2 metres and an overall building height of 20.06 metres. The eastern elevation of this development features various balconies as well as habitable room windows that face the subject site.

17. To the north-west, on the south-west corner of Cutter Street and Farmer Street, is a recently completed multi-unit development consisting of a three-storey residential building containing nine dwellings.

18. To the immediate south is Swan Street, an east-west arterial road with a road reserve width of approximately 20 metres that carries four lanes of traffic, with tram lines sharing the middle two lanes and the two outside lanes accommodating parallel car parking outside of clearway times. On each side of the road is a footpath (approximately 3 metres wide).

19. On the southern side of Swan Street are predominantly double-storey commercial buildings located within the Commercial 2 Zone containing offices, retail premises and showrooms, with various setbacks to Swan Street. However, there are two planning permit approvals on the southern side of Swan Street opposite the subject site that will contribute to the emerging character of the surrounding area. These are described in the following paragraph.

20. At No. 484-486 Swan Street, immediately opposite the subject site to the south, planning permit PLN17/0448 was issued on 2 May 2018 (and subsequently amended at the direction of the Victorian Civil and Administrative Tribunal on 3 September 2018) for *a twelve storey mixed-use building*. Works have not commenced, and the permit has since expired. At No. 462-482 Swan Street, to the south-west of the subject site, planning permit PLN15/0057 was issued on 31 January 2018 for *the construction of a twelve storey mixed-use building*. This development has been completed (Figure 8).



Figure 7 - No. 429-437 Swan Street & 84 Cutter Street (Planning Officer, October 2025)



Figure 8 - No. 462-482 Swan Street (Planning Officer, October 2025)

Proposal

21. The application is for a Section 72 Amendment to Planning Permit PLN18/0403 to change the use of the building from offices to mixed use (retail and dwellings) with associated built form and design changes and a car parking reduction. Further details of the proposal are as follows:

Use

22. Deletion of the office land use (previously at Levels 1-6, with communal terrace at Level 7);

23. Use of the part of the ground floor for a retail premises, with a floor area of 228sqm (planning permit not required), with entry via Swan Street.

24. Use of part of the ground floor and Levels 1 to 7, plus the roof terrace for dwellings:

    (a) 51 apartment dwellings are proposed, comprising 12 studios, 21 x 1-bedroom apartments, 16 x 2-bedroom apartments and 2 x 3-bedroom apartments which will form part of a build to rent scheme;

    (b) The residential pedestrian foyer/entry will be located along the Cutter Street frontage and will be 6.34m wide;

    (c) Provision of 192sqm of communal open space, located at roof level, including a yoga space, dining area and BBQ. Each apartment is also provided with private open space; and

    (d) Provision of communal facilities for residents at basement level 1, including a cinema, gym, sauna, bar and dining area.

Car / Bicycle Parking

25. Provision of 40 car parking spaces for the dwellings only. No car parking is provided for the retail premises.

26. Provision of 46 bicycle parking spaces for residents, located in basement level 3 and provision of 16 visitor bicycle parking spaces located at ground level and accessed from the northern laneway;

27. Provision of 1 retail bicycle parking space at ground level, within the entry undercroft area.

Development

28. The following changes are proposed to the approved development:

    General

    (a) Increase in number of storeys from 7 to 8 with no change to building height (due to the change of use and subsequent reduction in floor-to-ceiling heights);

    (b) Revised location of lift core;

    (c) Increase to number of basement levels from 2 to 3;

    (d) Internal layout changes to accommodate dwellings;

    (e) Introduction of inset balconies to upper levels to the north, south and west elevations;

    (f) Introduction of a 2.9m to 4.27m wide and 4.7m long lightwell along the eastern boundary from Levels 1 to 7, which includes terraces at Level 1;

    (g) Reduction in street wall height from 13.84m to 12.85m;

    (h) The overall design detail and external materials and finishes amended to reflect the transition from an office to a mixed-use, residential development. Key changes include:

        (i) 4 storey podium featuring arched forms, incorporating inset balconies and glazing as well as solid façade materials, and vertical landscaping;

        (ii) Tapering tower form, which features inset balconies, glazing and planter boxes with cascading vegetation; and

        (iii) The primary material palette will include solid, light and mid grey-coloured pre-cast concrete, mid-grey coloured glazing, beige-coloured tile cladding and white-coloured aluminium cladding.

29. Of note, there will be no increase to the existing, approved building envelope. The introduction of a lightwell on the eastern boundary will result in a reduced building envelope. A comparison of the existing approval and the amended proposal are shown in the following image:



Figure 9 - Comparison between approved development (left) and proposed (right)

Ground level

(a) Increased setback to Swan Street and Cutter Street from 0m to 0.45m, incorporating landscaping within this setback;

(b) Reduction in site services along Cutter Street frontage and replacement with residential entry lobby;

(c) Revised vehicle access ramp gradient;

(d) Increased setback to northern boundary from 1m to 1.8m, excluding the substation, which would be relocated and set back 1.1m from the northern boundary;

(e) Provision of a 28sqm waste storage room and visitor bicycle storage, to replace three ground level car parking spaces;

(f) Removal of end-of-trip bicycle facilities for employees;

(g) Provision of a pedestrian entrance to the dwellings along Cutter Street;

(h) Removal of main lobby entrance from Swan Street (replaced with retail floor area);

(i) "Squared-off" corner splay on corner of Swan and Cutter Streets with dimensions 3m by 3m and inclusion of a bicycle parking space for the retail premises;

Level 1

(j) Provision of terraces within the lightwell to Apts. 101 and 108;

Upper Levels

(k) Previous boundary to boundary building envelope amended to include inset balconies / winter gardens;

Roof terrace

(l) Changes to roof terrace setbacks as follows (measured from the edges of perimeter landscaping):

(i) North: Reduction from 4.36m to 2.65m;

(ii) South: Reduction from 5.15m to 3.61m;

(iii) West: Reduction from 3.14m to 1.81m;

(m) Relocation of pergola from north-east corner of terrace to central location west of the lobby. The pergola will be set back as follows:

(i) 9.27m from the northern boundary; and

(ii) 13.22m from the southern boundary and 2.61m from the western boundary; and

(n) Revised location of roof services.

30. Artistic impressions of the amended development are provided in the below image.

(a) Looking north-east from the corner of Swan Street and Cutter Street;

(b) Looking west along Swan Street;

(c) View from Swan Street; and

(d) Looking south along Cutter Street.



a.



b.



c.



d.

Statutory controls

31. The table contained in the Officer Recommendation sets out why a planning permit is required for this matter.

32. The following Clauses of the Yarra Planning Scheme are also relevant to the proposal:

(a) Clause 34.01 – Commercial 1 Zone (C1Z):

(i) Pursuant to Clause 34.01-1, the use of land for a retail premises is an "as-of-right" use and does not require a planning permit;

(ii) Pursuant to Clause 34.01-1, the use of land for dwellings is also "as-of-right" provided any frontage at ground level does not exceed 2m. As the dwelling entry along Cutter Street exceeds 2m, a planning permit is required for the dwellings;

(iii) Pursuant to Clause 34.01-4, a planning permit is required to construct a building and carry out works; and

(iv) Pursuant to Clause 34.01-4, an apartment development must meet the requirements of Clause 58;

(b) Clause 36.04 – Transport Zone (Transport Zone 2 – T2Z):

(i) Pursuant to Clause 36.04-2, a planning permit is required to construct a building or carry out works within the T2Z. This relates to the proposed canopies over the Swan Street footpath and the removal of vehicle crossover from Swan Street; and

(ii) Permission for these works has already been granted under the original planning permit.

(c) Clause 43.02 – Design and Development Overlay – Schedules 2, 5 and 28 (DDO2, DDO5 & DDO28)

(i) Pursuant to Clause 43.02-2, a planning permit is required to construct a building and carry out works. This does not apply if a schedule to this overlay specifically states that a permit is not required.

(ii) **DDO2 – Main Roads and Boulevards:** Seeks to recognise and reinforce the importance of main roads to the image of the City.

(iii) **DDO5 – CityLink Exhaust Stack Environs**:

a. Section 2.0 of DDO5 states that a permit is not required to construct a building or carry out works.

b. Section 7.0 states where a permit is required to use land for the construction of a building or the construction or carrying out of works under another provision of this scheme, notice must be given under Section 52(1)(c) of the Act to the person or body specified as a person or body to be notified in Clause 66.06 or a schedule to that clause.

c. Pursuant to Clause 66.06, notice must be given to the Environment Protection Authority, Transurban City Link Limited and the Roads Corporation. Notice was given accordingly.

(iv) **DDO28 – Swan Street Activity Centre – Precinct 4 Burnley Station** – DDO28 applies the following built form controls which affect the subject site:

a. Mandatory maximum building height of 24m;

b. Discretionary street wall height to Swan Street of 14m;

c. Discretionary street wall height to Cutter Street of 14m;

d. Discretionary upper level setback to Swan Street of 6m;

e. Discretionary upper level setback to Cutter Street of 3m.

(d) Clause 45.06 – Development Contributions Plan Overlay – Schedule 1 – Yarra Development Contributions Plan (DCPO1):

(i) Schedule 1 of the Development Contributions Plan Overlay (DCPO1) applies to the proposal due to the proposed additional retail floor area and increase in the number of dwellings. The DCPO1 requires the developer to pay a cash contribution towards essential city infrastructure like roads and footpaths. Pursuant to Clause 45.06-1, a permit granted must:

a. Be consistent with the provisions of the relevant development contributions plan; and

b. Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to his overlay;

(ii) The subject site is located within Charge Area 9 (Central Richmond). The development infrastructure levy is applicable to the dwellings and retail floor space and the community infrastructure levy is applicable to the dwelling use only. Council's standard conditions will be included to ensure that the applicable Development and Community Infrastructure levies are paid, as required; and

(e) Clause 52.06 – Car Parking:

(i) Before a new use commences the required car parking spaces must be provided on the land as set out at Clause 52.06-5. The following table outlines the car parking requirements associated with the application.

Use	Size/No.	Statutory Parking Rate*	No. spaces required	No. spaces allocated	Reduction sought
1 & 2-bed dwelling	49	1 space per dwelling	49	40	13
3 bed dwelling	2	2 spaces per dwelling	4		
Retail Premises	228sqm	3.5 spaces per 100sqm leasable floor area	7	0	7
Total			**60**	**40**	**20**

*Site is within the Principal Public Transport Network, Column B parking rates apply at Clause 52.06-5.

(ii) Given the above, a planning permit is required to reduce the number of car parking spaces required of the Scheme by 20 spaces;

(f) Clause 52.29 – Land Adjacent to the Principal Road Network:

(i) This clause applies to land adjacent to a road in the Transport Zone 2;

(ii) Pursuant to Clause 52.29-2, a planning permit is required to create or alter access to a road in a Transport Zone 2; and

(iii) The current planning permit already includes permission for the removal of the existing crossover within the Swan Street frontage. Conditions required from the Department of Transport and Planning (previously Vic Roads) relating to these works (nos. 31 and 32) will remain should an amended permit issue. It is noted that the proposed floor plans do not show the removal of the vehicle crossover, as such a condition will require the plans to be corrected.

(g) Clause 52.34 – Bicycle Parking:

(i) Pursuant to Clause 52.34-1, a new use must not commence until the required bicycle facilities and associated signage are provided on the land;

(ii) The following table identifies the bicycle parking requirements under Clause 52.34-3 and the provision of bicycle parking on site:

Use	Size/No.	Statutory Rate	No. spaces required	No. spaces allocated
Dwelling	51	In developments of 4+ storeys, 1 resident space to each 5 dwellings and 1 visitor space to each 10 dwellings	10 resident spaces 5 visitor spaces	46 resident spaces 16 visitor spaces 1 employee space
Retail Premises	228sqm	1 employee space to each 300sqm leasable floor area	1 employee space	
		1 visitor space to each 500sqm leasable floor area	0 visitor spaces	
Total			**16 spaces**	**63 spaces**
Showers/Change Rooms		If 5 or more employee spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee spaces thereafter	0 showers / change rooms	0 showers / change rooms

(iii) Given the above, the proposed development complies with the resident, visitor and employee bicycle parking requirements.

(h) Clause 53.03 – Residential Reticulated Gas Service Connection:

(i) A permit must not be granted for construction of a new dwelling or a new apartment development that is to be connected to a reticulated gas service. A permit granted for buildings and works in relation to an application to which this clause applies must include the following mandatory conditions:

"Any new apartment development allowed by this permit must not be connected to a reticulated gas service (within the meaning of clause 53.03 of the relevant planning scheme). This condition continues to have force and effect after the development authorised by this permit has been completed."

(i) Clause 53.18 – Stormwater Management in Urban Development

(i) This Clause applies to an application under a provision of a zone to construct a building or construct or carry out works. An application to construct a building or to construct or carry out works:

a. Must meet all of the objectives of Clauses 53.18-5 and 53.18-6; and

b. Should meet all of the standards of Clauses 53.18-5 and 53.18-6;

(j) Clause 58 – Apartment Developments

(i) This clause applies as the development is for the construction of an apartment development. A development should meet all the standards and must meet all the objectives.

Legislation Provisions

33. The amendment has been requested pursuant to Section 72 of the *Planning and Environment Act 1987* (the Act). Section 72 of the Act states:

(1) A person who is entitled to use or develop land in accordance with a permit may apply to the responsible authority for an amendment to the permit.

(2) This section does not apply to—

(a) a permit or a part of a permit issued at the direction of the Tribunal, if the Tribunal has directed under section 85 that the responsible authority must not amend that permit or that part of the permit (as the case requires); or

(b) a permit issued under Division 6.

34. The planning permit was issued by Council on 1 March 2019. The Tribunal has not directed that the responsible authority must not amend the permit, nor was the permit issued under Division 6 of the Act.

35. Section 73 of the Act states that Sections 47 to 62 of the Act apply to the amendment application. This allows the Responsible Authority to apply the abovementioned sections of the Act to the amendment application as if it was an application for a permit.

Internal and External Consultation

Advertising

36. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 246 letters sent to surrounding owners and occupiers and by two signs displayed on the Swan Street and Cutter Street frontages.

37. Council received 11 objections, on the following key grounds:

(a) Excessive height and scale of development;

(b) Excessive number of dwellings;

(c) Inappropriate response to neighbourhood character;

(d) Development creep;

(e) Amenity impacts including overlooking, loss of daylight;

(f) Lack of car parking and consequential impacts to traffic;

(g) Poor internal amenity for proposed dwellings;

(h) Overshadowing of secluded private open space (SPOS) to north;

(i) Abuse of process, does not allow application to be properly scrutinised;

(j) Section 72 is the incorrect process for this amendment;

(k) Inaccurate representation of development at No. 429-437 Swan St;

(l) No information on feasibility of car stackers and electric vehicle charging stations; and

(m) Excessive number of bicycle parking spaces.

38. In accordance with the requirements of Section 66.06 of the Act, notice was given to the Environment Protection Authority (EPA), Transurban City Link Limited and the Roads Corporation. A response was received on 22 July 2025 from the Head, Transport for Victoria (in consultation with CityLink), advising of no objection to the grant of a permit. A response was not received from the EPA.

Internal and external referrals

39. The proposal was referred to the following internal business units and external consultants:

Internal Business Unit/ External consultant	Comments
External Urban Design (Hansen)	Supports, subject to recommendations including a redesign of footpath awnings, incorporation of screening to communal stairwell windows, daylight access being reviewed to south-east bedrooms and consistent labelling of sections and screening measures on drawings.
External Wind Consultant (VIPAC)	Supports, subject to additional wind control measures for the rooftop dining area and ground level retail entrance.
External Acoustic Consultant (SLR)	Supports, subject to post completion acoustic testing being undertaken for the mechanical and plant equipment, an assessment of voice noise impacts of the roof terrace being conducted or a condition that restricts use of the terrace to no later than 10pm Sunday to Thursday and no later than 11pm Friday and Saturday.
Urban Design (Public Realm)	Supports, subject to: • Provision of a consistent 1.8m ground floor setback along the northern laneway;

	• Provision of directional and entrance signage for the bicycle parking area; • Extension of the Cutter Street awning to the residential lobby entrance; • Removal of in-ground planting along building line and replacement with minimum 500mm wide planters • Maximisation of planting area adjacent the building lobby entrance • Review of retail bicycle hoop location to ensure functionality and that the entrance is not obstructed.
Development Engineering	Supports car parking reduction and traffic generation. Supports vehicle access, subject to: • Implementation of building recommendations in the basement, as recommended in the applicant's Traffic Report; • Increase finished floor level at ground level to minimise the risk of inundation during heavy storm events; • Raise finished floor level of the setback area adjacent to the laneway to provide a mountable kerb to enable waste collection vehicles and delivery vehicles to mount; • Provide a vehicle access cross-sectional drawing to demonstrate satisfactory ground clearance of a B99 design vehicle.
ESD	Supportive, subject to deficiencies relating to internal daylight access, materials and bicycle parking being addressed, as well as outstanding information items.
City Works – Waste Management	Supportive, subject to an amended Waste Management Plan (WMP) that addresses e-waste, the floor area of the bin storage area, further information on how users will access the waste system and an explanation of how risks associated with waste management will be managed.
Strategic Transport	Supportive, subject to further dimensions to confirm compliance with Australian Standard AS2890.3, provision of a minimum 20% employee bicycle parking as horizontal, floor level spaces and all employee bicycle parking to be located in a lockable, secure compound.

40. The referral responses are included as an attachment to this report.

Policy Implications

Planning Policy Framework (PPF)

41. The following policies are of most relevance to this application:

- Clause 2 - Municipal Planning Strategic, including:
  - Clause 02.01 – Context:
    - Clause 02.01-1 – Location
    - Clause 02.01-6 – Built Environment and Heritage
    - Clause 02.01-9 – Transport
  - Clause 02.02 – Vision
  - Clause 02.03-1 – Settlement:
    - Clause 02.03-3 – Environmental Risks and Amenity
    - Clause 02.03-4 – Built Environment and Heritage
    - Clause 02.03-6 – Economic Development
    - Clause 02.03-7 – Transport
  - Clause 02.04 – Strategic Framework Plan
- Clause 11 – Settlement:
  - Clause 11.01-S – Settlement
  - Clause 11.02-1S – Supply of Urban Land
- Clause 13 – Environmental risks and amenity:
  - Clause 13.05-1S – Noise Management
  - Clause 13.06-1S – Air Quality Management
  - Clause 13.07-1S – Land Use Compatibility
  - Clause 13.07-1L – Interfaces and Amenity
- Clause 15 – Built environment and heritage:
  - Clause 15.01-1S – Urban Design
  - Clause 15.01-1L – Urban Design
  - Clause 15.01-2S – Building Design
  - Clause 15.01-2L – Building Design
  - Clause 15.01-2L-01 – Environmental Sustainable Development
- Clause 16 – Housing:
  - Clause 16-01-1S – Housing Supply
  - Clause 16.01-1R – Housing Supply
  - Clause 16.01-1L – Location of Residential Development
  - Clause 16.01-1L-01 – Housing Diversity
  - Clause 16.-1-2S – Housing Affordability
- Clause 17 - Economic Development:
  - Clause 17.01-1S – Diversified Economy
  - Clause 17.01-1L – Employment
  - Cause 17.02-1S – Business
  - Clause 17.02-1L – Retail

- Clause 18 – Transport:
  - Clause 18.01-1S – Land Use and Transport Integration
  - Clause 18.02-1S - Walking
  - Clause 18.02-2S – Cycling
  - Clause 18.02-2L – Cycling
  - Clause 18.02-3S – Public Transport
  - Clause 18.02-3R – Principal Public Transport Network
  - Clause 18.02-4S – Roads
  - Clause 18.02-4L – Road System
  - Clause 18.02-4L-01 – Car Parking
- Clause 19 – Development infrastructure:
  - Clause 19.03-3L – Water Sensitive Urban Design
  - Clause 19.03-5L – Waste Management

Officer Assessment

42. The primary considerations for this application are as follows:
    (a) Policy and Strategic Context;
    (b) Use;
    (c) Buildings and Works;
    (d) Off-site Amenity;
    (e) On-site Amenity;
    (f) Car Parking, Traffic, Loading and Bicycle parking;
    (g) Objector Concerns; and
    (h) Other matters.

Policy and Strategic Support

43. The proposed development has strong strategic support at the State and local level for the construction of a larger scale mixed use development. The site and adjoining land to the east and west is located in the C1Z which specifically encourages residential uses at densities complementary to the role and scale of the commercial centre. This objective indicates strong strategic support for the proposed uses and development as they align with the purposes of the C1Z.

44. With regard to the proposed development, State and local policies encourage the concentration of development in and around activity centres with more intense development on sites well-connected to public transport, thereby ensuring efficient use of existing infrastructure. The site is well connected to public transport opportunities, with trams along Swan Street, Burnley Railway station approximately 100m south of the site, as well as trams along Church Street (1km west). The proximity of the site to public transport will encourage the use of alternative modes of transport to and from the site and reduce reliance on motor vehicles as encouraged by clauses 15.01-2L-01 (Environmentally sustainable development), 17.01-1L (Employment) and 18.01-3S (Sustainable and safe transport).

45. Clause 02.04 (Strategic Framework Plan) and Clause 11.03-1L (Activity Centres) identifies the subject site within the Swan Street Major Activity Centre (MAC). Clause 11.03-1L supports high quality mid-rise buildings in major and neighbourhood activity centres, development that improves the public realm and positively contributes to the streetscape environment within activity centres, and development that is consistent with the capacity for each centre as identified in Clause 16.01-1L (Strategic Housing Framework Plan). Clause 16.01-1L identifies the subject site within a Moderate Change Area. In this area, policy encourages:

    (a) Medium density residential and mixed use development that is responsive to the heritage significance and streetscape character; and

    (b) Lot consolidation to facilitate increased densities and efficient use of land, where appropriate.

46. How the development achieves these objectives will be discussed throughout the report.

47. Clause16.01-1L-01 (Housing Diversity) encourages housing diversity, including provision of larger dwellings suitable for families and shared households and common areas that promote social interaction. In addition, Clause 16.01-2S (Housing Affordability) seeks to improve housing affordability by increasing choice in housing types, tenure and cost to meet the needs of households as they move through life-cycle changes and to support diverse communities. The amended development will provide a mix of studio, one, two and three bedroom apartments, which will cater for a variety of household types and needs, in accordance with these objectives.

48. The development also provides opportunities for new employment within the proposed Retail Premises at ground level, consistent with Clause 17.01-1S (Diversified Economy) and Clause 17.02-1S (Business). These provisions recognise and support land uses and development that contribute towards the increase in the number and diversity of local employment opportunities.

49. At a broader State level, the metropolitan planning strategy Plan Melbourne seeks to create 20-minute neighbourhoods, where people can access most of their everyday needs (including employment) within a 20-minute walk, cycle or public transport commute. These neighbourhoods must be safe, accessible and well connected for pedestrians and cyclists.

50. The site fulfils these criteria as it is within the Swan Street MAC, which provides a wide range of retail, community and hospitality offerings with good public transport services.

51. Whilst the proposal for a medium density, mixed use development enjoys broad strategic and policy support, this must be balanced against site constraints, the proposed architectural response and amenity impacts to nearby sensitive uses. The site is located within Schedule 28 to the Design and Development Overlay (DDO28). DDO28 provides clear built form advice, and the proposed development demonstrates a positive response to the relevant objectives within this Overlay. As will be discussed in subsequent sections of this report, the proposed development will result in an acceptable built form response in relation to the site's context and it is for these reasons that Council planning officers recommend that the amended development be supported.

Use

52. The following assessment is for the dwelling use only, as the retail premises is as-of-right in the C1Z.

53. The use of the site predominantly as a residential building is supported at both State and Local policy level, as outlined previously, and promotes urban consolidation within a MAC that is well serviced by existing infrastructure and services. Additionally, the provision of dwellings is supported by the C1Z which aims to create vibrant, mixed-use commercial centres for retail and community uses, whilst providing for residential uses at densities complementary to the role and scale of the commercial centre. The proposal achieves this by continuing to provide an active commercial frontage to the Swan Street interface which is in compliance with policy at Clause 11.03-1L (Activity Centres).

54. The location of the dwelling entry on Cutter Street is supported, given it is a predominantly residential street. The retail premises will occupy the Swan Street frontage, which will retain and strengthen the development's commercial contribution within the MAC.

55. Clause 13.07-1L-01 (Interfaces and Amenity) requires new non-residential use and development within commercial zones to be designed to minimise noise and visual amenity impacts upon nearby, existing residential properties, as well as requiring building design to ensure that the ongoing viability of surrounding industrial and commercial properties is not impacted through the introduction of dwellings.

56. In this instance, the closest residential zone is directly to the north, across the laneway and an assessment of this is outlined in the Off-site Amenity section of this report. A more detailed discussion regarding internal amenity of the proposed dwellings is provided in the attached Clause 58 Assessment. However, strategically, the provision of dwellings in the proposed location is accorded with a high level of support.

Buildings and Works

Site Context

57. The primary built form considerations for the proposed development are the decision guidelines at Clause 34.01-8 (C1Z) and policy at Clause 15.01-1L (Urban Design), Clause 15.01-2L (Building Design) and the Design and Development Overlay (Schedule 28). All of these provisions and guidelines support a development outcome that responds to the existing or preferred neighbourhood character and provides a contextual urban design response. Particular regard must be given to the acceptability of the design in terms of height and massing, street setbacks and relationship to adjoining buildings; and in the context of the approved building under the current planning permit.

58. Considering the recent construction of larger scale developments (outlined in the Site Context section of this report), the development's location within the Swan Street MAC and proximity to various public transport links, as well as the objectives of the DDO28, it would be a reasonable expectation that this site would experience further intensification in use and development.

59. This area of Swan Street is undergoing significant change with regards to building heights and forms, with an emergence of dense, mid-rise development. This is reflected in the preferred and mandatory building heights of DDO28, which in the immediately surrounding area envisages buildings from 18m to 40m in height. Images of existing built form constructed to this scale and within proximity to the site are provided below:



Figure 10 - No. 429-437 Swan Street & 84 Cutter Street (Planning Officer, October 2025)



Figure 11 - No. 462-482 Swan Street (Planning Officer, October 2025)

60. Pursuant to Clause 16.01-1L (Location of Residential Development), the subject site is in a "Moderate Change Area". The relevant strategies are to encourage:

    (a) *Medium density residential and mixed use development that is responsive to the heritage significance and streetscape character; and*

    (b) *Lot consolidation to facilitate increased densities and efficient use of land, where appropriate.*

61. Based on the context outlined, a mid-scale development on the subject site is expected (as evidenced by the existing planning permit which approves a building height of 23.9m). A detailed assessment against the appropriateness of the height and massing is prudent in determining the acceptability of the proposal from a built form perspective. This will be discussed in the following sections of the report; however the height and

envelope of the amended proposal is consistent with the existing development approved by the planning permit, with minimal changes to the current approved envelope.

Height & Setbacks

62. The strategic planning context for the site has been established and supports re-development of the site for a multi-storey, mixed use building. Clause 15.01-2L encourages new buildings to respond to the adjoining development building heights and the physical and strategic context of the site. As outlined earlier in this report, the subject site is in an area where mid-rise development is encouraged.

63. The current planning permit approves a 7 storey (plus roof terrace) building, constructed as follows:

    (a) Maximum building height of 23.9m;

    (b) The height to the top of the lift overrun (excluded from maximum building height) is 27.5m;

    (c) 4 storey street wall with a height of 13.84m;

    (d) Tapered, upper level setbacks increasing up to a maximum of (at roof terrace level):

        (i) 4.36m from the northern boundary; and

        (ii) 5.15m from the southern boundary; and 3.14m from the western boundary; and

    (e) Construction along full length of eastern boundary.

64. Whilst the number of storeys has increased from 7 to 8, this has occurred entirely within the approved building envelope and is achieved by reducing floor-to-ceiling heights, with an office requiring taller dimensions.

65. DDO28 has a mandatory maximum height limit of 24m, with the current approval and the proposed development complying with this requirement. DDO28 also allows service equipment and structures, including lift overruns, to exceed the mandatory height provided that:

    (a) *Less than 50 per cent of the roof area is occupied by the equipment (other than solar panels);*

    (b) *The equipment does not cause additional overshadowing; and*

    (c) *The equipment does not extend higher than 3.6 metres above the maximum building height.*

66. The approved and proposed lift overrun and the rooftop plant equipment satisfy the above requirements, with the lift overrun extending a maximum 3.6m above the main building and occupying a maximum 39% of the overall roof area.

67. The approved development also complies with the DDO28 street wall height requirements, which prescribes a preferred height of 14m for both Swan and Cutter Streets, with the proposed height reducing by 1m from the current approval to 13.85m. This street wall height continues to respond to the preferred character under DDO28 and presents as a consistent interface to both Swan and Cutter Streets.

68. The street wall height to the northern boundary will be 12.95m and exceeds the preferred height of 11m by 1.95m. However, the height is acceptable as it replicates the street wall height and alignment of the existing approval, ensuring consistency with the approved

built form and maintaining an acceptable presentation to the laneway (presentation will be discussed under the Architectural Expression section of the report). The height of the northern street wall will not result in any additional overlooking or overshadowing impacts to residential land on the north side of the laneway. Given the proposal effectively replicates the built form already approved under the endorsed plans, this rear interface remains acceptable.

69. Whilst the raked form above the street wall does not comply with the DDO28 upper level setback requirements, it was supported by Council's Urban Design Consultant (Hansen), who confirmed that it was "*an acceptable design response for this corner site and can deliver the desired visual recession of the upper form above the street wall*". The planning officer of the original development observed that the raked form "*achieves a design that is expressed in the round and avoids a repetitive, stepped form*" (paragraphs 127 and 128 of the IDAC report, 30 January 2019). This raked form will be retained as part of the amended proposal. This has been illustrated in the following image, which shows the outline of the approved development (in green) over the amended proposal:

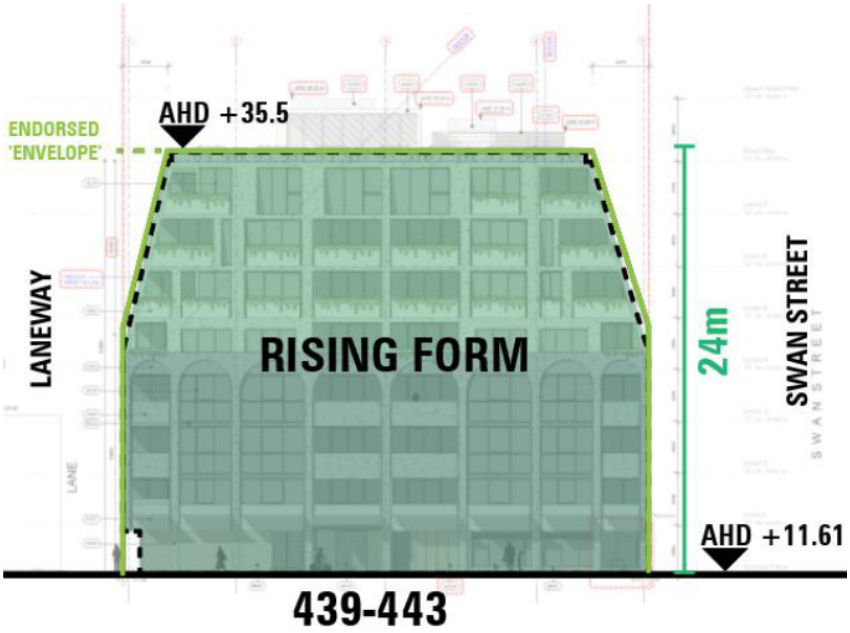


Figure 12 - Outline of current, approved development (in green) over the amended proposal (Hansen Urban Design Advice)

Setback changes

70. In order to allow daylight into the apartments on the eastern side of the building, a 2.9m to 4.27m setback is proposed from the eastern boundary for a length of 4.7m to create a lightwell. The proposed setback is partly compliant with the building separation requirements of DDO28, which requires a minimum 3m setback. The area of non-compliance is limited to the setback of the stairwell (2.9m), falling marginally short of the requirement. A variation is acceptable, considering the stairwell windows are non-habitable room windows. Further, a variation of 0.1m will not unreasonably compromise the equitable development opportunities of the eastern-adjoining site. Council's ESD officer is also satisfied with the dimensions of the lightcourt from an internal daylight perspective, subject to changes discussed that are discussed in the Clause 58 assessment.

71. Hansen also supports the introduction of a lightwell along the eastern boundary, observing that “this modulation assists in breaking up the sheer profile to this interface”, in addition to the arched recesses incorporated into the lower levels of the boundary wall, as illustrated in the following image:



Figure 13 - Artist's impression of proposed development, showing eastern boundary wall and lightwell

72. At ground level, minor setbacks of 0.45m and 0.3m are proposed to the Swan and Cutter Street frontages respectively. These setbacks will incorporate planting, which will soften and add visual interest to the frontages, and are an improvement on the zero setbacks already approved. The setback to the northern laneway at ground level has also increased to facilitate access for delivery and waste vehicles as well as the visitor bicycle store.

73. DDO28 includes discretionary upper level setback requirements, being 6m to Swan Street and 3m to Cutter Street. While the proposal does not achieve these preferred setbacks, the built form follows the same upper level setback profile as the endorsed plans, maintaining consistency with the approved development ‘envelope’.

74. To the northern laneway, DDO28 prefers a maximum boundary wall height of 11m, with upper levels to be set back at a 45 degree angle above the boundary wall. The proposed development departs from this preferred envelope, as illustrated in the below image, which has been marked-up to show the DDO28 preferred envelope against the proposed development:

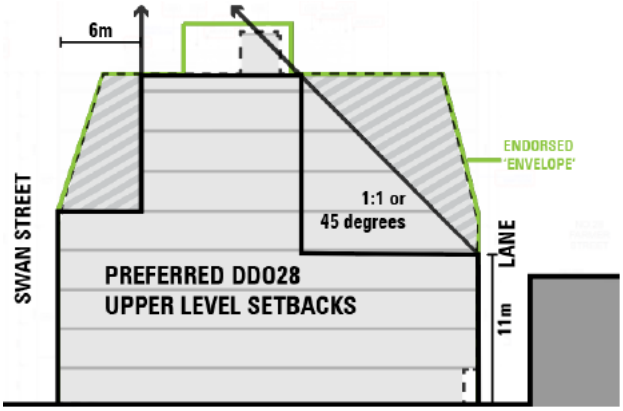


Figure 14 - Mark-up of DDO28 preferred setback envelope against proposed development (Hansen referral advice)

75. Whilst the upper level setbacks to the northern laneway are a departure from those preferred under DDO28, they remain consistent with the approved envelope under the current endorsed plans. Levels 1 to 4 are appropriately screened, and upper levels have limited sightlines to the residential properties beyond the laneway ensuring that amenity impacts are appropriately managed. Hansen are supportive of the setbacks to the northern laneway, observing that the amended design:

> "introduces improved façade articulation, including integrated balconies and a more visually refined expression, which reduces the perception of visual bulk compared to the earlier approval. The interface to the laneway is more articulated and modulated, presenting a softer and more visually refined built form relative to the more monolithic expression of the endorsed plans"

76. In summary, the building envelope of the amended proposal remains largely consistent with the existing approval and continues to remain acceptable having regard to the objectives of DDO28 and the surrounding context. Council's Urban Design Consultant (Hansen) is also supportive of the building height and massing, observing that it "*demonstrates a well resolved response to both strategic planning controls and site context. The built form sits comfortably within the 'envelope' established by both the endorsed plans and DDO28, and does not give rise to any adverse amenity impacts in terms of overlooking, visual bulk or shadowing*".

Overshadowing

77. Overshadowing and daylight impacts to existing secluded private open spaces and windows will be considered in the Off-site amenity section of this report. In relation to overshadowing of the public realm, Section 2.3 of DDO28 states that *a permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10 am and 2 pm at 22nd September*:

    (a) *Any part of the southern footpath of Swan Street, measured from the property boundary to the existing kerb.*

    (b) *Development should maintain solar access to Ryan's Reserve as follows:*

        (i) Beyond 16m of the eastern boundary of the reserve from 10 am onwards on 22 September; and

        (ii) At the western boundary of the reserve until 2 pm on 22 September.

78. The submitted shadow diagrams confirm the amended proposal will not result in any overshadowing of the southern footpath of Swan Street. Whilst there is some additional overshadowing (due to the infill of the south-west corner building splay), all shadows fall within the Swan Street carriageway and will not affect future public open space on the opposite side of the street.

Equitable Development

79. Whilst the building envelope remains largely unchanged from the current approval, the amended development now includes dwellings, with habitable room windows (HRWs) and balconies proposed on all four building facades.

80. The western HRWs and balconies will not compromise future development west of the site. Cutter Street provides a 10m wide buffer between the subject site and the building on the opposite side of the street. Further, this site has already been developed with a 6

storey building and is unlikely to be further developed owing to the constraints of DDO28, which imposes a mandatory 24m maximum building height requirement on this site.

81. Swan Street will provide an approximately 21m wide buffer between the subject site and any future development on the opposite side of the street. This buffer will ensure that proposed HRWs and balconies will continue to receive outlook and daylight access, despite there being a 40m preferred building height for the site opposite. In addition, as the site has a southern interface with the proposed development, there will be no overshadowing impacts from future development.

82. The northern laneway will provide a 3.8m wide buffer between the subject site and residentially-zoned land to the north. The immediately adjacent site at Nos. 89-91 Cutter Street and 28-30 Farmer Street has been recently developed with a 3 storey townhouse development. Due to a mandatory height limit of 9m for this land, further development of the northern site is unlikely. The locations of HRWs and balconies on the northern elevation will therefore not compromise future development north of the site.

83. As discussed in the previous section of the report, a minor variation to the Building Separation objectives is required for the eastern lightwell. A variation of 0.1m will not unreasonably compromise the future development of the eastern-abutting property, given the windows opposite are non-habitable and service a stairwell. Bedroom windows which will rely on this lightcourt for daylight access are not located opposite the eastern boundary and will continue to receive good daylight access should the neighbouring property be developed in the future.

Architectural Expression

84. Policy at Clause 15.01-2L encourages design developments to make a positive contribution to the streetscape through high quality architecture and urban design. This policy further supports mid-rise developments that contribute to high-quality built form. Section 2.3 of DDO28 also contains guidance on building design, including that:

    (a) *Development should achieve urban design and architectural excellence;*

    (b) *Development should be designed to avoid repetitive stepped form at upper levels; and*

    (c) *Upper level development should be designed to ensure buildings provide detail on all facades when viewed from all directions.*

85. The amended proposal is considered to result in an improved outcome from an architectural expression perspective. The amended plans introduce a more refined and articulated composition that responds positively to the surrounding context.

86. The northern, southern and western facades now include integrated balconies as well as glazing in a grid-like presentation, further softened by planters. These design elements reduce the perception of visual bulk in comparison to the current approval and provides a more respectful transition to the adjoining, lower-rise residential areas north of the site.

87. The lower levels of the development will be defined by a series of expressed vertical arches, which allow for a clearly defined podium that emphasises the “human scale” of the development within the surrounding public realm. This expression of the street wall is carried across to the eastern boundary wall which will contribute to the development’s “expression in the round”. However, the upper levels of the eastern boundary wall, which will be constructed of a light grey, textured, pre-cast concrete wall require further articulation to reduce the visual bulk of the upper levels.



Figure 15 - Artist's impression of proposed development, showing expression of eastern boundary wall

88. Hansen are supportive of the eastern boundary wall's treatment, observing that the lightwell along the eastern boundary further breaks up the sheer profile on this interface. However, planning officers consider that further expression of the upper levels is required to improve the articulation of the eastern boundary wall until such time that the neighbouring properties are developed. The current approval incorporates a ribbed concrete panel on the eastern walls, and a similar style of treatment would be supported for the amended proposal. A condition will require further expression of the upper levels of the eastern boundary walls.

89. The raked, rising form of the upper levels is supported. The use of repeated, rectilinear openings framed in concrete, with black metal window detailing, brings texture, cohesion and a contemporary finish to the overall built form.

90. In relation to glare, extensive glazing is proposed across the development's north, south and west facades. The percentage reflectivity of the glazing has not been nominated. However, glare is considered to be mitigated through the use of inset balconies and glazing, with the primary structure of the façade providing protection to glazing across the north, south and west frontages which will be most exposed to direct sunlight. Planning Practice Note 96 requires a Reflected Glare Assessment if glazing has a specular light reflectance of more than 15%. A condition will therefore require a notation in the materials schedule confirming that the glazing will have a reflectance of no more than 15%.

91. A condition will require a Façade Strategy to ensure the materials are reviewed prior to construction with a higher degree of detail provided to confirm they are of a high architectural quality in accordance with the plans submitted to date.

Public Realm

92. Clause 15.01-1L and Clause 15.01- 2L encourage the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. This can be achieved by designing developments to provide a high level of pedestrian amenity and visual interest, by incorporating well-defined entries at ground level and installing glazed areas which allow visual permeability into the interior space. In addition, Section 2.3 of DDO28 encourages development to:

(a) *Provide for street activation at ground levels; and*

(b) *Frontages at ground floor should incorporate verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.*

93. The development benefits from two street frontages, with the proposed retail premises occupying the Swan Street and part of the Cutter Street frontage. The main residential entry will be from Cutter Street. Extensive glazing is proposed across the Retail Premises frontages to Swan and Cutter Streets, which allows views into and out of the site which will improve activation across these frontages.

94. The amended proposal is considered to result in an improved public realm outcome, particularly along Cutter Street. Under the current approval, the majority of the frontage consists of site services including the substation, fire booster cupboard and car parking. The amended proposal locates the residential entry on Cutter Street, which respects the primarily residential role of this street. The residential entry will be set back 2.2m from the boundary, providing a transitional space between the public and private realm. The mailboxes and a water feature are also contained within this setback and will contribute towards dwelling identity and sense of address.

95. Council's Urban Design unit have recommended additional landscaping within the residential lobby entrance. This space is proposed to consist of a water feature, which the applicant submits contributes to the residential sense of address. Planning officers consider that the proposed water fountain is also a landscape feature and that replacing it with planting would not make a meaningful difference to the development's landscape and public realm response.

96. The retail premises frontages will be set back 0.45m from Swan Street and 0.3m from Cutter Street to provide for a landscaped strip. This landscaping will comprise climber plants designed to climb up the street walls and will provide softened edge to the building and add visual interest. Council's Urban Design unit are supportive of this landscaping, however they recommend planting in raised planters rather than in-ground, which is not feasible due to the basement below. A minimum width of 500mm is required for the raised planters, which will require a further setback of the retail premises' southern and western walls. These changes will be required via condition.

97. Awnings, 1.5m deep and 3.7m long, each spaced 0.7m apart, are proposed over the development's Swan and Cutter Street footpaths. Hansen have recommended that the design of the awnings be revised to provide a continuous canopy for more functional weather protection. This recommendation will not be adopted in this instance as the canopies have been designed to complement the spacing between the structural columns of the street walls. The gaps between the canopies are required to provide space for the climber plants to grow. In fully enclosing these canopies, the landscaping and architectural responses would be compromised. Further, examples of segmented canopies are observed on other nearby buildings, including the building at No. 429-437 Swan Street, immediately west of the site. The spacing of the canopies will not unreasonably compromise weather protection, given the limited gaps between.

98. Council's Urban Design unit recommended that the canopies extend only as far north as the residential entry. However, this recommendation would also compromise the architectural response and design intent of the canopies and will not be adopted in this instance.

99. Urban Design recommend the provision of directional signage and entrance signage for the bicycle parking area. This will facilitate wayfinding for both occupants and visitors and will be required via condition. Further, Urban Design have queried the location of the employee bicycle parking space to ensure the retail entrance is not obstructed. The ground floor plan shows the bicycle hoop and clearance area is clear of the retail entrance opening. This recommendation is considered to be satisfied.

100. Regarding the northern laneway, Clause 15.01-1L (Urban Design – Laneways) promotes development that respects the laneway character and provides a safe laneway environment, including opportunities for passive surveillance.

101. The majority of the development's services will be located at the northern end of the building, abutting the laneway. The substation and fire pump room have been relocated along this laneway and will be grouped with other "back of house" services including the waste storage room and bicycle storage.

102. The location of these services is supported as it is consistent with other buildings abutting the laneway, where it primarily services back of house activities (such as waste collection, deliveries, storage).

103. The development will be set back 1.1m to 1.8m from the northern boundary, with this setback intended to allow waste collection and delivery vehicles to prop without obstructing laneway access. Council's Urban Design Unit have recommended that a continuous 1.8m setback be provided. This would require the size of the substation to be reduced. However, substations have specific size requirements depending on the size of the building and its electricity demand, which must be determined by an engineer. Further, the setbacks from the northern laneway have increased from the previous approval of 1m. As such, this recommendation will not be adopted in this instance.

104. Urban Design have requested that the surface materials of this setback area be nominated. This will be required via condition to be visually distinct from the laneway in order to clearly delineate between the private and public realm.

105. Levels 1 to 7 of the development will include balconies and HRWs along the northern side of the building, and a communal roof terrace is also proposed. These features will provide opportunities for passive observation of the laneway, without resulting in unreasonable overlooking impacts as will be discussed in the following section of the report.

106. To ensure that the proposed works within the public realm, including footpath reinstatement, on-street bicycle parking and reinstatement of on-street car parking, are done in accordance with Council's standard requirements, a condition will require the submission of a public realm functional layout (conceptual plan) as well as public realm detailed design plans to be submitted and approved by Council's Civil Engineering Unit.

107. Overall and subject to conditions, the amended proposal will result in a high-quality public realm response that will contribute to the activation of both Swan and Cutter Streets.

<u>Site Coverage</u>

108. The level of site coverage in excess of 80% is acceptable. In accordance with policy at Clause 15.01-2L, the pattern of site coverage in the immediate area is higher than 80%, with 100% site coverage typical for established and new commercial and residential buildings along Swan Street.

Off-site Amenity

109. Clause 15.01-2L of the Scheme aims to provide building design that minimises the detrimental impact of development on neighbouring properties, the public realm and the natural environment, with potential impacts relating to overshadowing, loss of daylight to windows, visual bulk and overlooking of sensitive areas. The relevant policy framework for amenity considerations is contained within this clause, as well as Clause 13.07-1L-01 (Interface uses policy) and the decision guidelines of the C1Z.

110. The subject site and adjoining land east, south and west of the site are located within the C1Z. Land to the north, on the opposite side of the laneway, is zoned General Residential (GRZ). The subject site interfaces with SPOS as well as habitable room windows (HRWs) on the opposite side of the northern laneway. To the west, on the opposite side of Cutter Street, the site interfaces with SPOS and HRWs.

111. The appropriateness of amenity impacts needs to be considered within their strategic context, with the site being located on land zoned C1Z and within a MAC. Within this context, amenity expectations for dwellings also within the C1Z and residentially-zoned land immediately adjacent to a C1Z and MAC must be tempered and are not afforded the same considerations as residential properties within solely residential locations. This position has been widely upheld in numerous VCAT decisions, including in *Pertile v Yarra CC [2019] VCAT 851*, *Buckerfield Architects v Boroondara CC [2004] VCAT 659*, *Keghland Pty Ltd v Mornington Peninsula Shire Council [2000] VCAT 2538* and *Trisand Pty Ltd v Moonee Valley CC [2005] VCAT 612* amongst others.

112. Whilst dwellings are permissible uses in the C1Z; more intense, multi-storey development is encouraged in these areas, which is reflected in the C1Z objectives as well as the built form objectives of DDO28, where buildings of up to 24m are envisaged for the subject site. As such, amenity expectations for existing dwellings within the C1Z must also be tempered so as to not compromise the preferred built form character of the surrounding area.

Visual bulk

113. Given there are no changes to the overall building height or increase to the approved building envelope, the amended development will not result in unreasonable visual bulk impacts to nearby existing dwellings. The separation of the development's two frontages to the southern side of Swan Street (21m wide) and the western side of Cutter Street (10m wide) will provide a substantial buffer between the subject site and any HRWs or SPOS with interfaces to the subject site. These buffers will ensure these sensitive interfaces continue to maintain outlook and views of the surrounding public realm. The laneway to the north (3.8m wide) also provides a buffer between the proposed development and dwellings opposite.

114. The amended proposal is considered to result in an improved visual outcome, noting that the northern and western facades were previously constructed of glazing. The design of the amended proposal is considered to provide a greater degree of visual interest and articulation, incorporating balconies, landscaping and a combination of more solid and light-weight materials which will break up the mass of the building. These design treatments are considered to result in an improved visual outcome from neighbouring dwellings. A comparison between the approved and proposed western elevation is shown below, to illustrate this:



Figure 16 - Artist's impressions of approved (left) and proposed (right) development, viewed from the GRZ north of the site (Cutter and Farmer Streets intersection)

Overlooking

115. Although not applicable in this instance (as it is not a consideration under Clause 58), the overlooking objective of Clause 55 (Standard B22) specifies that new development should be designed to avoid direct views into HRWs and SPOS of dwellings within a radius of 9 metres and 45 degree arc. Given this is a relevant benchmark, the development will be assessed against this Standard.

116. There are no HRWs or SPOS within a 9m radius of windows and balconies proposed on the east, south and west elevations. To the north (at No. 91 Cutter Street), the first floor, south-facing bedroom windows, second floor living room and kitchen windows and roof terrace of No. 91 Cutter Street fall within a 9m radius of proposed HRWs and SPOS. The SPOS of Nos. 32 and 34 Farmer Street also fall within a 9m radius.

117. Levels 1 – 4 of the north-facing apartments will have fixed screening up to 1.7m above floor level. The screens will be constructed with a combination of solid concrete with horizontal aluminium louvres, or just aluminium louvres. The screens will be no more than 25% transparent, which complies with the requirements of Standard B22.

118. At Levels 5-7, balcony and window screens will have a maximum height of 1.2m above floor level. The following mark-up of Section C-C demonstrates that views to the roof terrace of No. 91 Cutter Street will be obstructed by the 1.2m high balcony balustrades as well as built form from the lower levels:

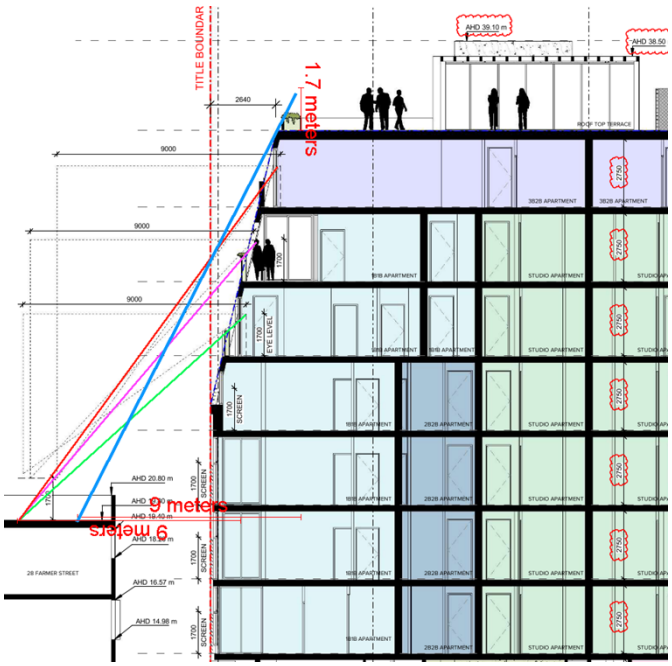


Figure 17 - Mark-up of Section C-C showing view lines to roof terrace of No. 91 Cutter Street

119. These levels consequently will not result in any unreasonable overlooking, having regard to the objective of Clause 55.04-6.

120. A Sectional Diagram has not been provided to illustrate views from north-facing windows and balconies to SPOS at Nos. 32 and 34 Farmer Street. This will be required via condition, to demonstrate no unreasonable overlooking in accordance with Clause 55.05-6 of the Scheme.

121. There appear to be discrepancies between the labelling of section diagrams, and their references on the floor plans. For example, Section B-B on the floor plans relates to a north-south section of the development, whereas on the elevation, it shows an east-west section. A condition will require consistent references of drawing sections between plans and elevations.

122. In addition, the louvre privacy screens are not consistently labelled across all drawings, and are omitted from sections and plans, only appearing on elevations. A condition will require consistent cross-referencing across all drawing sets and a notation to confirm that all screening on the north elevation will have a maximum transparency of 25%.

123. As discussed in the ESD assessment within the attached Clause 58 assessment (under Standard D6), changes to the materials of the balcony balustrades are required to ensure adequate daylight access into dwellings. These changes are illustrated in the attached Sketch Plans. This will result in the solid sections of balcony balustrades being replaced with horizontal aluminium louvres, consistent with the upper parts of the balustrades/screens. The proposed screens will continue to have a height of 1.7m above floor level with a maximum transparency of 25% and will consequently ensure that these balconies continue to comply with the overlooking objective.

Overshadowing

124. Clause 15.01-2L discourages impacts on existing adjoining development through unreasonable overshadowing of SPOS and loss of daylight to HRWs. Although not a

consideration under Clause 58, Standard B21 at Clause 55 provides guidance on the assessment of overshadowing and notes:

> *Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September; and*
>
> *If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.*

125. Given that taller, more intense development is envisaged for the surrounding area, additional overshadowing is expected. The test will be whether the additional overshadowing is unreasonable, having regard to the surrounding site context and preferred future context for the area.

126. The submitted shadow diagrams demonstrate a minor variation to the approved shadow footprint (shown in blue dashed outline). Minor increases are observed, however the additional shadow will fall over the public realm and not secluded private open space.

127. It is acknowledged that a 9am shadow diagram has not been submitted. As there are no sectional shadow diagrams, it is also unclear whether the east-facing balconies of No. 427-439 Swan Street and No. 84 Cutter Street are impacted by shadows at 9am and 10am. Whilst the approved development could result in overshadowing of these balconies, these impacts would not be unreasonable considering the balconies would only be impacted in the morning until no later than 11am. This is a reasonable outcome considering the mid-rise character envisioned for this part of Richmond. The amended proposal does not result in an increase to the overall building height and as such, there would be no additional shadow impacts to SPOS from what has been approved, with any additional shadow falling within the public realm (due to the infill of the south-west corner splay).

128. An objector raised overshadowing concerns to SPOS located north of the site. Due to the path of the sun, shadows do not fall to the north.

Daylight to existing windows

129. There are no changes to the approved building envelope that would result in a loss of daylight to existing windows. The laneway to the north and Cutter Street to the west will provide appropriate buffers between the subject site and any existing windows, ensuring they continue to be provided with generous light courts for daylight access.

Noise

130. Noise has been discussed within the Clause 58 Assessment given only the Dwelling use requires a planning permit in the C1Z. In relation to the communal roof terrace, a condition will require this area be closed between 10pm and 7am on any day to ensure there is no unreasonable noise. A planning permit is not required for the retail premises and as such, noise from this use is not a consideration.

Fumes, air emissions and light spillage

131. The majority of the building is enclosed, and the uses will be conducted indoors (with the exception of the outdoor balconies associated with the individual dwellings at varying

levels and the roof terrace). The proposed uses will not result in unreasonable air emissions, with light spill from the building limited due to the nature of the uses (predominately dwellings). Any light spill from the proposed development would not unreasonably add to the existing illumination conditions within the surrounding area and would be conducive to the site's location in a MAC. Existing residents and future occupants of the development would be capable of self-regulating light spill from surrounding buildings, through the use of curtains / blinds.

132. Due to the nature of the proposed uses (being residential and retail), the proposed development is not anticipated to result in unreasonable air emissions.

On-site Amenity

133. The application must be assessed against the requirements of Clause 58. A full assessment is contained in the Attachments.

134. The proposal generally complies with the requirements. Conditions are recommended to address some requirements, including in relation to Private Open Space, Accessibility and Functional Layout. Variations to some standards are considered acceptable, including Landscaping, Private Open Space and Functional Layout. These non-compliances are discussed in the attached Clause 58 assessment.

135. The Clause 58 summary table provided by the Applicant does not specify whether the apartments comply with the objective or standard, however, as discussed in the Clause 58 table, some apartments only meet the objective and not the standard. A condition will therefore require the Clause 58 summary table to be updated to notate which apartments meet the standard and which meet the objective only.

Car Parking, Traffic, Loading and Bicycle Parking

Car Parking

136. Under Clause 52.06-3 of the Scheme, the applicant is seeking a parking reduction of 20 spaces in total (13 spaces for the dwellings and 7 spaces for the Retail Premises). Clause 52.06 does not require visitor car parking for the dwellings, as the site is in the Principal Public Transport Network.

137. All car parking will be provided within 3 levels of basement, in the form of a car stacker system. Having regard to the decision guidelines of Clause 52.06-7 of the Scheme, a reduction of 20 spaces is supported, considering the following.

Parking demand

138. With regards to the car parking demand generated by the proposed uses it is acknowledged that the statutory car parking rates outlined in the Scheme are conservative when applied in this instance, given the inner-city location of the subject site and proximity to alternative transport means.

139. It is well documented though VCAT decisions that modal shifts to reduce the reliance on the use of private motor vehicles are not only welcomed, but required, to ensure that a holistic planning approach to precincts that are designated for greater change is applied.

140. In a local policy context, Clause 18.02-4L-01 (Car Parking) supports car parking reductions where alternative modes of transport are available, and the subject land is located within walking or cycling distance to shops, jobs and amenities. Council's Engineering Unit also considers the proposed car parking provision for each of the uses

acceptable considering the location of the site and the sustainable transport options offered.

141. Furthermore, the provision of car parking at this lower rate would encourage a modal shift from private vehicle use to more sustainable travel. Specifically in relation to the particular benefits of the site location, the reduction being sought by the proposal is further supported by the following:

(a) The applicant's Traffic Engineering consultant has sourced average car ownership in Yarra from the 2021 ABS Census for flat type dwellings. Based on the car ownership rates sourced from the Census data, the 51 dwellings would be expected to have a car parking demand of 37 spaces. The provision of 40 on-site spaces would be consistent with the statistical trend for car ownership in the municipality;

(b) For the Retail Premises, Council's Engineering Unit consider a rate of 1 space per 100sqm of floor area to be a more appropriate rate considering the site's location within a MAC and proximity to public transport. Based on this rate, a staff parking demand of two to three spaces would be generated. Given the availability of parking on Swan Street and the surrounding area, the demand for on-street parking for the Retail premises will not unreasonably compromise parking availability;

(c) The site is well serviced by public transport, with the following services within walking distance:

(i) Swan Street trams – 120 metre walk; and

(ii) Burnley railway station – 170 metre walk.

(d) Customers of the retail premises could combine their visit by engaging in other activities or business whilst in the area. Customers would likely be aware of the car parking constraints in the area. Further, the time restrictions for surrounding on-street car parking would result in a regular turnover of car parking spaces;

(e) The time-restricted parking within the surrounding area would act as a disincentive for employees to travel to work by car. Resident, business and visitor parking permits will not be issued for the development and building tenants / owners would be entering leases aware of the on-site parking availability. Therefore, businesses / residents with a high reliance on car parking are unlikely to take up a lease at the site;

(f) The site is very well positioned in terms of pedestrian access to public transport nodes, shops, supermarket, places of employment and education and other essential facilities. The site also has good connectivity to the on-road bicycle network. Burnley Street and Coppin Street are identified as key cycle routes within Clause 02.04 (Strategic Framework Plan). The proposal includes employee, visitor and resident bicycle parking spaces in excess of the minimum requirements of Clause 52.34, which will encourage residents, staff and visitors to ride to work and opt for non-motorised transportation; and

(g) Council's Engineering Unit are supportive of the application on the basis that it is in line with the objectives of Council's Strategic Transport Statement, noting that the site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site parking would discourage private motor vehicle use.

Parking availability

142. It is understood that on-street parking demand is very high and close to saturation point, however existing patterns of car parking usage is not useful given policy within Clause 52.06 encourages the use of other forms of transport. Council's Engineering Unit were supportive of the proposed reduction, stating the following:

> *"From a traffic engineering perspective, the wavier of car parking associated with the dwellings and the retail use is considered appropriate in the context of the development and the surrounding area. The operation of the development should not adversely impact on the existing on-street parking conditions in the area. The Engineering Referral team has no objection to the reduction in the car parking requirement for this site."*

Traffic and Access

143. For the car parking spaces accommodated on-site, the applicant's traffic engineers and Council's Engineering Unit have quantified peak hour volumes of 0.25 trips per dwelling in each peak hour. This equates to 13 trips in each peak hour.

144. Council's Engineering Unit confirmed the additional traffic volume is not unduly high and would not have a detrimental impact on the traffic operation of Swan Street, Cutter Street, the laneway to the north or the wider street network.

145. Regarding access, DDO28 encourages development to provide vehicular access from rear lanes or from side streets in the preferred locations in the Access and Movement Map 2 of this schedule, except in locations identified as "Left in - Left Out Access Permitted". The Access and Movement Map 2 of this Schedule identifies the northern laneway as the preferred location for vehicle access and discourages the use of Swan Street and Cutter Street. Consistent with this objective, vehicle access will be via the northern laneway. Car parking will be concealed from view as it will be located in a basement.

146. The applicant proposes a traffic signal system to manage the flow of in and out-bound vehicles.

147. Council's Engineering Unit has reviewed the access arrangements and confirms satisfactory vehicle access, subject to the following changes:

    (a) Implementation of the building modifications in the Basement Floor Plan as recommended by Impact Traffic Engineering consultants. These modifications include:

        (i) Provision of a convex mirror at the development entrance to view traffic conditions of the laneway to the east of the entrance as well as a traffic signal system at basement level and the ground level entrance to the car park; and

        (ii) Repositioning the column at the base of the ramped accessway and the repositioning of a wall and door, opposite the rainwater tank;

    (b) Provision of a mountable kerb (in bluestone) instead of a barrier kerb to enable waste collection vehicles and delivery vehicles to mount;

    (c) Finished floor levels of the setback areas must be set no lower than the top of the existing south kerb of the laneway; and

(d) Provision of a cross-sectional drawing of the development vehicle entrance and laneway, together with a ground clearance check for the B99 design vehicle. A 40mm bullnose must be provided at the invert.

148. These recommendations will be included as conditions, should a permit issue, as well as other standard engineering conditions referenced in the referral comments.

149. As previously stated, car parking will be provided in the form of a car stacker (Woehr Combiparker 560 shuffle-type stacker). Individual stacker platforms have clear lengths of 5m with a useable platform width of no less than 2.5m. Further specifications of this system are provided in Appendix B of the applicant's Traffic Engineering Report. Council's Engineering Unit confirmed that this device can comfortably accommodate a B85 design vehicle.

Other engineering matters

150. Council's Engineering Unit have recommended revised floor levels of the ground floor to minimise the risk of inundation during heavy storm events. The site is not in a Special Building Overlay or Land Subject to Inundation Overlay. However, this recommendation is informed by Council's updated flood information which identifies the site as having the potential for inundation during a 1 in 100 year storm event. The updated flood mapping has no formal status and does not form part of the Yarra Planning Scheme. The applicant has been made aware of the information but has chosen not to adopt the recommendation.

Loading

151. Clause 15.01-2L (Building Design) includes several strategies for new development to achieve in relation to loading facilities. Relevantly, to minimise noise from deliveries through appropriate design, location and management of loading bays. Furthermore, Clause 65 (Decision Guidelines) also requires the consideration of loading and unloading facilities in relation to amenity, traffic flow and road safety.

152. Loading, including the collection of waste, is proposed to take place within the ground floor setback to the northern laneway, with this area capable of accommodating a 6.4m long mini rear-loading vehicle. Swept paths have been included which confirm satisfactory vehicle access to and from this location. Smaller delivery vehicles may also make use of existing on-street parking to undertake loading and deliveries.

153. Council's Engineering Unit is supportive of these loading arrangements. Waste collection will be discussed in further detail within the Clause 58 assessment, attached to this report.

Bicycle Parking

154. Clause 18.02-2L (Cycling) includes the objective to improve cycling infrastructure and encourage cycling as an alternative mode of transport for people of all ages and abilities, to be achieved through the following strategies:

(a) *Encourage the provision of secure bicycle parking (including cargo bicycles);*

(b) *Encourage separate entrances for bicycles and motorised vehicles in developments;*

(c) *Provide easily accessible visitor bicycle parking;*

(d) *Encourage publicly accessible and safe cycling links through large sites, where links connect with the existing cycling network; and*

(e) *Encourage the provision of electric bicycle infrastructure.*

155. The above is particularly relevant to this application due to the car parking reduction of 20 spaces sought.

156. The proposal provides a total of 63 on-site bicycle parking spaces, including 46 for residents, 16 for visitors and 1 for employees of the retail premises. The visitor bicycle parking will be located at ground level, accessible from Cutter Street and the northern laneway. The residents' bicycle parking will be located in the Level 3 basement, accessed via lifts. The number of bicycle parking spaces for both residents and visitors exceeds the statutory rate outlined in Clause 52.34 (10 for residents, 5 for visitors) and complies with the statutory requirement for employees (1 space). The number of residential and visitor spaces also exceeds the BESS rate (provision of an additional 50% of the planning scheme rate), which equates to 20 residential spaces and 10 visitor spaces.

157. Council's Strategic Transport Unit are supportive of the residential, visitor and employee bicycle parking, subject to the implementation of the following recommendations:

(a) *Provide all visitor bicycle parking spaces as a horizontal bicycle rail;*

(b) *Provide a minimum of 53 resident/employee bicycle spaces in accordance with CASBE provisional requirements; and*

(c) *Provide all resident/employee parking as bicycle lockers or within a lockable compound and identify the proposed locking mechanisms on the architectural plans.*

158. A condition will require a notation confirming all visitor bicycle parking spaces will be provided as a horizontal bicycle rail. Another condition will require a notation confirming secure access to the residential bicycle parking in the Level 3 basement. There do not appear to be any horizontal rails for residential bicycle parking. Given the use of e-bikes are increasing and that some people may have physical difficulties in using wall-mounted spaces, a condition will require a minimum 20% of residential bicycle parking to be provided as horizontal rails (e.g. a minimum of 9 spaces).

159. The recommendation to provide 53 resident/employee bicycle parking spaces is based on the requirements from the Council Alliance for the Sustainable Built Environment (CASBE) which requires 1 resident space per dwelling and 1 employee space per 100sqm of net floor area. This would require 51 resident spaces and 2 employee spaces. Given the car parking reduction associated with the dwellings, it is reasonable to ensure that each dwelling is provided with a bicycle parking space to facilitate alternative transport means. A condition will therefore require a minimum 51 bicycle parking spaces for residents. The recommendation to provide 1 additional employee space will not be adopted as the development also proposes two new horizontal bicycle rails (4 spaces) within the Swan Street frontage, which will be available for employee use.

160. The CASBE requirements have no statutory weight as they are not included in the Planning Scheme. The on-site provision for both residents and visitors exceeds the minimum requirements of Clause 52.34, and the 1 employee space complies with the Clause 52.34 requirement.

161. The recommendation to provide the employee space within a locker or lockable compound will not be adopted. Only 1 employee space is required, and this will be located within the entry alcove of the Retail Premises. Windows on the southern wall of the Retail Premises will enable the bicycle space to be visible from inside. The current

approval also includes provision for 4 new on-street bicycle parking spaces on the Swan Street frontage, which employees may opt to use.

162. Clause 15.01-2L-01 (Environmentally Sustainable Development) requires the submission of a Green Travel Plan. As one has not been submitted, this will be required via condition.

Objector Concerns

163. The following objector concerns have been addressed in the body of the report:

(a) Building height and character is discussed at paragraphs 57 to 76;

(b) The need for dwellings and appropriateness of this use is discussed at paragraphs 52 to 56;

(c) Off-site Amenity impacts are discussed at paragraphs 109-132;

(d) Internal amenity is discussed in the Clause 58 assessment attached to this report;

(e) Car parking and traffic matters are discussed at paragraphs 136-153; and

(f) Car stacker feasibility is discussed at paragraphs 149.

164. Outstanding objections are addressed as follows:

(a) *Development creep:*

As discussed in the Policy and Strategic Support section of the report, mid-rise, mixed use development is encouraged in this location. The scale of the development is appropriate having regard to the strategic context of the site and surrounding area and appropriately responds to the relevant built form objectives discussed throughout this report;

(b) *Abuse of process, does not allow application to be properly scrutinised and Section 72 is the incorrect process for this amendment:*

The proposed amendments have been applied for under the correct amendment pathway. Section 72 of the Act allows "*a person who is entitled to use or development the land in accordance with a permit may apply to the responsible authority for an amendment to the permit*". Refer to paragraphs 33-35. The amendments must be assessed on merit and as discussed in the body of the report, demonstrate an acceptable response to the relevant policies and provisions of the Yarra Planning Scheme.

In addition the application was advertised to surrounding owners and occupiers under Section 52 of the Act, providing neighbours and other affected persons the opportunity to review and make a submission on the application. As discussed in the report, 11 objections were received.

(c) *Inaccurate representation of development at No. 429-437 Swan St:*

The information contained within the plans relating to this property is sufficient for Council planning officer's to assess the application. Planning officers also undertook a site visit to gain a broader understanding of the surrounding site context. The endorsed plans for this development were also reviewed in the assessment of this application.

(d) *No information on feasibility of electric vehicle charging stations:*

This is not a planning consideration. The development commits to the provision of 10% of car parking spaces will have electric vehicle charging points. A condition will require this notation on the plans. Specific equipment selections are typically not determined until the detailed design phase of the development.

(e) *Excessive number of bicycle parking spaces:*

Council encourages bicycle parking in excess of the minimum statutory requirements of the planning scheme, particularly for developments that seek a car parking reduction. The provision for bicycle parking and sustainable transport options is an objective of Council's Strategic Transport Statement.

Other Matters

Amended conditions

165. Existing permit conditions relating to the endorsement of development plans as well as consultant reports (such as Sustainability Management Plan, Landscape Plan, Acoustic Report, etc.) are no longer required as they were satisfied with the previously approved development. However, as discussed in the body of the report, further amendments to the updated plans and consultant reports are required before the amended development can commence.

166. The Recommendation section at the beginning of this report outlines the required amendments to the development plans and consultant reports and are shown in **bold.**

167. The following table summarises the existing Condition 1 requirements and why they are no longer required and/or relevant.

Condition 1 requirement	**Comments**
(a) The roller door width and height dimensions,	Not required. This condition was to confirm satisfactory vehicle access. Council's Engineers have reviewed vehicle access under the amended development and are satisfied with the dimensions provided.
(b) The headroom clearances at the development entrance and along the internal ramps,	Not required. Council's Engineers have reviewed vehicle access within the basement and have not raised concerns regarding headroom clearances.
(c) The transition grades dimensions along the curved sections of ramps with the inside radius dimensioned on the drawings.	Not required. Basement plans and ground floor plan already show transition grades. Council's Engineers have not raised concern about the proposed grades.
(d) Levels in ground floor car parking areas and ramp grade to bicycle store.	Not required. Levels are shown in the sectional diagrams and ramp grades are shown on the plans. Council's Engineers have not raised concerns with these levels or grades.

(e) *The provision of the 40 mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, with a cross sectional drawing showing the reduced level of the edge of the laneway, the invert level, the centreline of the laneway and the finished floor level of the slab.*	Not required under Condition 1. This requirement has been included as a standalone condition in the Recommendation.
(f) *The 1 in 8 transition grade at the base of the 1 in 4 ramp section to be lengthened to 2.5 metres.*	Not required. This condition is no longer relevant given the design of vehicle access has changed.
(g) *Material schedule to note materials will be low reflectivity and replace detail of GL02 and GL03.*	Not required under Condition 1. The Façade Strategy condition included in the Recommendation requires reflectivity to be no more than 15%. The extent of glazing and façade design has changed under the amended proposal and will not result in the same glare impacts subject to a condition that ensures no more than 15% (as discussed in the report).
(h) *Deletion of existing tree shown to Cutter Street.*	Not required. The plans do not show any existing street trees in the Cutter Street frontage.
(i) *All works to be located within title boundaries (apart from new crossovers, replacement footpaths and ground level canopy) with boundary dimensions to be clearly shown.*	Not required. The plans do not show any works outside of title boundaries, except for those referenced in this condition. Title boundary dimensions are shown.
(j) *Clearly demonstrate the green wall on the north end of the west wall and associated planter bed (as applicable) will be located within title boundaries.*	Not required. The green wall is no longer proposed.
(k) Plans T601 (Rev N: H), T602 (Rev N: H) T603 (Rev N) updated to only show the building approved under amendment PLN18/0403.01.	Not required. This condition relates to the permit issued for the .01 amendment. The decision plans showed an outline of the originally advertised building envelope, which was higher than what was approved. This outline is no longer shown on the current drawings.
(l) *Plans T208 to show the planter privacy screens to have a minimum height of 1m.*	Not required. The amended proposal has changed the design of the northern elevation including location of windows and balconies. New conditions are required to address

	overlooking from these northern windows and balconies and have been included in the Recommendation.
(m) Further detail of all service cupboards doors to Cutter Street and Swan Street and to demonstrate a visually interesting/high quality finish will be achieve.	Not required. Service cupboard doors are clearly shown on plans and elevations and as discussed in this report, will be well-integrated with the development.
(n) All floor plans to reinstate the dimensions of the setback of the Swan/Cutter Street splay to the boundary corner on the intersection of Swan and Cutter Street, and	Not required. Splay dimensions are already shown on the ground floor plan. The dimensions are 3m by 3m.
(o) Level 4 to 6 floor plans to show setbacks from title boundaries.	Not required. Setback dimensions are already shown on the Level 4 to Level 6 floor plans.

Updated permit preamble formatting

168. The *Planning and Environment Amendment Regulations* (2024) (Amendment Regulations) were made on 8 October 2024. As such, the permit preamble formatting will be updated as follows:

Planning Scheme Clause	**Matter for which the permit has been granted**
Clause 34.01-1	To use the land for dwellings
Clause 34.01-4	To construct a building and construct and carry out works
Clause 36.04-2	To construct a building and construct and carry out works
Clause 43.02-2	To construct a building and construct and carry out works
Clause 52.06-3	A reduction in the car parking requirements
Clause 52.29-2	To alter access to a road in a Transport Zone 2

Conclusion

169. The proposed development is considered to demonstrate a high level of compliance with the policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement. Notably, the proposal achieves the State Government's urban consolidation and housing objectives.

170. The proposal, subject to the conditions recommended, is an acceptable planning outcome that demonstrates compliance with the relevant Council policies.

Legal and Legislative Obligations

Conflict of interest disclosure

171. Section 130 of the Local Government Act 2020 requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of interest in a matter to which the advice relates.

172. The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Report Attachments

1. 5.2.1 PLN18/0403.03 - 439-443 Swan St Richmond - Site Context Map
2. 5.2.2 PLN18/0403.03 - 439-443 Swan St Richmond - Decision Plans
3. 5.2.3 PLN18/0403.03 - 439-443 Swan St Richmond - Sketch Plans (01/10/2025)
4. 5.2.4 PLN18/0403.03 - 439-443 Swan St Richmond - Referral Comments
5. 5.2.5 PLN18 0403.03 - 439-443 Swan Street Richmond - Clause 58 Assessment
6. CONFIDENTIAL -5.2.6 PLN18 0403.03 - 439 443 Swan St Richmond - Submitters List

PLN18/0403.03 – 439-443 Swan St Cremorne – Site Context Map



Source: VicPlan, October 2025



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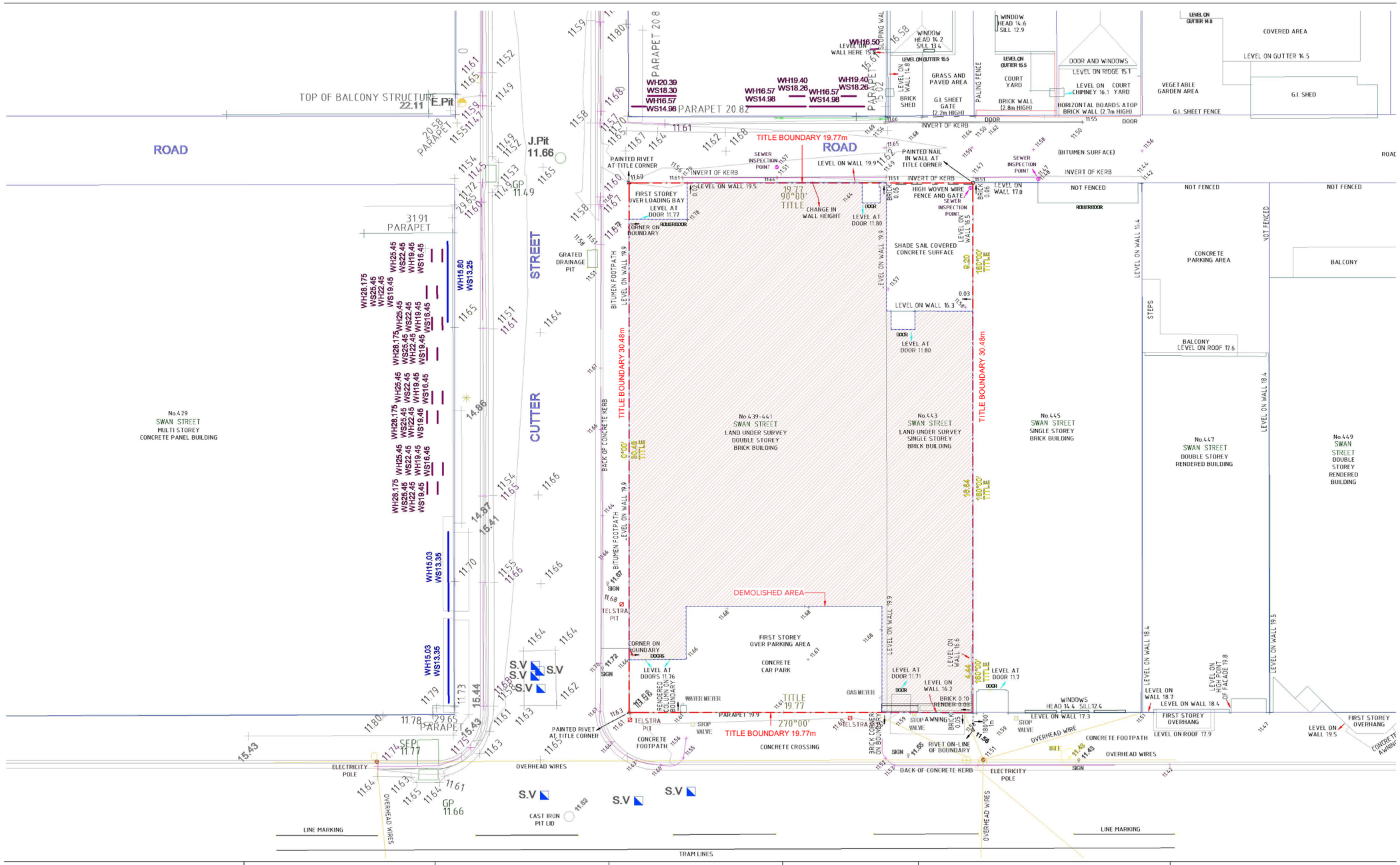
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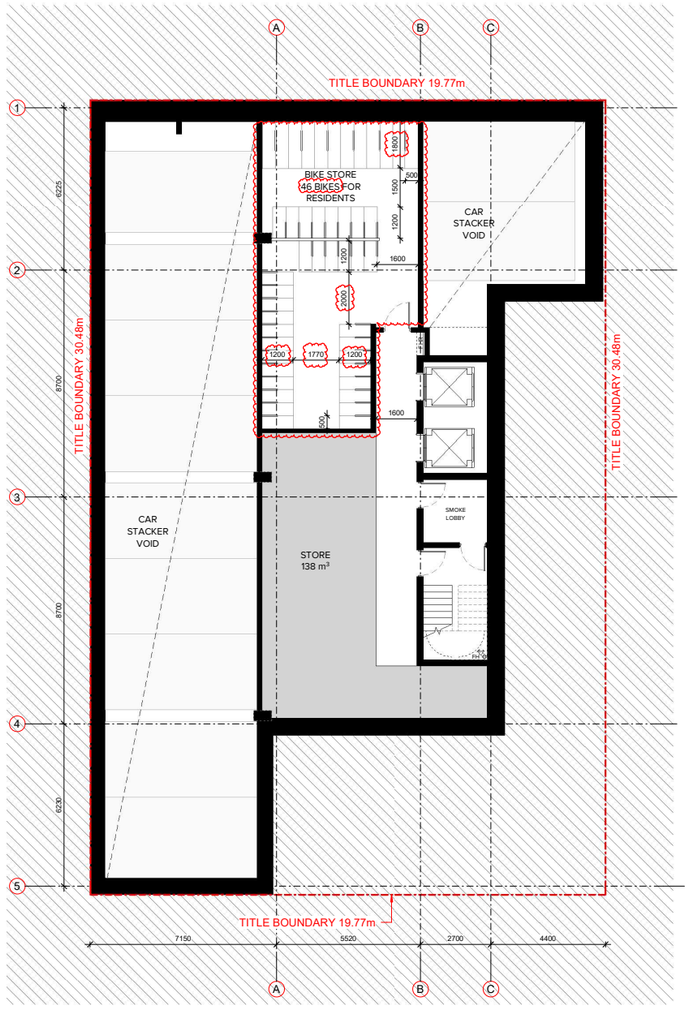
swan house

439 Swan street Richmond

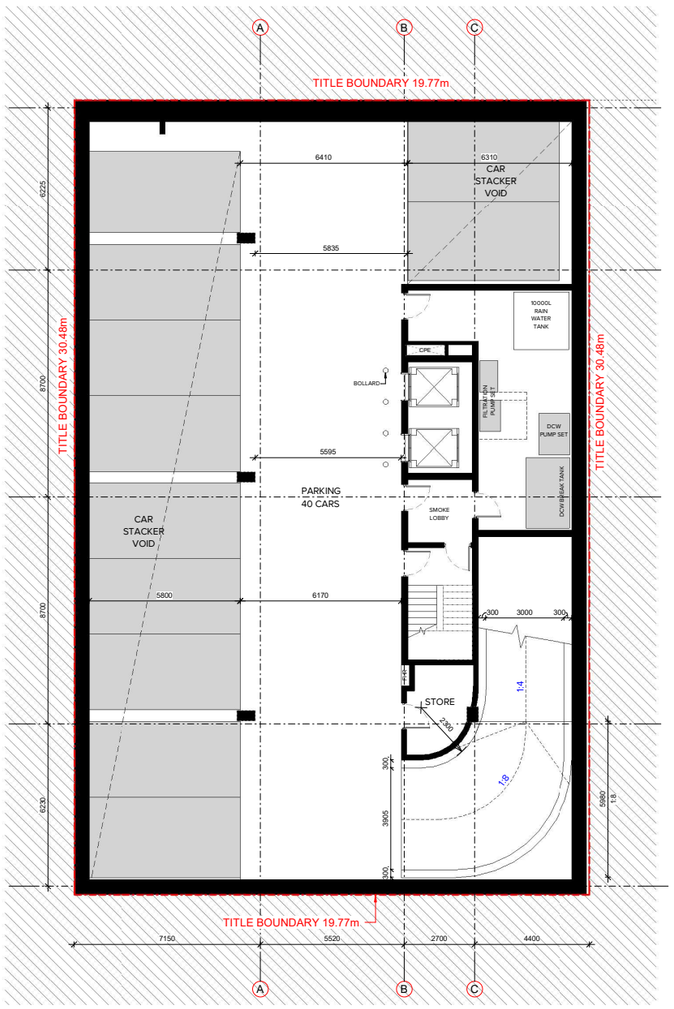
Town planning application

April 2025

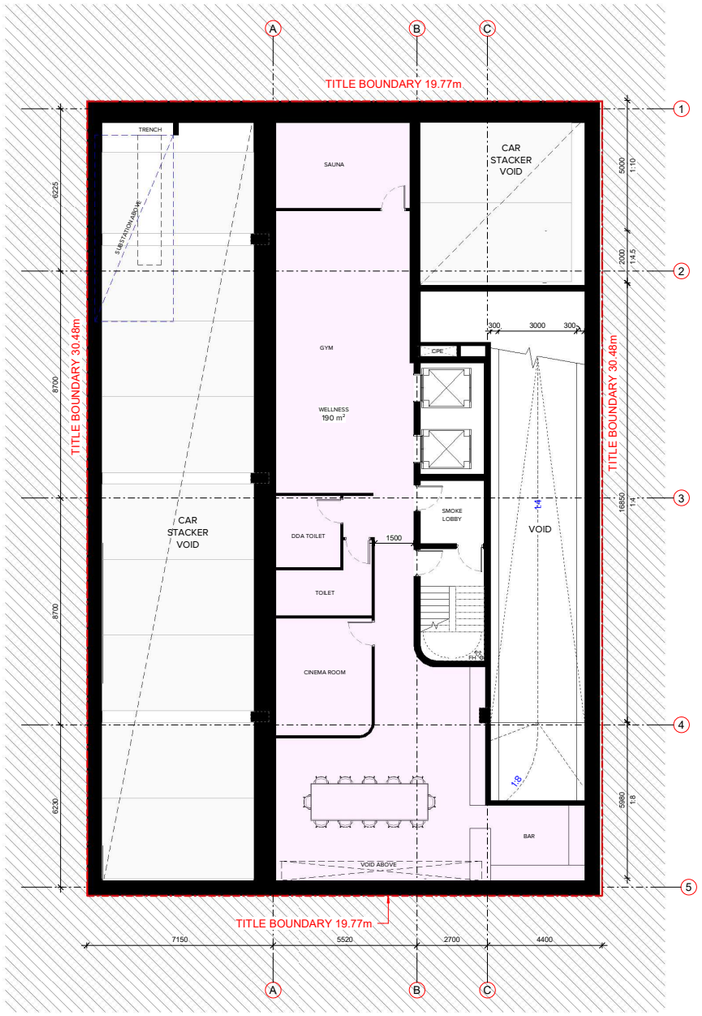

ROAD
STREET
CUTTER
TOP OF BALCONY STRUCTURE
22.11
E.Pit
J.Pit
11.66
31.91
PARAPET
PARAPET 20.8
PARAPET 20.82
PARAPET 19.9
TITLE BOUNDARY 19.77m
TITLE BOUNDARY 30.48m
DEMOLISHED AREA
No.429
SWAN STREET
MULTI STOREY
CONCRETE PANEL BUILDING
No.439-441
SWAN STREET
LAND UNDER SURVEY
DOUBLE STOREY
BRICK BUILDING
No.443
SWAN STREET
LAND UNDER SURVEY
SINGLE STOREY
BRICK BUILDING
No.445
SWAN STREET
SINGLE STOREY
BRICK BUILDING
No.447
SWAN STREET
DOUBLE STOREY
RENDERED BUILDING
No.449
SWAN
STREET
DOUBLE
STOREY
RENDERED
BUILDING
FIRST STOREY
OVER LOADING BAY
LEVEL AT
DOOR 11.77
FIRST STOREY
OVER PARKING AREA
CONCRETE
CAR PARK
SHADE SAIL COVERED
CONCRETE SURFACE
HIGH WOVEN WIRE
FENCE AND GATE
GRASS AND
PAVED AREA
BRICK
SHED
G.I. SHEET
GATE
(2.2m HIGH)
PALING FENCE
COURT
YARD
BRICK WALL
(2.8m HIGH)
WINDOW
HEAD 14.6
SILL 12.9
WINDOW
HEAD 14.2
SILL 13.4
DOOR AND WINDOWS
LEVEL ON RIDGE 15.1
LEVEL ON COURT
CHIMNEY 16.1
HORIZONTAL BOARDS ATOP
BRICK WALL (2.7m HIGH)
VEGETABLE
GARDEN AREA
G.I. SHEET FENCE
COVERED AREA
LEVEL ON GUTTER 14.5
G.I. SHED
CONCRETE
PARKING AREA
BALCONY
BALCONY
LEVEL ON ROOF 17.6
STEPS
NOT FENCED
(BITUMEN SURFACE)
INVERT OF KERB
PAINTED RIVET
AT TITLE CORNER
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IN WALL AT
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WH20.39
WS18.30
WH16.57
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WS18.26
WH16.50
WS14.90
PARAPET 19.9
PARAPET 20.02
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GAS METER
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CONCRETE CROSSING
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Basement L3 plan



Basement L2 plan



Basement L1 plan

- WATER TANK WILL BE CONNECTED TO TOILETS FOR FLUSHING
- A TAP AND FLOOR WASTE TO BE PROVIDED ON EACH BALCONY
- CLEAN ROOF AREAS CONNECTED TO 8.5KL TANK FOR USE IN TOILET FLUSHING
- 62 BIKE PARKS PROVIDED FOR RESIDENTS AND VISITORS
- 9.5KW PV SYSTEM TO BE PROVIDED

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Do not scale. All drawings, layouts and area calculations are indicative only and are subject to approval by the relevant Authorities and alterations due to Design Development. Drawings are not to be used for construction. All apartment and balcony areas are calculated as Gross Floor Area in accordance with the Method of Measurement for Residential Property as published by the Property Council of Australia.

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REV	DATE	DESCRIPTION
M	09/04/2025	SECONDARY CONSENT
N	06/06/2025	SECONDARY CONSENT RFI 1

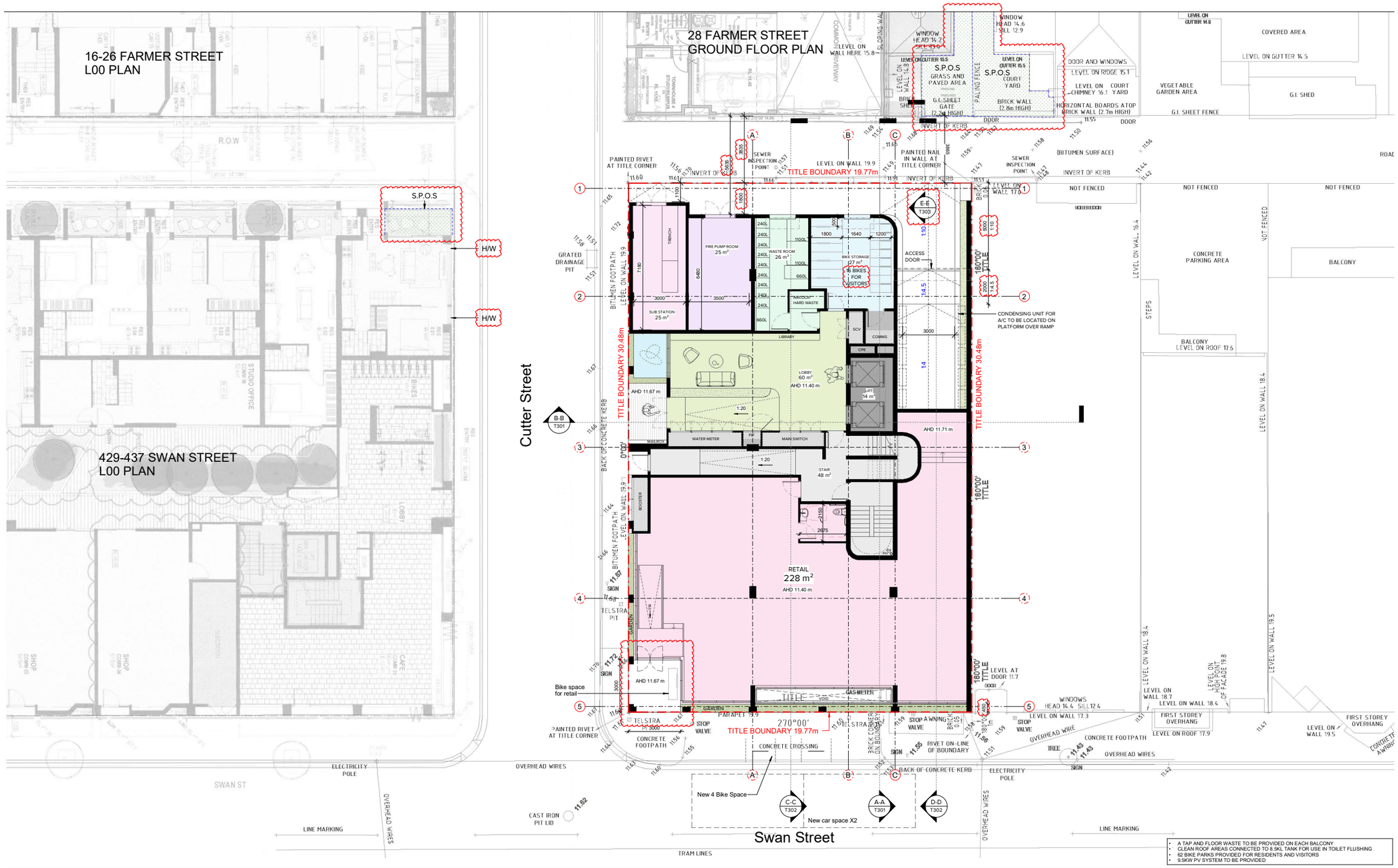
REV	DATE	DESCRIPTION

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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
BASEMENTS PLANS

DATE:	11/03/2025	JOB N°:	38047
SCALE:	1:100@A1/1:200@A3	REVISION N°:	N
DRAWN:	BHA		
DRAWING STATUS:	TOWN PLANNING	DRAWING N°:	T099



- A TAP AND FLOOR WASTE TO BE PROVIDED ON EACH BALCONY
- CLEAN ROOF AREAS CONNECTED TO 8.5KL TANK FOR USE IN TOILET FLUSHING
- 62 BIKE PARKS PROVIDED FOR RESIDENTS AND VISITORS
- 9.5KW PV SYSTEM TO BE PROVIDED

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N	06/06/2025	SECONDARY CONSENT RFI 1

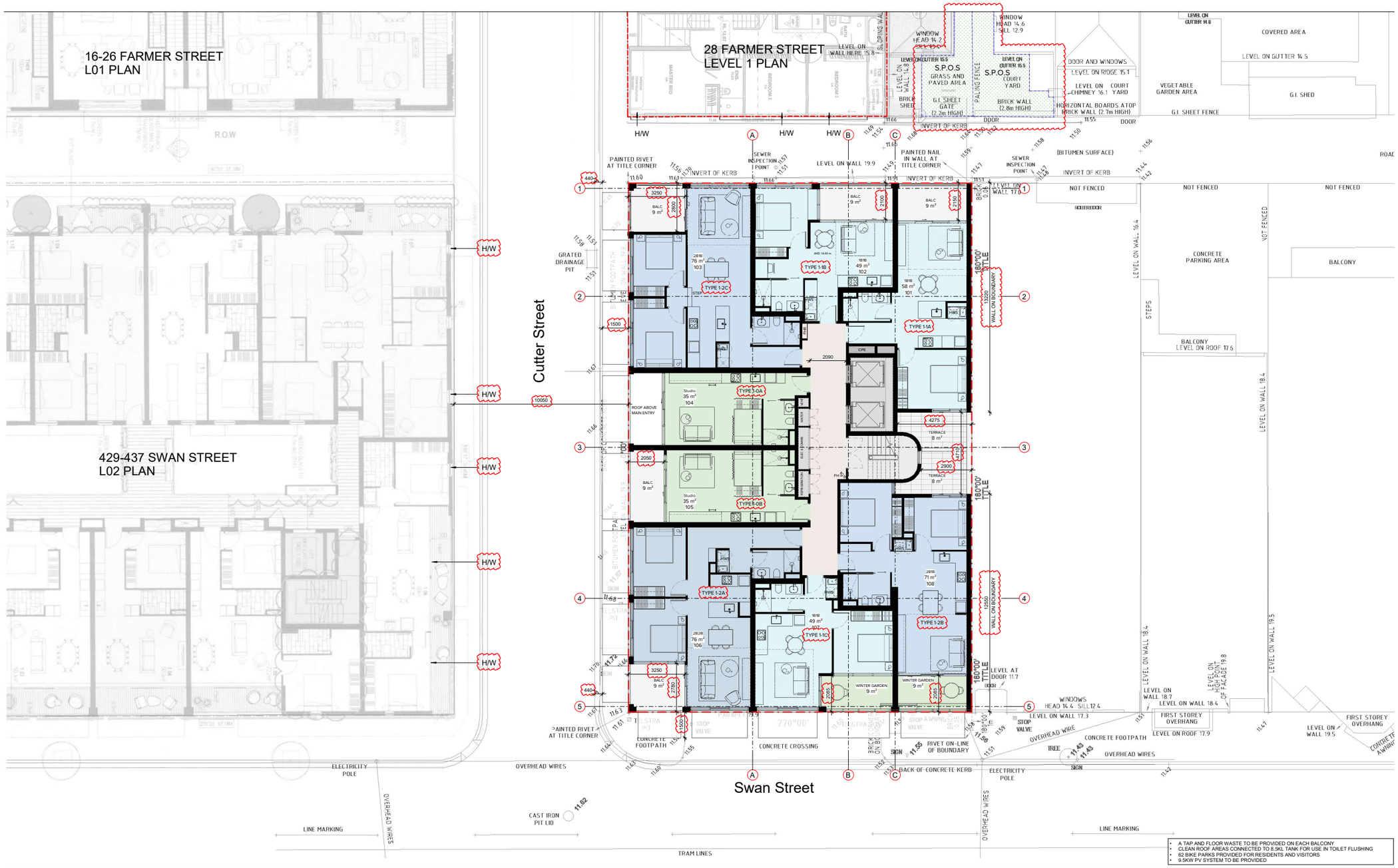
REV	DATE	DESCRIPTION

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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
GROUND LEVEL PLAN

DATE:	11/03/2025	JOB N°:	38047
SCALE:	1:100@A1, 1:200@A3	REVISION N°:	N
DRAWN:	BHA		
DRAWING STATUS:	TOWN PLANNING	DRAWING N°:	T100



- A TAP AND FLOOR WASTE TO BE PROVIDED ON EACH BALCONY
- CLEAN ROOF AREAS CONNECTED TO 8.9KL TANK FOR USE IN TOILET FLUSHING
- 62 BIKE PARKS PROVIDED FOR RESIDENTS AND VISITORS
- 9.5KW PV SYSTEM TO BE PROVIDED

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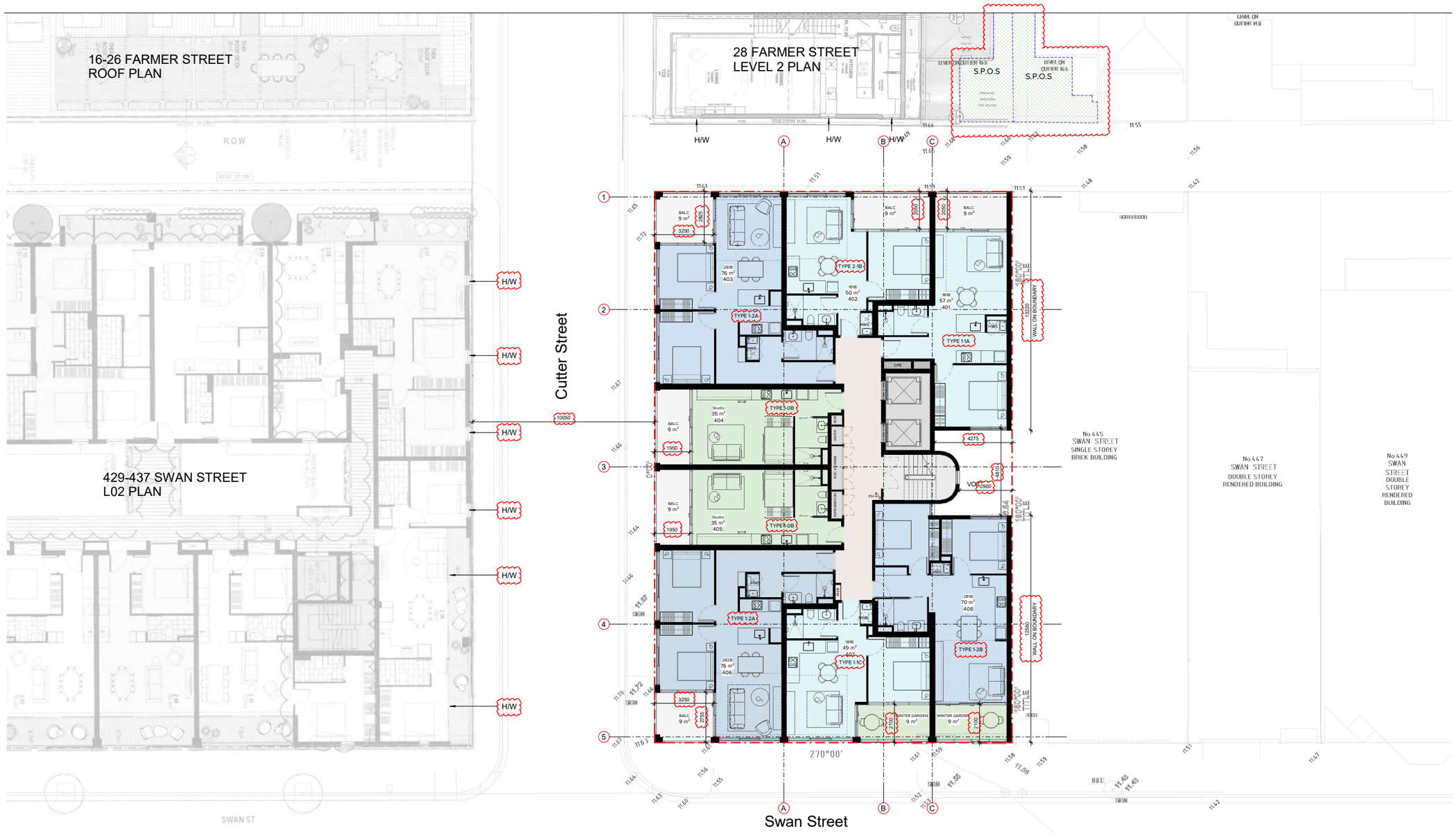
REV	DATE	DESCRIPTION
M	09/04/2025	SECONDARY CONSENT
N	06/06/2025	SECONDARY CONSENT RFI 1

0 0.5 1.0 2.0 4.0m

PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
LEVEL 1 PLAN

DATE:	11/03/2025	JOB N°:	38047
SCALE:	1:100@A1, 1:200@A3	REVISION N°:	N
DRAWN:	BHA		
DRAWING STATUS:	TOWN PLANNING	DRAWING N°:	T101



- A TAP AND FLOOR WASTE TO BE PROVIDED ON EACH BALCONY
- CLEAN ROOF AREAS CONNECTED TO 8.5KL TANK FOR USE IN TOILET FLUSHING
- 62 BIKE PARKS PROVIDED FOR RESIDENTS AND VISITORS
- 9.5KW PV SYSTEM TO BE PROVIDED

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REV	DATE	DESCRIPTION
M	09/04/2025	SECONDARY CONSENT
N	06/06/2025	SECONDARY CONSENT RFI 1

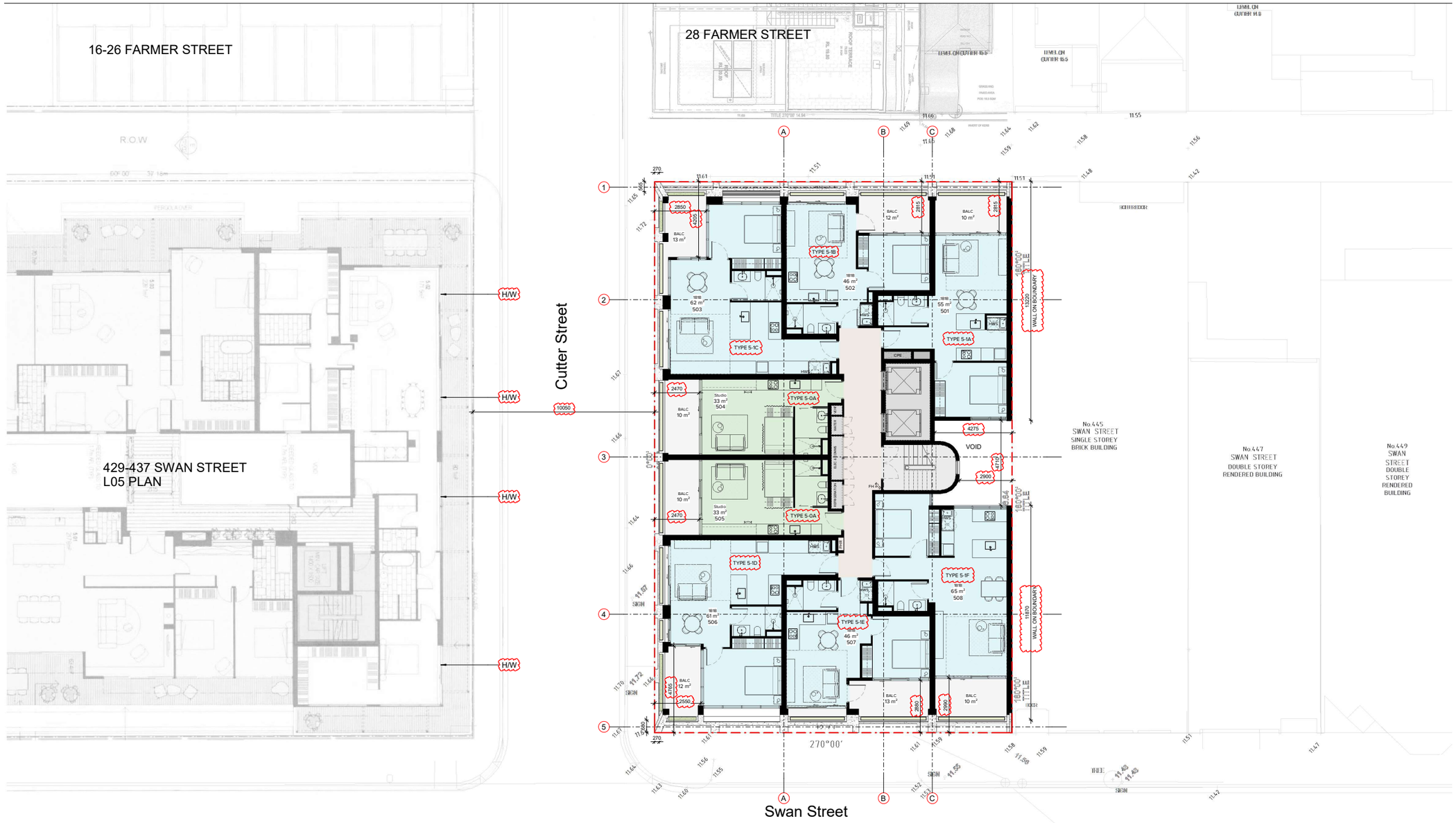
REV	DATE	DESCRIPTION

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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
LEVEL 2-4 PLAN

DATE:	11/03/2025	JOB N°:	38047
SCALE:	1:100@A1, 1:200@A3	REVISION N°:	N
DRAWN:	BHA		
DRAWING STATUS:	TOWN PLANNING	DRAWING N°:	T102



- A TAP AND FLOOR WASTE TO BE PROVIDED ON EACH BALCONY
- CLEAN ROOF AREAS CONNECTED TO 8.5KL TANK FOR USE IN TOILET FLUSHING
- 62 BIKE PARKS PROVIDED FOR RESIDENTS AND VISITORS
- 9.5KW PV SYSTEM TO BE PROVIDED

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REV	DATE	DESCRIPTION
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N	06/06/2025	SECONDARY CONSENT RFI 1

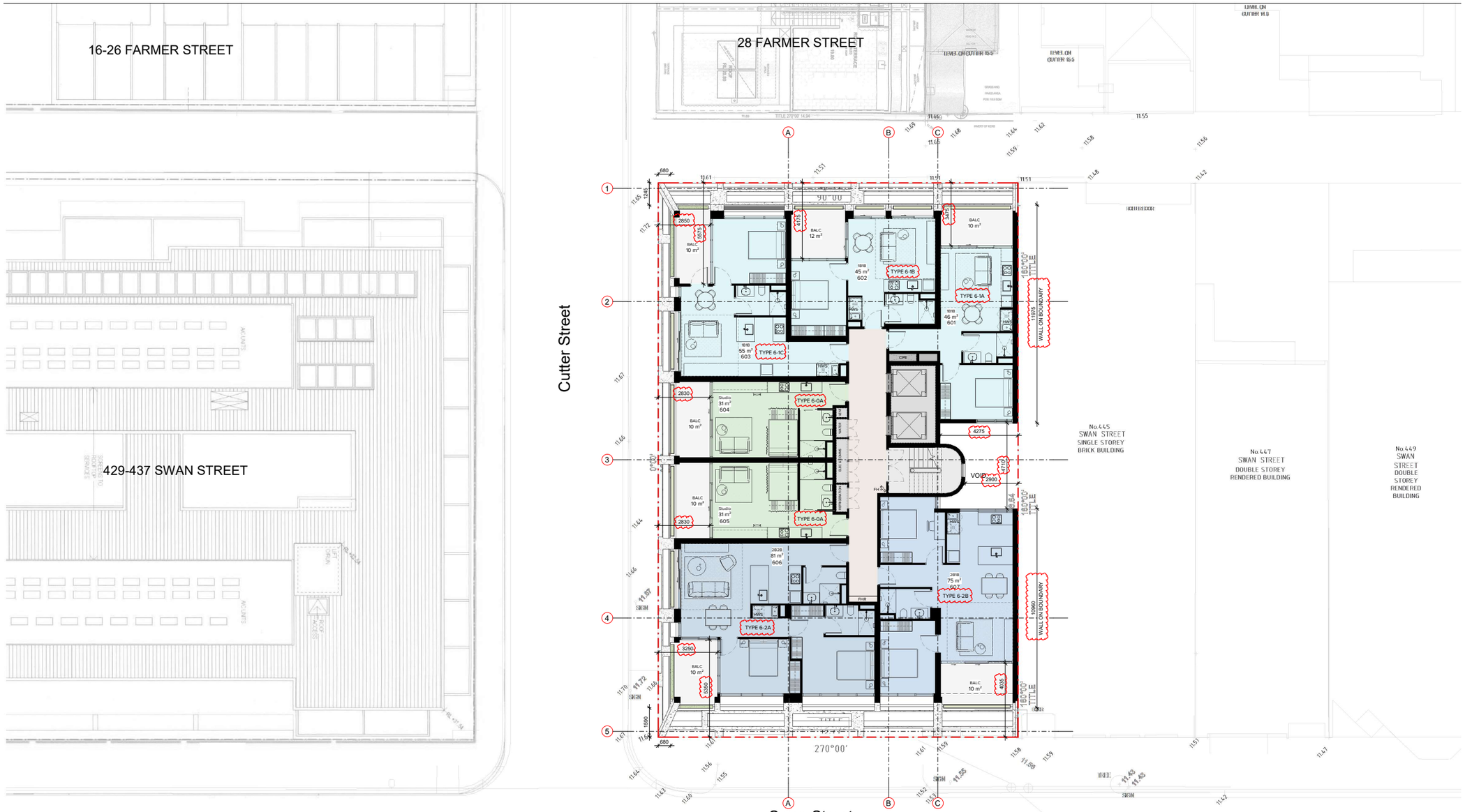
REV	DATE	DESCRIPTION

0 0.5 1.0 2.0 4.0m

PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
LEVEL 5 PLAN

DATE:	11/03/2025	JOB N°:	38047
SCALE:	1:100@A1, 1:200@A3	REVISION N°:	N
DRAWN:	BHA		
DRAWING STATUS:	TOWN PLANNING	DRAWING N°:	T105



- A TAP AND FLOOR WASTE TO BE PROVIDED ON EACH BALCONY
- CLEAN ROOF AREAS CONNECTED TO 8.9KL TANK FOR USE IN TOILET FLUSHING
- 62 BIKE PARKS PROVIDED FOR RESIDENTS AND VISITORS
- 9.5KW PV SYSTEM TO BE PROVIDED

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M	09/04/2025	SECONDARY CONSENT
N	06/06/2025	SECONDARY CONSENT RFI 1

0 0.5 1.0 2.0 4.0m

PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
LEVEL 6 PLAN

DATE: 11/03/2025 JOB N°: 38047
SCALE: 1:100@A1, 1:200@A3 REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING DRAWING N°: T106



- A TAP AND FLOOR WASTE TO BE PROVIDED ON EACH BALCONY
- CLEAN ROOF AREAS CONNECTED TO 8.9KL TANK FOR USE IN TOILET FLUSHING
- 62 BIKE PARKS PROVIDED FOR RESIDENTS AND VISITORS
- 9.5KW PV SYSTEM TO BE PROVIDED

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N	06/06/2025	SECONDARY CONSENT RFI 1

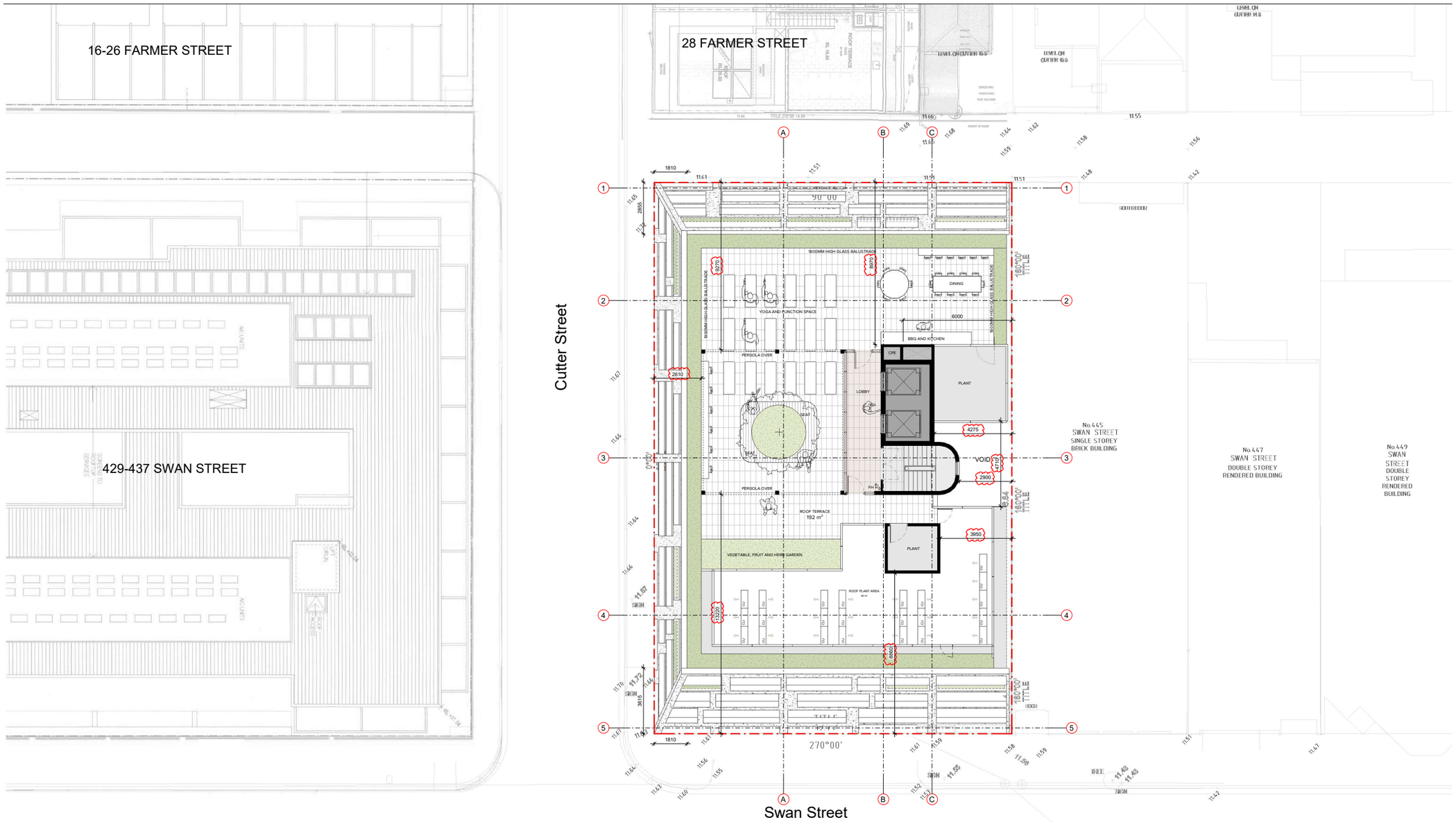
REV	DATE	DESCRIPTION

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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
LEVEL 7 PLAN

DATE:	11/03/2025	JOB N°:	38047
SCALE:	1:100@A1, 1:200@A3	REVISION N°:	N
DRAWN:	BHA		
DRAWING STATUS:	TOWN PLANNING	DRAWING N°:	T107



- A TAP AND FLOOR WASTE TO BE PROVIDED ON EACH BALCONY
- CLEAN ROOF AREAS CONNECTED TO 8.5KL TANK FOR USE IN TOILET FLUSHING
- 62 BIKE PARKS PROVIDED FOR RESIDENTS AND VISITORS
- 9.5KW PV SYSTEM TO BE PROVIDED

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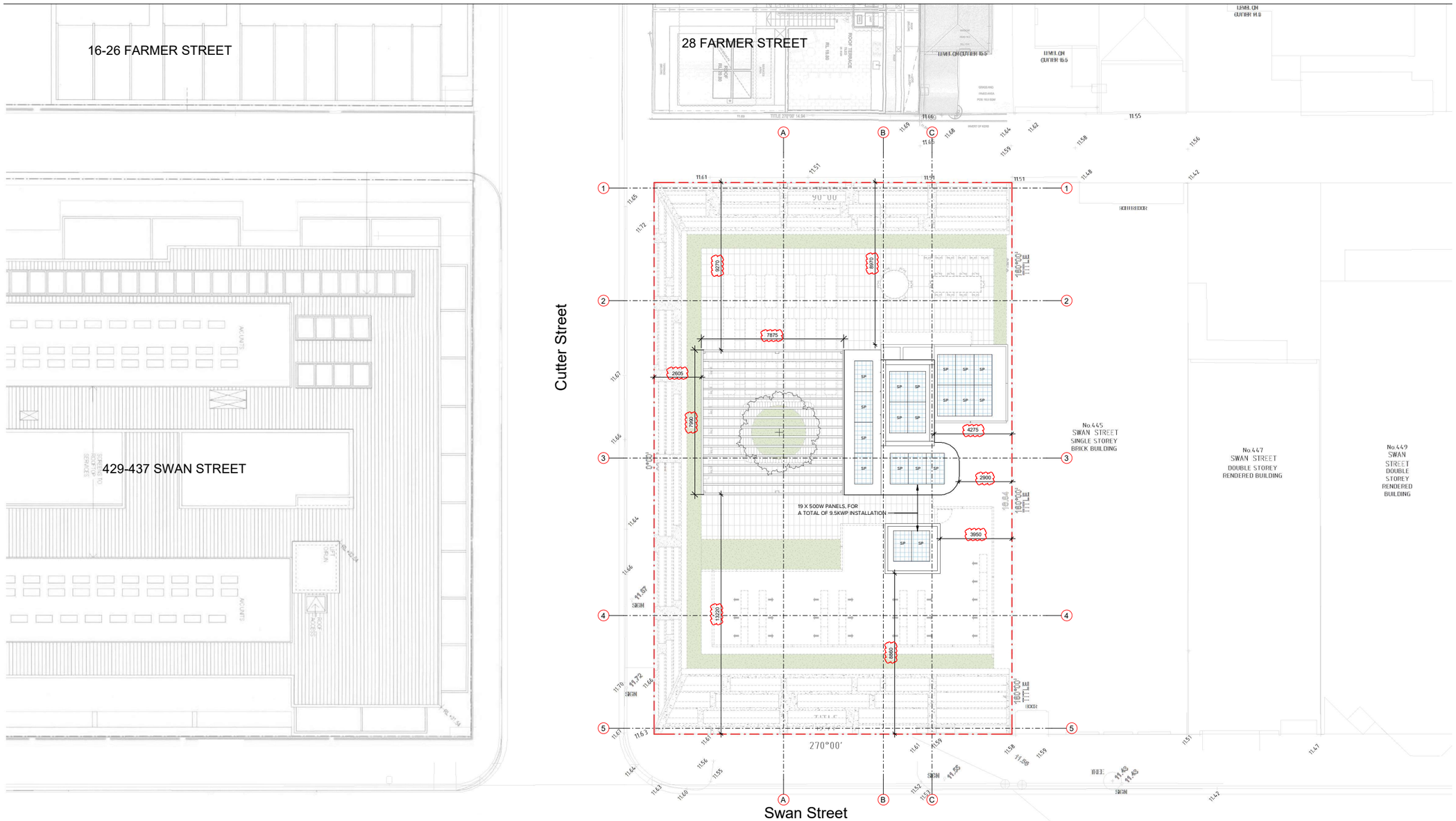
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N	06/06/2025	SECONDARY CONSENT RFI 1			

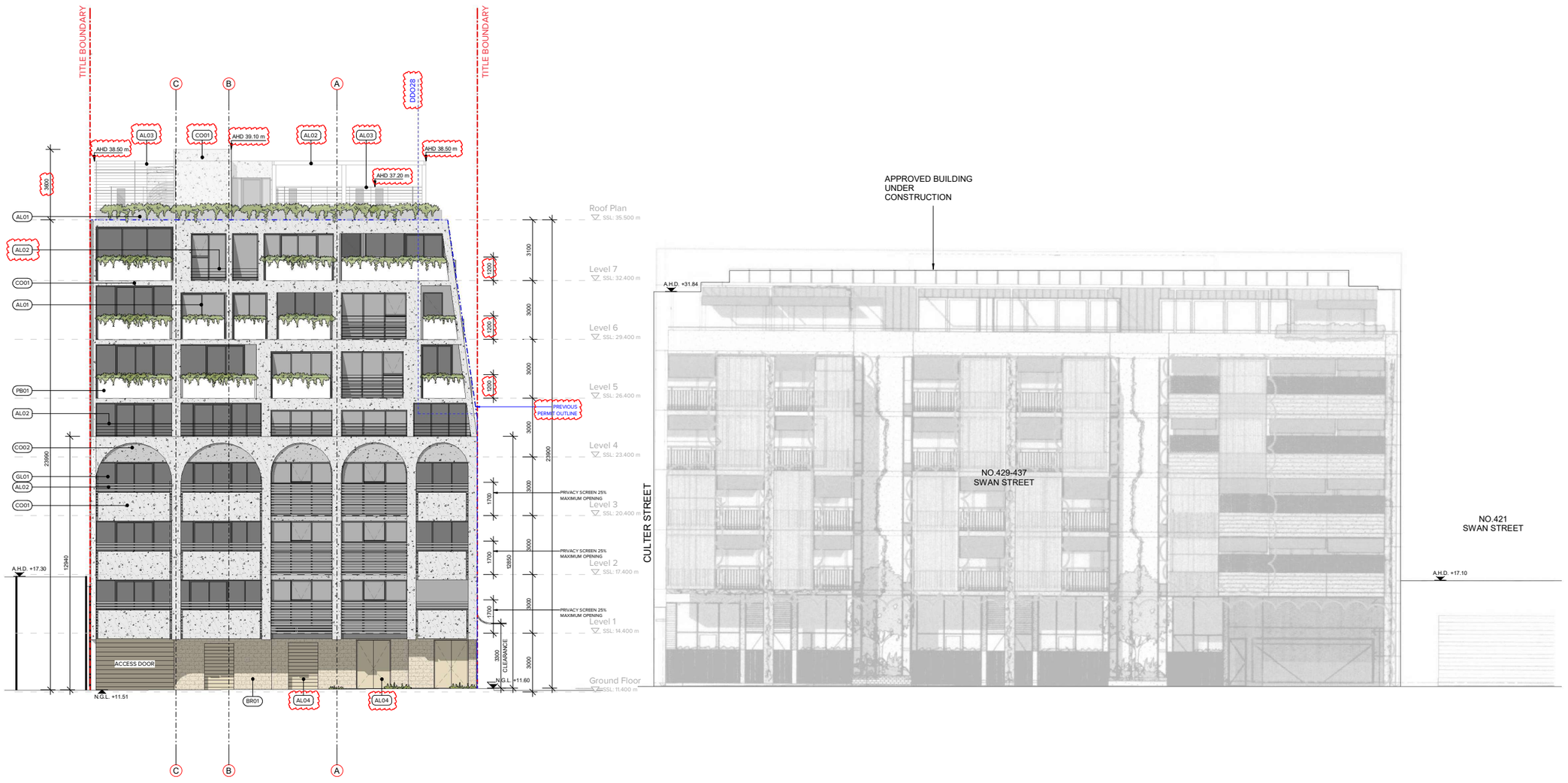
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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
ROOF PLAN

DATE:	11/03/2025	JOB N°:	38047
SCALE:	1:100@A1, 1:200@A3	REVISION N°:	N
DRAWN:	BHA		
DRAWING STATUS:	TOWN PLANNING	DRAWING N°:	T108


16-26 FARMER STREET
28 FARMER STREET
429-437 SWAN STREET
Cutter Street
Swan Street
No.445 SWAN STREET SINGLE STOREY BRICK BUILDING
No.447 SWAN STREET DOUBLE STOREY RENDERED BUILDING
No.449 SWAN STREET DOUBLE STOREY RENDERED BUILDING
19 X 500W PANELS, FOR A TOTAL OF 9.5KWP INSTALLATION
270°00'
7875
2605
7990
4275
2900
3950
1000
2900
1000
2900
1000
2900



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N	06/06/2025	SECONDARY CONSENT RFI 1

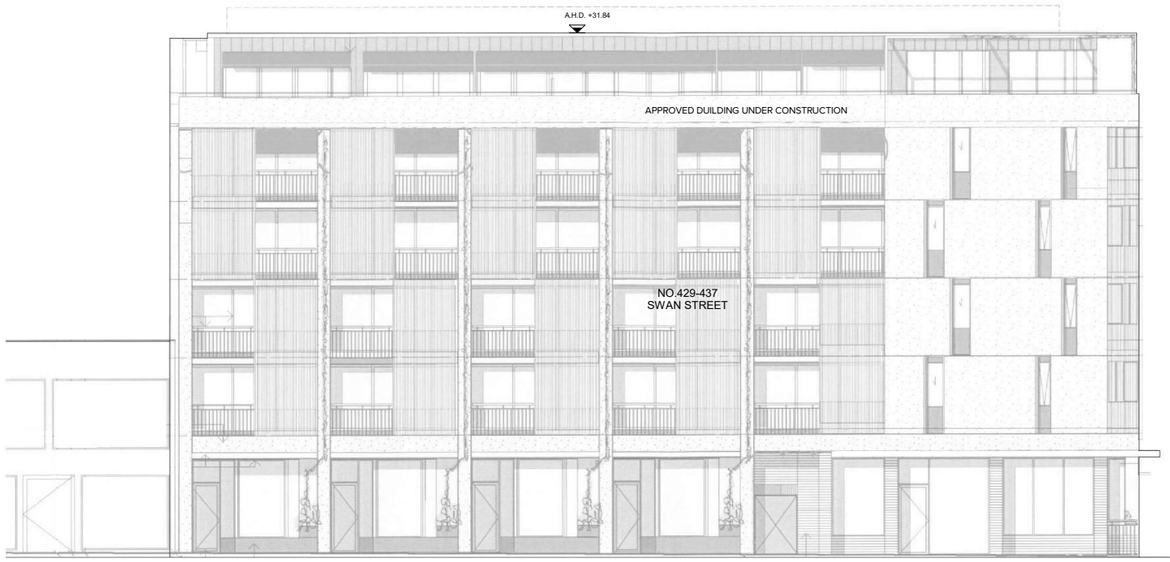
REV	DATE	DESCRIPTION

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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
NORTH ELEVATION

DATE:	11/03/2025	JOB N°:	38047
SCALE:	1:100@A1/1:200@A3	REVISION N°:	N
DRAWN:	BHA		
DRAWING STATUS:	TOWN PLANNING	DRAWING N°:	T201





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REV	DATE	DESCRIPTION
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N	06/06/2025	SECONDARY CONSENT RFI 1

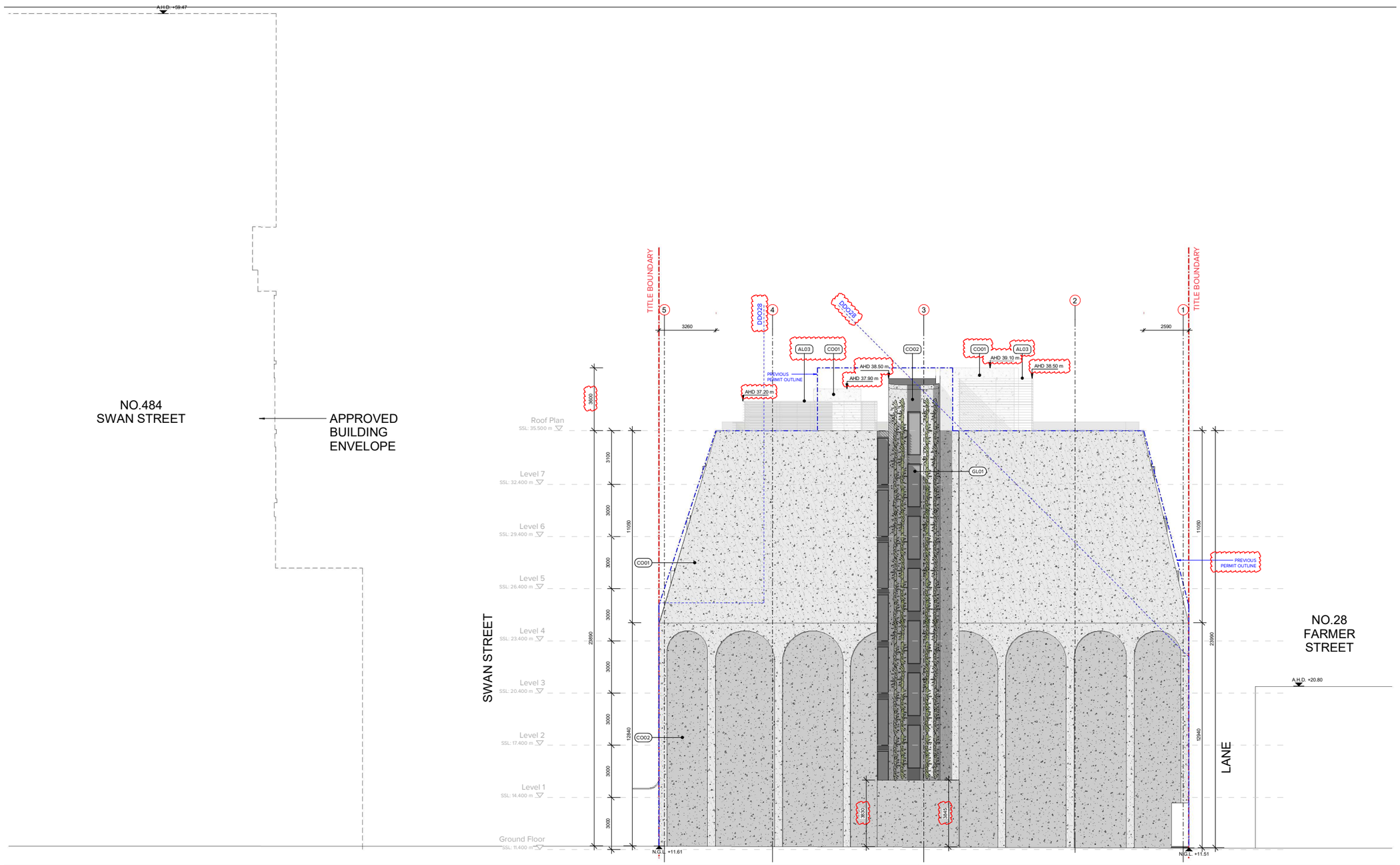
REV	DATE	DESCRIPTION

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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
SOUTH ELEVATION

DATE:	11/03/2025	JOB N°:	38047
SCALE:	1:100@A1/1:200@A3	REVISION N°:	N
DRAWN:	BHA		
DRAWING STATUS:	TOWN PLANNING	DRAWING N°:	T202



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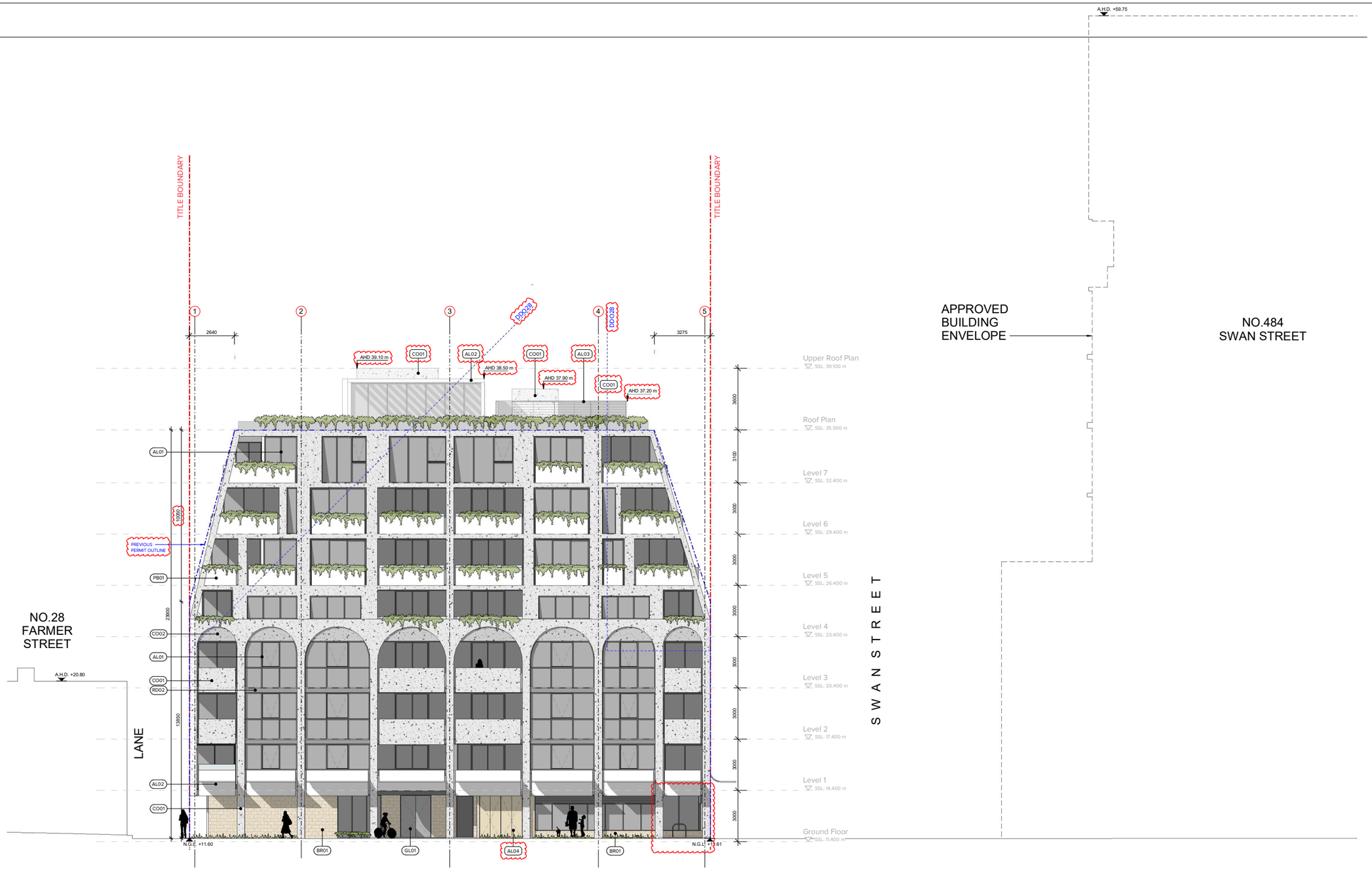
REV	DATE	DESCRIPTION
M	09/04/2025	SECONDARY CONSENT
N	06/06/2025	SECONDARY CONSENT RFI 1

0 0.5 1.0 2.0 4.0m

PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
EAST ELEVATION

DATE:	11/03/2025	JOB N°:	38047
SCALE:	1:100@A1/1:200@A3	REVISION N°:	N
DRAWN:	BHA		
DRAWING STATUS:	TOWN PLANNING	DRAWING N°:	T203



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REV	DATE	DESCRIPTION
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N	06/06/2025	SECONDARY CONSENT RFI 1

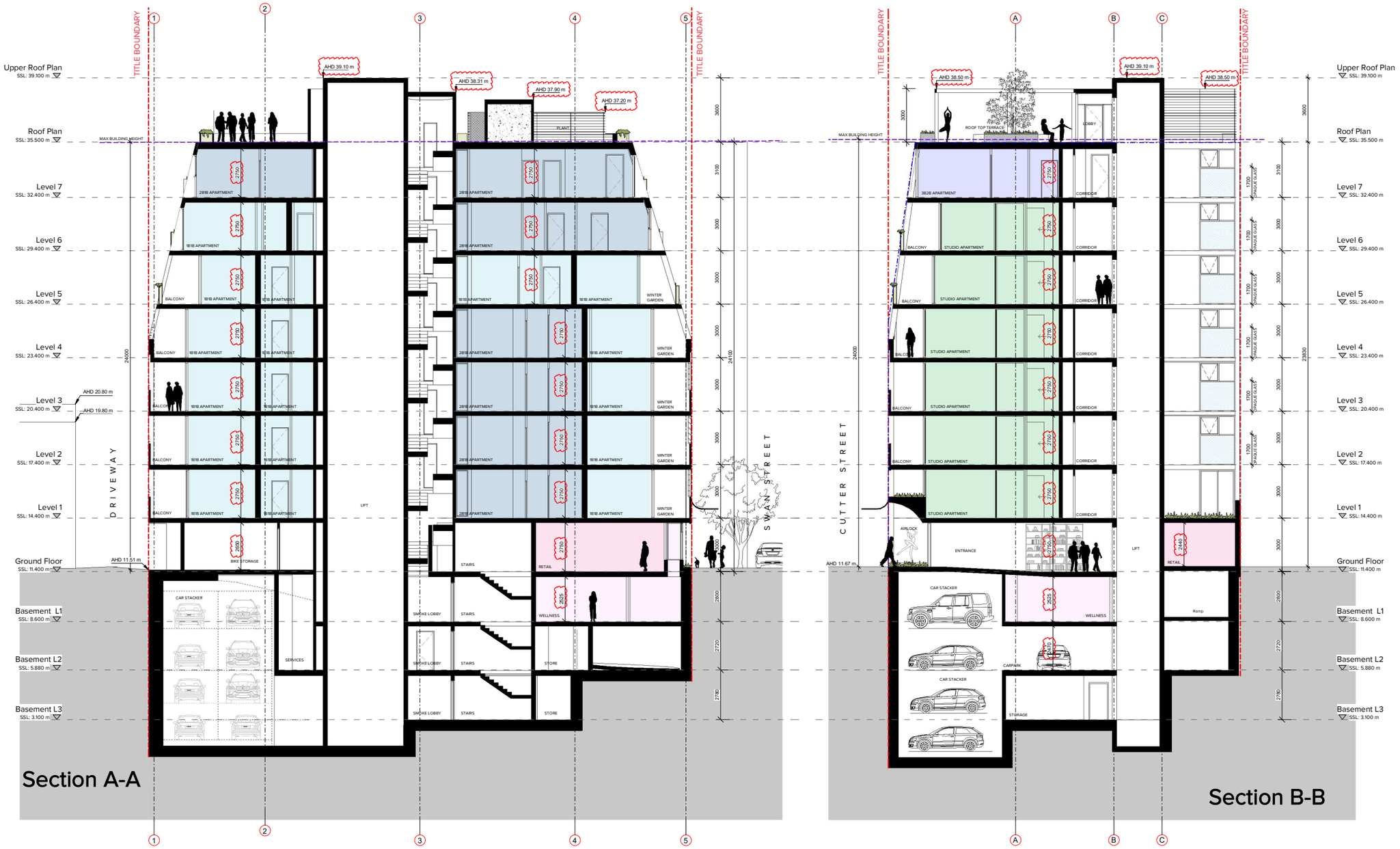
REV	DATE	DESCRIPTION

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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
WEST ELEVATION

DATE:	11/03/2025	JOB N°:	38047
SCALE:	1:100@A1/1:200@A3	REVISION N°:	N
DRAWN:	BHA		
DRAWING STATUS:	TOWN PLANNING	DRAWING N°:	T204



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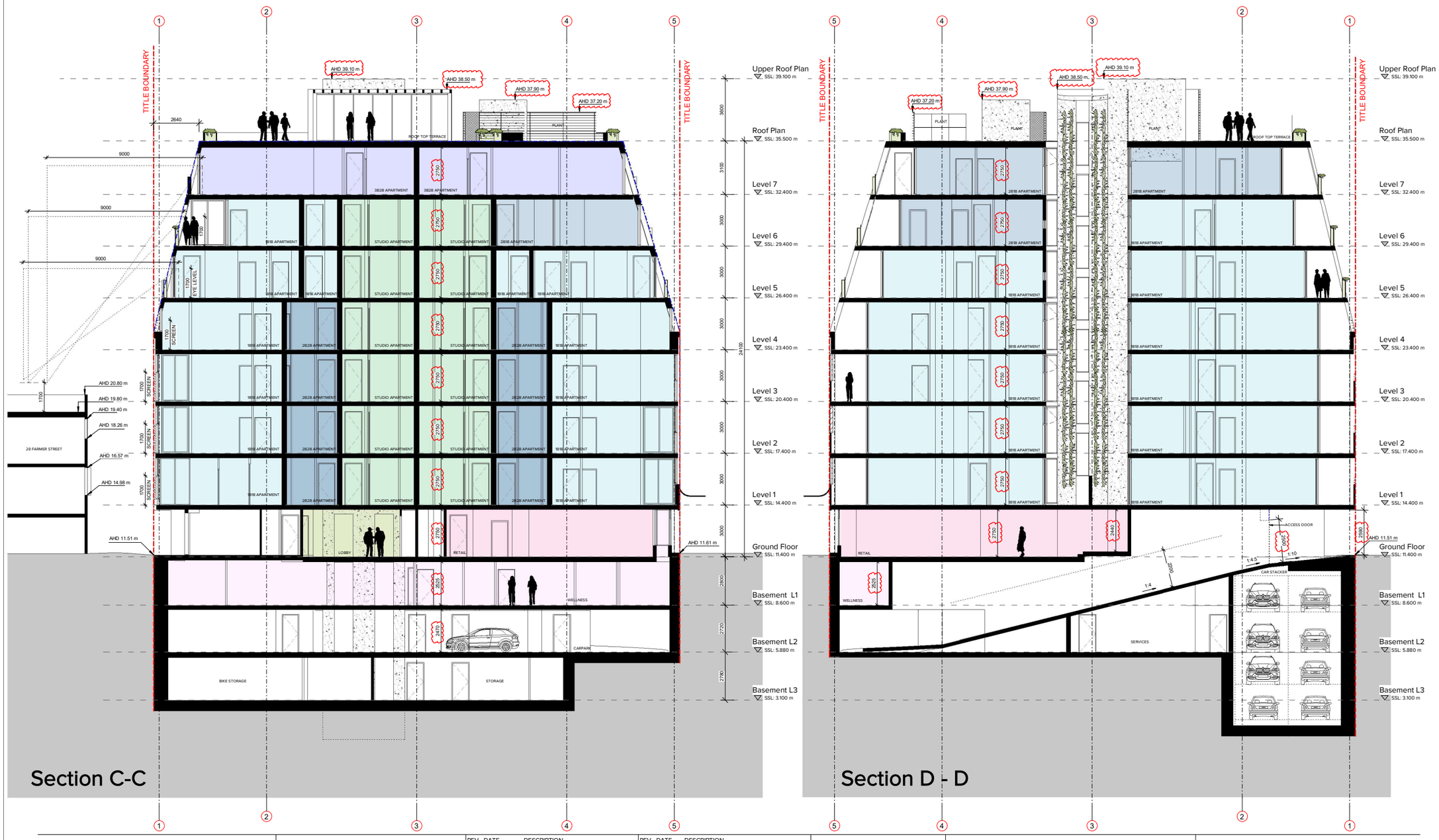
REV	DATE	DESCRIPTION

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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
SECTIONS

DATE:	11/03/2025	JOB N°:	38047
SCALE:	1:100@A1/1:200@A3	REVISION N°:	N
DRAWN:	BHA		
DRAWING STATUS:	TOWN PLANNING	DRAWING N°:	T301



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M	09/04/2025	SECONDARY CONSENT
N	06/06/2025	SECONDARY CONSENT RFI 1

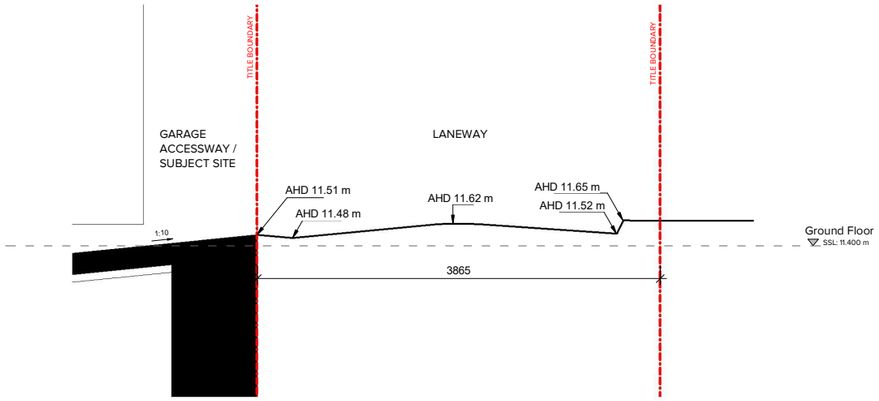
REV	DATE	DESCRIPTION

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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
SECTIONS

DATE:	11/03/2025	JOB N°:	38047
SCALE:	1:100@A1/1:200@A3	REVISION N°:	N
DRAWN:	BHA		
DRAWING STATUS:	TOWN PLANNING	DRAWING N°:	T302



Section E-E

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REV	DATE	DESCRIPTION
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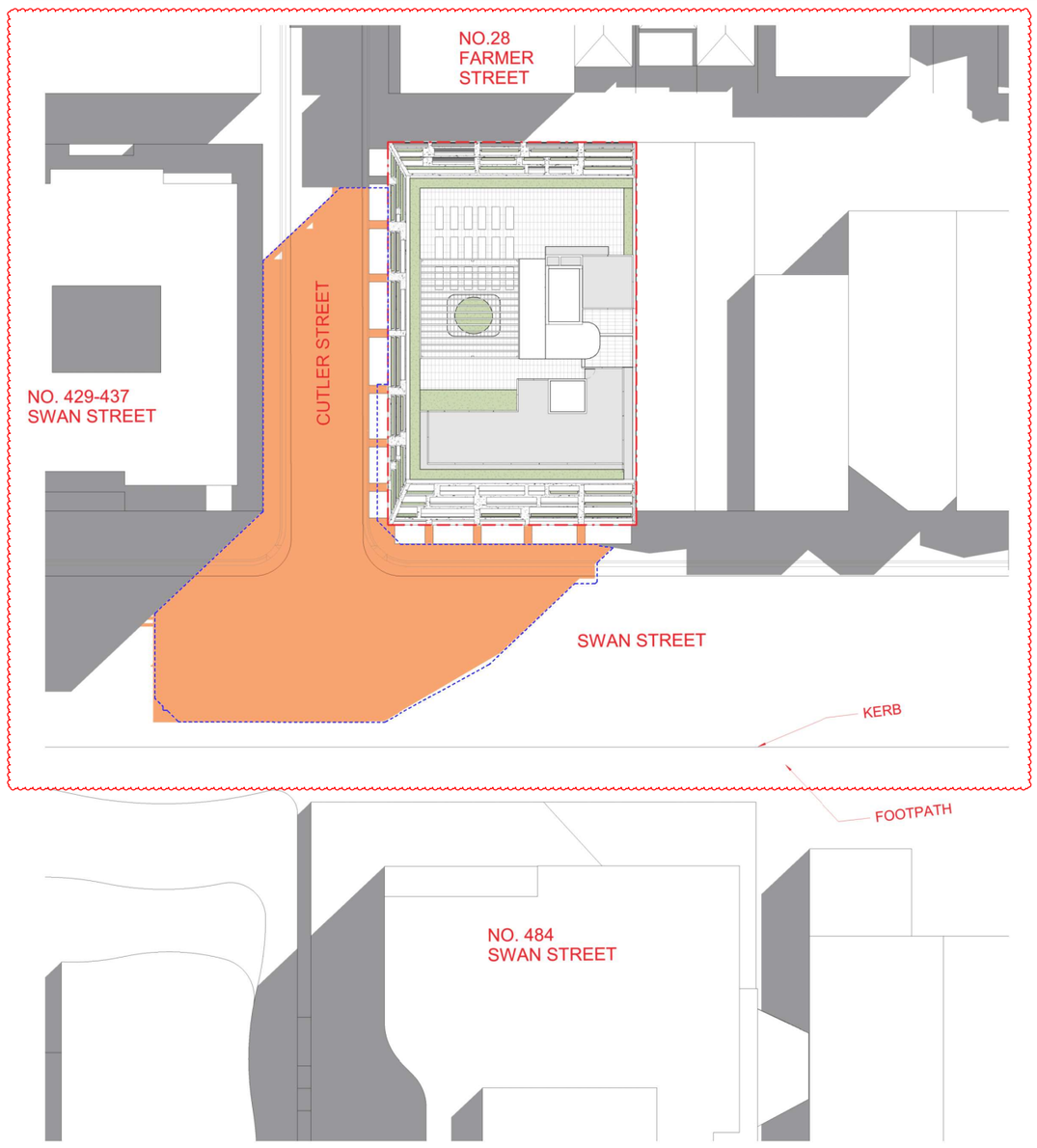
REV	DATE	DESCRIPTION

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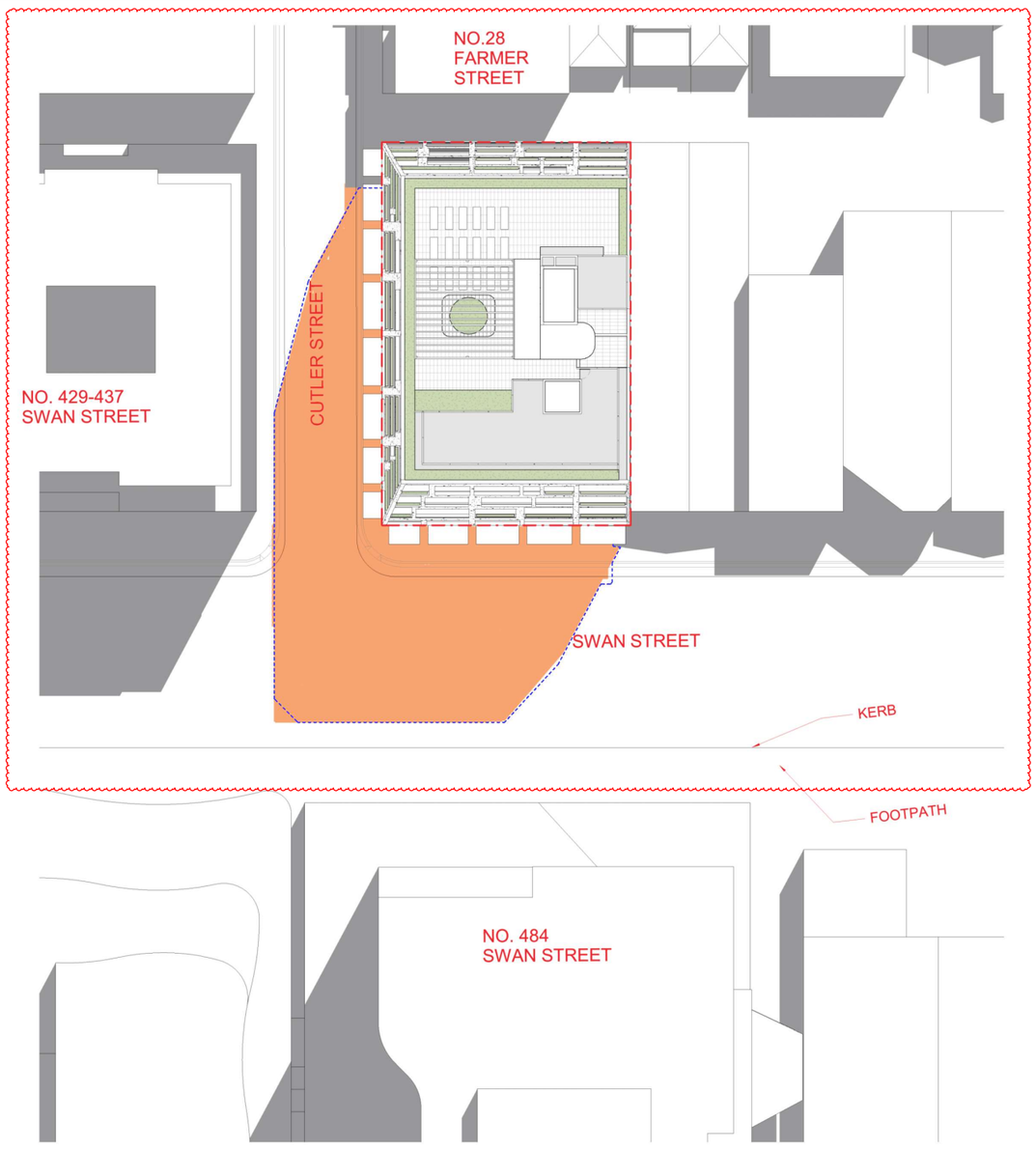
PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
LANEWAY VEHICLE CROSSING
SECTIONAL DIAGRAM (NEW DRAWING)

DATE: 11/03/2025 JOB N°: 38047
SCALE: 1:25@A1/1:50@A3 REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T303



Sep 22 - 10:00 AM



Sep 22 - 11:00 AM

PROPOSED SHADOW | EXISTING SHADOW | APPROVED SHADOW OUTLINE

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M	09/04/2025	SECONDARY CONSENT
N	06/06/2025	SECONDARY CONSENT RFI 1

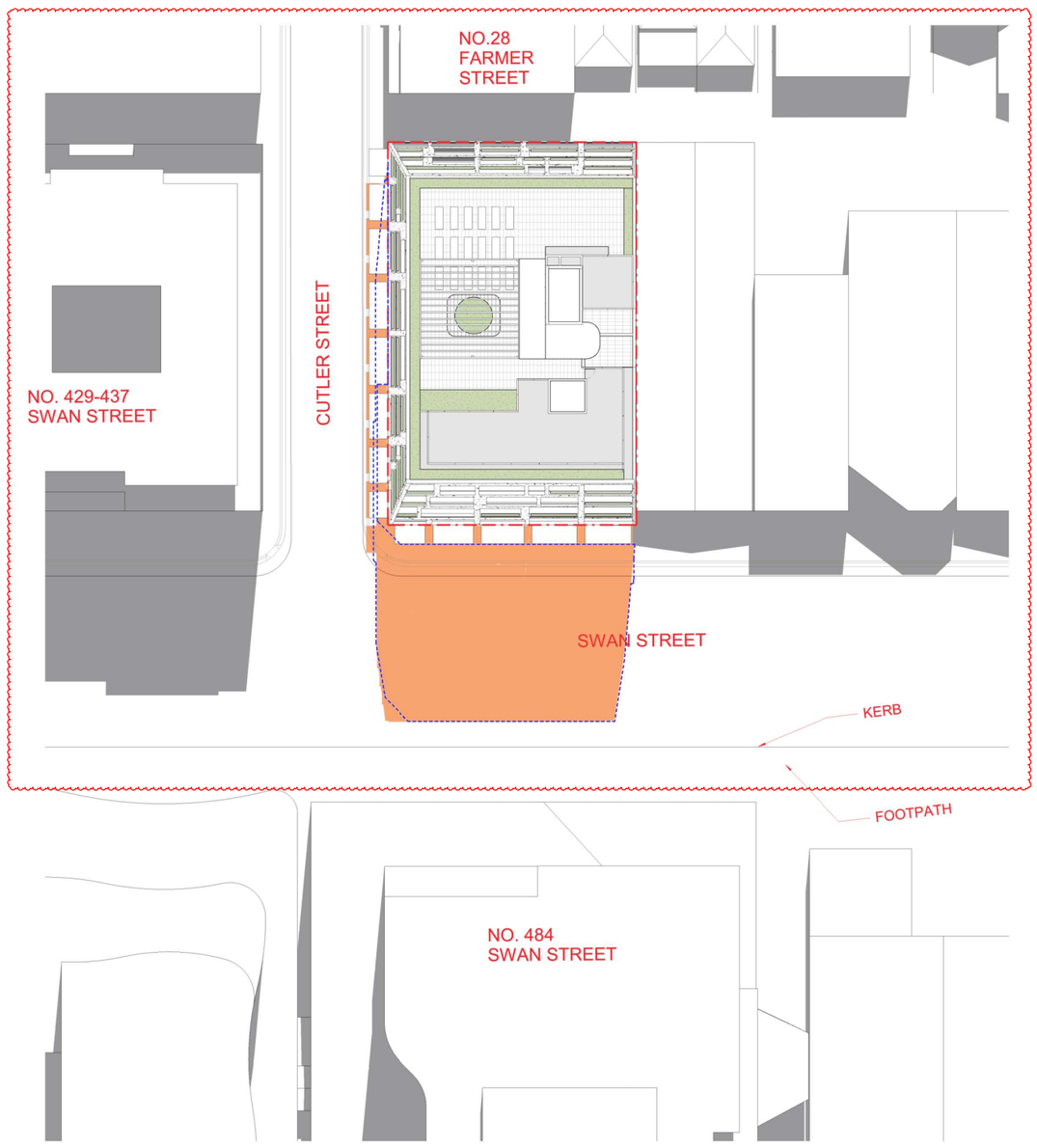
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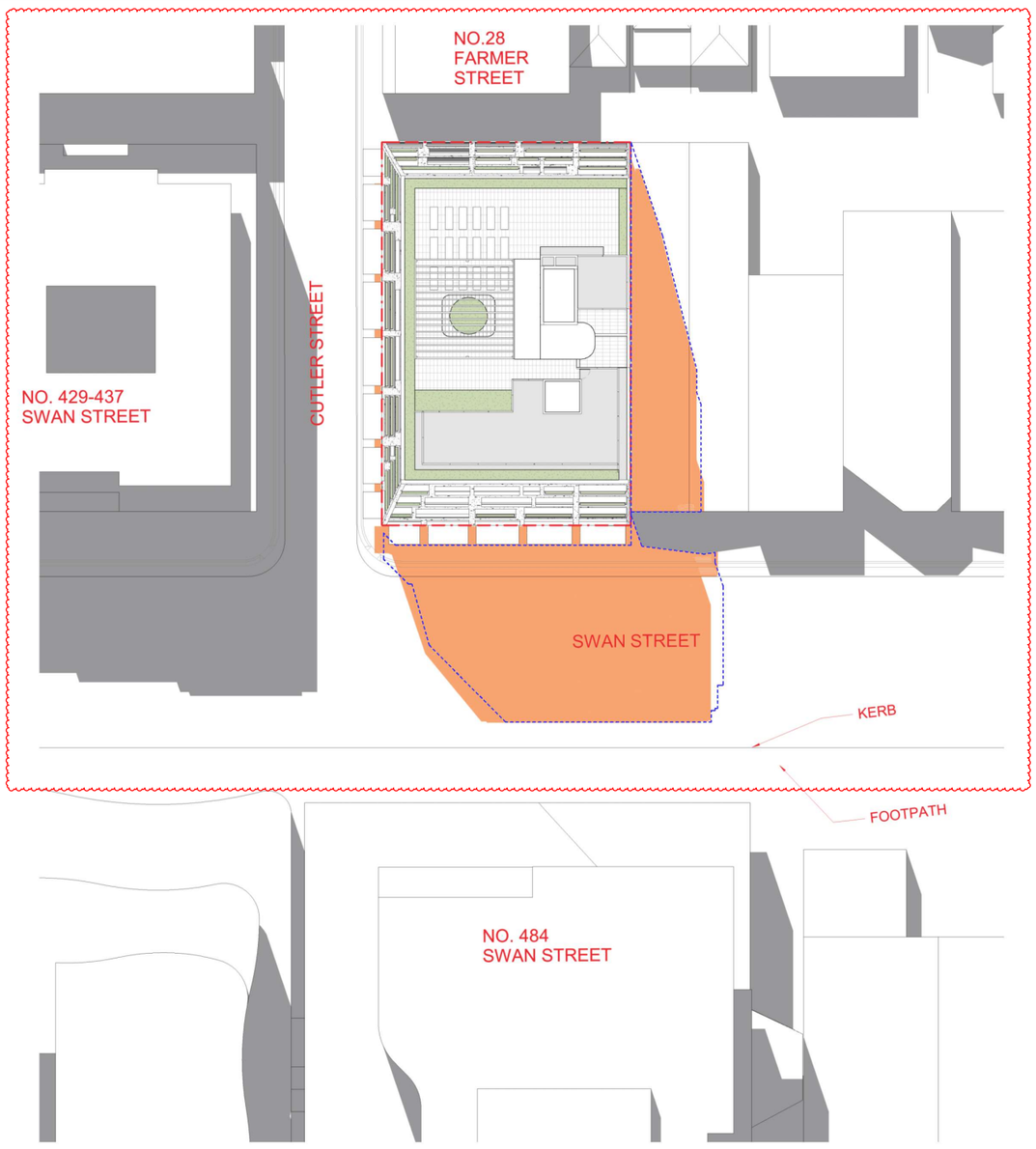
PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
SHADOW ANALYSIS 1

DATE: 11/03/2025 JOB N°: 38047
SCALE: REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING DRAWING N°: T401



Sep 22 - 12:00 PM



Sep 22 - 1:00 PM

PROPOSED SHADOW | EXISTING SHADOW | APPROVED SHADOW OUTLINE

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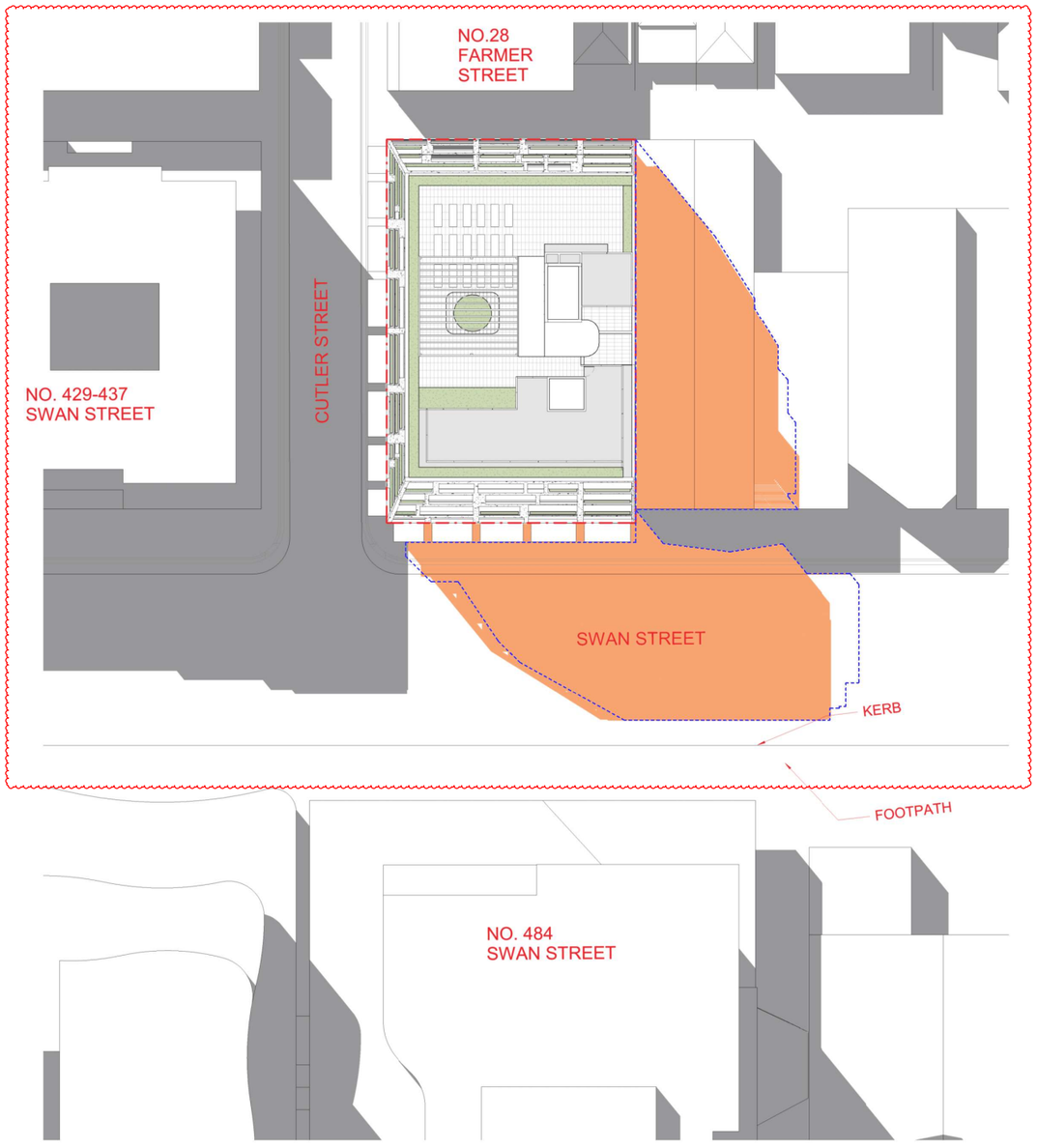
REV	DATE	DESCRIPTION

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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
SHADOW ANALYSIS 2

DATE: 11/03/2025 JOB N°: 38047
SCALE: REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING DRAWING N°: T402



Sep 22 - 2:00 PM

PROPOSED SHADOW | EXISTING SHADOW | APPROVED SHADOW OUTLINE

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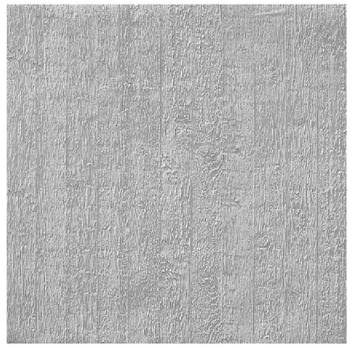
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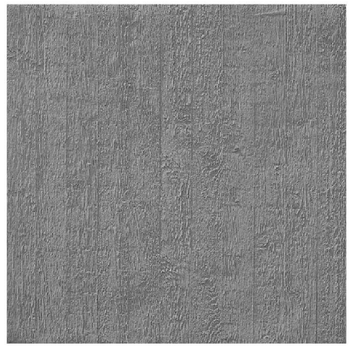
PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
SHADOW ANALYSIS 3

DATE: 11/03/2025 JOB N°: 38047
SCALE: REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T403


GL01 - Proposed mid grey glazing

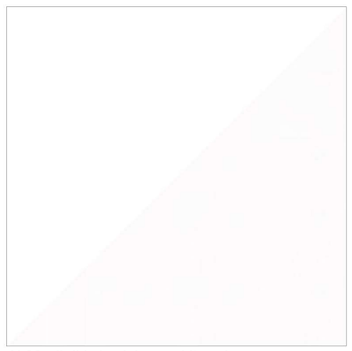

CO01 - Proposed textured precast concrete wall, light grey colour


CO02 - Proposed textured precast concrete wall, dark grey colour


BR01 - Travertine Tile Cladding

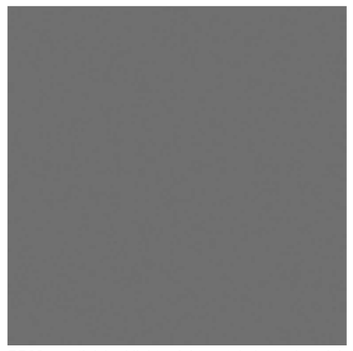
PB01 - prefinished lightweight metal planter box. joint lines as per elevations colour - White (metallic).


AL01 - Aluminium frame, dark grey


AL02 - Solid aluminium , white colour


AL03 - Aluminium plant screen , dark grey colour


AL04 - Aluminium door, colour to match tile cladding (BR01)


PB02 - prefinished lightweight metal planter box. joint lines as per elevations colour - Charcoal (metallic).

ALL MATERIALS TO BE LOW REFLECTIVITY

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REV	DATE	DESCRIPTION

PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
MATERIAL SCHEDULE

DATE: 11/03/2025
JOB N°: 38047
SCALE:
REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T500

439 Swan Street - Apartment Option - Development Summary

Level	FL to FL	APARTMENTS														
		Studio			1 bed/1 bath			2 bed/1 bath			2bed/2 bath			3bed/2 bath		
		Number	Area	Balc area	Number	Area	Balc area	Number	Area	Balc area	Number	Area	Balc area	Number	Area	Balc area
B3																
B2																
B1																
G	3															
1	3	2	70	9	3	156	35	3	223	35						
2	3	2	70	18	3	156	27	3	222	27						
3	3	2	70	18	3	156	27	3	222	27						
4	3	2	70	18	3	156	27	3	222	27						
5	3	2	66	20	6	335	70									
6	3	2	62	20	3	146	34	1	75	10	1	81	12			
7	3.1							2	145	22				2	206	32
Roof																
Total Area			408	103		1105	220		1109	148		81	12		206	32
Total Number		12			21			15			1			2		
		24%			41%			29%			2%			4%		
		51														

Retail/ Wellness centre	Lobby / Corridors	Lift/Stairs, Waste, Storage and Services	Car stacker void	Communal Space/Garden	Total Area	GFA (Excluding car stacker void/ Balconies)
		33			402	402
		80	219		546	327
190		37	255		482	227
228	60	184			472	472
	30	32			590	511
	30	32			582	510
	30	32			582	510
	30	32			582	510
	27	32			548	458
	28	32			500	424
	19	32			456	402
	16	36		192	244	36
418	270	594	474	192	5986	4789

NOTES
TOTAL AREA INCLUDES CAR STACKER VOID AREAS

CAR PARKING		
	Provided	Location
Apartments	40	Basements

BIKE PARKING		
	Provided	Location
Visitor	16	Ground Level
Resident	46	Basement L3
Retail	1	Retail front door
Total	63	

CAR PARKING ALLOCATION					
Apt No.	Studio	1Bedroom	2 Bedroom	3 Bedroom	Car
101		✓			1
102		✓			1
103			✓		1
104	✓				0
105	✓				0
106			✓		1
107		✓			1
108			✓		1
201		✓			1
202		✓			1
203			✓		1
204	✓				0
205	✓				0
206			✓		1
207		✓			1
208			✓		1
301		✓			1
302		✓			1
303			✓		1
304	✓				0
305	✓				0
306			✓		1
307		✓			1
308			✓		1
401		✓			1
402		✓			1
403			✓		1
404	✓				0
405	✓				0
406			✓		1
407		✓			1
408			✓		1
501		✓			1
502		✓			1
503		✓			1
504	✓				0
505	✓				0
506		✓			1
507		✓			1
508		✓			1
601		✓			1
602		✓			1
603		✓			1
604	✓				0
605	✓				0
606			✓		1
607			✓		1
701			✓		1
702				✓	2
703				✓	1
704			✓		1
TOTAL					**40**

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N	06/06/2025	SECONDARY CONSENT RFI 1

REV	DATE	DESCRIPTION

PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
AREA SCHEDULE

DATE: 11/03/2025 JOB N°: 38047
SCALE: REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T501





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REV	DATE	DESCRIPTION
M	09/04/2025	SECONDARY CONSENT

REV	DATE	DESCRIPTION

PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
3D IMAGES

DATE: 11/03/2025
JOB N°: 38047
SCALE:
REVISION N°: M
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T601





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PROJECT:
SWAN HOUSE
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DRAWING TITLE:
3D IMAGES

DATE: 11/03/2025
JOB N°: 38047
SCALE:
REVISION N°: M
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T602



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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
3D IMAGES

DATE: 11/03/2025
JOB N°: 38047
SCALE:
REVISION N°: M
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T603

									ACCESSIBILITY		NATURAL VENTILATION		
TYPICAL LEVEL	APT TYPE	APT NUMBERS	COUNT	CONFIGURATION	BEDROOM SIZE	LIVING ROOM	ROOM DEPTH	BALCONY AREA	Y/N	COUNT	Y/N	COUNT	INTERNAL STORAGE
LEVEL 1 - LEVEL 4	1 - 1A	101, 201, 301, 401	4	1B1B	✓	✓	✓	✓	✓	4	✓	4	✓
	1 - 1B	102	1	1B1B	✓	✓	✓	✓	✓	1	✗	0	✓
	1 - 2A	203, 303, 403 106, 206, 306, 406	7	2B1B	✓	✓	✓	✓	✓	7	✓	7	✓
	1 - 2C	103	1	2B1B	✓	✓	✓	✓	✓	1	✓	1	✓
	1 - 0A	104	1	STUDIO	✓	✓	✓	✗	✗	0	✗	0	✓
	1 - 0B	105, 205, 305, 405 204, 304, 404	7	STUDIO	✓	✓	✓	✓	✗	0	✗	0	✓
	1 - 1C	107, 207, 307, 407	4	1B1B	✓	✓	✓	✓	✓	4	✗	0	✓
	1 - 2B	108, 208, 308, 408	4	2B1B	✓	✓	✓	✓	✓	4	✓	4	✓
	2 -1B	202, 302, 402	3	1B1B	✓	✓	✓	✓	✓	3	✗	0	✓
LEVEL 5	5 -1A	501	1	1B1B	✓	✓	✓	✓	✓	1	✓	1	✓
	5 - 1B	502	1	1B1B	✓	✓	✓	✓	✓	1	✗	0	✓
	5 - 1C	503	1	1B1B	✓	✓	✓	✓	✗	0	✓	1	✓
	5 - 0A	504, 505	2	STUDIO	✓	✓	✓	✓	✗	0	✗	0	✓
	5 - 1D	505	1	1B1B	✓	✓	✓	✓	✗	0	✓	1	✓
	5 -1E	507	1	1B1B	✓	✓	✓	✓	✓	1	✗	0	✓
	5 - 1F	508	1	1B1B	✓	✓	✓	✓	✓	1	✓	1	✓
LEVEL 6	6 - 1A	601	1	1B1B	✓	✓	✓	✓	✓	1	✓	1	✓
	6 - 1B	602	1	1B1B	✓	✓	✓	✓	✓	1	✗	0	✓
	6 - 1C	603	1	1B1B	✓	✓	✓	✓	✗	0	✓	1	✓
	6 - 0A	604, 605	2	STUDIO	✓	✓	✓	✓	✗	0	✗	0	✓
	6 - 2A	605	1	2B2B	✓	✓	✓	✓	✗	0	✓	1	✓
	6 - 2B	607	1	2B1B	✓	✓	✓	✓	✗	0	✓	1	✓
LEVEL 7	7 -2A	701	1	2B1B	✓	✓	✓	✓	✓	1	✓	1	✗
	7 - 3A	702	1	3B2B	✓	✓	✓	✓	✓	1	✓	1	✓
	7 - 3B	703	1	3B2B	✓	✓	✓	✓	✓	1	✓	1	✓
	7 - 2B	704	1	2B1B	✓	✓	✓	✓	✗	0	✓	1	✓
TOTAL			**51**							**33**		**28**	
PERCENT										**65%**		**55%**	

EXPLANATION

LEVEL/ TYPICAL LEVEL
TYPE 2 - 1B
NUMBER OF BEDROOMS
INTERIOR TYPE

LEGEND

- MINIMUM PRIVATE OPEN SPACE
- MINIMUM LIVING AREA
- BEDROOM
- DDA CIRCULATION
- STORAGE FULL HEIGHT | 2400 mm
- STORAGE LOWER CUPBOARD | 750 mm
- STORAGE OVERHEAD CUPBOARD | 750 mm
- CROSS VENTILATION

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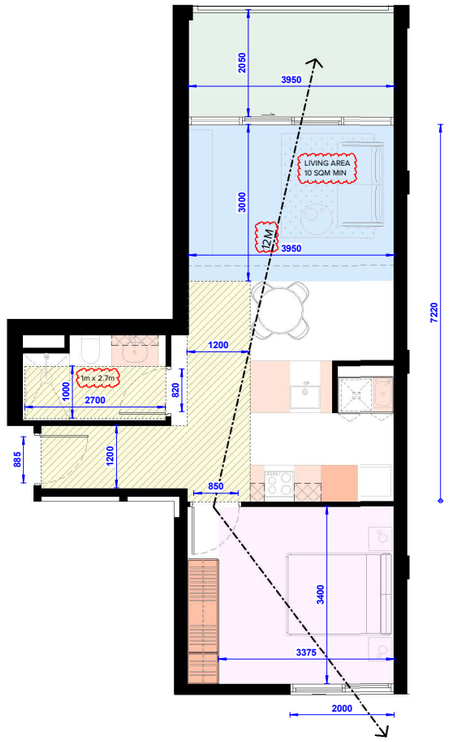
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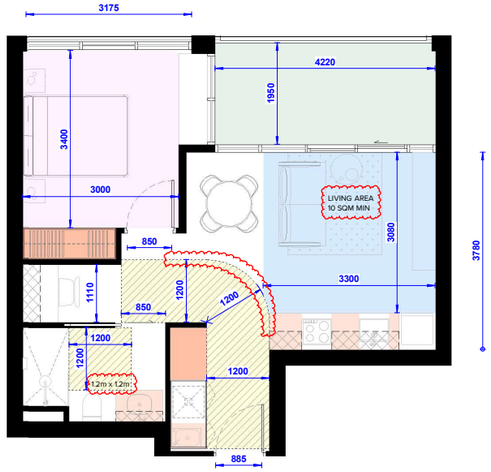
PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
B.A.D.S COMPLIANCE SUMMARY

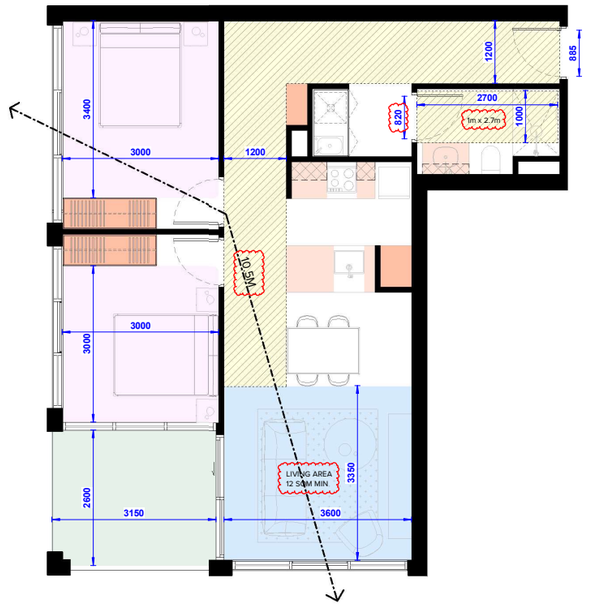
DATE: 011/03/2025 JOB N°: 38047
SCALE: REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING DRAWING N°: T800



APT TYPE 1 - 1A



APT TYPE 1 - 1B



APT TYPE 1 - 2A

APARTMENT TYPE 1 - 1A

APPLICABLE TO APARTMENT(S)
101, 201, 301, 401

INTERNAL STORAGE : 6.7 m³
EXTERNAL STORAGE AT BASEMENT L3 : 3.3 m³
TOTAL STORAGE : 10 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
101	1B1B	58 m²
101	BALC	9 m²
		67 m²

APARTMENT TYPE 1 - 1B

APPLICABLE TO APARTMENT(S)
102

INTERNAL STORAGE : 6.6 m³
EXTERNAL STORAGE AT BASEMENT L3 : 3.3 m³
TOTAL STORAGE : 10 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)		✗

Apt No.	APT. TYPE	AREA
102	1B1B	49 m²
102	BALC	9 m²
		59 m²

APARTMENT TYPE 1 - 2A

APPLICABLE TO APARTMENT(S)
103, 203, 303, 403
106, 206, 306, 406

INTERNAL STORAGE : 9.5 m³
EXTERNAL STORAGE AT BASEMENT 2 : 4.5 m³
TOTAL STORAGE : 14 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
106	2B2B	76 m²
106	BALC	9 m²
		85 m²

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M	09/04/2025	SECONDARY CONSENT
N	06/06/2025	SECONDARY CONSENT RFI 1

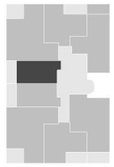
REV	DATE	DESCRIPTION

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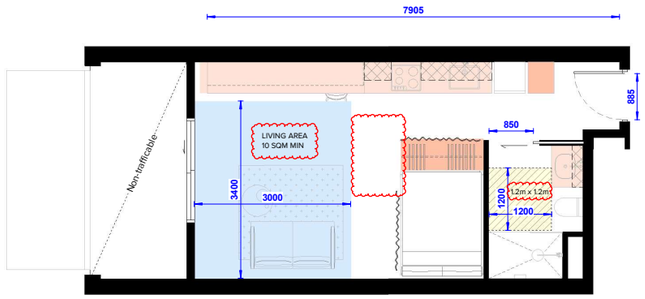
PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
B.A.D.S APARTMENT TYPE L1 - L4 (1 OF 3)

DATE: 11/03/2025 JOB N°: 38047
SCALE: REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T811



APT TYPE 1 - 0A



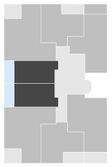
APARTMENT TYPE 1 - 0A

APPLICABLE TO APARTMENT(S)
104

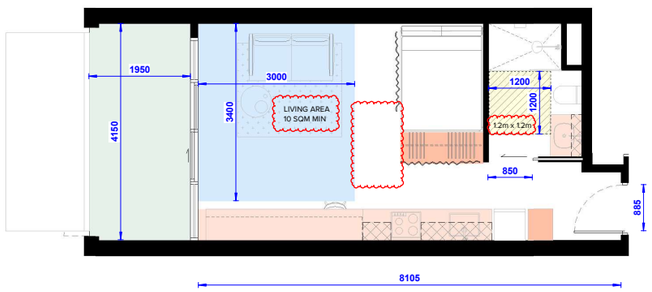
INTERNAL STORAGE : 6.6 m³
EXTERNAL STORAGE AT BASEMENT L3 : 1.4 m³
TOTAL STORAGE : 8 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)		✗
STANDARD D19 (PRIVATE OPEN SPACE)		✗
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)		✗

FF	APT. TYPE	AREA
104	Studio	35 m²
		35 m²



APT TYPE 1 - 0B



APARTMENT TYPE 1 - 0B

APPLICABLE TO APARTMENT(S)
105, 205, 305, 405
204, 304, 404

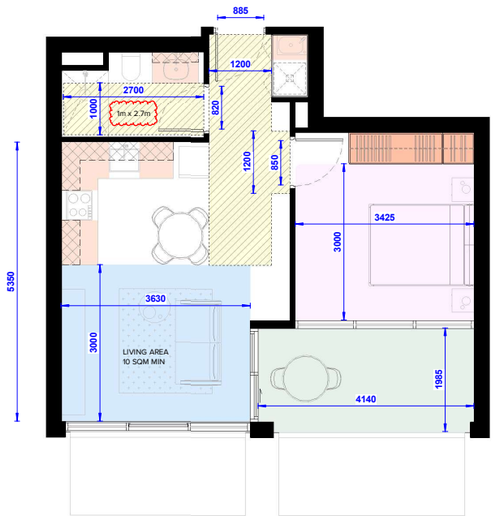
INTERNAL STORAGE : 6.6 m³
EXTERNAL STORAGE AT BASEMENT L3 : 1.4 m³
TOTAL STORAGE : 8 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)		✗
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)		✗

Apt No.	APT. TYPE	AREA
105	Studio	35 m²
105	BALC	9 m²
		44 m²



APT TYPE 1 - 1C



APARTMENT TYPE 1 - 1C

APPLICABLE TO APARTMENT(S)
107, 207, 307, 407

INTERNAL STORAGE : 6. m³
EXTERNAL STORAGE AT BASEMENT L3 : 4 m³
TOTAL STORAGE : 10 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)		✗

Apt No.	APT. TYPE	AREA
107	1B1B	49 m²
107	WINTER GARDEN	9 m²
		57 m²

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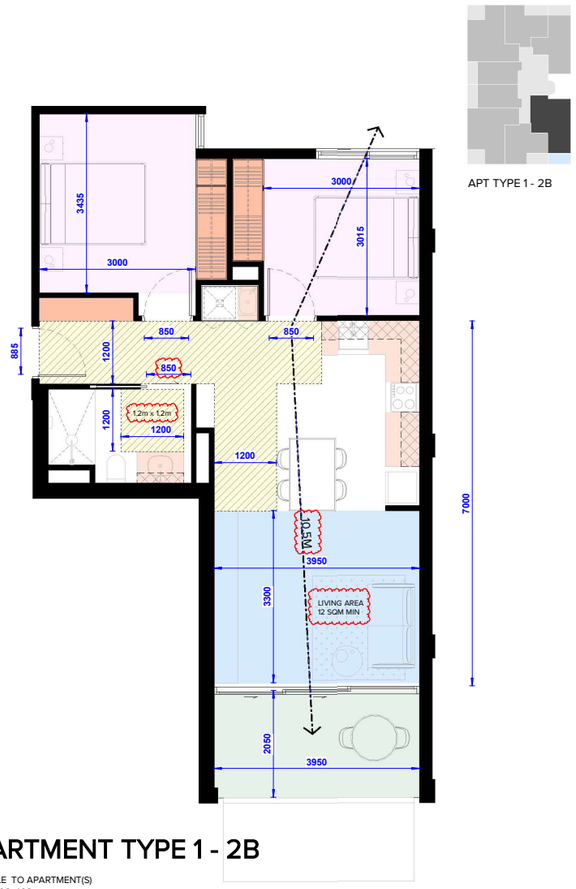
REV	DATE	DESCRIPTION
M	09/04/2025	SECONDARY CONSENT
N	06/06/2025	SECONDARY CONSENT RFI 1

0 0.1 0.2 0.3 0.4m

PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
B.A.D.S APARTMENT TYPE L1 - L4 (2 OF 3)

DATE: 11/03/2025
JOB N°: 38047
SCALE:
REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T812



APT TYPE 1 - 2B

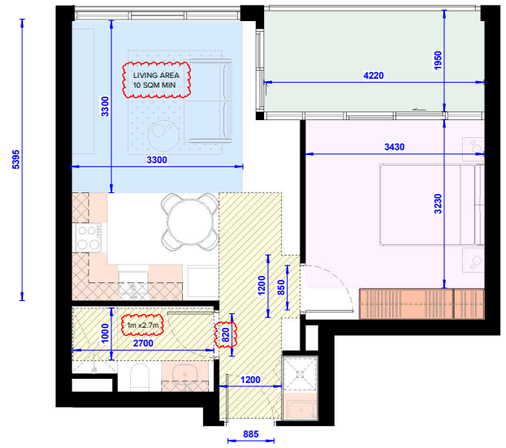
APARTMENT TYPE 1 - 2B

APPLICABLE TO APARTMENT(S)
108, 208, 308, 408

INTERNAL STORAGE : 12.3 m³
EXTERNAL STORAGE AT BASEMENT L3 : 1.7 m³
TOTAL STORAGE : 14 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
108	2B1B	71 m²
108	WINTER GARDEN	9 m²
		80 m²



APT TYPE 2 - 1B

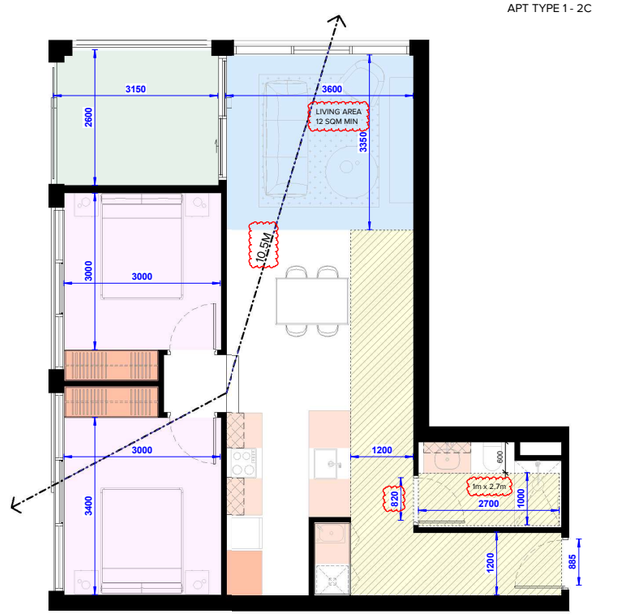
APARTMENT TYPE 2 - 1B

APPLICABLE TO APARTMENT(S)
202, 302, 402

INTERNAL STORAGE : 6.4 m³
EXTERNAL STORAGE AT BASEMENT L3 : 3.6 m³
TOTAL STORAGE : 10 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)		✗

Apt No.	APT. TYPE	AREA
202	1B1B	50 m²
202	BALC	9 m²
		58 m²



APT TYPE 1 - 2C

APARTMENT TYPE 1 - 2C

APPLICABLE TO APARTMENT(S)
103

INTERNAL STORAGE : 6.4 m³
EXTERNAL STORAGE AT BASEMENT L3 : 3.6 m³
TOTAL STORAGE : 10 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
103	2B1B	76 m²
103	BALC	9 m²
		85 m²

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REV	DATE	DESCRIPTION
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N	06/06/2025	SECONDARY CONSENT RFI 1

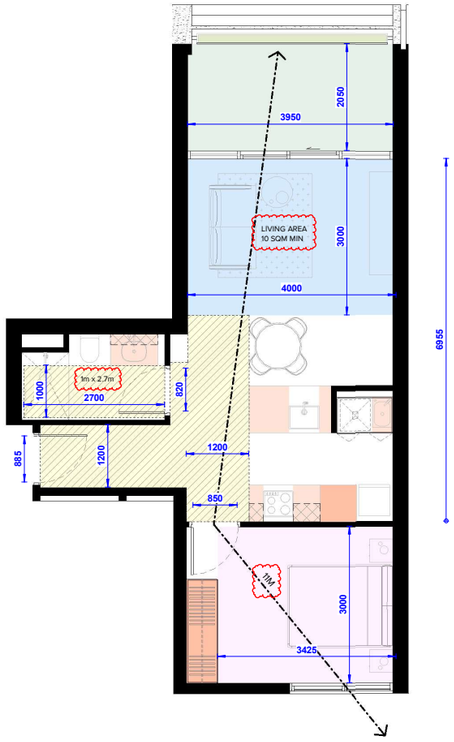
REV	DATE	DESCRIPTION

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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
B.A.D.S APARTMENT TYPE L1 - L4 (3 OF 3)

DATE: 11/03/2025
JOB N°: 38047
SCALE:
REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T813



APT TYPE 5 - 1A

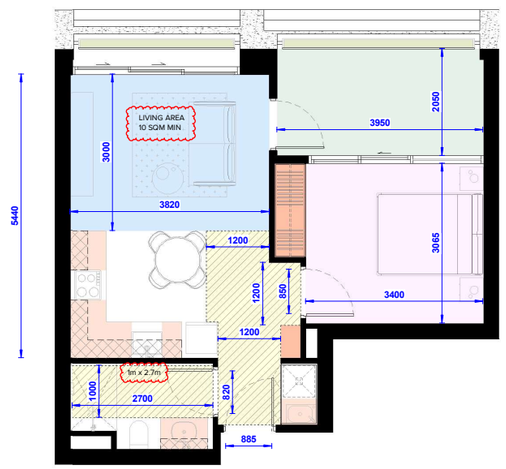
APARTMENT TYPE 5 - 1A

APPLICABLE TO APARTMENT(S)
501

INTERNAL STORAGE : 6.1 m³
EXTERNAL STORAGE AT BASEMENT L3 : 3.9 m³
TOTAL STORAGE : 10 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
501	1B1B	55 m²
501	BALC	10 m²
		65 m²



APT TYPE 5 - 1B

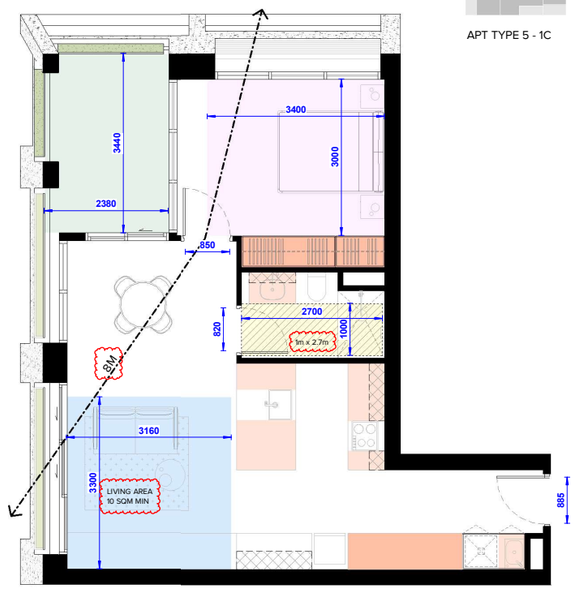
APARTMENT TYPE 5-1B

APPLICABLE TO APARTMENT(S)
502

INTERNAL STORAGE : 6.4 m³
EXTERNAL STORAGE AT BASEMENT L3 : 3.6 m³
TOTAL STORAGE : 10 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)		✗

Apt No.	APT. TYPE	AREA
502	1B1B	46 m²
502	BALC	12 m²
		57 m²



APT TYPE 5 - 1C

APARTMENT TYPE 5 - 1C

APPLICABLE TO APARTMENT(S)
503

INTERNAL STORAGE : 11.2 m³
EXTERNAL STORAGE AT BASEMENT L3 : 0 m³
TOTAL STORAGE : 11.2 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)		✗
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
503	1B1B	62 m²
503	BALC	13 m²
		75 m²

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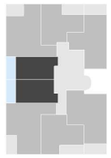
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N	06/06/2025	SECONDARY CONSENT RFI 1

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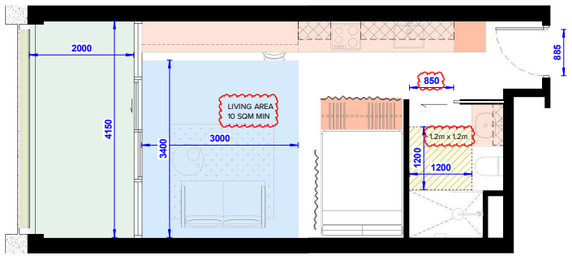
PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
B.A.D.S APARTMENT TYPE L5 (1 OF 3)

DATE: 11/03/2025 JOB N°: 38047
SCALE: REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T851



APT TYPE 5 - 0A



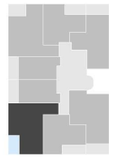
APARTMENT TYPE 5 - 0A

APPLICABLE TO APARTMENT(S)
504, 505

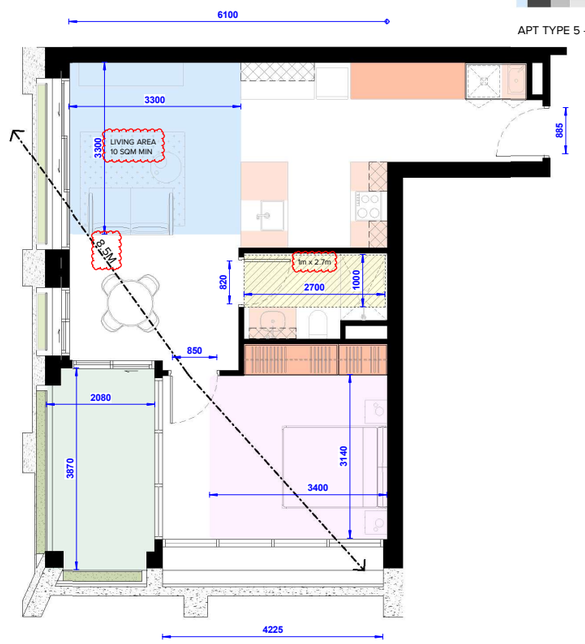
INTERNAL STORAGE : 6.9 m³
EXTERNAL STORAGE AT BASEMENT L3 : 3.1 m³
TOTAL STORAGE : 10 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)		✗
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)		✗

Apt No.	APT. TYPE	AREA
504	BALC	10 m²
504	Studio	33 m²
		43 m²



APT TYPE 5 - 1D



APARTMENT TYPE 5 - 1D

APPLICABLE TO APARTMENT(S)
506

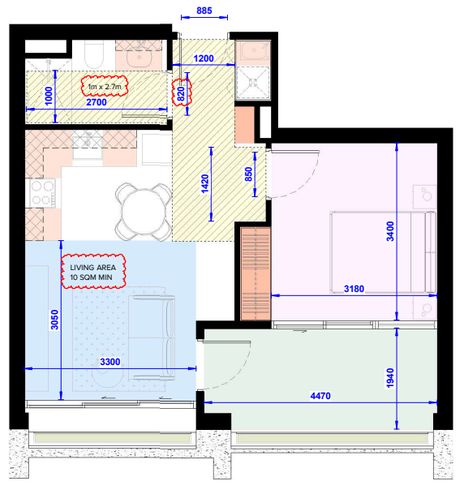
INTERNAL STORAGE : 10.6 m³
EXTERNAL STORAGE AT BASEMENT L3 : 0 m³
TOTAL STORAGE : 10.6 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)		✗
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
506	1B1B	61 m²
506	BALC	12 m²
		73 m²



APT TYPE 5 - 1E



APARTMENT TYPE 5 - 1E

APPLICABLE TO APARTMENT(S)
507

INTERNAL STORAGE : 6.2 m³
EXTERNAL STORAGE AT BASEMENT L3 : 3.8 m³
TOTAL STORAGE : 10 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✗	

Apt No.	APT. TYPE	AREA
507	1B1B	46 m²
507	BALC	13 m²
		59 m²

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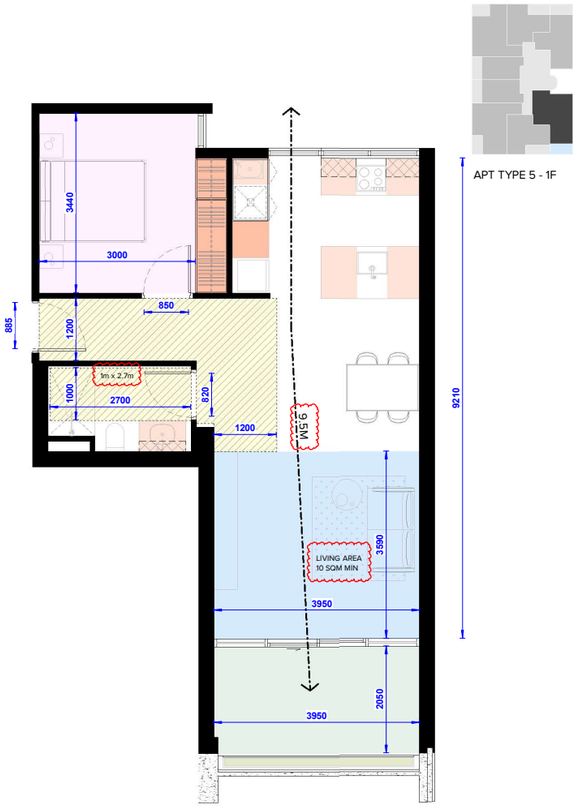
REV	DATE	DESCRIPTION

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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
B.A.D.S APARTMENT TYPE L5
(2 OF 3)

DATE: 11/03/2025
JOB N°: 38047
SCALE:
REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T852



APARTMENT TYPE 5 - 1F

APPLICABLE TO APARTMENT(S)
508

INTERNAL STORAGE : 7.7 m^3
EXTERNAL STORAGE AT BASEMENT L3 : 2.3 m^3
TOTAL STORAGE : 10 m^3

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
508	1B1B	65 m^2
508	BALC	10 m^2
		75 m^2

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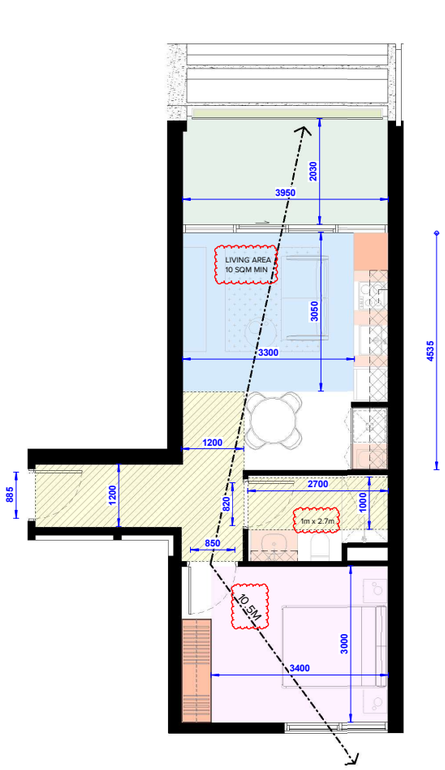
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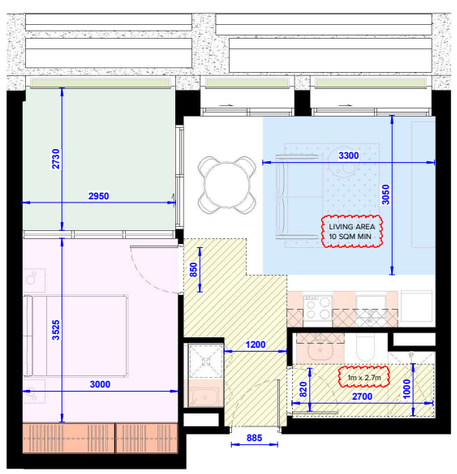
PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
B.A.D.S APARTMENT TYPE L5
(3 OF 3)

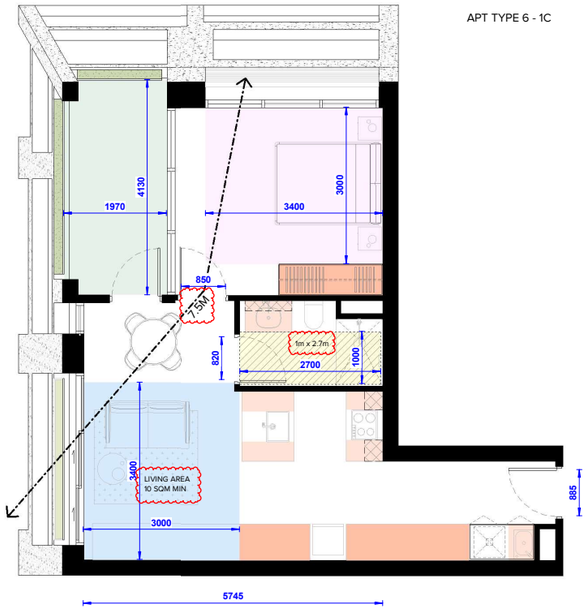
DATE: 11/03/2025
JOB N°: 38047
SCALE:
REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T853



APT TYPE 6 - 1A



APT TYPE 6 - 1B



APT TYPE 6 - 1C

APARTMENT TYPE 6 - 1A

APPLICABLE TO APARTMENT(S)
601

INTERNAL STORAGE : 6 m^3
EXTERNAL STORAGE AT BASEMENT L3 : 4 m^3
TOTAL STORAGE : 10 m^3

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
601	1B1B	46 m^2
601	BALC	10 m^2
		56 m^2

APARTMENT TYPE 6 - 1B

APPLICABLE TO APARTMENT(S)
602
INTERNAL STORAGE : 6.1 m^3
EXTERNAL STORAGE AT BASEMENT L3 : 3.9 m^3
TOTAL STORAGE : 10 m^3

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)		✗

Apt No.	APT. TYPE	AREA
602	1B1B	45 m^2
602	BALC	12 m^2
		57 m^2

APARTMENT TYPE 6 - 1C

APPLICABLE TO APARTMENT(S)
603
INTERNAL STORAGE : 10.1 m^3
EXTERNAL STORAGE AT BASEMENT L3 : 0 m^3
TOTAL STORAGE : 10.1 m^3

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)		✗
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
603	1B1B	55 m^2
603	BALC	10 m^2
		65 m^2

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REV	DATE	DESCRIPTION
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N	06/06/2025	SECONDARY CONSENT RFI 1

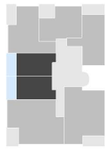
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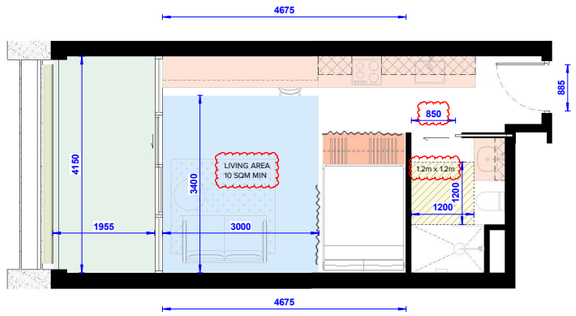
PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
B.A.D.S APARTMENT TYPE L6 (1 OF 2)

DATE: 11/03/2025
JOB N°: 38047
SCALE:
REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T861



APT TYPE 6 - 0A



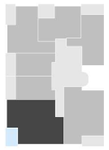
APARTMENT TYPE 6 -0A

APPLICABLE TO APARTMENT(S)
604, 605

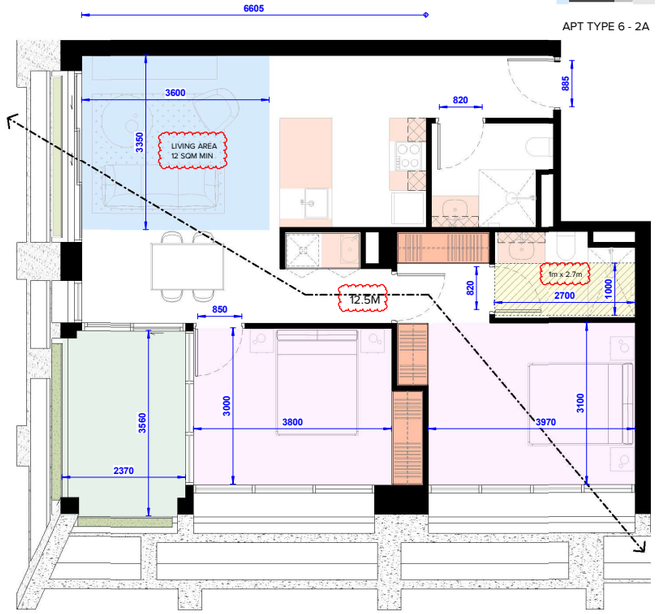
INTERNAL STORAGE : 6.1 m³
EXTERNAL STORAGE AT BASEMENT L3 : 1.9 m³
TOTAL STORAGE : 8 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)		✗
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)		✗

Apt No.	APT. TYPE	AREA
604	BALC	10 m²
604	Studio	31 m²
		41 m²



APT TYPE 6 - 2A



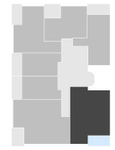
APARTMENT TYPE 6 - 2A

APPLICABLE TO APARTMENT(S)
606

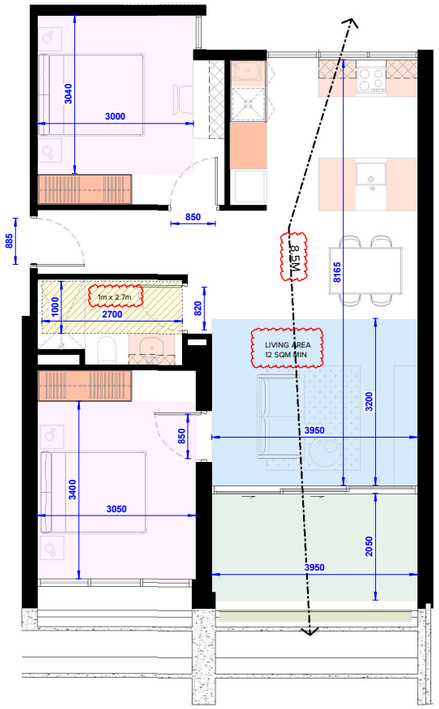
INTERNAL STORAGE : 11.1 m³
EXTERNAL STORAGE AT BASEMENT L3 : 3.6 m³
TOTAL STORAGE : 14 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)		✗
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
606	2B2B	81 m²
606	BALC	10 m²
		91 m²



APT TYPE 6 - 2B



APARTMENT TYPE 6 - 2B

APPLICABLE TO APARTMENT(S)
607

INTERNAL STORAGE : 9.8 m³
EXTERNAL STORAGE AT BASEMENT L3 : 4.2 m³
TOTAL STORAGE : 14 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)		✗
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
607	2B1B	75 m²
607	BALC	10 m²
		85 m²

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N	06/06/2025	SECONDARY CONSENT RFI 1

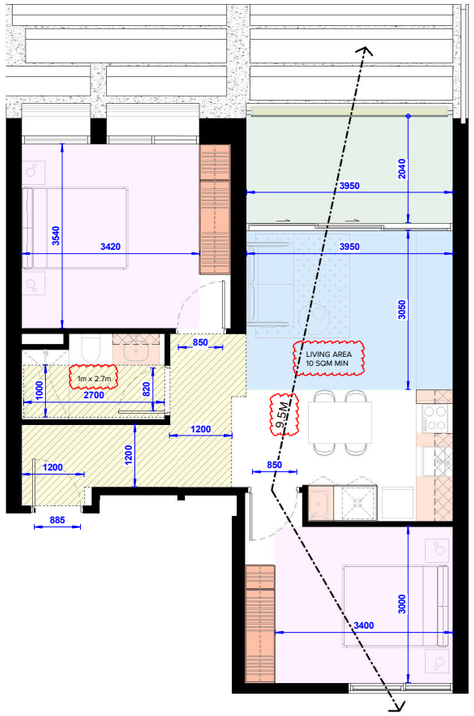
REV	DATE	DESCRIPTION

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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
B.A.D.S APARTMENT TYPE L6
(2 OF 2)

DATE: 11/03/2025
JOB N°: 38047
SCALE:
REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T862



APT TYPE 7 - 2A

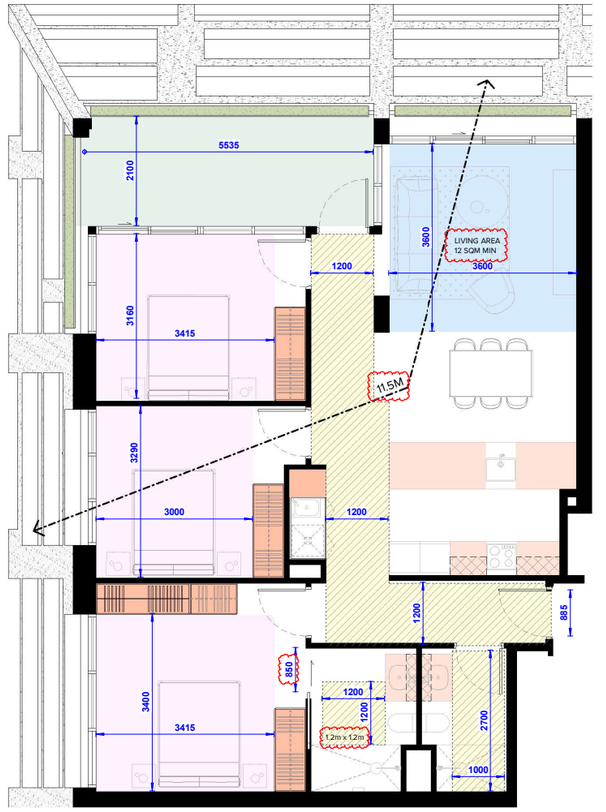
APARTMENT TYPE 7 - 2A

APPLICABLE TO APARTMENT(S)
701

INTERNAL STORAGE : 9 m³
EXTERNAL STORAGE AT BASEMENT L3 : 5 m³
TOTAL STORAGE : 14 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
701	2B1B	69 m²
701	BALC	10 m²
		79 m²



APT TYPE 7 - 3A

APARTMENT TYPE 7 - 3A

APPLICABLE TO APARTMENT(S)
702

INTERNAL STORAGE : 16.8 m³
EXTERNAL STORAGE AT BASEMENT L3 : 1.2 m³
TOTAL STORAGE : 18 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
702	3B2B	106 m²
702	BALC	17 m²
		123 m²

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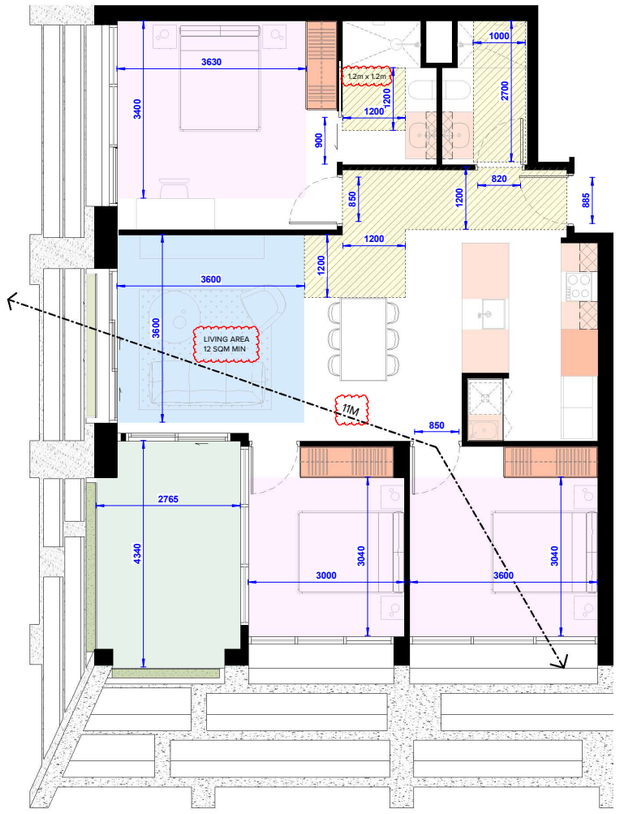
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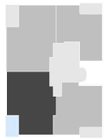
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PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
B.A.D.S APARTMENT TYPE L7 (1 OF 2)

DATE: 11/03/2025
JOB N°: 38047
SCALE:
REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T871





APT TYPE 7 - 3B

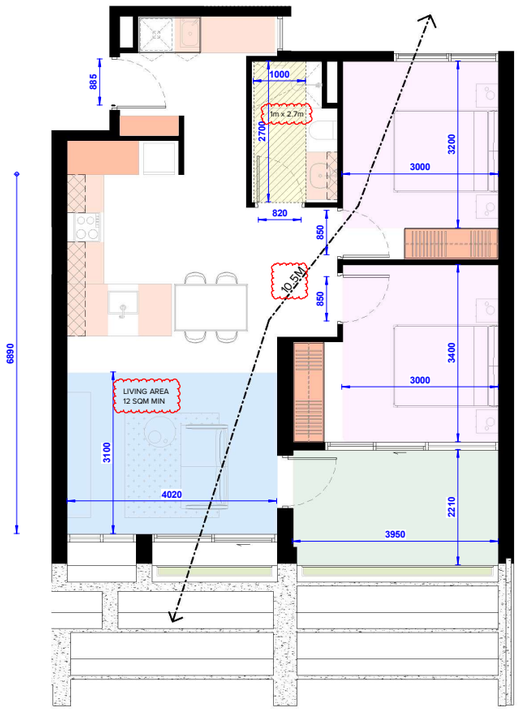
APARTMENT TYPE 7 - 3B

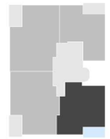
APPLICABLE TO APARTMENT(S)
703

INTERNAL STORAGE : 12.6 m³
EXTERNAL STORAGE AT BASEMENT L3 : 5.4 m³
TOTAL STORAGE : 18 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)	✓	
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
703	3B2B	100 m²
703	BALC	15 m²
		115 m²





APT TYPE 7 - 2B

APARTMENT TYPE 7 - 2B

APPLICABLE TO APARTMENT(S)
704

INTERNAL STORAGE : 12.6 m³
EXTERNAL STORAGE AT BASEMENT L3 : 1.4 m³
TOTAL STORAGE : 14 m³

	YES	NO
STANDARD D17 or B41 (ACCESSIBILITY)		✗
STANDARD D19 (PRIVATE OPEN SPACE)	✓	
STANDARD D20 or B44 (STORAGE)	✓	
STANDARD D24 (MINIMUM ROOM DIMENSION)	✓	
STANDARD D25 or B47 (ROOM DEPTH & HEIGHT)	✓	
STANDARD D26 or B48 (WINDOWS & DAYLIGHT ACCESS)	✓	
STANDARD D27 or B49 (CROSS VENTILATION)	✓	

Apt No.	APT. TYPE	AREA
704	2B1B	76 m²
704	BALC	12 m²
		88 m²

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N	06/06/2025	SECONDARY CONSENT RFI 1

REV	DATE	DESCRIPTION

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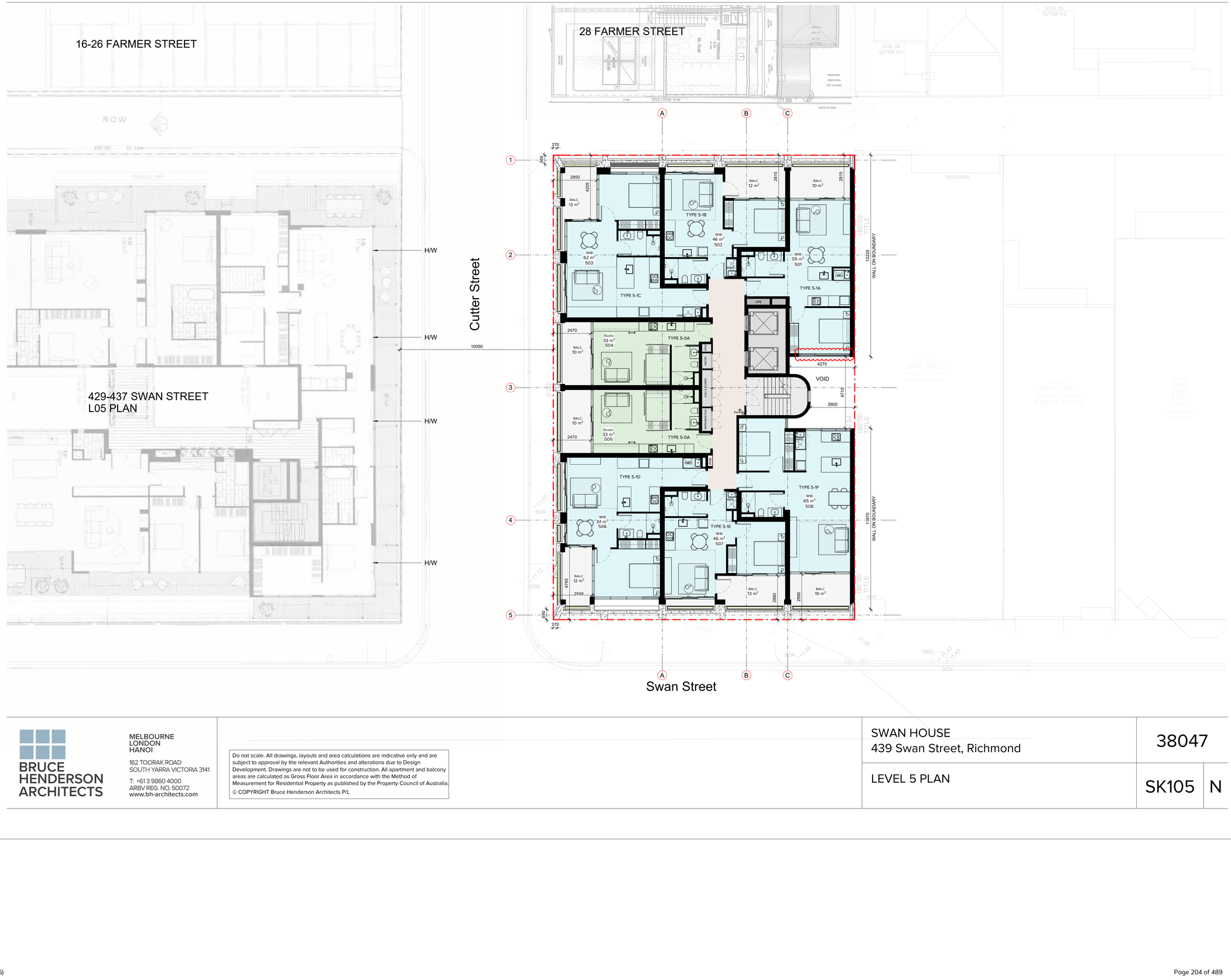
PROJECT:
SWAN HOUSE
439 Swan Street, Richmond

DRAWING TITLE:
B.A.D.S APARTMENT TYPE L7
(2 OF 2)

DATE: 11/03/2025
JOB N°: 38047
SCALE:
REVISION N°: N
DRAWN: BHA
DRAWING STATUS: TOWN PLANNING
DRAWING N°: T872

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29/09/25



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SWAN HOUSE
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LEVEL 5 PLAN

SK105 | N

0 0.5 1.0 2.0 4.0m 1:200 | A3

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LEVEL 6 PLAN

SK106

0 0.5 1.0 2.0 4.0m 1:200 | A3

29/09/25

16-26 FARMER STREET

28 FARMER STREET

429-437 SWAN STREET

Cutter Street

Swan Street



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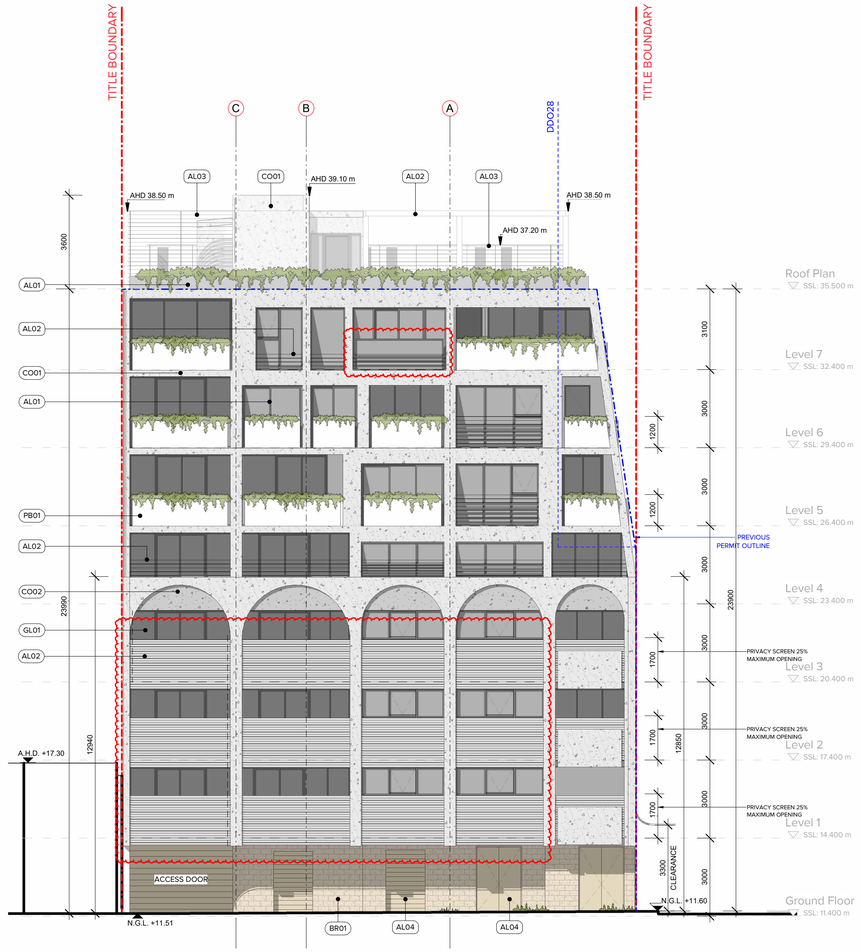
38047

LEVEL 7 PLAN

SK107

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29/09/25



NORTH ELEVATION



WEST ELEVATION

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SWAN HOUSE
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ELEVATIONS

SK204

29/09/25





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SWAN HOUSE
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3D VIEWS

SK601

hansen

To:	Erryn Megennis	Date:	17/07/2025
Company:	City of Yarra	From:	Hansen Urban Design Team
Re:	**439-443 Swan Street, Richmond**		

Thank you for the opportunity to review the amended application for the proposed 8 storey mixed use residential development at **439-443 Swan Street, Richmond**, in place of a 7 storey office development approval. Following our site inspection, we have reviewed the relevant Planning Scheme provisions and the amended architectural plans prepared by Bruce Henderson Architects (dated 11th March 2025) and undertaken an analysis of the urban context and on our own intimate knowledge of the Richmond area.

We provide the following assessment in relation to urban design matters:

Site and context

The subject site is a consolidated, rectangular, corner parcel located on the northern side of Swan Street, and the eastern side of Cutter Street. It has a 19.78m frontage to Swan Street, and a frontage to Cutter Street of 30.54m, resulting in a site area of approximately of 603m^2. The site is also serviced by a laneway, located in the north which is approximately 3.8m wide, accessed via Cutter Street and extending eastward towards Stawell Street. The existing built form at 439–441 Swan Street occupies the full extent of the property and consists of a 2 storey commercial brick building currently occupied by 'Tycorp'. Along the Swan Street frontage, the building incorporates an at-grade under croft car park for four vehicles, with direct access from the street via a crossover spanning the width of the car park. Adjacent to the east, at 443 Swan Street, is a narrow, single storey brick building currently occupied by 'Cadre Property Group'. The site is relatively flat and cleared of vegetation.

The site is well serviced by public transport, with tram route 70 operating along Swan Street, providing direct connections to the Docklands, Melbourne CBD, and the eastern suburbs. Burnley Station is located approximately 180m to the south, offering additional rail connections along four lines.

The site is located within the Swan Street Major Activity Centre – Precinct 4 (Burnley Station), consistent with the broader strategic direction to reinforce Swan and Burnley Streets as vibrant commercial, retail, and residential corridors. This precinct forms part of Council's vision to support increased density and mixed-use development in well connected, inner urban locations.



Site context (Nearmap)

The site has the following interfaces:

- To the immediate **north** of the site is a 3.8m wide laneway which can be accessed from Cutter Street and runs east towards Stawell Street. Beyond the laneway at 89 and 91 Cutter Street, and 28 and 30 Farmer Street, is a 3 storey contemporary attached townhouse development occupied by 4 dwellings. There are private rooftop terraces located along the eastern boundary. 32 Farmer Street which comprises of a single storey heritage terrace dwelling on a narrow property. To the immediate north is Farmer Street, a one way street approximately with 10m wide road reserve with trees and footpaths on either side.
- To the immediate **east** is 445 Swan Street, a single storey building occupied by 'Swan Street Vet'. At 447 and 449 Swan Street are a series of 2 storey commercial buildings, occupied by 'Dingle Partners' and 'Melbourne ENT Group'. At 451 Swan Street, is a single storey brick building occupied by 'Loc Build'. Further east located at 451-459 are three 2 storey commercial buildings. At 461-463 Swan Street is a single storey convenience store, with a 18m setback for customer car parking.
- To the immediate **west** is Cutter Street, a local two-way street with approximately a 10m wide road reserve with narrow footpaths on either side. Across the street at 429-437 Swan Street, is a recent mixed-use development with commercial, retail and cafe on the Ground Floor. The upper levels of the 6 storey building is residential. Further east is a 2 storey commercial building, followed by a single storey commercial building and then a series of 2 and single storey fine grain heritage commercial buildings.
- To the immediate **south** is Swan Street a four lane main road approximately 20m wide road reserve running east-west. It features kerbside parallel parking and footpaths on either side and tram route 70 through a central track provision. The footpath accommodates canopy trees and a tram stop is located 120m to the west. Opposite, at 480 Swan Street is a recent 12 storey commercial office development with a 3 to 4 storey street wall presentation, occupied by 'Australia Post'. At 484 Swan Street is a 2 storey commercial premises while at 486 Swan Street is also a 2 storey commercial space with deep setback from the main road for carparking.

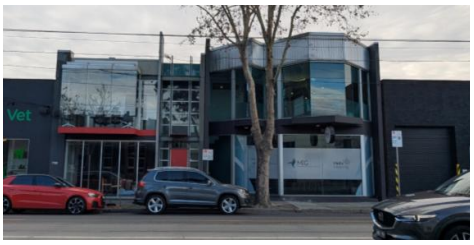
In the sites broader context, it is located within the eastern extent of the Swan Street Major Activity Centre, positioned within a Commercial 1 Zone. To the north, the context transitions to low scale residential, while to the south, the area comprises light industrial, warehouse and showroom, alongside a larger format commercial development that contributes to the area's mixed-use character.



Subject site – Swan Street frontage



North – rear laneway and 89 Cutter Street



East – 445 and 447 Swan Street



West – 429-437 Swan Street



South – 490 Swan Street

Planning Context

The subject site is located within a **Commercial 1 Zone (C1Z).** The purpose of the C1Z comprises:

- *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

The subject site is also located within the following overlays:

Design and Development Overlay – Schedule 28 (DDO28- Swan Street Activity Centre – Precinct 4 Burnley Station)

The objectives of DDO28 seek to:

- *To ensure development respects the scale, rhythm, and architectural detail of the streetscape and the heritage buildings in the Burnley Street Heritage Precinct.*
- *To support a new mid rise scale built form character with lower built form at the interfaces with streets and the adjoining low rise residential areas that maintains an active, high quality and pedestrian friendly environment.*
- *To reinforce the corners of Swan Street and Burnley Street as a vibrant commercial, retail and residential location.*
- *To provide for taller development on the south side of Swan Street that delivers significant public realm outcomes and ensure development on both side of Swan Street maintains the amenity of Ryan's Reserve.*
- *To support high quality new buildings adjoining Burnley Station with mixed uses that activate and improve pedestrian connections to the station.*



Zones



Design Development Overlays

The site is also subject to **Design Development Overlay – Schedule 2 (DDO2).** The objectives of DDO2 seek to ensure that development of land around main road and boulevards:

- *To ensure development respects the scale, rhythm, and architectural detail of the streetscape and the heritage buildings in the Burnley Street Heritage Precinct.*
- *To support a new mid rise scale built form character with lower built form at the interfaces with streets and the adjoining low rise residential areas that maintains an active, high quality and pedestrian friendly environment.*
- *To reinforce the corners of Swan Street and Burnley Street as a vibrant commercial, retail and residential location.*
- *To provide for taller development on the south side of Swan Street that delivers significant public realm outcomes and ensure development on both side of Swan Street maintains the amenity of Ryan's Reserve.*
- *To support high quality new buildings adjoining Burnley Station with mixed uses that activate and improve pedestrian connections to the station.*

The site is also affected by **Design Development Overlay – Schedule 5 (DDO5)**, which applies to land in proximity to the CityLink exhaust stack. Given the nature of this overlay, DDO5 is not considered to have any urban design implications and is not relevant to the assessment.

The following State and Local planning policies are considered relevant:

- *Clause 02.03-1 – Settlement;*
- *Clause 02.03-4 – Built Environment and Heritage;*
- *Clause 02.03-6 – Economic Development;*
- *Clause 11.03-1S – Activity Centres;*
- *Clause 11.03-1L – Activity Centres;*
- *Clause 15.01-1S – Urban Design;*
- *Clause 15.01-1R - Urban Design Metropolitan Melbourne;*
- *Clause 15.01-1L - Urban Design;*
- *Clause 15.01-2S – Building Design;*
- *Clause 15.01-2L - Building Design;*
- *Clause 15.01-5S – Neighbourhood Character;*
- *Clause 16.01-1S – Housing Supply and;*
- *Clause 16.01-1L – Location of Residential Development.*

Other relevant documents:

- Plan for Victoria (2025);
- Swan Street Activity Centre Built Form Framework (2017);
- Urban Design Guidelines for Victoria (2017);
- Swan Street Structure Plan (2014);
- City of Yarra Urban Design Strategy (2011) and;
- Victorian Urban Design Charter (2010).

The Proposal

The amended proposal comprises the construction of an 8 storey mixed use building with retail on Ground Floor and residential above. Specifically, key components of the proposal are as follows:

- The proposal includes three levels of Basement, accommodating a storage area (138m^2), a car stacker system (40 spaces), bicycle parking (46 bicycles), gym (190m^2) and other amenities. Vehicle access to the basement is accessed via a rear laneway off Cutter Street, with a ramp located at the north east corner of the site.
- The Ground Floor comprises of a retail (228m^2) space fronting Swan Street including bathroom amenity with main entry point from the corner of Swan and Cutter Street. The residential entrance is from Cutter Street, it includes a lobby (60m^2). The substation (25m^2), fire pump room (25m^2), waste room (26m^2), and bicycle parking (16 spaces) are to the rear of the development while the building core is centrally positioned to the east, with an emergency stairwell (48m^2) extending towards Cutter Street.
- Level 1 contains a mix of studio to 2 bedroom apartments, with only apartments 1B1B and 2B1B featuring east facing terraces, above this, the space becomes a lightwell.
- Levels 2 to 6 comprises apartments with a mix of studio to 2 bedroom apartments.
- Level 7 includes a mix of 2 and 3 bedroom apartments.
- The rooftop terrace (192m^2) includes BBQ and kitchen facilities, yoga and functional space, and a vegetable garden.
- The amended plans propose an overall building height of 23.9m, consistent with the previously endorsed scheme. The street wall height has been reduced from 13.75m to 12.85m. The upper levels retains a similar chamfered and stepped terrace form.
- The endorsed development comprised a commercial scheme with higher floor to floor heights of 3.35m. The amended scheme transitions to a residential typology, comprising of lower floor to floor heights of 3m. The change has also enabled the relocation of building services to the rear of the site.
- The proposal incorporates a light well east of the building core, allowing daylight penetration into the apartments.
- The proposal incorporates increased landscaping planting provision throughout the façade/s.
- The retail tenancy at Ground Floor has replaced the commercial tenancy, presents a more open frontage.
- The external design adopts a new architectural language, featuring prominent arches at the lower levels to create vertical rhythm and depth to the street wall. Upper levels step back in a terraced form, while a light toned material palette is softened by integrated landscaping.



Artist Impression, Swan Street Interface

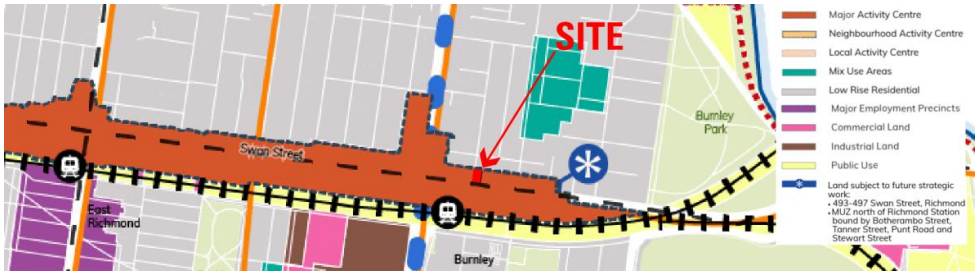
Urban Design Assessment

Strategic Context

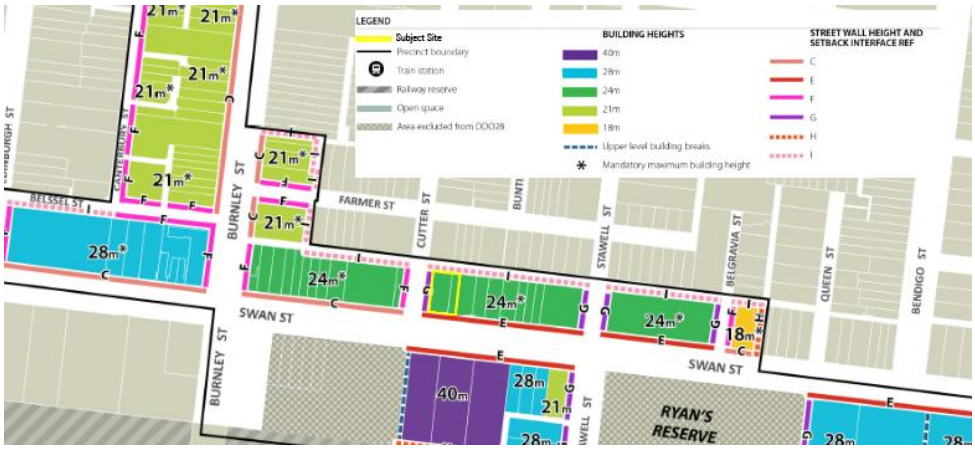
The subject site is located within the Swan Street Major Activity Centre (MAC), comprising a wide frontage to the street in a corner location on a commercial land parcel. The site benefits from existing endorsed plans for a development of similar height, mass and form, establishing an allowable built form 'envelope', in effect. The site is well located in terms of public transport provision with a Tram route 70 running along Swan Street and being a short walk from both Burnley Train Station (south) and East Richmond Station (west) – which are on multiple rail lines. It is, therefore, a suitable candidate for infill development.

The location of the subject site within the Swan Street MAC is further confirmed and guided Development Overlay – Schedule 28 (DDO28) underpinned by the Swan Street Activity Centre Built Form Framework 2017. The DDO28 also contains objectives supporting and development of increased density which it seeks to *'support a new mid rise scale built form character with lower built form at the interfaces with streets and the adjoining low rise residential areas that maintains an active, high quality and pedestrian friendly environment'.*

The proposed overall scale is strategically justified as it essentially retains the approved built form 'envelope' established by the existing Endorsed Plans. The change in use from commercial office to residential delivers a more balanced outcome that aligns with the housing growth objectives from *Plan for Victoria (2025)*, which encourages higher density housing in well-serviced, transit-accessible location. Situated within an established Activity Centre, the proposal responds to its strategic context and contributes to a more diverse and active corner presence at this side street and main road.



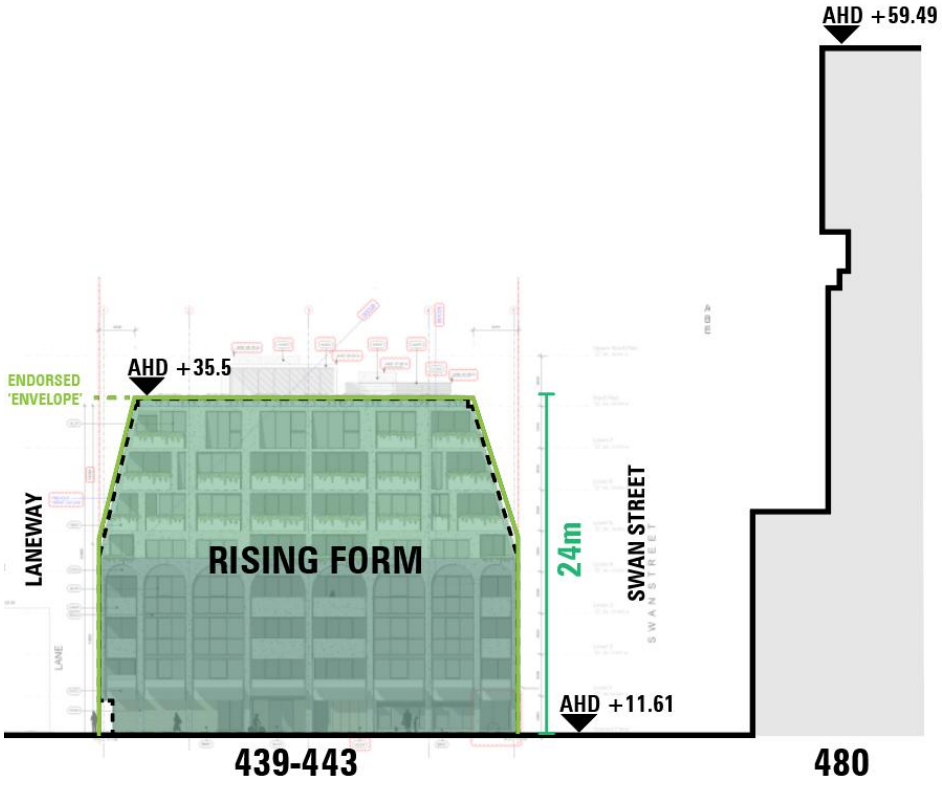
Extract of Clause 02.04, Strategic Framework Plan – Swan Street MAC



Extract of DDO28 Height and Interface Map (2022)

Building Height

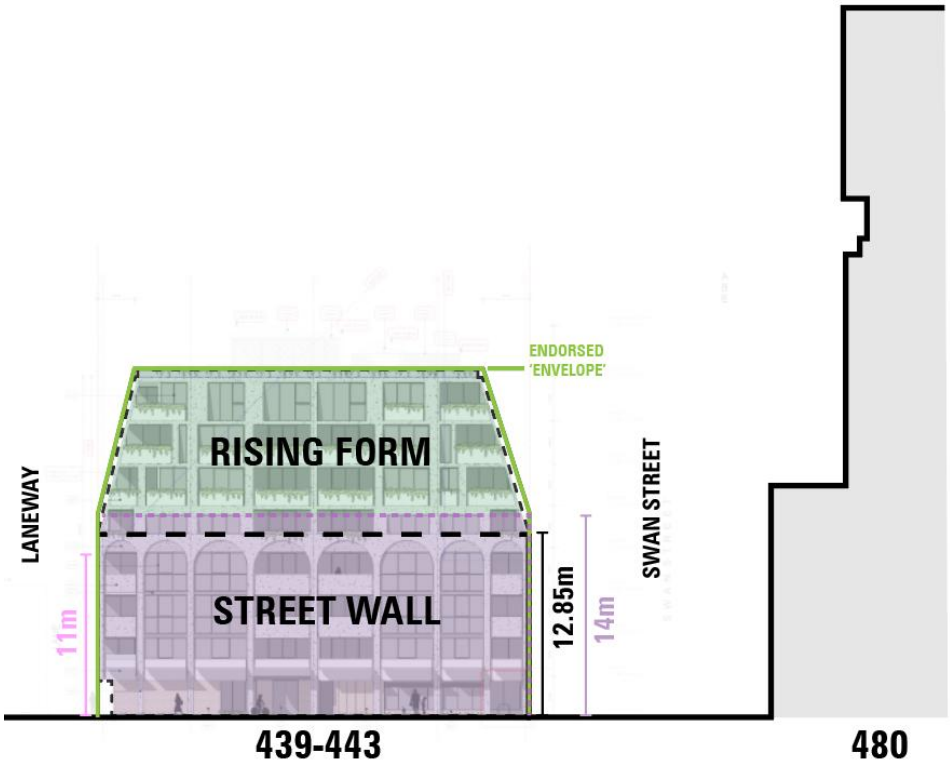
- Regarding the overall building height, DDO28 specifies a preferred maximum height of 24m, while the proposal reaches 23.9m, which falls just within the discretionary metric.
- The amended proposal at 8 storeys also closely matches the overall height of existing approval on site (PLN18/0403), which comprises of a 7 storey form. Given the variation in floor-to-floor heights between commercial and residential uses, the proposed height is comparable and aligns with established built form expectations for this part of the Swan Street Activity Centre. It also reflects the emerging mid-rise scale envisaged in the DDO28.
- We are also satisfied that the proposal will not result in any additional overshadowing of the Swan Street footpath between 10am and 2pm at the equinox (22 September), in accordance with DDO28 requirements.
- Overall, the height of the proposal is considered acceptable and demonstrates a well resolved response to both strategic planning controls and site context. The built form sits comfortably within the 'envelope' established by both the endorsed plans and DDO28, and does not give rise to any adverse amenity impacts in terms of overlooking, visual bulk, or shadowing.



Comparison of proposed overall building height against endorsed 'envelope' and DDO28.

Street Wall

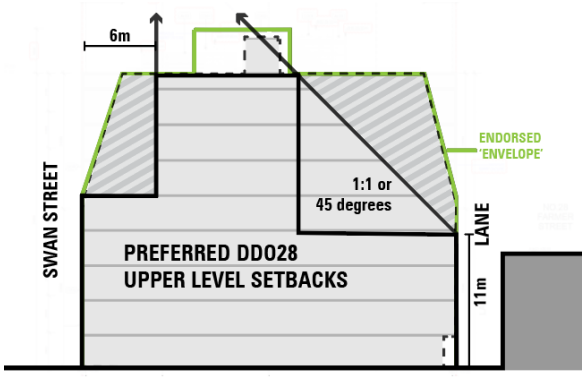
- The street wall height accords with DDO28's preferred maximum dimension of 14m to both Swan and Cutter Streets, with the proposal presenting a consistent street wall height of 12.85m to each interface. To the north, along the laneway interface, the street wall rises to 12.85m, which exceeds the preferred maximum height of 11m by 1.85m. However, this outcome replicates the street wall height and alignment of the existing endorsed plans, ensuring consistency with the approved built form and maintaining an acceptable presentation to the laneway.
- Although the rear street wall exceeds the preferred maximum height of 11m does accord with the endorsed 'envelope' of the approval. The proposal also does not result in any additional overshadowing or overlooking to residentially zoned land beyond that which would be generated by a proposal compliant with the preferred street wall height. The adjoining residentially zoned land is separated by a 3.8m wide laneway and is sufficiently screened to mitigate any adverse overlooking impacts.
- The proposed street wall height appropriately responds to the preferred outcomes of DDO28, presenting a consistent and recessive interface to Swan and Cutter Streets. Although the rear interface slightly exceeds the preferred height, it remains within the 'envelope' of the endorsed plans and does not result in any additional overshadowing or overlooking impacts to adjoining residential land. Therefore, given the proposal effectively replicates the built form already approved under the endorsed plans, this rear interface remains acceptable.



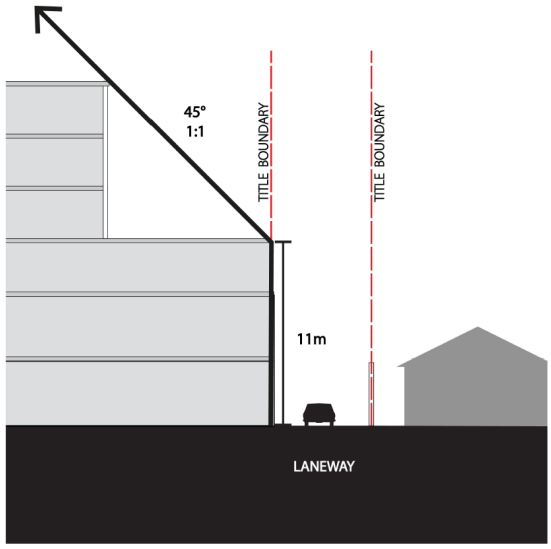
Comparison of proposed street wall against endorsed 'envelope' and DDO28.

Setbacks

- DDO28 specifies a preferred street wall setback of 0m to both Swan and Cutter Streets, encouraging a continuous built edge that reinforces the commercial character of the Activity Centre. The proposal adopts a 0m setback to both frontages, in direct compliance with this requirement and consistent with the alignment established 'envelope' of the endorsed plans.
- DDO28 also includes discretionary upper level setback requirements, being 6m to Swan Street and 3m to Cutter Street with the intention to ensure the visual recession of upper level built form and mitigate potential impacts on the public realm. While the proposal does not achieve these preferred setbacks, the built form follows the same upper level setback profile as the endorsed plans, maintaining consistency with the approved development 'envelope'.
- To the rear (northern boundary), DDO28 refers to Figure 1 and outlines a preferred upper level setback of 1:1 or a 45 degree recession above an 11m street wall to minimise visual bulk and maintain a sensitive interface to adjoining residential land. The proposed setbacks to the laneway interface does not follow this discretionary profile, with Level 5 set back 0.56m, Level 6 at 1.24m, Level 7 at 1.96m, and the roof at 2.85m. While this represents a notable departure from the preferred interface arrangement, the built form again accords with the 'envelope' approved under the endorsed plans and does not result in any unreasonable overshadowing or overlooking impacts. Levels 1 to 4 are appropriately screened, and upper levels have limited sightlines to the residential properties beyond the laneway, ensuring that amenity impacts are appropriately managed.
- The amended design introduce improved facade articulation, including integrated balconies and a more visually refined expression, which reduces the perception of visual bulk compared to the earlier approval. The interface to the laneway is more articulated and modulated, presenting a softer and more visually refined built form relative to the more monolithic expression of the endorsed plans.
- Therefore, the amended proposal offers a more legible and contextually responsive transition to the adjoining residential properties and presents a more acceptable built form outcome.



Upper level setback against DDO28



Excerpt of Figure 1: rear setbacks

Building Separation

- DDO28 includes a discretionary guideline for building separation where development shares a common boundary and no specific interface treatment is identified. It states that *"where development shares a common boundary and no interface treatment is shown in Map 1…, buildings up to 28m, be set back a minimum of 4.5m from the common boundary, where a habitable window or balcony is proposed."* This guideline is intended to manage visual bulk and maintain equitable development potential on adjoining sites.
- The proposal's overall height is less than 28m and no upper level building breaks are identified on the subject site. It is therefore acceptable that the amended proposal essentially seeks to rise sheer to its eastern common boundary.
- The amended design now incorporates a notable vertical rebate (light well) along the eastern boundary. This modulation assists in breaking up the sheer profile to this interface. Further the proposed seeks to 'wrap' the expression of the street wall arches along this sideage. This will assist in enabling a better appreciation of the proposed building in the round and is considered to sufficiently 'treat' this blank wall until such a time in the future that redevelopment occurs on abutting land to the east.



Artist Impression of amended proposal looking northwest

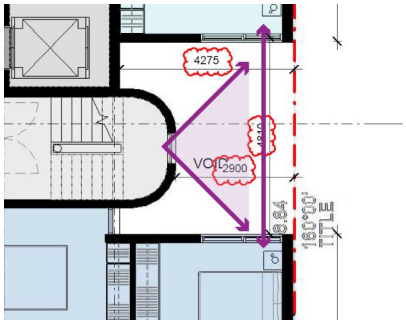
Site Plan

We are broadly supportive of the proposed site plan, finding it to be well resolved, functional, and logical from a site planning perspective and make the following comments:

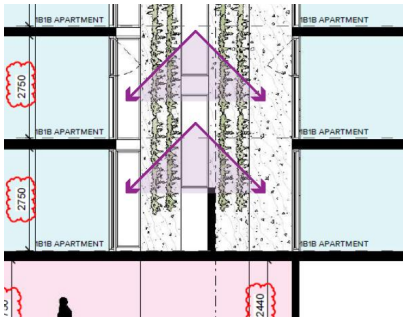
- We support the provision of a Ground Floor retail tenancy (228m²) fronting Swan Street, which is well positioned to contribute positively to street activation. This represents a marked improvement on the endorsed scheme, where office use at Ground Floor offered less engagement with the public realm.
- The proposal provides a clear separation between public-facing retail uses and private residential areas through the introduction of multiple, well defined entry points. A dedicated retail entry and separate residential lobbies from both Swan and Cutter Streets reinforce a logical access hierarchy.
- Services are now consolidated to the rear laneway, representing an improvement over the endorsed plans where they extended along Cutter Street. Relocating parking to the basement has enabled a more efficient layout, removing services from street interfaces and improving activation along Cutter Street.
- The driveway to the basement is logically positioned along the rear laneway, minimising its impact on the street frontages. This location reduces potential conflict between pedestrian and vehicles entering the property and aligns with the access requirements set out under DDO28.
- The residential component comprises a mix of studio, 1, 2, and 3 bedroom dwellings. The internal layout is logical and well-considered, with smaller apartment typologies concentrated on the lower levels and larger 3 bedroom dwellings located on Level 7, where they benefit from improved outlook and greater access to daylight.
- A notable feature of the proposal is the rooftop terrace, which incorporates a productive garden with vegetables, herbs, and fruit planting. The terrace also includes a sheltered pergola structure and a flexible open space designed to accommodate yoga, wellness activities, and small community functions.
- While we support the overall layout approach, we do suggest a few minor refinements that seek to further improve the site planning response and its overall functionality and legibility, including;
  - While the awnings on Level 1 are designed to aesthetically fit between the columns, Swan Street is a key pedestrian thoroughfare. As currently proposed, these segmented awnings are not functional from an urban design perspective. They should be redesigned as a continuous and functional awnings, to better serve as weather protection for pedestrians.
  - The communal stairwell window on the eastern elevation overlooks adjacent eastern apartments, raising overlooking or intervisibility concerns. The bedrooms on Levels 1 to 7 in the north east and south east corners may be affected. Additionally, there is concern regarding overlooking from the stairwell at Levels 1 and 2 to the terrace below on Level 1. To protect the privacy, we recommend obscure glazing or side mounted fins or louvers to these window.
  - The southeast apartments from Levels 1 to 6 each contain a bedroom with a narrow window. We recommend that an internal amenity or daylight expert assess daylight access, particularly assuming thar 445 Swan Street will to be redeveloped in the future, which may further constrain daylight to the lower-level apartments.



Incorporate continuous awning



Potential overlooking into apartments & intervisibility concerns between apartments

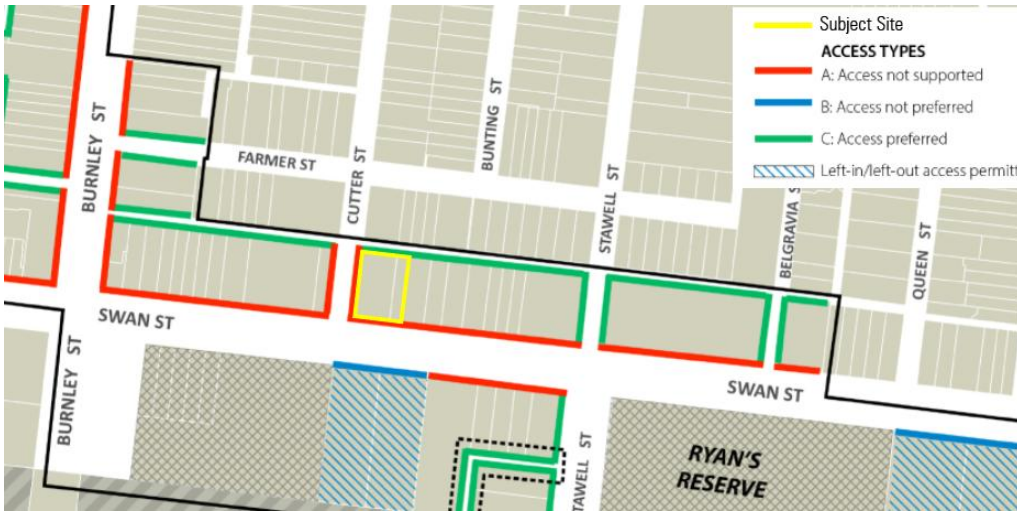


Potential overlooking to terraces from Level 1 & 2

Hansen Partnership Pty Ltd

Vehicle and Pedestrian Access

- DDO28 states that "*development should provide vehicular access from rear lanes or from side streets in the preferred locations.*" According to Access and Movement Map 2, the subject site is identified as Access Type C, where access is preferred via the rear laneway and discouraged from Swan and Cutter Streets. The amended proposal complies with this requirement by providing car park access via the rear laneway off Cutter Street. This arrangement is consistent with the access strategy shown in the endorsed plans, which also located vehicle entry at the rear. Retaining this approach ensures minimal disruption to pedestrian activity along the primary street frontages and supports the intent of DDO28 to prioritise a safe and active public realm.



Extract DDO28, Map 2 Access and Movement (cropped)

Architectural Form and Expression

- We consider the amended proposal to represent a clear architectural improvement over the previously endorsed scheme. The earlier design adopted a glazed, monolithic expression with limited modulation and minimal street-level engagement. In contrast, the amended scheme introduces a more refined and articulated composition that responds positively to the Swan Street context.
- We are generally supportive of the compositional arrangement, materiality, and architectural expression of the amended proposal. The primary street elevation presents an articulated façade treatment that responds well to the character of Swan Street. The lower levels are defined by a series of expressed vertical arches that introduce a rhythmic and sculptural quality to the podium. These arches frame the balconies and windows, establishing a clear sense of order and depth across the street wall.
- We are also supportive of the rising form to the upper levels, which adopts a terraced and chamfered profile. Although the setbacks from the podium are modest, they assist in reducing visual bulk and minimising overshadowing. The upper levels are characterised by a regular grid of inset balconies and openings, softened by integrated planter boxes that contribute to a green, layered appearance. The use of repeated rectilinear openings framed in concrete, with black metal window detailing, brings texture, cohesion, and a contemporary finish to the overall built form.

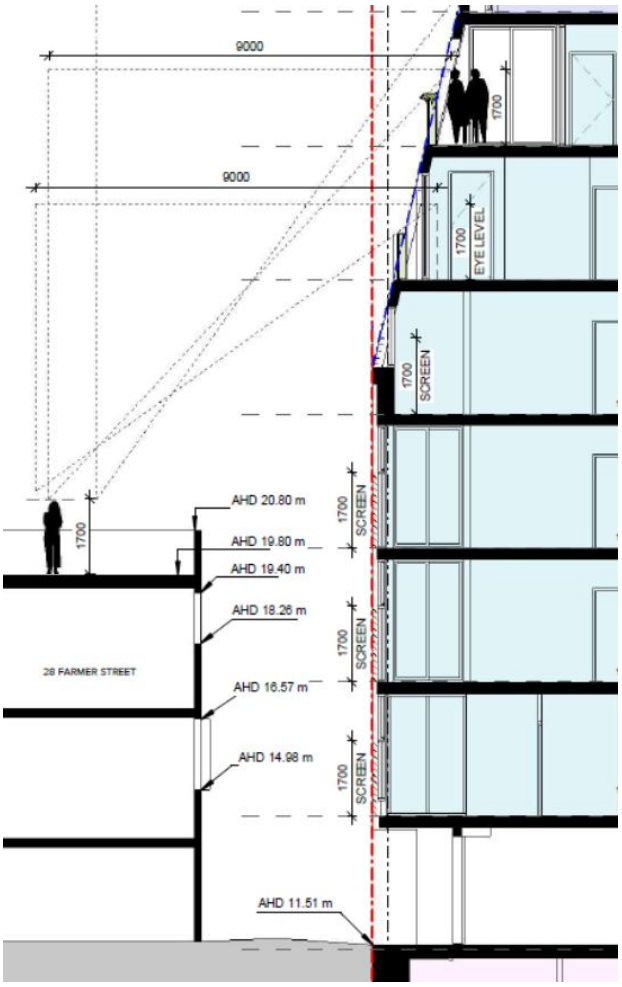


Artist Impression, Swan & Cutter Street Interface – 'endorsed office development' (on left) comparison to amended mixed use (residential) proposal (on right)

Offsite Amenity Impact

Overlooking

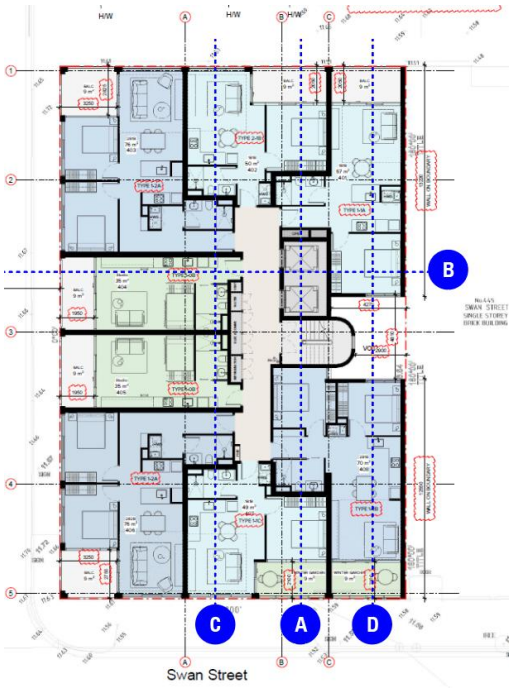
- To the north of the subject site is an approximately 3.8m wide rear laneway, beyond which lies land within the General Residential Zone (GRZ), including the dwellings at 89 and 91 Cutter Street and 28, 30 and 32 Farmer Street. As these properties are situated within a residential zone and directly abuts the laneway interface, potential overlooking impacts require careful consideration.
- DDO28 includes a design requirement to "*protect the amenity of existing residential properties*" and under the building height requirements, it specifies that development should result in "*no additional overshadowing and overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height*." This guidance reinforces the need to manage visual privacy, particularly where sensitive residential interfaces are concerned.
- In this instance, the proposal has addressed overlooking through a combination of spatial separation and physical screening. From Levels 1 to 4, fixed privacy screens have been incorporated into the balconies and windows to 1.7m in height above FFL across the northern elevation to restrict direct views into adjoining rooftop private open spaces. From living rooms and bedrooms on Level 5 and above, the separation distance between the proposed building and the abutting rooftop spaces is sufficient to prevent for unreasonable overlooking impacts. Therefore, the proposal is considered to meet the intent of DDO28 in maintaining residential amenity to the north.



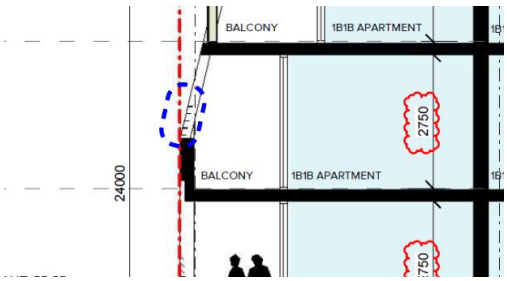
Excerpt of section C-C and overlooking implications

Documentation

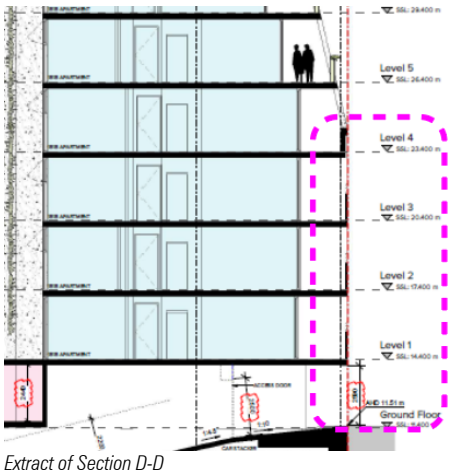
- There are inconsistencies between the Amended Plans and the associated cross sections, particularly regarding the labelling and referencing of section lines. The section references shown on the floor plans do not correctly correspond to the cross section labels, creating discrepancy when attempting to verify the design and placement of privacy screens. This misalignment makes it difficult to assess whether screening measures have been accurately represented and whether they align with DDO28 requirements.
- In addition, we note that louvres are not consistently labelled across all drawings, they are omitted from sections and plans, only appearing on elevations. Clear and consistent cross-referencing across all drawing sets is essential to enable a clear and accurate assessment of built form and overlooking impacts.
- Furthermore, Section D-D does not depict the adjoining built form to the north,(at 32 Farmer Street) which is the most sensitive interface. This omission limits the ability to assess the proposal's overlooking and amenity impacts, particularly given DDO28's emphasis on managing transitions to residential land. Inclusion of neighbouring conditions is necessary to properly evaluate the proposal's built form response.



Corrected Section Cut Plan



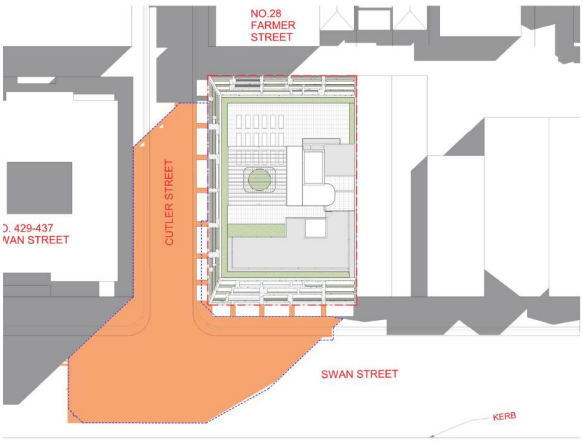
Unannotated sectional drawing – requiring clarification



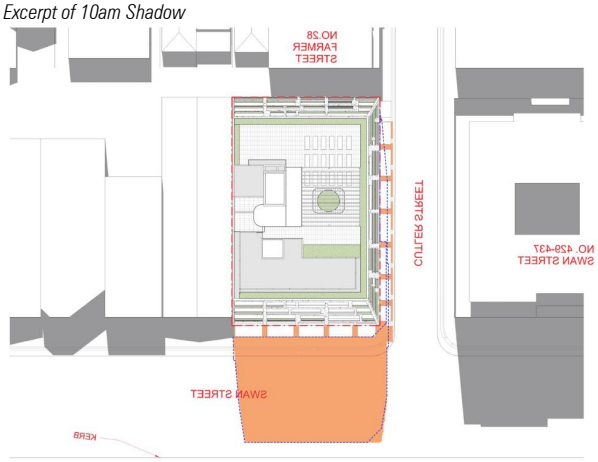
Extract of Section D-D

Overshadowing

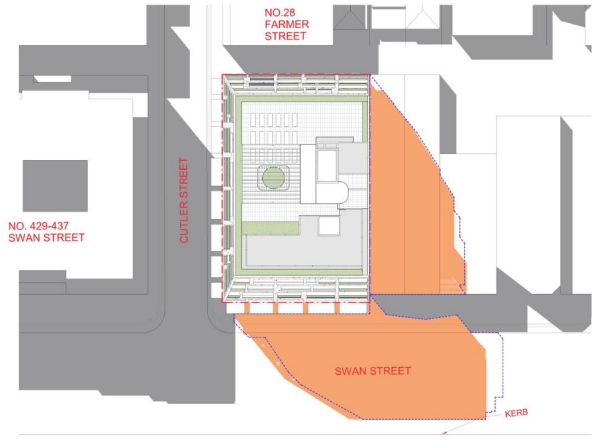
- Relevant to the subject site, DDO28 includes mandatory overshadowing controls to protect the public realm and pedestrian amenity along Swan Street. Specifically, it states that *"a permit must not be granted to construct a building or carry out works that would overshadow… any part of the southern footpath of Swan Street, measured from the property boundary to the existing kerb, between 10am and 2pm on 22nd September."* This control seeks to maintain solar access to key pedestrian areas along the southern side of Swan Street, a highly trafficked commercial and transport corridor.
- The shadow diagrams demonstrate that the proposed built form does not result in additional overshadowing impacts to the southern footpath of Swan Street between 10am and 2pm at the September equinox.
- Therefore, the proposal complies with the overshadowing requirement of DDO28 and provides an acceptable outcome in relation to solar the maintenance access to the public realm.
- Further, the proposal does not result in any additional overshadowing to the private secluded open space (PSOS) or to any residentially zoned land to the north of the site, including private open spaces located to the north.



Excerpt of 10am Shadow



Excerpt of 12pm Shadow



Excerpt of 2pm Shadow

Conclusion

In summary, the amended proposal presents a built form that is generally appropriate for the site and consistent with the strategic intent of DDO28. The proposed 8 storey height aligns with the preferred maximum height specified in the DDO and reflects a scale of development that is suitable within this part of the Swan Street Major Activity Centre.

While the upper level setbacks do not align with the discretionary guidance under DDO28, particularly in relation to the preferred 6m setback to Swan Street, 3m setback to Cutter Street, and the 45 degree or 1:1 setback treatment to the rear, the proposed form remains within the approved building 'envelope' established by the existing approval and its endorsed plans. In this context, the variation is considered acceptable, as it does not introduce additional offsite amenity impacts and continues to respond appropriately to the site's urban setting.

We also consider that the change to a mixed use (residential) use, has also resulted in an improved architectural outcome and enhances streetscape activation.

Overall, we are broadly supportive of the amended proposal make a few relatively minor recommendations as outlined below, to further refine the outcome:

- Redesign the awnings along Swan Street as a continuous canopy to provide funtional weather protection for pedestrians.
- Incorporate obscure glazing or side-mounted fins or louvers to the communal stairwell windows to ensure no unreasonable overlooking or intervisibility occurs.
- Bedrooms in south-east apartments (Levels 1–6) have narrow windows. Suggest that an internal amenity or daylight expert should assess these, especially if 445 Swan Street is to be redeveloped.
- To support a clearer and accurate assessment, the plans should be revised to ensure consistent labelling of sections, privacy screens, and louvres across all drawing sets. Section D-D should also be updated to include the northern interface and adjoining residential context.

We would be happy to liaise with the design team directly to progress these refinements in a timely manner. Should you have any further enquiries, please don't hesitate to contact us on 9664 9836.

Yours faithfully,

Hansen Partnership Pty Ltd

Urban Design Team

17/07/2025

SLR Consulting Australia
Level 11, 176 Wellington Parade, East Melbourne VIC 3002, Australia

9 July 2025

SLR Ref No.: 640.030695 (5520) 439-443 Swan St Richmond 20250702

Attention: Erryn Megennis
City if Yarra
PO Box 168
RICHMOND 3121

SLR Project No.: 640.030695 (5520)

RE: 439-443 Swan Street, Richmond
Development Application Acoustic Review

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report prepared to support the application for a residential development at 439-443 Swan Street, Richmond.

Details of the report are as follows.

- Title: 439 Swan Street, Richmond, Acoustic Assessment
- Reference: 20250068.1/1504A/R1/BAW
- Date: 1/04/2025
- Prepared for: Cadre Pty Ltd
- Prepared by: Acoustic Logic

A previous acoustic report was prepared for the site by Acoustic Logic and endorsed however the proposed use has subsequently changed from wholly commercial to mixed use. As such, the acoustic issues relevant to the application have changed.

1.0 Background Information

(Reference: Sections 1 and 2 of the report)

The critical acoustic details of the application are as follows:

- The proposal is for an 8 storey mixed use development comprising:
  - 2 levels of basement carparking inclusive of car stackers
  - Ground floor retail and amenities
  - 7 levels of apartments
  - Roof terrace and plant deck
- The main sources of noise to the subject development are identified as road traffic and trams on Swan Street. Rail noise impacts are also identified (the site is approximately 80 m north of a rail corridor)
- Potential noise impacts from the subject development are identified in subsequent sections of the report as project plant and equipment noise.

SLR Comments: The proposal and the main potential acoustic issues have been identified.

2.0 Noise to the Subject Development (Road and Tram Traffic Noise)

The following section provides a review of the road traffic and tram noise assessment to the subject development. A full review of the provided rail noise assessment has not been conducted due to the fact that the rail corridor is appreciably further away from the subject development than Swan Street, and if the façade is designed to address road and tram noise, rail noise will also be addressed.

2.1 Design Criteria

(Reference: Section 5.1.2 of the report)

Criteria for road traffic noise is provided in Table 5 of the report, and is identified as:

- Living rooms: 45 dBA $L_{eq,1h}$, and 40dBA $L_{eq,16h}$
- Bedrooms at night: 40 dBA $L_{eq,1h}$, and 35dBA $L_{eq,8h}$ and 55 dBA L_{max}
- Bedrooms during the day: 45 dBA $L_{eq,1h}$,

SLR Comment: The above criteria are generally in line with the City of Yarra Guidelines for noise to apartment developments.

2.2 Noise Measurements

(Reference: Section 4 of the report)

Attended measurements of road traffic and tram noise were undertaken 1.5 m above grade, on the south side of the subject site overlooking Swan Street at the following times:

- Tuesday 4 February 2025, 12:38 pm to 12:53 pm (middle of the day): 63-65 dBA
- Friday 7 February 2025, 6:15 am to 7:30 am (early morning / night period): 66-67 dBA
- Friday 7 February 2025, 4:30 pm to 4:45 pm (afternoon peak hour): 68 dBA

Tram noise was measured at 83 dBA Lmax, being the typical level based on at least 15 tram passbys. Acoustic Logic have confirmed via email to SLR that the reported level is the highest of the 15 passby levels measured.

All measurements are observed to be corrected by -2.5 dB for façade reflection.

SLR Comments: The measurement times are generally reasonable for quantifying road traffic noise impacts to the subject development. The measurement times can be expected to encompass the loudest day and night hours (i.e. the 6:15 – 7 am measurement for the night period and the Friday afternoon peak hour measurement for the day period). It is nevertheless of some concern that traffic noise to the subject site has been quantified by limited attended measurements rather than long term logging.

The day and night average levels (i.e. the 40 dBA $L_{eq,16h}$ and the 35dBA $L_{eq,8h}$) are also required for the assessment and the report does not clarify how these will be determined from the short term attended measurement data.

2.3 Assessment and Advice

(Reference: Section 6 of the acoustic report)

The acoustic report provides advice for façade upgrade treatments to meet the nominated internal design levels. The recommended glazing upgraded advice is provided in Section 6.1 and the mark ups included in Appendix 1 of the report. Glazing to the habitable room facades exposed to the highest levels of traffic noise are proposed to comprise not less than Rw = 37 dB glazing with a recommended minimum configuration provided as: 6 mm glass / 12 mm airgap / 12.76 mm thick laminated glass. Apartment bedrooms on lower levels overlooking Swan Street are proposed to include wintergardens.

Non-vision elements of the façade and the roof are proposed to be masonry and to not require acoustic upgrade.

Treatment to ventilation pathways is recommended to ensure that the acoustic rating of the façade is not compromised.

SLR Comments: The report does not provide full details of the assessment of road traffic noise to the rooms. SLR has carried out indicative calculations to check whether the proposed acoustic upgrade treatments are sufficient to address the measured levels of road traffic noise. Our calculations are based on the following:

- Typical traffic and tram noise spectra
- Assumed 2 dB difference between the measured maximum day noise level and the day period average and 5 dB difference between the measured maximum night noise level and the average night level.
- Sound attenuation of 2 dB between the 1.5 m above ground and Level 5 (the first unshielded bedroom in the development)
- The Rw ratings of the glazing and the minimum glazing configurations specified in the acoustic report

Our indicative calculations suggest that the provided façade specification will achieve compliance with the Leq and Lmax design criteria based on the documented levels of road traffic and tram noise.

3.0 Noise from the Subject Development

3.1 Noise Limits

(Reference: Section 4.1 and 4.2 of the report)

Noise from mechanical plant and equipment is proposed to be assessed to the Noise Protocol and to a sleep disturbance criterion of 65 dBA Lmax outside existing dwellings and 30 dBA Lmax inside proposed dwellings (with windows closed).

Noise Protocol limits for mechanical plant are based on land use zoning and background noise logging obtained from logging undertaken at the northern end of the site, between 4 and 7 February 2025. The identified limits are based on background levels classified as 'low' and are 52 dBA (day), 45 dBA (evening) and 42 dBA (night).

SLR Comments: *The proposed criteria are appropriate. The noise monitoring for determining background levels was undertaken at a reasonable location for quantifying noise to the residential receiver and the identified limits appear correct.*

3.2 Project plant and equipment noise

(Reference: Sections 7 and 8 of the acoustic report)

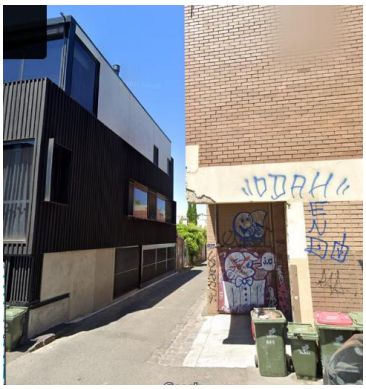
Noise from mechanical plant is proposed to be reviewed during the detailed design phase of the project, when the information regarding siting and selection becomes available.

The carpark entrance door is required to achieve a maximum sound pressure level of 65 dBA @ 1m. The door is required to be vibration isolated to control noise to the apartments above.

Conceptual advice is provided for controlling noise form the car stackers, and includes a clear specification of noise limits both at existing and proposed dwellings and recommendations for installation.

SLR Comments: Air conditioning condenser units are proposed to be installed on the roof of the subject development, towards the Swan Street end of the site. However some plant and equipment, including the substation, fire pump room, and carpark entrance is located at ground levels, at the northern end of the site, and will be overlooked by the three level dwelling at 28 Farmer Street, Richmond (see snip of site rear below). This provides a risk of non-compliance, particularly given the low environmental noise limits.

Figure 1 Subject site rear and 28 Farmer Street



Given the risk of non compliance and the variability in the level of noise produced by car stackers, SLR recommends that post completion acoustic tests are undertaken to demonstrate compliance of mechanical plant and equipment at 28 Farmer Street. The report should include assessment of all plant potentially affecting this dwelling and noise from the car park entrance gate and car stackers. A report demonstrating compliance with the Noise Protocol and sleep disturbance criteria should be submitted to council either prior to occupancy, or within 3 months of occupancy.

4.0 Other Matters - Roof Deck

The project includes a reasonably large (192 m²) roof terrace. While the terrace will not be directly overlooked by any residences, it is nevertheless in close proximity to both 28 Farmer Street and the 6 level residential development at 429-437 Swan Street. To assist in the management of voice noise from the terrace to neighbouring residential receivers it is recommended that either an assessment of potential voice noise impacts is conducted, or

that the terrace is not used after 10 pm Sunday to Thursday or after 11 pm Friday and Saturday.

5.0 Summary

SLR has reviewed the acoustic report prepared to support the proposed mixed use development at 439-443 Swan Street, Richmond. The report generally addresses acoustic issues on the project. SLR recommend that the following matters are addressed via permit conditions.

Noise from the Subject Development

Given the risk of non compliance and the variability in the level of noise produced by car stackers, it is recommended that post completion acoustic tests are undertaken demonstrating compliance of mechanical plant and equipment with the relevant noise limits at 28 Farmer Street. The tests should include an assessment of all plant potentially affecting this dwelling and noise from the car park entrance gate and car stackers. A report demonstrating compliance with the Noise Protocol and sleep disturbance criteria should be submitted to Council either prior to occupancy, or within 3 months of occupancy.

Roof Deck

To assist in the management of voice noise from the terrace to neighbouring residential receivers it is recommended that either an assessment of potential voice noise impacts is conducted, or that the terrace is not used after 10 pm Sunday to Thursday or after 11 pm Friday and Saturday.

Regards,

SLR Consulting Australia



Dianne Williams
Principal - Acoustics
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Reviewed by: Jim Antonopoulos
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City of Yarra
333 Bridge Road, Richmond VIC 3121
Australia

16 July 2025
Ref: 30N-25-0250-TRP-111701-0

Dear Erryn Megennis,

439-441 Swan St, Richmond

This peer review of MEL Consultants "Desktop Environmental Wind Assessment" (Report 25005A-DE-EWA01) is based on Vipac's experience as a wind engineering consultancy. No wind tunnel studies have been undertaken to support this review.

Vipac has reviewed the assessment as well as the drawings provided (see References attached) and has the following comments:

i. The MEL Consultants Environmental Wind Assessment has been prepared based on drawings the received date of 14th Feb 2025 and consultancy experience. No wind tunnel testing has been carried out to support their assessment. We have no issues with this method for a desktop study as this is a common approach to provide architects, developers, and responsible authorities advice on the wind impact of the proposed design.
a) The register date of the drawings (Revision M) listed in the Appendix A is 09 April 2025. We assume the assessment report is based on the drawings of the new revision.

ii. We have no issues with the analysis approach or description of the wind environment. MEL Consultants have clearly described the process for a desktop assessment, and this is consistent with the approach that Vipac would take.

iii. The report has used the assessment criteria from the City of Yarra Planning Scheme Clause 58.04-4 (Standard D17) Vipac has no issues with this.

iv. The report analysed the wind effects, and its findings can be summarised as follows:

a) The wind conditions in the general streetscapes (i.e. Swan Street, Cutter Street, and Laneway to the north) surrounding the proposed Development would be expected to satisfy the walking comfort criterion at a minimum and the safety criterion.

b) The wind conditions outside the main and secondary residential entrances, located centrally along the west face would be expected to satisfy the recommended standing comfort criterion for building entrances.

c) wind conditions on all private and communal terraces have been assessed to satisfy the standing comfort criterion or better and the safety criterion.

d) The wind conditions might be high in front of the retail entrance at the southwest corner. It is recommended that this entrance be relocated at least 3m away from the building corner where wind conditions are expected to improve and satisfy the standing comfort criterion.

e) The dining area on the northeast side of the roof terrace would be expected to satisfy the standing comfort criterion which is not suitable for outdoor dining. It is recommended that a 1.6m high solid wind-break screen be positioned along the west side of the dining area to improve the wind conditions within the proposed dining area to satisfy the sitting comfort criterion.

v. Vipac agrees with the report's conclusions that the proposed design is not expected to generate wind levels in excess of the recommended wind comfort criteria at most of the ground level pedestrian areas and various terraces and agrees that the recommendations of relocating the SW corner entrance and wind screens at the west of dinning areas on rooftop.

In conclusion, the MEL Consultants Environmental Wind Assessment report uses the proper analysis and methodology to analyse the wind effects on the pedestrian level surrounding the proposed development. The report found that the proposed design would be expected to generate winds within the recommended wind comfort criterion at most of pedestrian level areas. However, the SW corner entrance and rooftop dinning areas need some wind control measures. Vipac generally agrees with the assessment conclusions. And the recommendations.

Vipac has reviewed the updated design dated 6 June 2025 and noticed that the southwest corner for ground floor plan has been modified with an inset entrance 3m away from south boundary. However, the roof top dinning areas are still similar to the design assessed. As such, the recommendations for rooftop dining areas are still valid for the updated design.

Vipac makes no further comments or recommendations.

Yours sincerely,

Vipac Engineers & Scientists Ltd

Zhuyun Xu
Principal Engineer

Peyman Mayeli
Senior Engineer

References:

1. Bruce Henderson Architects, Town Planning Application, 439 Swan street Richmond, Revision N, 6 June 2025
2. *J. Tan*, MEL Consultants, 439 SWAN STREET RICHMOND, VICTORIA, Environmental Wind Assessment (Report 25005A-DE-EWA01) 16 April 2025

Development Engineering Formal Referral Response

Application Information:

Referral Officer:	Erryn Megennis
Officer:	Mark Pisani
Council Reference:	PLN18/0403.03
Referral Number:	IREF25/00679
Address:	439-441 Swan Street, Richmond
Proposal:	Section 72 Amendment to Planning Permit PLN18/0403 to change the use of the building from offices to mixed use (retail and dwellings) with associated built form and design changes and a car parking reduction. Refer to plans and planning report for further details
Comments Sought:	Reduction in car parking; traffic impact; access; internal layout design; road infrastructure.
Disclaimer:	Council's Development Engineering unit provides the following advice based on information provided in the referral request memo referenced above.

Engineering Referral Details

Council's Engineering Referral team has reviewed the drawings and documents provided by the Statutory Planning department, as outlined in ***Table 1*** below.

Note: the engineering related matters highlighted in the Planning referral have been assessed and included in the response.

Table 1 - Drawings and Documents reviewed by Engineering

Author / Consultant	Drawing No. or Document	Revision	Dated
City of Yarra	Planning Permit (Amended) PLN18/0403		7 March 2025
Bruce Henderson Architects	T010 *Survey & Demolition Plan* T099 *Basement Plans* T100 *Ground Level Plan* T101 *Level 1 Plan* T201 *North Elevation* T202 *South Elevation* T204 *West Elevation* T301 *Sections* T302 *Sections*	N N N N N N N N N N	6 June 2025 6 June 2025 6 June 2025 6 June 2025 6 June 2025 6 June 2025 6 June 2025 6 Juen 2025 6 June 2025 6 June 2025

Author / Consultant	Drawing No. or Document	Revision	Dated
	T303 *Laneway Vehicle Crossing Sectional Diagram* Endorsed Plans		17 December 2020
	2025-0055 *Level & Feature Survey*		16 January 2025
Impact Traffic Engineering	Traffic and Transport Assessment	FINAL02	6 June 2025

SECTION 1: Engineering Requirements – Issue to the Applicant

The applicant must satisfy the engineering items outlined in ***Table 2*** below. A written response must be provided for each requirement, and the action is to be completed prior to resubmission.

Any amendments to plans/drawings or updates to reports/documents must be highlighted using a *red cloud* around the relevant section. In the written response, indicate the relevant sheet/pages of each document which have been amended.

Table 2 - Engineering Requirements for Applicant

Item	Engineering Requirement	Action for Applicant
1	Implement the building modifications in the Basement Floor Plan as recommended by Impact Traffic Engineering consultants (please refer to the Traffic and Transport Assessment) and pages 7 and 8 of this memo).	Update the drawings.
2	Raise and design the finished floor level of the Ground Floor to minimise the risk of inundation during heavy storm events.	Update the drawings.
3	Raise and redesign the finished floor level of the setback area adjacent to the laneway and provide a mountable kerb (in bluestone) to enable waste collection vehicles and delivery vehicles to mount. (Please see page 9 of this memo for more information).	Update the drawings.
4	Provide a cross sectional drawing of the development entrance and laneway, together with a ground clearance check for the B99 design vehicle. A 40 mm bull-nose must be provided at the invert.	Provide cross section drawing with vehicle ground clearance check.

SECTION 2: Engineering Detailed Assessment

CAR PARKING PROVISION

Proposed Development

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
One-Bedroom Dwelling	33	1.0 space per dwelling	33	40
Two-Bedroom Dwelling	16	1.0 space per dwelling	16	
Three-Bedroom Dwelling	2	2.0 spaces per dwelling	4	
Retail	230 m^2	3.5 spaces per 100 m^2 of leasable floor area	8	0
		Total	**6 spaces**	**40 spaces**

***** Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

Parking Demand Consideration	Details
Parking Demand for the Dwellings	To assess the likely parking demand of the dwellings, Impact Traffic Engineering consultants have sourced average car ownership in Yarra from the 2021 ABS Census for flat type dwellings. The car ownership data for each dwelling size has been listed in Table 6 of the Traffic and Transport Assessment. Based on the car ownership rates sourced from the Census data, the 51 dwellings would be expected to have a car parking demand of 37 spaces. The provision of 40 on-site spaces would be fairly consistent with the statistical trend for car ownership in the municipality.
Parking Demand for the Retail Use	For the staff car parking demand at the retail premises, a rate of 1.0 spaces per 100 square metres of floor area could be adopted. For the proposed retail use, a staff parking demand of two to three spaces would be generated. All staff and customer parking would be accommodated off-site.

Parking Demand Consideration	Details
Availability of Public Transport in the Locality of the Land	The following public transport services can be accessed to and from the site by foot: ▪ Swan Street trams – 120 metre walk ▪ Burnley railway station – 170 metre walk
Multi-purpose Trips within the Area	Customers and clients to the development could combine their visit by engaging in other activities or business whilst in the area.
Convenience of Pedestrian and Cyclist Access	The site is very well positioned in terms of pedestrian access to public transport nodes, shops, supermarket, places of employment and education and other essential facilities. The site also has good connectivity to the on-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

Consideration	Details
Availability of Car Parking	The level of on-street parking in this part of Richmond is very high during business hours. The area surrounding the subject site is blanketed in time-based parking restrictions. The high parking demand in the surrounding streets would be a disincentive for employees to drive to the site. Customers should be able to find a short-stay car parking space.
Relevant Local Policy or Incorporated Document	In terms of transport, the proposed development is considered to be in line with the objectives contained in Council's *Moving Forward – Yarra's Transport Strategy 2022-32*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
The Future Growth and Development of an Activity Centre	The development is located close to the Swan Street activity centre/retail precinct. The Department of Transport and Planning's *Practice Note 22 – Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as the Swan Street retail precinct, where spare on-street car parking capacity would be shared amongst sites within the activity centres. Any parking generated by this development will not be noticeable in the surrounding street network.

Adequacy of Car Parking

From a traffic engineering perspective, the wavier of car parking associated with the dwellings and the retail use is considered appropriate in the context of the development and the surrounding area.

The operation of the development should not adversely impact on the existing on-street parking conditions in the area.

The Engineering Referral team has no objection to the reduction in the car parking requirement for this site.

TRAFFIC IMPACT

Trip Generation

The trip generation for the site adopted by Impact Traffic Engineering is as follows:

Proposed Use	Adopted Traffic Generation Rate	AM Peak Hour	PM Peak Hour
Dwellings (51 No.)	0.25 trips per dwelling in each peak hour	13 trips	13 trips

Directional Split

The proposed peak hour directional split for the dwellings is as follows:

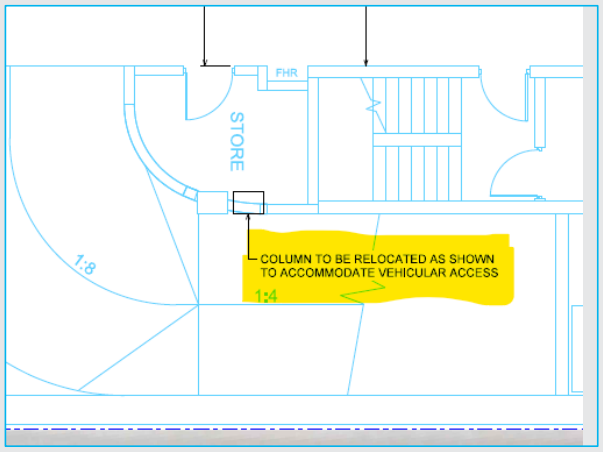
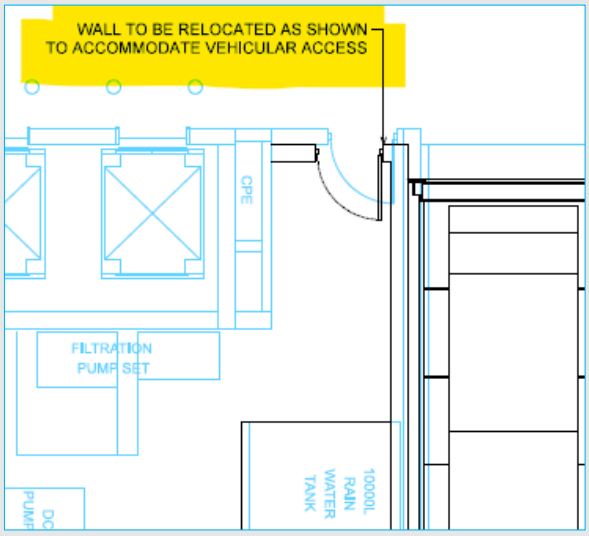
- AM Peak Hour: 20% IN (3 trips) and 80% OUT (10 trips)
- PM Peak Hour: 40% OUT (5 trips) and 60% IN (8 trips)

The traffic generated by the development is not unduly high and should not adversely impact the traffic operation of the east-west aligned laneway or any of the surrounding roads.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development entrance has a wall-to-wall width of 3.6 metres, which satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	It is recommended that a convex mirror be installed at the development entrance to view traffic conditions of the laneway to the east of the entrance.
Headroom Clearance	Headroom clearances of no less than 2.2 metres have been provided for the ramped accessways, which satisfy AS/NZS 2890.1:2004.
Internal Ramped Accessways	The internal ramped accessway has a wall-to-wall width of 3.6 metres, which satisfies AS/NZS 2890.1:2004.
Mechanical Parking	
Car Stacker Devices	The development would be using the Woehr Combiparker 560 shuffle-type car stacker device. Individual stacker platforms have clear lengths of 5.0 metres, with a useable platform width of no less than 2.5 metres. This stacker device can comfortably accommodate a B85 design vehicle.
Vehicle Clearance Heights	All stacker spaces have vehicle clearance heights of at least 1.8 metres, which satisfy *Design standard 4: Mechanical parking* of Clause 52.06-9.
Swept Path Assessment	
Vehicle Entry and Exit Movements Via East-West Aligned Laneway IMP2402055 - DRG-02-02***** Rev D	The swept path diagrams of a B99 design vehicle entering and exiting the development entrance via the east-west aligned laneway are considered satisfactory.
Vehicle Movements in Setback Area adjacent to the Development Entrance IMP2402055 - DRG-02-03 Rev D	The swept path diagrams of a B85 design vehicle manoeuvring into the setback area and entering the development entrance are considered satisfactory.
Waste Collection Vehicle Movements Via East-West Aligned Laneway IMP2402055 - DRG-02-04 Rev D	The swept path diagrams of a 6.42 metre long waste collection vehicle manoeuvring into the setback area and then proceeding eastbound along the laneway are considered satisfactory.
Vehicle Passing Movements East-West Aligned Laneway IMP2402055 - DRG-02-05 Rev D	The swept path diagrams of a B99 design vehicle passing a stationary waste collection vehicle (propped in the setback area) and exiting the development by undertaking a left turn movement and passing a stationary B85 design vehicle (propped in the setback area), are considered satisfactory.
Concept Layout Plan Basement 1 Floor Plan IMP2402055 - DRG-01-01 Rev D	The concept layout plan prepared by Impact Traffic Engineering consultants recommends two modifications in the basement car park – the repositioning of the column at the base of the ramped accessway and the prepositioning of a wall and door, opposite the rain water tank, as shown below:

Item	Assessment
	  There is no objection to the above modifications as recommended in the Traffic and Transport Assessment.
Vehicle Movements Ramped Accessway and Basement IMP2402055 - DRG-01-02 Rev D	The swept path diagram of a B99 entering the basement via the ramped accessway is considered satisfactory.
Vehicle Entry and Exit Movements Car Stacker Platforms IMP2402055 - DRG-01-03 IMP2402055 - DRG-01-04 IMP2402055 - DRG-01-05 IMP2402055 - DRG-01-06 IMP2402055 - DRG-01-07 IMP2402055 - DRG-01-08 IMP2402055 - DRG-01-09 IMP2402055 - DRG-01-10 IMP2402055 - DRG-01-11 IMP2402055 - DRG-01-12	The swept path diagrams of a B85 design vehicle entering and exiting the car stacker platforms are considered satisfactory.

Item	Assessment
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	A ramp grade of 1 in 10 has been provided at the development entrance for the first 5.0 metres inside the property, which satisfies *Design standard 3: Gradients*.
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9.
Other Items	
Loading Arrangements – Use of Setback Area adjacent to Laneway	There is no objection to small commercial vehicles utilising the setback area adjacent to the laneway for the delivery of goods to the site.
Finished Floor Levels – Ground Floor Setback Area Adjacent to Laneway	The amended proposal has nominated a Ground Floor finished floor level of RL 11.40. Under the endorsed proposal, the approved finished floor level for the Ground Floor is RL 11.70. Anecdotally, the surrounding area, especially the rear laneway and Cutter Street, has experienced localised flooding in the past during heavy storm events. Lowering the Ground Floor's finished floor level would potentially expose the development to risk of inundation. The applicant will need to reassess and consider raising the finished floor level of the Ground Floor. The laneway at the rear of the site comprises an asphalt pavement with bluestone kerb and channel and an asphalt infill (the area in between the kerb and the property line). The laneway functions as an important overland flow path during storm events (i.e. – the laneway conveys surface rainfall run-off in the gutters). The setback area adjacent to the laneway must be designed such that the finished floor levels, especially at the entrances to the fire pump room, waste room and bike storage room, are to be set no lower than the top of the existing south kerb of the laneway. The setback area must be designed to ensure that waste collection and commercial vehicles can mount. It is suggested that a mountable kerb in bluestone be provided along the setback area.
Traffic Signal System	There is no objection to the use of a traffic signal system to regulate vehicle movements into and out of the basement. Details on the operation of the traffic signal system should be provided in the site's car Parking Management Plan.
Ground Clearance of Development Entrance	The alterations to the ramp design under the amended proposal will necessitate the re-testing of the vehicle ground clearance into the entrance via the laneway. A detailed cross sectional drawing, together with the vehicle ground clearance check for a B99 design vehicle, for the amended entrance must be submitted to Council for assessment and approval. The cross sectional drawing must include the width of the laneway and actual levels of the invert (low point of the channel) and road pavement. A 40 mm bull-nose is to be provided at the invert – consistent with the previous engineering referral advice for this development.

SECTION 3: Acknowledgement

Engineer: Mark Pisani

Signature: 

Date: 31 July 2025

Urban Design
Formal Referral Response

Application Information:

Referral Officer:	Lucy Stratton
Officer:	Erryn Megennis
Council Reference:	PLN18/0403.03
Address:	Ground Floor, 439-441 Swan St, Richmond VIC 3121
Proposal:	Section 72 Amendment to Planning Permit PLN18/0403 to change the use of the building from offices to mixed use (retail and dwellings) with associated built form and design changes and a car parking reduction. Refer to plans and planning report for further details
Comments Sought:	Click here to view referral memo: D25/241727 - IREF25/00683 - Internal Referral Request
Disclaimer:	Council's Urban Designer provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	Not applicable.

Recommendation

The proposal is supported in principle, subject to the following improvements and additional details:

- Provide a consistent 1.8m ground floor setback along the northern laneway and specify the materiality within the site.
- Provide directional and entrance signage for the bicycle parking area.
- Extend the Cutter Street awning only to the residential lobby entrance.
- In-ground planting not supported along building line or feasible above basement. Provide raised planters along building line and ensure all planters are at least 500mm wide.
- Maximise the planting area adjacent to building lobby entrance.
- Review the siting of the bicycle hoop within the retail entrance to ensure functionality and ensure the primary entrance is not obstructed.

Urban Designer: Lucy Stratton
Date: 08 July 2025

Strategic Transport Formal Referral Response

Application Information:

Referral Officer:	Philip Mallis
Officer:	Erryn Megennis
Council Reference:	PLN18/0403.03
Address:	439-443 Swan St Richmond
Proposal:	Section 72 Amendment to Planning Permit PLN18/0403 to change the use of the building from offices to mixed use (retail and dwellings) with associated built form and design changes and a car parking reduction. Refer to plans and planning report for further details
Comments Sought:	Comments on the application from a Strategic Transport perspective are requested on the following: • Access and Safety • Bicycle Parking Provision • Adequacy of bicycle parking spaces provided • Location of proposed on-street bicycle parking • Design and location of bicycle parking spaces and facilities
Disclaimer:	Council's Strategic Transport unit provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	No - First Referral

Comments

Access and Safety

No issues identified.

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	51 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	10 resident spaces	46 resident spaces

		In developments of four or more storeys, 1 visitor space to each 10 dwellings	5 visitor spaces.	16 visitor spaces
Retail premises (other than specified in this table)	228 sqm	1 employee space to each 300 sqm of leasable floor area	1 employee spaces	1 employee space
		1visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	0 visitor spaces
Bicycle Parking Spaces Total			**11 resident / employee spaces**	**47 resident / employee spaces**
			5 visitor spaces	**16 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**0 showers / change rooms**	**0 showers / change rooms**

The development provides a total of 36 additional resident / employee spaces and 11 additional visitor spaces above the requirements of the Scheme.

Adequacy of visitor spaces

Number of Spaces

The provision of 16 visitor spaces is adequate for the following reasons:

- The proposal provides 11 more visitor spaces than the requirements of the planning scheme. **(adequate)**
- Pursuant to Clause 15.01-02 of the Planning Scheme, bicycle parking provision is to be provided in line with CASBE requirements. CASBE requirements for the development are as follows:
    - *For residential developments:* 1 visitor space per 4 dwellings, equating to a total of 13 visitor bicycle spaces.
    - *For retail developments:* 1 visitor space per 500sqm of area. Given a total retail floor area of 228sqm, this equates to a total requirement of 0 visitor spaces.

  The above results in a grand total requirement of 13 visitor spaces. The provision of 16 visitor spaces exceeds this requirement. **(adequate)**

Design and Location of Visitor Spaces

The design and location of visitor spaces is inadequate for the following reasons:

- In accordance with AS2890.3, all visitor bicycle parking is required to be in an external area easily accessible to the public. Whilst not provided in an external area all visitor parking is provided within a storage area directly and easily accessible from the northern laneway. **(adequate)**
- Pursuant to Clause 52.34-5, all visitor spaces are to be provided at a horizontal bicycle rail. 8 of the visitor bicycle spaces are provided by vertical racks not meeting this requirement. **(inadequate)**

- Dimensions for visitor bicycle parking are required to be identified on the architectural plans to confirm they are in accordance with AS2890.3 and Yarra City Council's Standard Drawings. The identified dimensions meet this requirement. **(adequate)**

Adequacy of resident/employee spaces

Number of spaces

The provision of 47 resident/employee spaces is inadequate for the following reasons:

- The proposal provides 36 additional resident/employee spaces over the requirements of the planning scheme. **(adequate)**
- Pursuant to Clause 15.01-02 of the Planning Scheme, bicycle parking provision is to be provided in line with CASBE requirements. CASBE requirements for the development are as follows:
    - *For residential developments:* 1 resident space per dwelling, equating to a total of 51 resident bicycle spaces.
    - *For non-residential developments:* 1 employee space per 100sqm of net leasable area. Given the floor area of 228sqm, this equates to a total requirement of 2 employee spaces.

  The above results in a total requirement of 53 resident/employee spaces. The provision of 47 resident/employee spaces does not meet this requirement. **(inadequate)**

Design and location of employee spaces and facilities

The design and location of resident/employee bicycle parking spaces is inadequate for the following reasons:

- In accordance with AS2890.3, more than 20% of resident/employee spaces should be provided as floor level, horizontal spaces. Of the 47 resident/employee spaces provided, 38 are provided by vertical racks and 13 by horizontal racks. Therefore, approximately 28% of resident/employee spaces are provided as floor level, horizontal spaces, meeting the requirement. **(adequate)**
- Pursuant to AS2890.3, access paths to bicycle parking area must have a minimum width of 1.5m for one-way access and 2.5m for two-way access. The lobby access to the lift core and the Basement 3 access path to the bike store exceed this requirement. **(adequate)**
- Resident/employee bicycle parking within the Basement 3 bike store is generally in accordance with the dimensional requirements of AS2890.3. **(adequate)**
- Pursuant to Clause 52.34 of the Planning Scheme, all resident and employee parking must be provided by bicycle locker or within a lockable compound. The single employee bicycle parking space provided at the access to the retail development on Swan Street is not within a secure compound or a bicycle locker. Additionally, the architectural plans do not indicate the Basement 3 bike store as a lockable compound, therefore not meeting requirements. **(inadequate)**

Recommendations

The following should be shown on the plans before endorsement:

1. Provide all visitor bicycle parking spaces as a horizontal bicycle rail.

2. Provide a minimum of 53 resident/employee bicycle spaces in accordance with CASBE provisional requirements.
3. Provide all resident/employee parking as bicycle lockers or within a lockable compound and identify the proposed locking mechanisms on the architectural plans.

Sustainable Transport Planner (Strategic Transport Unit): Philip Mallis

Date: 23 October 2025

ESD Formal Referral Response

Application Information:

Referral Officer:	Euan Williamson
Officer:	Erryn Megennis
Council Reference:	PLN18/0403.03
Address:	Ground Floor, 439-441 Swan St, Richmond VIC 3121
Proposal:	Section 72 Amendment to Planning Permit PLN18/0403 to change the use of the building from offices to mixed use (retail and dwellings) with associated built form and design changes and a car parking reduction. Refer to plans and planning report for further details
Comments Sought:	Click here to view referral memo: Record D25/241699: IREF25/00681 - Internal Referral Request
Disclaimer:	Council's ESD Officer provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

ESD comments were requested on the following:

- New referral

In assessing this application, the following documents were reviewed:

- SMP prepared by Hip V. Hype dated 03/06/2025
- Architectural plans prepared by Bruce Henderson Architects dated 21/05/2025

Comments

The standard of the submitted ESD does not meet Council's Environmentally Sustainable Design (ESD) standards.

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met:

1. Applicant ESD Commitments
   - Water efficient WELS rated taps, fixtures and fittings.
   - 10,000 litre rainwater tanks connected to toilets for flushing.
   - Drought tolerant plants and vegetated landscaping.
   - Average 7.5 Star NatHERS thermal energy ratings.
   - High performance double glazed windows.
   - All electric development.

- Energy efficient reverse cycle heating and cooling.
- Non-residential areas at least 10% better than NCC2022 minimum energy efficiency standards.
- Energy efficient instant electric hot water systems.
- Electric induction cooktops.
- Minimum 9.5 kW solar PV solar array.
- Zero to low VOC paints.
- Minimal MDF and PVC used.
- All structural timber to be certified by FSC and AFS as sustainable.
- 80% target for construction and demolition waste recycling.
- Separate waste streams built into kitchen joinery.
- Electric vehicle charging points to at least 10% of car parking spaces.
- Rooftop communal garden and planter boxes to balconies will improve the ecological value of the site.
- Zero carbon from operational energy, including 100% renewable energy supplied to the building.
- Large communal areas to improve health and wellbeing of residents.
- A 100% STORM score relying on 404m2 of roof and canopies connected to 10,000 rainwater tank for toilet flushing.

2. Application ESD Deficiencies
   - **Daylight**. Daylight modelling did not use the correct BESS assumptions and does not appear to include any future development on the adjoining site to the east. Re-do daylight modelling with correct best practice assumptions and an equitable development scenario. Ensure best practice access to daylight can be demonstrated. Based on the existing daylight report, it is likely that the current building design will not pass when modelled correctly, and therefore design changes to layout are highly likely to be necessary.
   - **Materials (wording).** The SMP proposed locally manufactured, low carbon and recycled materials ‘where possible’. ‘Where possible’ I ambiguous open to misinterpretation. Re-word SMP and remove all ambiguous wording. Either commit to these items or remove from the SMP to be suitable for endorsement.
   - **Bike parking.** 46 secure bike parking spaces for 52 dwellings falls short of best practice. Increase the number of secure bike parking spaces for residents to one-per-dwellings or 52 in total. The BESS report currently claims 51 spaces, 11 visitor and 10 non-residential spaces, and needs to be amended to be consistent with the SMP and plans. SMP and plans show 16 visitor bike parks provided at ground level as well as 1 bike park for retail. Recommend amending documents to consistently demonstrate best practice bicycle parking rates.

3. Outstanding Information
   - Please update car parking plans to note the 10% electric vehicle charging points.
   - The STORM report relies on 61m2 of canopies and the raked façade of the building at upper levels to demonstrate best practice in stormwater management. However it is unclear how the runoff from these catchments will be directed into the tank. Please provide more detail to demonstrate this is technically possible and including all downpipes and gutters on elevations (if external and visible).

4. ESD Improvement Opportunities
   - Consider a larger solar PV array over the rooftop pergola and plant equipment area to maximise on site renewable energy generation.

- Consider an average 8 Star NatHERS thermal energy rating.
- Consider energy storage system, such as batteries or vehicle to grid.
- Consider increasing vegetation landscaping to 40% of the site area, demonstrated through a Green Factor report.

ESD Advisor: Euan Williamson
Date: 30 July 2025

Informal Referral Meeting
ESD

Application Information for Referral IREF25/00681

Officer:	Erryn Megennis
Council Reference:	PLN18/0403.03
Address:	Ground Floor, 439-441 Swan St, Richmond VIC 3121
Proposal:	Section 72 Amendment to Planning Permit PLN18/0403 to change the use of the building from offices to mixed use (retail and dwellings) with associated built form and design changes and a car parking reduction.
Zone:	Commercial 1 Zone
Overlay(s):	Design and Development Overlay (DDO2) - Design and Development Overlay (DDO2) Design and Development Overlay (DDO5) - Design and Development Overlay (DDO5)

Meeting Details

Date:	1 October 2025
Referral Officer	Euan Williamson
Relevant Information:	Response to daylight issues Discussion plans

Advice Provided at Meeting
Please confirm if the daylight ESD deficiency can be addressed as proposed by the applicant?

Daylight methodology

- ESD have reviewed the revised modelling graphic outputs and overall it appears that the development can demonstrate best practice in daylight, using Council's standard reflectance values.
- This was not entirely clear in the material provided, but reading down through the attached emails it appear that the standard reflectance values have been used and best practice can be achieved. See below.
    - **SMP including daylight modelling will need to be updated to clearly state this.**

05_Equitable Development + CoY Materials + Optimised

Compliance is reached with the above changes as summarised in the table below.

AREA	LIVING		BEDROOM	
LEVEL	Passed	Total	Passed	Total
Level 1	1	8	8	11
Level 2	6	8	8	11
Level 3	7	8	8	11
Level 4	8	8	8	11
Level 5	8	8	7	8
Level 6	7	7	8	9
Level 7	4	4	10	10
Total	41	51	57	71
Percentage	80.4%		80.3%	

Thanks

Excerpt from email showing the results and reference to CoY 'materials'

Bedrooms facing internal light court

- There are three bedrooms at each level facing an internal light court. These three bedrooms have poor daylight at each level 1-4, which could be improved through simple design improvements, such as enlarging the windows.
    - **Recommend increasing the size of the windows of each bedroom facing the internal court on levels 1-4 to improve daylight access, or implement other simple design optimisations.**

Planner Name: Erryn Megennis
Date: 01 October 2025

City Works
Formal Referral Response

Application Information:

Referral Officer:	Atha Athanasi
Officer:	Erryn Megennis
Council Reference:	PLN18/0403.03
Address:	Ground Floor, 439-441 Swan St, Richmond VIC 3121
Proposal:	Section 72 Amendment to Planning Permit PLN18/0403 to change the use of the building from offices to mixed use (retail and dwellings) with associated built form and design changes and a car parking reduction. Refer to plans and planning report for further details
Comments Sought:	Click here to view referral memo: Record D25/241646: IREF25/00680 - Internal Referral Request
Disclaimer:	Council's City Works Unit provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

Comments:

The waste management plan for 439-443 Swan St Richmond authored by Impact and dated 6/6/2025 is not satisfactory from a City Works Branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. Please detail the management of e-waste including how it will be separated, stored, and disposed of it is illegal for e-waste to enter landfill in Victoria and cannot be disposed of in waste bins
2. Please provide details of net space taken up by the proposed bins in M^2
3. The WMP must provide further information on how users will access the waste system.
4. Please provide an explanation of how risks associated with waste management will be managed.

Waste Management Officer: Atha Athanasi

Signature: Atha Athanasi

Date:29/07/2025

Department of Transport and Planning

GPO Box 2392
Melbourne, VIC 3001 Australia
www.transport.vic.gov.au

22 July 2025

Erryn Megennis
Yarra City Council
PO BOX 168
RICHMOND VIC 3121

Dear Erryn,

PLANNING APPLICATION NO.:	**PLN18/0403.03**
DEPARTMENT REFERENCE NO:	**26660/18 -A - 2**
PROPERTY ADDRESS:	**439-441 SWAN STREET, RICHMOND VIC 3121**

Section 52 – No objection

Thank you for your notice dated 25 June 2025 of the above application to the Head, Transport for Victoria (**Head, TfV**) under Section 52 of the *Planning and Environment Act 1987*.

The Head, TfV in consultation with CityLink has considered this application and does not object to the grant of a permit.

Should you have any enquiries regarding this matter, please contact Gillian Menegas on 9313-1148 or gillian.menegas@roads.vic.gov.au.

Yours sincerely

Simon Basic
Manager Transport Planning
Under delegation from the Head, Transport for Victoria
22/07/2025

Cc: Permit applicant

VICTORIA State Government

Attachment – Clause 58 Assessment

Clause 58 comprises design objectives and standards to guide the assessment of new residential development. Given the site's location within a built-up inner city residential area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test.

The proposal complies with the following standards/objectives of Clause 58 as set out in the table below.

Clause 58 Objective and Standard	Complies with Standard or Objective Achieved?
Clause 58.02-1 – Urban Context To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area. To ensure that development responds to the features of the site and the surrounding area. **Standard D1** The design response must be appropriate to the urban context and the site. The proposed design must respect the existing or preferred urban context and respond to the features of the site.	**Complies with Standard and Objective** These matters have been discussed in detail within the Built Form assessment. The assessment has highlighted that the site is located within an area identified for mixed use and mid-rise development. The overall height and upper level setbacks have been previously discussed and would appropriately respond to the surrounding urban context. As such, compliance with this standard is achieved.
Clause 58.02-2 – Residential policy To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework. To support higher density residential development where development can take advantage of public and community infrastructure and services. **Standard D2** An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.	**Complies with Standard and Objective** As outlined within the report, the proposal is considered on-balance to be compliant with relevant Residential Policy objectives.
Clause 58.02-3 – Dwelling diversity	**Complies with Standard and Objective**

To encourage a range of dwelling sizes and types in developments of ten or more dwellings. **Standard D3** Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.	The proposal is for a total of 51 dwellings, including 12 x studio apartments, 21 x 1-bedroom apartments, 16 x 2-bedroom apartments and 2 x 3-bedroom apartments. This provides for a diverse mix of dwellings and will cater for a range of housing types as encouraged by this Standard.
Clause 55.02-4 – Infrastructure To ensure development is provided with appropriate utility services and infrastructure. To ensure development does not unreasonably overload the capacity of utility services and infrastructure. **Standard D4** Development should be connected to reticulated services, including reticulated sewerage, drainage and electricity, if available. Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads. In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.	**Complies with Standard and Objective** The proposal is located within an established area with existing utility services and infrastructure; there is no evidence to suggest that the proposed development would unreasonably overload the capacity of these existing services. A substation will be provided for the development. The standard and objective are met.
Clause 58.02-5 - Integration with the street To integrate the layout of development with the street. To support development that activates street frontage. **Standard D5** Development should be oriented to front existing and proposed streets. Along street frontage, development should:	**Complies with Standard and Objective subject to conditions** This has been discussed in the Public Realm assessment in the body of the main report. Conditions will require further changes to the plans to improve the development's integration with the street and public realm, including further articulation of the eastern boundary wall, different ground level surface treatments, bicycle parking wayfinding signage and provision of planter boxes within landscaped areas of the frontages.

• Incorporate pedestrian entries, windows, balconies or other active spaces. • Limit blank walls. • Limit high front fencing, unless consistent with the existing urban context. • Provide low and visually permeable front fences, where proposed. • Conceal car parking and internal waste collection areas from the street. Development next to existing public open space should be designed to complement the open space and facilitate passive surveillance.	
Clause 58.03-1 – Energy efficiency To achieve and protect energy efficient dwellings and buildings. To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy. To ensure dwellings achieve adequate thermal efficiency. **Standard D6** Buildings should be: • Oriented to make appropriate use of solar energy. • Sited and designed to ensure that the energy efficiency of existing dwellings or small second dwellings on adjoining lots is not unreasonably reduced. Living areas and private open space should be located on the north side of the development, if practicable. Developments should be designed so that solar access to north-facing windows is optimised. Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in the following table.	**Complies with Standard and Objective subject to conditions** Redevelopment of the site located in an existing built-up area would make efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes reduces residents and visitors from relying on private vehicles. Policy at Clauses 15.01-2S, 15.01-2L-01 and 19.03-3L of the Scheme encourage environmentally sustainable development, with regard to energy efficiency, building construction and ongoing management. The submitted Sustainability Management Plan (SMP) shows a BESS score of 61%, which exceeds 'best practice' (50% BESS score). The following are some of the development's key ESD commitments: • Use of water and energy efficient fixtures and appliances • Provision of a 10,000L rainwater tank to collect stormwater and be used for toilet flushing, achieving a STORM rating of 100%; • Average NatHERS rating of 7.5 stars across the building; • Double-glazed window systems to all apartments; • Provision of a minimum 9.5kWp solar energy array on the roof to supplement residential and retail power use; • Operable glazing for natural light and ventilation; • Provision of resident, visitor and employee bicycle parking; and • Minimum 10% of car spaces to have EV charging points. Council's ESD officer reviewed the submitted SMP and the development plans, commenting that the following items need to be provided in order for best practice ESD outcomes to be achieved: *ESD deficiencies:*

Table D1 Cooling load	
NatHERS climate zone	**NatHERS maximum cooling load MJ/M² per annum**
Climate zone 21 Melbourne	30

- ***Daylight****. Daylight modelling did not use the correct BESS assumptions and does not appear to include any future development on the adjoining site to the east. Re-do daylight modelling with correct best practice assumptions and an equitable development scenario. Ensure best practice access to daylight can be demonstrated. Based on the existing daylight report, it is likely that the current building design will not pass when modelled correctly, and therefore design changes to layout are highly likely to be necessary.*
- ***Materials (wording).*** *The SMP proposed locally manufactured, low carbon and recycled materials 'where possible'. 'Where possible' is ambiguous and open to misinterpretation. Re-word SMP and remove all ambiguous wording. Either commit to these items or remove from the SMP to be suitable for endorsement.*
- ***Bike parking.*** *46 secure bike parking spaces for 51 dwellings falls short of best practice. Increase the number of secure bike parking spaces for residents to one-per-dwellings or 51 in total. The BESS report currently claims 51 spaces, 11 visitor and 10 non-residential spaces, and needs to be amended to be consistent with the SMP and plans. SMP and plans show 16 visitor bike parks provided at ground level as well as 1 bike park for retail. Recommend amending documents to consistently demonstrate best practice bicycle parking rates.*

Outstanding information:

- *Please update car parking plans to note the 10% electric vehicle charging points.*
- *The STORM report relies on 61m2 of canopies and the raked façade of the building at upper levels to demonstrate best practice in stormwater management. However, it is unclear how the runoff from these catchments will be directed into the tank. Please provide more detail to demonstrate this is technically possible and including all downpipes and gutters on elevations (if external and visible).*

Regarding daylight access issues, the applicant has proposed to address these by making the following changes:

- *Change solid balconies on Level 1-3 north facing apartments to privacy screening only;*
- *Change solid balconies on Level 2-3 west facing apartment to transparent balustrade 70% openness*
- *Remove planter to living room Type 7-3B*
- *Change solid balustrade on Type 7-3A to transparent balustrade 70% openness*
- *Level 5 Type 6-1a bedroom to light court glazing to increase*
- *Lightwell glass to be 75% VLT*

	A mark-up of daylight access was provided to support these amendments. These changes were discussed with Council's ESD officer on 1 October 2025, who confirmed: • *ESD have reviewed the revised modelling graphic outputs and overall it appears that the development can demonstrate best practice in daylight, using Council's standard reflectance values.* • *This was not entirely clear in the material provided, however upon further review it appears that the standard reflectance values have been used and best practice can be achieved. The SMP, including daylight modelling, will need to be updated to clearly state this.* • *There are 3 bedrooms at each level facing an internal light court. These three bedrooms have poor daylight at each level 1 – 4, which could be improved through simple design improvements, such as enlarging the windows or other simple design optimisations.* As such, the above changes, including the ESD officer's additional recommendations, will be addressed through a permit condition, should one issue. Regarding the daylight to the bedrooms facing the internal light court, any changes will need to ensure there is no unreasonable internal overlooking between bedroom windows. The change to balcony balustrades to remove solid elements and replace with overlooking screening will not introduce new opportunities for overlooking. The screens will continue to be a maximum, 25% transparent and a minimum 1.7m high, in accordance with the Standard B22 overlooking requirements (although not strictly applicable to this application). The recommendations for the Materials and outstanding information items will also be addressed as conditions. As has been discussed in the Bicycle Parking assessment of the main report, the on-site bicycle parking provision a condition will require at least 51 bicycle parking spaces for residents and the bicycle parking provision in the SMP to be consistent with the development plans. Standard D6 requires dwellings located in Climate Zone 21 (Melbourne) to not exceed the NatHERS annual cooling load of 30mj/m2. The applicant's SMP provided cooling load analysis, identifying that no apartments exceeded a cooling load of 17.6 mj/m2 which is satisfactory.
Clause 58.03-2 – Communal open space	**Complies with Standard and Objective**

To provide communal open space that meets the recreation and amenity needs of residents. To ensure that communal open space is accessible, practical, attractive, easily maintained. To ensure that communal open space is integrated with the layout of the development and enhances resident amenity. **Standard D7** A development of 10 or more dwellings should provide a minimum area of communal outdoor open space of 30 square metres. If a development contains 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is the lesser. This additional area may be indoors or outdoors and may consist of multiple separate areas of communal open space. Each area of communal open space should be: • Accessible to all residents. • A useable size, shape and dimension. • Capable of efficient management. • Located to: • Provide passive surveillance opportunities, where appropriate. - Provide outlook for as many dwellings as practicable. - Avoid overlooking into habitable rooms and private open space of new dwellings. - Minimise noise impacts to new and existing dwellings and existing small second dwellings. Any area of communal outdoor open space should be landscaped and include canopy cover and trees	The development is for 51 dwellings. The minimum requirement prescribed by the standard is 30 + (51 x 2.5), which equates to 157.5sqm. The development provides a 192sqm communal roof terrace. The roof terrace will not result in any unreasonable overlooking, as downward views would be obstructed by the perimeter planter boxes. The roof terrace includes a shared BBQ and kitchen area, landscaping that includes a vegetable garden, shaded areas and a yoga space. The roof terrace will be accessible to all residents, via two lifts. Noise impacts from the terrace will be discussed under the assessment of Clause 58.04-3 (Noise).
Clause 58.03-3 – Solar access to communal outdoor open space To allow solar access into communal outdoor open space. **Standard B8**	**Complies with Standard and Objective** The roof terrace will have northern, southern and western aspects. The application does not include shadow diagrams for the communal open space (COS) on 21 June (i.e. the winter solstice). However, its north, south and west orientations will ensure a very high level of solar access for the COS; and given the residentially-zoned land north of the

The communal outdoor open space should be located on the north side of a building, if appropriate. At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.	site, with a 9m height restriction, it is unlikely that future development to the north will overshadow this space. The standard has been met.
Clause 58.03-4 – Safety To ensure the layout of development provides for the safety and security of residents and property. **Standard D9** Entrances to dwellings should not be obscured or isolated from the street and internal accessways. Planting which creates unsafe spaces along streets and accessways should be avoided. Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways. Private spaces within developments should be protected from inappropriate use as public thoroughfares.	**Complies with Standard and Objective, subject to conditions** In accordance with Standard D9: • The dwelling entry will be from Cutter Street and will be clearly visible. Landscaping will not obstruct access or create unsafe spaces • A condition will require appropriate lighting to be provided for the building entrances, including the residential entry from Cutter Street as well as the vehicle and visitor bicycle parking entries from the northern laneway; • As discussed in the Public Realm assessment, a condition will require ground level surface treatments within the site to be clearly distinguishable from the footpaths and northern laneway to clearly delineate between private and public land; • Private spaces, including the dwelling entry, will not be publicly accessible.
Clause 58.03-5 – Landscaping To provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of buildings on the streetscape. To preserve existing canopy cover and support the provision of new canopy cover. To ensure landscaping is climate responsive, supports biodiversity, wellbeing and amenity and reduces urban heat. **Standard D10**	**Complies with Objective subject to conditions** The site has an area of 603sqm. Standard D10 prescribes that: • 5% site area (i.e. 30.15sqm) include at least 1 Type A tree; • 12sqm of deep soil planting is provided. The Apartment Design Guidelines for Victoria (the ADGV) provides additional guidance for assessing the requirements of Clause 58. With respect to Standard D10, the ADGV states that: *Where the deep soil standard cannot be met due to the urban context, alternative forms of landscaping should demonstrate equivalent canopy cover:*

Development should retain existing trees and canopy cover. Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made. Development should: • Provide the canopy cover and deep soil areas specified in Table D2. Existing trees can be used to meet the canopy cover requirements of Table D2. • Provide canopy cover through canopy trees that are: - Located in an area of deep soil specified in Table D3. Where deep soil cannot be provided trees should be provided in planters specified in Table D3. - Consistent with the canopy diameter and height at maturity specified in Table D4. - Located in communal outdoor open space or common areas or street frontages. • Comprise smaller trees, shrubs and ground cover, including flowering native species. • Include landscaping, such as climbing plants or smaller plants in planters, in the street frontage and in outdoor areas, including communal outdoor open space. • Shade outdoor areas exposed to summer sun through landscaping or shade structures and use paving and surface materials that lower surface temperatures and reduce heat absorption. • Be supported by irrigation systems which utilise alternative water sources such as rainwater, stormwater and recycled water. • Protect any predominant landscape features of the area. • Take into account the soil type and drainage patterns of the site. • Provide a safe, attractive and functional environment for residents. • Specify landscape themes, vegetation (location and species), irrigation systems, paving and lighting.	*Planting over structures and green facades and roofs can assist to integrate landscape into small or constrained sites* *Planters with adequate soil depth, soil quality, drainage and irrigation can support significant tree planting and climbing planting over structures to provide shade and vertical greenery.* The proposal includes the following landscaped areas: • In-ground planting within the Swan Street and Cutter Street frontages of the Retail Premises, comprising climber plants; • Perimeter planting along eastern boundary of vehicle accessway; • Water feature and planter box within the residential entry on Cutter Street; • Perimeter planter boxes to the north, south and west facades from Level 5 to Level 7; • Landscaped roof terrace including perimeter planter boxes, a vegetable garden and • Provision of 1 “feature shade tree” in a raised planter. The proposal does not comply with the Standard in terms of canopy cover as none of the proposed canopy cover is provided at ground level. However, the proposed landscaping is considered to achieve the objective for the following reasons: • Extensive landscaping has been proposed across the development and has responded to the additional guidance provided within the ADGV; • The subject site is located in the C1Z and Swan Street MAC where high site coverage and robust development is encouraged and the provision of substantial landscaping at ground level is impractical; • The proposal includes smaller plants in planters along the street frontages and in outdoor areas, including the communal outdoor open space; and, • The proposal provides a safe, attractive and functional environment for residents. The submitted landscape plan is conceptual only and lacks information relating to plant species, size and quantity, scaled landscape plan drawings etc. A condition will require a full landscape plan to be submitted prior to works commencing.

Table D2 Canopy cover and deep soil requirements

Site area	Canopy cover	Deep soil
1000 square metres or less	5% of site area Include at least 1 Type A tree	5% of site area or 12 square metres whichever is the greater
1001 - 1500 square metres	50 square metres plus 20% of site area above 1,000 square metres Include at least 1 Type B tree	7.5% of site area
1501 - 2500 square metres	150 square metres plus 20% of site area above 1,500 square metres Include at least 2 Type B trees or 1 Type C tree	10% of site area
2501 square metres or more	350 square metres plus 20% of site area above 2,500 square metres Include at least 2 Type B trees or 1 Type C tree	15% of site area

Table D3 Soil requirements for trees

Tree type	Tree in deep soil Area of deep soil	Tree in planter Volume of planter soil	Depth of planter soil
A	12 square metres (min. plan dimension 2.5 metres)	12 cubic metres (min. plan dimension of 2.5 metres)	0.8 metre
B	49 square metres (min. plan dimension 4.5 metres)	28 cubic metres (min. plan dimension of 4.5 metres)	1 metre
C	121 square metres (min. plan dimension 6.5 metres)	64 cubic metres (min. plan dimension of 6.5 metres)	1.5 metre

Clause 58.03-6 – Access objective

To ensure that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists and other vehicles.

To ensure the vehicle crossovers are designed and located to minimise visual impact.

Standard D11

Vehicle crossovers should be minimised.

Car parking entries should be consolidated, minimised in size, integrated with the façade and where practicable located at the side or rear of the building.

Pedestrian and cyclist access should be clearly delineated from vehicle access.

Complies with Standard and Objective
In accordance with Standard D11:

- Vehicle access will be via the northern laneway;
- Only a single car park entry is provided, located at the rear of the building;
- Separate entrances are provided for pedestrians and cyclists;
- The development removes the existing crossover on Swan Street, which will be reinstated with footpath, kerb and channel and will result in 2 new, on-street parking spaces;
- The northern setback area will provide access for service and delivery vehicles.

The location of crossovers should maximise pedestrian safety and the retention of on-street car parking spaces and street trees. Developments must provide for access for service, emergency and delivery vehicles.	
Clause 58.03-7 – Parking Location To provide convenient parking for resident and visitor vehicles. To protect residents from vehicular noise within developments. **Standard D12** Car parking facilities should: • Be reasonably close and convenient to dwellings. • Be secure. • Be well ventilated if enclosed. Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.	**Complies with Standard and Objective, subject to conditions** In accordance with Standard D12: • Car parking will be provided in the form of car stackers located in the basement. • Car parking will be accessed from the northern laneway, via Cutter Street. • Residents will have direct access to apartments via two lifts; • The vehicle entry is sufficiently separated from the proposed dwellings, which commence at Level 1 (i.e. the ground floor commercial uses and services/amenities area create a buffer between the vehicle access and car parking area and the nearest apartment dwellings). • Car parking ventilation is currently not proposed and will be required via condition. The parking location is otherwise provided in a convenient location, and the standard and objective are considered met. Further discussion on the car parking provision is provided in the main report.
Clause 58.03-8 – Integrated water and stormwater management To encourage the use of alternative water sources such as rainwater, stormwater and recycled water. To facilitate stormwater collection, utilisation and infiltration within the development. To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site. **Standard D13**	**Complies with Standard and Objective subject to conditions** The SMP and plans confirm the development will be provided with a 10,000L rainwater tank which will be used for toilet flushing (with a notation confirming this connectivity on the plans). The rainwater tank will be located in Basement level 2. The STORM report provided achieves a STORM score of 100%, which achieves the policy direction under Clause 19.03-3L (Water Sensitive Urban Design). Council's ESD officer advised: • *The STORM report relies on 61m2 of canopies and the raked façade of the building at upper levels to demonstrate best practice in stormwater management. However, it is unclear how the runoff from these catchments will be directed into the tank. Please provide more detail to demonstrate this is technically possible and including all downpipes and gutters on elevations (if external and visible).*

Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use. Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority. The stormwater management system should be: • Designed to meet the current best practice performance objectives for stormwater quality as contained in the *Urban Stormwater - Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999). • Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.	This will be required via condition. Overall, it is considered that the objective is met, as well as the requirements of Claus 52.18 (Stormwater Management in Urban Development
Clause 58.04-1 – Building setback To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area. To allow adequate daylight into new dwellings. To limit views into habitable room windows and private open space of new and existing dwellings. To provide a reasonable outlook from new dwellings and existing small second dwellings. To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents. **Standard D14** The built form of the development must respect the existing or preferred urban context and respond to the features of the site. Buildings should be set back from side and rear boundaries, and other buildings within the site to: • Ensure adequate daylight into new habitable room windows.	**Complies with Standard and Objective subject to conditions** As outlined within the built form assessment of this report, the setbacks are consistent with the current approval, except for the introduction of a setback from the eastern boundary to accommodate a lightwell Further, the proposed massing arrangement allows for: • Minimal overlooking impacts, as discussed in the Off-site Amenity section of this report; • All apartments will be provided with windows and balconies for outlook and daylight access, subject to the changes discussed within the Energy Efficiency assessment earlier in this report.

• Avoid direct views into habitable room windows and private open space of new and existing dwellings and existing small second dwellings. Developments should avoid relying on screening to reduce views. • Provide an outlook from dwellings that creates a reasonable visual connection to the external environment. • Ensure the dwellings are designed to meet the objectives of Clause 58.	
Clause 58.04-2 – Internal views To limit views into the private open space and habitable room windows of dwellings within a development. **Standard D15** Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the private open space of a lower-level dwelling directly below and within the same development.	**Complies with Standard and Objective subject to conditions** Due to the siting and setbacks of the building, there will be no overlooking from balconies / windows to lower level apartments. Notations are required to confirm the height and material of the walls between balconies, to demonstrate compliance with this objective. A condition will facilitate this. South-facing bedroom windows will have obscure glazing up to 1.7m above floor level, which will minimise overlooking to the north-facing bedroom windows opposite within the eastern lightwell. Due to the changes required to improve daylight access to the bedrooms facing the eastern lightwell, a condition will require demonstration that the internal views objective continues to be met. Hansen recommended an overlooking treatment to the eastern windows of the stairwell, given there may be views into bedroom windows. However, a stairwell is not a habitable space and does not require screening under Clause 55.04-6. This recommendation will not be adopted.
Clause 58.04-3 – Noise impacts To contain noise sources in developments that may affect existing dwellings or small second dwellings. To protect residents from external and internal noise sources. **Standard D16** Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings or small second dwellings. The layout of new dwellings and buildings should minimise noise transmission within the site.	**Complies with Standard and Objective subject to conditions** Clause 13.05-1S states that community amenity should not be reduced by noise emissions. Similarly, local policy at Clause 13.07-1L-01 (Interfaces and Amenity) calls for development to consider noise attenuation in its design response, both in relation to ensuring the proposed uses and development do not result in adverse noise impacts on the surrounding environment and to ensure that future residents are reasonably protected from noise emissions from the existing environment. Standard D16 (Noise Impact objectives) also provides detailed guidance on internal noise amenity for apartment dwellings. Council commissioned a peer review from SLR of the applicant's acoustic report to ensure that no unreasonable noise emissions will impact, or be caused by, the proposal. These findings are discussed below.

Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.

New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.

Buildings within a noise influence area specified in Table D5 should be designed and constructed to achieve the following noise levels:

- Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.
- Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.

Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.

Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.

Table D5 Noise influence area

Noise source	Noise influence area
Zone interface	
Industry	300 metres from the Industrial 1, 2 and 3 zone boundary
Roads	
Freeways, tollways and other roads carrying 40,000 Annual Average Daily Traffic Volume	300 metres from the nearest trafficable lane
Railways	
Railway servicing passengers in Victoria	80 metres from the centre of the nearest track
Railway servicing freight outside Metropolitan Melbourne	80 metres from the centre of the nearest track
Railway servicing freight in Metropolitan Melbourne	135 metres from the centre of the nearest track

Noise impacts from the proposed development

The ground floor Retail Premises is an as-of-right use and does not require a planning permit. Whilst a planning permit is required for the Dwelling use, the permit trigger relates to the width of the residential frontage at ground level and the need to ensure commercial activation at ground level. Had the width of the residential entry been no more than 2m, this use would also have been as-of-right, and any noise impacts would not have been a consideration.

SLR's review of the applicant's acoustic report raised concerns about potential noise impacts arising from the use of the roof terrace, and recommended an assessment of potential voice noise impacts be undertaken. Alternatively, they recommended that the roof terrace hours be limited to no later than 10pm Sunday to Thursday and no later than 11pm Fridays and Saturdays.

These recommendations will not be adopted. Noise from residential activities, including the use of the communal roof terrace is an expectation of living in a built up, inner city environment. The site is located in a MAC, where the background noise environment would be higher than in a residential neighbourhood. Further, the future Owners Corporation will be responsible for establishing rules in relation to the use of common areas, including the roof terrace, as a way to protect other occupants of the development from unreasonable amenity impacts.

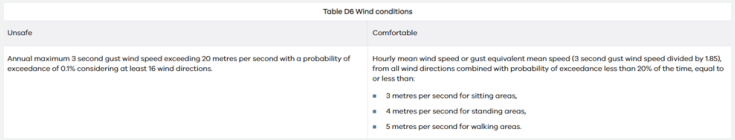
In relation to mechanical and plant equipment noise, including car stackers, the applicant's acoustic report states that noise from these sources will be reviewed during the detailed design phase of the project, when information regarding siting and equipment selection becomes available. SLR are comfortable with this approach, and recommend that post-completion acoustic testing be undertaken to confirm compliance with the applicable noise limits, based on noise levels at No. 28 - 30 Farmer Street and 89 – 91 Cutter Street. This will form a condition should a permit issue. This condition will ensure that proposed dwellings will also be reasonably protected from mechanical and plant equipment noise.

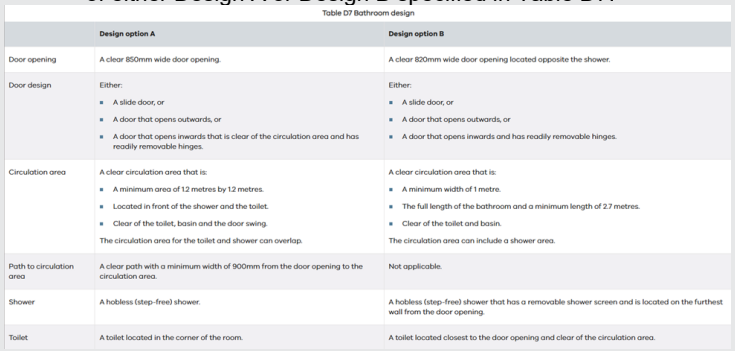
Noise impacts from existing environment

The subject site is located within the Swan Street MAC and as such, the existing noise environment is considered to be more elevated in comparison to a typical residential neighbourhood.

Standard D16 requires that new dwellings be designed and constructed to include acoustic attenuation measures to reduce noise levels from on and off-site noise sources

	and to ensure the layout of new dwellings and buildings minimises noise transmission within the site. The applicant's acoustic report is satisfied that the development can achieve satisfactory internal noise levels with minimum / standard forms of glazing to habitable room facades exposed to the highest levels of traffic (e.g. minimum 6mm glass / 12mm airgap and 12.76mm thick laminated glass). SLR have confirmed they are satisfied that the minimum forms of glazing will achieve compliance with the relevant noise limits. It is also noted that the site is not within 50m of a live music venue. The acoustic report prepared by Acoustic Logic and dated 15 April 2025 will be endorsed and will form part of the permit should one issue. The standard and objective are met.
Clause 58.04-4 – Wind impacts To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land. **Standard D17** Development of five or more storeys, excluding a basement should: • not cause unsafe wind conditions specified in Table D6 in public land, publicly accessible areas on private land, private open space and communal open space; and • achieve comfortable wind conditions specified in Table D6 in public land and publicly accessible areas on private land within a distance of half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building façade, whichever is greater. Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements. Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.	**Complies with Standard and Objective subject to conditions** Clause 15.01-1L (Building Design) seeks to minimise the potential for development, particularly taller buildings, to create adverse wind conditions in the public realm at street level through building siting and design. In respect of wind impacts, Council commissioned a peer review by VIPAC Consultants of the applicant's wind impact assessment and agrees with the conclusions that: *(a) Wind conditions in the surrounding streetscape would be expected to satisfy walking comfort criterion and the safety criterion;* *(b) The wind conditions outside the main and secondary residential entrances, located centrally along the west face would be expected to satisfy the recommended standing comfort criterion for building entrances;* *(c) Wind conditions on all private and communal terraces have been assessed to satisfy the standing comfort criterion or better, and the safety comfort criterion;* *(d) Wind conditions might be high in front of the retail entrance at the southwest corner. It is recommended that this entrance be relocated at least 3m away from the building corner where wind conditions are expected to improve and satisfy the standing comfort criterion; and* (e) *The dining area of the north-east side of the roof terrace would be expected to satisfy the standing comfort criterion which is not suitable for outdoor dining. It is recommended that a 1.6m high solid wind break screen be positioned along the west side of the dining area to improve the wind conditions within the proposed dining area to satisfy the sitting comfort criterion.*

 Table D6 Wind conditions Unsafe: Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% considering at least 16 wind directions. Comfortable: Hourly mean wind speed or gust equivalent mean speed (3 second gust wind speed divided by 1.85), from all wind directions combined with probability of exceedance less than 20% of the time, equal to or less than: • 3 metres per second for sitting areas, • 4 metres per second for standing areas, • 5 metres per second for walking areas.	With regard to point (d), the plans have already included a 3m setback of the retail premises entrance from Swan Street. This recessed entrance should ensure that safe wind conditions are achieved. However, a condition will require the provision of a 1.6m high wind screen to the western side of the dining area (as shown on Page 12 of the Wind Report) in order to achieve sitting comfort criterion Standing comfort criteria is an acceptable wind condition for the private balconies, given residents can opt to go indoors if the wind conditions become undesirable. This is consistent with Planning Practice Note 93 - Wind Impacts in Apartment Developments (PPN93). Given the roof terrace includes a designated sitting area, it is reasonable to expect that Sitting Comfort is achieved for this area. Standing Comfort for the remaining area of the roof terrace is acceptable. PPN93 states that only Safety Criteria is relevant for communal open spaces and the submitted wind report has demonstrated this criterion has been achieved. Overall, VIPAC confirm that the applicant's wind impact assessment uses the proper analysis and methodology to analyse the wind effects on the pedestrian level surrounding the proposed development and that the development would generate winds within the recommended wind comfort criterion. VIPAC also agree that the development would generate acceptable wind impacts to the surrounding area as well as proposed balconies and terraces, which achieve walking comfort criterion. The wind report prepared by MEL Consultants and dated 16 April 2025 will therefore be endorsed should a permit issue.
Clause 58.05-1 - Accessibility To ensure the design of dwellings meets the needs of people with limited mobility. **Standard D18** At least 50 per cent of dwellings should have: • A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom.	**Complies with Standard and Objective subject to conditions** The Clause 58 summary table (Drawing T800) confirms that 33 dwellings (65%) will comply with Standard D18. An assessment undertaken by Council officers also confirms that in order to meet the standard, the following must be met: • Clause 58 plans to notate whether accessible bathrooms are Type A or Type B • Doors to accessible bathrooms to be sliding, open outwards, or if opening inwards to include a notation that it will have readily removable hinges; • All Type B accessible bathrooms to locate the toilet closest to the door • All Type A accessible bathrooms to locate the toilet in the corner of the room or otherwise provide a minimum 700mm long nib wall for a handrail to be installed; and

• A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area. • A main bedroom with access to an adaptable bathroom. • At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D7.  Table D7 Bathroom design **Design option A**: A clear 850mm wide door opening. / Either: A slide door, or; A door that opens outwards, or; A door that opens inwards that is clear of the circulation area and has readily removable hinges. / A clear circulation area that is: A minimum area of 1.2 metres by 1.2 metres; Located in front of the shower and the toilet; Clear of the toilet, basin and the door swing. The circulation area for the toilet and shower can overlap. / A clear path with a minimum width of 900mm from the door opening to the circulation area. / A hobless (step-free) shower. / A toilet located in the corner of the room. **Design option B**: A clear 820mm wide door opening located opposite the shower. / Either: A slide door, or; A door that opens outwards, or; A door that opens inwards and has readily removable hinges. / A clear circulation area that is: A minimum width of 1 metre; The full length of the bathroom and a minimum length of 2.7 metres; Clear of the toilet and basin. The circulation area can include a shower area. / Not applicable. / A hobless (step-free) shower that has a removable shower screen and is located on the furthest wall from the door opening. / A toilet located closest to the door opening and clear of the circulation area.	• Apt 103 to show a 1.2m wide clear path to a bedroom These outstanding requirements will be addressed as conditions should a permit issue.
Clause 58.05-2 – Building entry and circulation To provide each dwelling and building with its own sense of identity. To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents. To ensure internal communal areas provide adequate access to daylight and natural ventilation. **Standard D19** Entries to dwellings and buildings should: • Be visible and easily identifiable. • Provide shelter, a sense of personal address and a transitional space around the entry. The layout and design of buildings should: • Clearly distinguish entrances to residential and non-residential areas. • Provide windows to building entrances and lift areas.	**Complies with Standard and Objective subject to conditions** As previously discussed under the Safety objective and the Public Realm section of the main report, the building entrances are considered safe and well designed, subject to conditions (e.g. lighting of entrances). Consistent with Standard D19, separate entrances to the building are provided for the apartments and the retail premises. The stairwell will be provided with east-facing windows, providing access to natural light. Windows are also provided for the residential lobby at ground level. The corridors to the upper levels will not receive natural light and ventilation. The lack of natural light is acceptable considering the relatively small circulation area. However, a condition will require provision of mechanical ventilation to these spaces. The canopies proposed over the footpath will provide weather protection at the building entrances.

• Provide visible, safe and attractive stairs from the entry level to encourage use by residents.
• Provide common areas and corridors that:
  ○ Include at least one source of natural light and natural ventilation.
  ○ Avoid obstruction from building services.
  ○ Maintain clear sight lines.	

Clause 58.05-3 – Private open space To provide adequate private open space for the reasonable recreation and service needs of residents. **Standard D20** A dwelling should have private open space consisting of at least one of the following: • An area at ground level of at least 25 square metres, with a minimum dimension of 3 metres and convenient access from a living room. • A balcony with at least the area and dimensions specified in Table D8 and convenient access from a living room. • An area on a podium or other similar base of at least 15 square metres, with a minimum dimension of 3 metres and convenient access from a living room. • An area on a roof of 10 square metres, with a minimum dimension of 2 metres and convenient access from a living room. If a cooling or heating unit is located on a balcony, the minimum balcony area specified in Table D8 should be increased by at least 1.5 square metres. If the finished floor level of a dwelling is 40 metres or more above ground level, the requirements of Table D8 do not apply if at least the area specified in Table D9 is provided as living area or bedroom area in addition to the minimum area specified in Table D11 or Table D12 in Standard D25.	**Complies Objective, subject to conditions.** The Clause 58 summary table confirms that all apartments, except for Apt 104 (studio apartment) will comply with Standard D20. Apt 104 is not provided with any private open space. Council does not support this outcome. The applicant has not provided sufficient justification for this variation, stating that occupants of this dwelling could instead rely on the communal open space for their outdoor and recreational needs. There is currently a roofed section west of this apartment's living room, which sits above the ground level residential entrance and which could accommodate an 8sqm balcony, with a minimum 1.9m dimension, which would satisfy the minimum POS requirements for a 1 bedroom dwelling with a west-facing balcony. This will be required via condition. All other apartments are provided with minimum 8sqm up to 17sqm balconies. The minimum dimension of Apt 702 falls short of the minimum 2.4m required for a 3 bedroom dwelling. However, a variation of 0.3m is acceptable, considering the area (17sqm) exceeds the minimum 12sqm required of the Standard. The balcony is also located on the north-west corner of the building and will receive good solar access. All other minimum balcony dimensions comply with the Standard (air conditioning units are all located on the roof).



Table D8 Balcony size

Orientation of dwelling	Dwelling type	Minimum area	Minimum dimension
North (between north 20 degrees west to north 30 degrees east)	All	8 square metres	1.7 metres
South (between south 30 degrees west to south 30 degrees east)	All	8 square metres	1.2 metres
Any other orientation	Studio or 1 bedroom dwelling	8 square metres	1.8 metres
	2 bedroom dwelling	8 square metres	2 metres
	3 or more bedroom dwelling	12 square metres	2.4 metres

Table D9 Additional living area or bedroom area

Dwelling type	Additional area
Studio or 1 bedroom dwelling	8 square metres
2 bedroom dwelling	8 square metres
3 or more bedroom dwelling	12 square metres

View table in full screen

Clause 58.05-4 - Storage

To provide adequate storage facilities for each dwelling.

Standard D21

Each dwelling should have convenient access to usable and secure storage space.

The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D10.

Table D10 Storage

Dwelling type	Total minimum storage volume	Minimum storage volume within the dwelling
Studio	8 cubic metres	5 cubic metres
1 bedroom dwelling	10 cubic metres	6 cubic metres
2 bedroom dwelling	14 cubic metres	9 cubic metres
3 or more bedroom dwelling	18 cubic metres	12 cubic metres

Complies Standard and Objective
The Clause 58 summary table confirms all apartments, except for Apt 701, comply with Standard D21.

Apt 701 is a 2 bedroom dwelling which requires a minimum 14m3 of storage, inclusive of 9m3 of internal storage. However, a review of the floor plan confirms this apartment has 14m3 of storage, inclusive of 9m3 internal storage in accordance with the Standard.

All other apartments are also compliant with Standard D21

Clause 58.06-1 – Common property

To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.

To avoid future management difficulties in areas of common ownership.

Standard D22
Developments should clearly delineate public, communal and private areas.

Common property, where provided, should be functional and capable of efficient management.

Complies Standard and Objective
The proposed common property areas (with respect to dwellings) include:

- All basement areas;
- Residential entrance and lobby at ground floor;
- All residential corridors, stairwells and lifts; and
- The communal roof terrace including all landscaping.

Broadly speaking, these are clearly delineated and would not create areas which are difficult to maintain in the future. The lobby and vehicle access areas are well conceived as discussed throughout this report.

Clause 58.06-2 – Site services To ensure that site services are accessible and can be installed and maintained. To ensure that site services and facilities are visually integrated into the building design or landscape. **Standard D23** Development should provide adequate space (including easements where required) for site services to be installed and maintained efficiently and economically. Meters and utility services should be designed as an integrated component of the building or landscape. Mailboxes and other site facilities should be adequate in size, durable, water-protected, located for convenient access and integrated into the overall design of the development.	**Complies with Standard and Objective** The majority of the site services will be located in the basement, as well as at ground level and on the roof. The ground level services are located at the northern end of the site, abutting the laneway. The services at ground level are well-integrated with the overall design of the building and will not dominate the Cutter Street frontage. As discussed in the Public Realm assessment, the development's Cutter Street frontage is a substantial improvement from the current approval, which is heavily dominated by site services. Mailboxes will be located within the residential entry alcove on Cutter Street, will be undercover and protected from weather and will be easily accessible to Australia Post employees. Air conditioning units will be located on the roof. An aluminium screen is proposed around the perimeter of the roof services which will have a maximum height of 1.7m above roof level. This will ensure the roof services will be appropriately screened from the surrounding public realm. The screen will be semi permeable to minimise building bulk on this level.

Clause 58.08-3 – Waste and recycling
 	
To ensure dwellings are designed to encourage waste recycling.
 	
To ensure that waste and recycling facilities are accessible, adequate and attractive.
 	
To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.
 	
Standard D24
Developments should include dedicated areas for:
• Waste and recycling enclosures which are:
  ○ Adequate in size, durable, waterproof and blend in with the development.
  ○ Adequately ventilated.
  ○ Located and designed for convenient access by residents and made easily accessible to people with limited mobility.
• Adequate facilities for bin washing. These areas should be adequately ventilated.
	Complies with Standard and Objective subject to conditions
	Waste storage is proposed at ground level with a dedicated 26sqm room on the northern side of the building. The waste room will have direct access to the northern laneway, and the proposed setback will allow for a small, rear-loading waste vehicle to prop and undertake bin collection. Waste will be collected by a private contractor.
	
	Swept path diagrams have been provided and reviewed by Council's Engineering Unit, confirming satisfactory waste vehicle access.
	
	Council's City Works – Waste Management unit have reviewed the submitted Waste Management Plan, who was generally satisfied with the WMP with the following additional information to be included:
	1. *Detail the management of e-waste including how it will be separated, stored, and disposed of; it is illegal for e-waste to enter landfill in Victoria and cannot be disposed of in waste bins*
	2. *Provide details of net space taken up by the proposed bins in M^2*
	3. *The WMP must provide further information on how users will access the waste system.*
	4. *Provide an explanation of how risks associated with waste management will be managed.*

• Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate. • Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing. • Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing. • Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate. Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and: • Be designed to meet the better practice design options specified in *Waste Management and Recycling in Multi-unit Developments* (Sustainability Victoria, 2019). • Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.	These items will be addressed via condition.
Clause 58.06-4 – External walls and materials To ensure external walls use materials appropriate to the existing urban context or preferred future development of the area. To ensure external walls endure and retain their attractiveness. **Standard D25** External walls should be finished with materials that: • Do not easily deteriorate or stain. • Weather well over time. • Are resilient to the wear and tear from their intended use. External wall design should facilitate safe and convenient access for maintenance.	**Complies with Standard and Objective** The proposed materials are of a high quality and respond well to the surrounding character, as has been discussed in the Built Form section of this report. A condition will require a Façade Strategy to ensure the materials are reviewed prior to construction, with a higher degree of detail provided to confirm they are of a high architectural quality in accordance with the plans submitted to date.
Clause 58.07-1 – Functional layout	**Complies with Objective subject to conditions**

To ensure dwellings provide functional areas that meet the needs of residents.

Standard D26

Bedrooms should:

- Meet the minimum internal room dimensions specified in Table D11.
- Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe.

Table D11 Bedroom dimensions

Bedroom type	Minimum width	Minimum depth
Main bedroom	3 metres	3.4 metres
All other bedrooms	3 metres	3 metres

Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D12.

Table D12 Living area dimensions

Dwelling type	Minimum width	Minimum area
Studio and 1 bedroom dwelling	3.3 metres	10 sqm
2 or more bedroom dwelling	3.6 metres	12 sqm

The Clause 58 summary table provided by the Applicant confirms all apartments comply for both bedroom and living room size.

However, a review of the plans by Council offers confirms that not all apartments comply with the minimum living room dimension: Non-compliant apartment types include:

- 1-2A (8 apartments): Minimum dimension of 3.35m (3.6m required);
- 1-0A & 1-0B (8 apartments): Minimum dimension of 3m (3.3m required)
- 1-1C (4 apartments): Minimum dimension of 3m (3.3m required);
- 1-2B (4 apartments): Minimum dimension of 3.3m (3.6m required);
- 1-2C (1 apartment): Minimum dimension of 3.35m (3.6m required);
- 5-1A (1 apartment): Minimum dimension of 3m (3.3m required);
- 5-1B (1 apartment): Minimum dimension of 3m (3.3m required);
- 5-1C (1 apartment): Minimum dimension of 3.16m (3.3m required);
- 5-0A (2 apartments): Minimum dimension of 3m (3.3m required);
- 5-1E (1 apartment): Minimum dimension of 3.05m (3.3m required)
- 6-1A (1 apartment): Minimum dimension of 3.05m (3.3m required);
- 6-1B (1 apartment): Minimum dimension of 3.05m (3.3m required);
- 6-1C (1 apartment): Minimum dimension of 3m (3.3m required);
- 6-0A (2 apartments): Minimum dimension of 3m (3.3m required);
- 6-2A (1 apartment): Minimum dimension of 3.35m (3.6m required);
- 6-2B (1 apartment): Minimum dimension of 3.2m (3.6m required);
- 7-2A (1 apartment): Minimum dimension of 3.05m (3.6m required);
- 7-2B (1 apartment): Minimum dimension of 3.1m (3.6m required).

All of the above apartments have demonstrated that the minimum areas (10sqm for studio and 1-bedroom dwellings and 12sqm for 2+ bedroom dwellings) have been met. A variation is supported to the minimum living room dimensions, considering the minimum areas have been met and in some cases, exceeded. The living rooms have an open plan set up with the dining room and kitchen and will provide functional spaces for future occupants.

In addition, the following studio apartments have not shown minimum dimensions for the bed area:

- Type 1-0A;
- Type 10B;
- Type 5-0A; and
- Type 6-0A.

	There are concerns that the area set aside for the bedrooms in the studios is insufficient for the needs of future occupants. Whilst studio-style apartments offer an alternative style of living, they are still recognised as a legitimate form of dwelling and internal amenity should not be compromised. Further, the studios make up nearly one quarter of the apartments within this development. Planning Permit PLN16/0434 (26-56 Queens Parade, Fitzroy North), is a permit for a mixed use development comprising 380 apartments under a Build to Rent Scheme, In *Gurner 26-56 Queens Parade Pty Ltd v Yarra CC (Corrected) [2021] VCAT 376* the Tribunal member required changes to the studio apartments to provide a minimum standard of internal amenity, including: • *A minimum of 10 square metres of living area unencumbered by a kitchen;* • *A minimum 9 square metre bedroom with a minimum dimension on one side of 3 metres;* • *Kitchen with sufficient food preparation areas; and* The proposed studios provide a minimum 10sqm living area unencumbered by a kitchen and kitchens with sufficient food preparation areas. The Clause 58 plans show a separate area for the bed, which includes a wardrobe. To ensure the area set aside for the bed and wardrobe is functional for future occupants, a condition will require the bedroom areas to have a minimum dimension of 3m.
Clause 58.07-2 – Room depth To allow adequate daylight into single aspect habitable rooms. **Standard D27**	**Complies with Standard and Objective** The Clause 58 summary table confirms all apartments comply with the room depth requirements. All apartments have a floor to ceiling height of 2.75m. The maximum room depth is 6.87m, however this can be increased to 9m if the requirements of Standard D27 are met. A review of the plans confirms all single aspect habitable rooms comply with the Standard. The room depth of Apt Type 5-0a has not been dimensioned. When

Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height. The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met: • The room combines the living area, dining area and kitchen. • The kitchen is located furthest from the window. • The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen. The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.	measured in Objective Trapeze, the depth is 7.7m (to the front door). The studio has an open plan layout, has a 2.75m ceiling height and the kitchen is located furthest from the window. This apartment complies with the Standard. In addition, the room depth of Apt Type 7-2A is not dimensioned. Objective Trapeze confirms the depth will be 5.7m, in accordance with the Standard. A condition will require the room depths to be dimensioned for these apartment types. The Clause 58 plans incorrectly measure the dimension from the inside, rather than the outside surface of the habitable room window. A condition will require these dimensions to be corrected (this will not affect their compliance with the Standard).
Clause 58.07-3 – Windows objective To allow adequate daylight into new habitable room windows. **Standard D28** Habitable rooms should have a window in an external wall of the building. A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky. The secondary area should be: • A minimum width of 1.2 metres. • A maximum depth of 1.5 times the width, measured from the external surface of the window.	**Complies with Standard and Objective** The standard prescribes that habitable rooms should contain a window within an external wall of the building. All habitable rooms comply with this requirement.
Clause 58.07-4 – Natural ventilation To encourage natural ventilation of dwellings. To allow occupants to effectively manage natural ventilation of dwellings. **Standard D29**	**Complies with Standard and Objective** The Clause 58 summary table and plans confirm 28 (55%) of apartments comply with Standard D29.

The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate. At least 40 per cent of dwellings should provide effective cross ventilation that has: • A maximum breeze path through the dwelling of 18 metres. • A minimum breeze path through the dwelling of 5 metres. • Ventilation openings with approximately the same area. The breeze path is measured between the ventilation openings on different orientations of the dwelling.	

6. DTP Applications

6.1. – PPE25/0589 - 301 - 317 Rae Street Fitzroy North

Author	Nish Goonetilleke – Principal Statutory Planner
Authoriser	General Manager City Sustainability and Strategy

Executive Summary

Property	301 – 317 Rae Street Fitzroy North VIC 3086
Ward	Nicholls
Application number	PPE25/0589 (Council Ref) PA2503916 (DTP Ref)
Proposal	Full demolition of the existing building and construction of a seven-storey building containing dwellings (no permit required for use), and associated reduction in the car parking requirements.
Zoning & Overlay/s	• Mixed-Use Zone (MUZ) • Heritage Overlay – Schedule 327 (HO327) • Heritage Grading – Not Contributory • Environmental Audit Overlay (EAO) • Development Contribution Plan Overlay – Schedule 1 (DCPO1)
Strategic setting	Incremental Change Area Neighbourhood Activity Centre This application was made to the Minister for Planning under Clause 53.25 (Great Design Fast Track).
Submissions	DTP notified Council about this application on 17 September 2025 under s52(1)(b) of the *Planning and Environment Act* 1987. DTP have also notified adjoining property owners. Notice of the application is due to be completed 13 November 2025. At the time of writing this report, DTP advised that six (6) objections and 1 letter of support had been received.

Key reasons for recommendation	• The site is suitable for development, however the current proposal raises concerns in relation to the overall height.
	• Conditions are recommended:
	  ○ to reduce the overall height and associated off-site amenity impacts;
	  ○ to ensure the internal amenity of the apartments are met; and
	  ○ to ensure satisfactory public realm response is provided to both Rae and Alfred Streets.

Recommendation	• That Council notify the Department of Transport and Planning that the proposal is supported for the key reasons provided.
	• Key conditions include:
	  ○ Overall height reduction of the development (deletion of one level);
	  ○ Changes to the proposed public realm upgrades; and
	  ○ Meeting various BADs standards for improved internal amenity.

Contact Officer	Nish Goonetilleke

Officer Recommendation

That Council:

1. Note the officer report and the application material.
2. Delegate the Manager Statutory Planning to write to the Department of Transport and Planning outlining Council's position that the proposal is supported, subject to the following conditions being included on any permit that issues:

Conditions

Amended Plans

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and must be generally in accordance with the decision plans prepared by Warren and Mahony, dated 26.08.2025, Rev C : Plan nos. TP00.04, TP00.05, TP00.05A, TP10.01, TP10.02, TP10.03, TP10.04, dated 11.09.2025, Rev D : TP10.05, TP10.06, TP10.07, dated 26.08.2025, Rev C: TP10.08, TP10.09, TP10.10, TP20.01, TP20.02, dated 11.09.2025, Rev D: TP20.03, TP20.04, dated 26.08.2025, Rev C: TP30.01, dated 11.09.2025, Rev D: TP30.02, TP30.03, dated 26.08.2025, Rev C: TP30.04, dated 11.09.2025, Rev D: TP30.04, TP30.05, TP30.06, TP30.07, TP30.08, dated 26.08.2025, Rev C: TP60.01, TP60.02, TP60.10, TP60.11, TP60.12, TP60.13, TP60.14, TP60.15, TP60.16, TP60.17, TP60.18, TP60.19, TP60.20, TP60.21, TP60.22, TP60.23, TP60.24, TP60.25, TP60.26, TP60.27, TP60.28, TP60.29, TP60.30, TP60.31 and TP60.32, but modified to show:
   (a) Deletion of Level 05, with no reduction in setbacks to the current Level 06 (new Level 05);
   (b) Deletion of awning over Rae Street;
   (c) All visitor bicycle parking relocated within the subject site;
   (d) Correction of material legend GL-01 to TL-01 on the eastern elevation for the three-storey podium in the south-east corner;
   (e) Metal work (ME-02) associated with the ground floor apartments along Rae Street to consist of a level of transparency;

(f) Provision of wall-mounted sensor lighting to all pedestrian entrances, including the internal courtyard areas;

(g) Compliance with the following Standards of Clause 58:

(i) Standard D20 (Private open space): show the location of cooling/heating units for all apartments; and

(ii) Standard D26 (Functional layout): show living areas of Apartments 2.01 and 3.01 excluding the dining room areas;

(h) Dimension the depth of the car spaces;

(i) Dimension the depth of the tandem spaces;

(j) Numbering of each car space;

(k) Vertical ground clearance check for the laneway and car park entrance using the B99 design vehicle; and

(l) Vertical ground clearance check for the widened vehicle crossing using the B99 design vehicle.

(m) Any changes as a result of the amended Sustainability Management Plan (Condition 8);

(n) Any changes as a result of the amended Landscape Plan (Condition 11);

(o) Any changes as result of the amended Waste Management Plan (Condition 17); and

(p) Any changes as a result of the amended Public Realm Functional Layout Plan (Condition 20).

Development Conditions

2. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

3. As part of the ongoing consultant team, Warren and Mahony Architects or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

(a) oversee design and construction of the development; and

(b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

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

Levies

5. Prior to the commencement of the development the Development Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan.

6. Prior to the issue of a building permit, the Community Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan.

Façade Strategy

7. Concurrent with the submission of Condition 1 Plans, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:
   (a) elevation drawings at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical tower facade details;
   (b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
   (c) information about how the façade will be maintained, including any vegetation; and
   (d) coloured drawings outlining colours, materials and finishes.

Sustainability Management Plan

8. Concurrent with the submission of Condition 1 Plans, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by GIW Environmental Solutions and dated 01 September 2025, but modified to include or show:
   (a) All design changes required under Condition 1 of this permit, as relevant;
   (b) Provision of fixed, outdoor clothes drying racks, retractable clothes lines, or similar;
   (c) Evidence to demonstrate how the apartments will be able to access ventilation securely via the front door through secure above door vents or similar;
   (d) Purchasing of 100% renewable energy via embedded network or similar;
   (e) Solar power sharing system directly with dwellings to maximise the utilisation of the electricity generated onsite;
   (f) Increase in the size of the rainwater tank and increase the re-use through hot water connections to all dwellings;
   (g) Increase in the size of the solar PV array to generate more solar onsite; and
   (h) An energy storage system and battery to utilise more solar power onsite.
9. Prior to the occupation of the development approved under this permit, a report from the author of the sustainable management plan, approved pursuant to this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm that all measures specified in the sustainable management plan have been implemented in accordance with the approved plan.
10. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Landscape Plan

11. Concurrent with the submission of Condition 1 Plans, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the

Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Vivid Green and dated 26 August 2025, but modified to include (or show):

(a) All design changes required under Condition 1 of this permit, as relevant;

(b) Deletion of the rain-garden adjacent tree #10 (London Plane);

(c) Inclusion of one street tree on Alfred Street and one on Rae Street;

(d) Changes to the ground floor plan:

(i) *Monstera deliciosa*; removed from planting schedule;

(ii) Bicycle parking length works with raised planter edge and accessible throughway for pedestrians to reach edge seating;

(iii) Raingarden; ensure all proposed plant species can tolerate wet conditions;

(iv) Feature tree; *Ficus lyrata* replaced with a plant which would grow to full maturity within indoor environment;

(v) Central feature; clarify if *Epipremnum pinnatum* grow/drape onto seating;

(vi) Boundary planting; *Zamia furfuracea* replaced with an appropriate species which would not grow into the public realm space;

(e) Changes to Level 03 & 04 plans:

(i) 122 *Geranium Cranebill* 'Dreamland'; perimeter planting replaced with a species which supports biodiversity; and

(f) Update plant species names and numbers to reflect the above requirements.

12. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and

(c) replacing any dead, diseased, dying or damaged plants,

to the satisfaction of the Responsible Authority.

Street Trees

13. Concurrent with the submission of Condition 1 Plans, an amended Tree Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Tree Management Plan will be endorsed and will form part of this permit. The amended Tree Management Plan must be generally in accordance with the Arboricultural Assessment and Report prepared by Tree Logic and dated 16 April 2025, but modified to include (or show):

(a) All design changes required under Condition 1 of this permit, as relevant; and

(b) Tree Protection Plan (TPP) and Tree Protection Specifications (TPS) in accordance with AS4970-2025 Protection of the existing street trees to ensure the long-term viability, and must consider the following:

(i) site deliveries, vehicle swept paths and any impact on adjacent street trees within Alfred Street.

14. Before the development commences, the permit holder must provide a Street Tree Protection Bond of $46,381.00 (ex GST) for the trees in Rae and Alfred Streets adjacent the frontage of the development to the City of Yarra. The security bond:

(a) must be provided in a manner, and on terms, to the satisfaction of the Responsible Authority;

(b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and

(c) in accordance with the requirements of this permit; or

(d) otherwise to the satisfaction of the Responsible Authority.

15. The provisions, recommendations and requirements of the endorsed Tree Management Plan must be complied with and implemented to the satisfaction of the Responsible Authority.

16. Before the development commences, or by such later dates as approved in writing by the Responsible Authority, the permit holder must make a one-off contribution of $2,226.74 to the City of Yarra. This fee:

(a) Will be used for two (2) new street tree plantings as listed below:

(i) Roadside - One (1) along Rae Street (between the existing plane tree and the existing kerb outstand to the south); and

(ii) Roadside – One (1) along Alfred Street;

(b) Will cover the tree sourcing, planting and 2 years of maintenance; and

(c) All street tree planting and any maintenance and/or establishment work (within 24 months after planting) must be completed by an approved tree maintenance contractor (to the satisfaction of the Responsible Authority).

Waste Management Plan

17. Concurrent with the submission of Condition 1 Plans, a Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once approved, the Waste Management Plan will be endorsed and will form part of this permit. The Waste Management Plan must show, but not limited to the following:

(a) Replacement of diverter chute systems with dual chute systems.

18. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

19. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Public Realm Plan: Functional Layout

20. Concurrent with the submission of Condition 1 Plans, or by such later date as approved in writing by the Responsible Authority, a Public Realm Plan of all public realm improvements associated with the development must be prepared, submitted and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The Public Realm Plan must show, but not be limited to, the following:
    (a) All design changes required under Condition 1 of this permit, as relevant;
    (b) Deletion of all proposed kerb outstand / garden beds along Rae and Alfred Streets;
    (c) Provision of tree cutouts as follows:
        (i) 1 x Rae Street (between the existing plane tree and the existing kerb outstand to the south);
        (ii) 1 x Alfred Street;
    (d) All existing property stormwater drains and pits under the footpath in Rae and Alfred Streets on the Ground Floor Plan (Rev C: TP10.03);
    (e) Notations confirming the following:
        (i) Power pole to be repositioned behind the kerb along Alfred Street;
        (ii) Redundant property stormwater drains under the footpaths along Rae and Alfred Streets are to be removed and the footpaths reinstated to Council satisfaction;
        (iii) Footpath in Alfred Street to be reconstructed along the entire development frontage and made as DDA compliant as possible;
        (iv) Proposed vehicle crossing along Alfred Street to be constructed in asphalt with bluestone layback and channel;
        (v) Proposed vehicle crossing in Alfred Street, at the west end of the development to be constructed in asphalt with bluestone layback and channel (refer to YSD 602); and
        (vi) Western ROW accurately depicted on the North Elevation (Rev C: TP20.02) as having a v-profile with a centre invert;
    (f) Deletion of all proposed (new) on-street car spaces, and include a notation to read “On-street Car Spaces for Council’s Consideration and Approval”;
    (g) Notation confirming that the “Proposed Street Tree for Council’s Consideration and Approval”;
    (h) Letter of consent with the relevant Service Authority regarding the power pole in Alfred Street;
    (i) Letter from the relevant Service Authority confirming the streetlights are compliant and will prevent light spillage into habitable rooms of the subject site along the Rae Street and Alfred Street frontages;
    (j) Telecom pit to be flush with the vehicle crossing pavement and provide a heavy duty cover to accommodate the weight of vehicles traversing over the pit, including a notation confirming the telecom pit is to be flush with the vehicle crossing; and

(k) at the permit holder's cost,

to the satisfaction of the Responsible Authority.

Public Realm: Detailed design plans

21. Before the development commences (excluding site preparations, demolition and bulk excavation), or by such later date as approved in writing by the Responsible Authority, detailed design drawings of the works approved under the Public Realm Plan (as required by Condition 20) addressing all road infrastructure works (including soft/hard landscaping), must be submitted to and approved by Council's Civil Engineering Department. Once approved, the detailed design drawings will be endorsed and will then form part of the permit.

22. Before the building is occupied, all associated works shown on the endorsed detailed design plans for the public realm (as required by Condition 20) must be fully constructed and completed to the satisfaction of the Council's Civil Engineering Department and at no cost to the Responsible Authority.

Acoustic Report

23. Concurrent with the submission of Condition 1 Plans, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Acoustic Logic and dated 24 June 2025, but modified to include (or show, or address):

    (a) All design changes required under Condition 1 of this permit, as relevant;

24. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

25. The development must at all times comply with the noise limits specified in the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021), as may be amended from time to time.

Wind Report

26. Before the development commences, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by WindTech and dated 27 August 2025, but modified to include (or show):

    (a) All design changes required under Condition 1 of this permit, as relevant;

27. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Car Parking

28. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:

(a) constructed and available for use in accordance with the endorsed plans;

(b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;

(c) treated with an all-weather seal or some other durable surface; and

(d) line-marked or provided with some adequate means of showing the car parking spaces,

to the satisfaction of the Responsible Authority.

Engineering and Infrastructure

29. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, redundant vehicular crossings along Rae and Alfred Streets must be demolished and re-instated as footpath, verge (if applicable), and kerb and channel:

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority.

30. Concurrent with the submission of Condition 1 Plans, or by such later date as approved in writing by the Responsible Authority, a vehicle crossing design must be submitted to Council's Civil Engineering Department for approval. The submitted design must demonstrate compliance with City of Yarra's, Vehicle Crossing Information Sheet. Refer to Notes (below) for lodgement details.

31. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority.

32. Before the building is occupied or by such later date as approved in writing by the Responsible Authority, the footpath along the property's Rae Street and Alfred Street frontages must be re-sheeted in asphalt:

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority(s).

33. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel along the property's Rae Street and Alfred Street frontages must be reconstructed:

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority(s).

34. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the half-width road pavement along the property's Rae Street and Alfred Street frontages must be reconstructed:

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority(s).

35. Within 2 months of the completion or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:

(a) In accordance with Yarra Standard Drawings | Yarra City Council

(b) at the permit holder's cost; and

(c) To the satisfaction of the Responsible Authority.

36. Any service poles, structures or pits located within the public realm areas that interfere with the proposal, must be adjusted accordingly:

(a) at the permit holder's cost; and

(b) to the satisfaction of the Responsible Authority.

37. Prior to the completion of the development, subject to the relevant authority's consent, the relocation of the power pole along Alfred Street necessary to facilitate the development must be undertaken:

(a) in accordance with any requirements or conditions imposed by the relevant authority;

(b) at the permit holder's cost; and

(c) to the satisfaction of the Responsible Authority.

Construction Management Plan

38. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:

(a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;

(b) works necessary to protect road and other infrastructure;

(c) remediation of any damage to road and other infrastructure;

(d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land,

(e) facilities for vehicle washing, which must be located on the land;

(f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;

(g) site security;

(h) management of any environmental hazards including, but not limited to,:

(i) contaminated soil;

(ii) materials and waste;

(iii) dust;

(iv) stormwater contamination from run-off and wash-waters;

(v) sediment from the land on roads;

(vi) washing of concrete trucks and other vehicles and machinery; and

(vii) spillage from refuelling cranes and other vehicles and machinery;

(i) the construction program;

(j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;

(k) parking facilities for construction workers;

(l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;

(m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;

(n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced; and

(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.

39. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

General Conditions

40. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

(a) Monday to Friday (excluding public holidays) before 7 am or after 6 pm;

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

41. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the basement car park, pedestrian walkway, laneway and dwelling entrances must be provided within the property boundary. Lighting must be:

(a) located;

(b) directed;

(c) shielded; and

(d) of limited intensity,

to the satisfaction of the Responsible Authority.

42. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.

43. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.
44. Any new apartment development allowed by this permit must not be connected to a reticulated gas service (within the meaning of clause 53.03 of the relevant planning scheme). This condition continues to have force and effect after the development authorised by this permit has been completed.
45. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

Permit expiry

46. This permit will expire if:
    (a) The development is not commenced within two years of the date of this permit; or
    (b) The development is not completed within four years of the date of this permit.

    The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes
This site is subject to a Heritage Overlay. A planning permit may be required for any further external works.

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5555 to confirm.

All property owners or occupiers within a development approved under this planning permit, will not be eligible for residential or visitor parking permits unless the development has heritage controls where parking would adversely affect the integrity of the heritage place, or if there's no increase in occupancies and the development does not reduce existing on-site parking. For more information refer to www.yarracity.vic.gov.au/residents/transport/parking/parking-permits.

For the submission of plans pursuant to Condition 30, please submit these to info@yarracity.vic.gov.au marked attention to Engineering Services.

Redundant driveways are to be removed and the road pavement, kerb and channel and footpath reinstated to Council's satisfaction.

No parking restriction signs, or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.

Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.

The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, boundary traps, valves or meters on Council property will be accepted.

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.

Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.

Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the Building Regulations 2018 from Yarra Building Services unit. Any storm water drainage area within the property must be provided for and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the Local Government Act 1989 and Regulation 133.

Background

1. This report provides Council with an assessment of a planning application being considered by the Department of Transport and Planning (the 'DTP') for a planning permit to develop 301 – 317 Rae Street, Fitzroy North.

2. The application was made to the Minister for Planning under Clause 53.25 (Great Design Fast Track).



Figure 1: Aerial photograph identifying the site (Source: Nearmap, 15 October 2025)

3. In brief, the application proposes the demolition of all buildings on-site, including the existing vehicle crossovers on Rae and Alfred Streets, and the construction of a seven-storey building (plus two basement levels) containing twenty-seven (27) apartments (no permit required for dwelling use), and associated reduction in the car parking requirements.

4. The maximum building height is 21.53m (excluding lift overrun) above natural ground level (NGL). Height and massing details as follows:

   (a) Two separate sections of street walls address Rae Street: with three-storeys (10.23m) at the south-eastern corner of Rae Street transitioning to four-storeys (13.13m). The four-storey street wall wraps around the corner to Alfred Street (see Figure 2 below);



Figure 2: Proposed view from Rae Street (Source: Architectural Plans, Warren and Mahony 26 August 2025)

   (b) The ground floor units behind the four-storey street wall are partially lowered and setback to accommodate sunken terraces, and a mezzanine level above. This street-wall chamfers at the corner of Rae and Alfred Streets (see Figure 3 below);



Figure 3: Proposed view from the corner of Rae and Alfred Streets (Source: Architectural Plans, Warren and Mahony 26 August 2025)

(c) A minimum front set back of 2.71m above the Rae Street podium is introduced at the upper levels for the full length, with terraces projecting into this setback at Level 04;

(d) The upper levels above the Alfred Street podium are set back a minimum 3.11m with terraces encroaching into this setback at Level 04;

(e) To the west (abutting the ROW) the upper levels are setbacks a minimum of 4.37m, increasing to 17.44m at Level 06; some with terrace intrusions within these setbacks. A length of 8.35m of the western wall at the upper levels is built along the western boundary at Levels 04 and 05;

(f) The development is built abutting the majority of the southern boundary at all levels except for the following setbacks:

(i) 2.7m long x 2.47m wide centrally located light-court between the mezzanine level to Levels 03; and

(ii) 2.7m setback between Levels 04 to 06, with a terrace projecting within this setback at Level 04;

5. The development proposes a mix of brick and concrete finishes, punctuated with glazing, in shades of cream, grey and green hues as shown in Figure 2 above.

6. Primary residential entry is via Rae Street.

7. A total of 27 dwellings comprising a combination of 2-and 3-bedroom apartments of various sizes from 98sqm to 167sqm.

8. A 128sqm communal area for residents at ground floor.

9. A total of 41 car parking spaces and 49 bicycle spaces provided on-site, with an additional six (6) bicycle spaces proposed along the Rae Street frontage. Vehicle access into the basement levels to be provided via the existing 3m wide Right-of-Way (ROW) to the west, off Alfred Street. A3.2m setback is provided to the ROW at Ground and level to facilitate vehicular movements resulting in a 6m wide ROW.

10. The existing power pole along Alfred Street shifted further east to provide a 1m clearance from the edge of the new vehicle crossing.

11. The attached Application Assessment Table sets out an overview of the application, the relevant planning framework key aspects of proposal and internal and external consultation undertaken.

Advertising

Advertising

12. The application was notified to Council and surrounding properties. At the time of finalising this report, notice was still underway (completion date 13 November 2025) and six objections had been received with grounds summarised as follows:

    (a) Built form and design (overdevelopment, height, scale, bulk, character);

    (b) Heritage impacts;

    (c) Off-site amenity impacts;

    (d) Traffic and car parking;

    (e) Oversupply of apartments and lack of affordable housing;

    (f) Impacts to drainage and stormwater infrastructure;

    (g) Inadequate notice; and

    (h) Applicant conduct to have project fast tracked through State Government.

13. One letter of support has also been received.

Referrals

14. The application was referred to following internal business units within Council, whose full advice is attached to this report:

Internal Business Unit	Comments
Heritage Advisor	Supported: • Extent of demolition; • Design of the upper levels of street wall, with adequate solid to void ratio; • Chamfered edge to the corner of Rae and Alfred Streets; • Vehicle entry from the rear ROW; • Overall appearance/design of the new building presents a high-quality design response to the surrounding heritage precinct; Not supported, subject to condition: • Reduce overall height from 7 to 6-storeys by deleting Level 05. • Current setbacks of Level 6 to be maintained to ensure that the corner presentation is more visually recessive within the heritage streetscape; • Reduce street wall height from 4 to 3-storeys; and

	• Reduce extensive glazing at ground floor and Level 01;
Urban Design	Supported: • Upper-level solid to void ratio complement the fine grain character in the surrounding area; • The proposed materials; • Splay at the north-east corner and ; • Vehicle entry and substation at the north-west corner of the site; Not supported, subject to condition: • Reduce the overall height by two-storeys; • Overdevelopment of the site; • Street wall heights lowered to a three-storey street wall with a two-storey transition at the southern end (Rae Street) and western end (Alfred Street); • Canopy over the Rae Street footpath; • Sunken courtyards result in the frontage along Rae and Alfred Streets to be dominated by a 1.7m high solid boundary wall which is a poor interface with the street; • Extensive use of glazing on the lower two levels do not provide a balance between adequate street activation and privacy for residents; • Setback the building a minimum 1.5m from Alfred Street to allow for the footpath to be widened; • Location of visitor bicycle parking along Rae Street; • The 3 kerb outstand / garden beds in the road space (2 x Rae Street and 1 x Alfred Street); Further recommendations: • A tree contribution required to accommodate 2 roadside streets. o 1 x on Alfred Street (depicted on the landscape plan); o 1 x on Rae Street between the existing plane tree and the existing kerb outstand to the south. This requires a reconfiguration of the angled parking bays and an enlarged tree cutout for the existing tree with appropriate tree protection measures; and o Estimated cost for supply, planting and two years maintenance for 2 roadside trees is

	$2,226.74. Council's contractor would do the tree planting works, including cutouts.
Development Engineering & Civil Engineering	Supported, subject to condition: • Proposed car parking provision (and associated car parking reduction) given the context of the development and the surrounding area (exiting road network and the availability of public transport). • The operation of the development and the traffic generation were found to not adversely impact on the existing on-street parking conditions and traffic generation in the area, respectively. • A number of conditions, including several civil engineering conditions are recommended to ensure the proposed car parking layout/access are acceptable, the public realm is protected, the development does not detrimentally impact on infrastructure and the road network, and not impacted by flooding.
ESD	Supported, subject to condition: Council's ESD Officer stated that the proposal does not meet Council's ESD Standards and the proposed ESD commitments be conditioned. The ESD Officer has also identified the following: Application deficiencies: • No clothes drying provided; • Several dwellings relying on ventilation via the front door; • 20kW solar array will produce minimal energy for the building; Outstanding information: • Proposed 4sqm raingarden to meet Melbourne Water guidelines; • Landscape plans updated with section diagrams and plant species to meet Melbourne Water guidelines; Improvement opportunities: • Increase the size of the rainwater tank and increase the re-use through hot water connections to all dwellings; • Increase the size of the solar PV array to generate more solar onsite; and • Incorporate an energy storage system and battery to utilise more solar power onsite.

City Works – Open Space	Supported, subject to condition: Several conditions relating to the protection of the existing street trees and proposed street trees.
Waste	No WMP provided and therefore unable to carry-out a thorough assessment
City Works - Strategic Projects, Parks and Open Spaces	Supported, subject to condition: Recommended various changes to species, especially to the plants chosen within the internal communal area at ground floor.

Officer Assessment

15. The attached Application Assessment Table sets out a high-level assessment of the application against the key considerations in the planning scheme.

16. This has led to the recommendation that the application be supported subject to recommended conditions outlined in the beginning of the report.

Legal and Legislative Obligations

Conflict of interest disclosure

17. Section 130 of the Local Government Act 2020 requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of interest in a matter to which the advice relates.

18. The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Report Attachments

1. 6.1.1 PPE25_0589 - 301-317 Rae Street Fitzroy North - s 52 Notice Letter
2. 6.1.2 PPE25_0589 - 301-317 Rae Street Fitzroy North - Planning and Urban Context Report
3. 6.1.3 PPE25_0589 - 301-317 Rae Street Fitzroy North - Architectural Plans
4. 6.1.4 PPE25_0589 - 301-317 Rae Street Fitzroy North - Combined Referral Comments
5. 6.1.5 D25 215574 DTP Application assessment table June 25

Department of Transport and Planning

GPO Box 2392
Melbourne, VIC 3001 Australia
www.dtp.vic.gov.au

Ref: PA2503916

Statutory Planning Unit
Yarra City Council
planningadmin@yarracity.vic.gov.au

To whom it may concern

NOTICE OF APPLICATION FOR PLANNING PERMIT APPLICATION PA2503916
301-317 RAE STREET FITZROY NORTH VIC 3068

I write to advise that the Minister for Planning C-/ Department of Transport and Planning (DTP) received an application under clause 53.25 (Great Design Fast Track) of the Yarra Planning Scheme on 4/09/2025.

I am advising you of the application under section 52(1) of the *Planning and Environment Act 1987* of the Yarra Planning Scheme.

Please find Form 2, appended to this letter, which sets out the details of the application and advises that the responsible authority will not decide on the application before **1 October 2025** that is 14 days from date of this letter.

Please also find attached a copy of the application form, a set of plans and supporting documentation for council's consideration and comments.

If you have any questions, please contact me on email vincent.pham@transport.vic.gov.au.

Yours sincerely

Vincent Pham
Senior Planner, Development Assessment

17/09/2025

Any personal information about you or a third party in your correspondence will be protected under the provisions of the Privacy and Data Protection Act 2014. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorised by law. Enquiries about access to information about you held by the Department should be directed to foi@transport.vic.gov.au or FOI Unit, Department of Transport and Planning, GPO Box 2392, Melbourne, Victoria 3001.

VICTORIA State Government

Planning and Environment Act Regulations 2015 (Form 2, section 52(1))

NOTICE OF AN APPLICATION FOR A PLANNING PERMIT

The land affected by the application is located at:	**301-317 RAE STREET FITZROY NORTH VIC 3068**
The application is for a permit to:	Buildings and works for the development of land to construct of a residential building and reduction in car park. *Note: This is a summary. Full details of the proposal are contained within the application documentation*
The applicant for the permit is:	**301 Rae Street Development Pty Ltd c/- Tract Consultants Pty Ltd**
The application reference number is:	**PA2503916**
You may look at the application and any documents that support the application at the office of the Responsible Authority.	Minister for Planning c/- Department of Transport and Planning • 1 Spring Street, Melbourne VIC 3001 • Online within the link provided

A permit is required under the following clauses of the planning scheme:

Planning scheme clause	**Matter for which a permit is required**
32.04-7	Construct a residential building
43.01-1	Demolish a building
43.01-1	Construct a building or carry out works
52.06-3	Reduce the number of car parking spaces required under clause 52.06-5

To view applications and supporting documents in person, please email vincent.pham@transport.vic.gov.au to make an appointment to view the plans. This can be done during office hours and is free of charge. The plans may also be viewed online within the link provided in the accompanying email.

Any person who may be affected by the granting of the permit may object or make other submissions to the responsible authority by email to development.assessment@transport.vic.gov.au or by post to Minister for Planning, C/- Department of Transport and Planning, GPO Box 2392, Melbourne VIC 3001.

An objection must:

- **be made to the Responsible Authority in writing,**
- **include the reasons for the objection, and**
- **state how the objector would be affected.**

The responsible authority must make a copy of every objection available at its office for any person to inspect during office hours free of charge until the end of the period during which an application may be made for review of a decision on the application.

The responsible authority will not decide on the application before:	

If you object, the responsible authority will tell you its decision.

Planning and Urban Context Report

Tract



Planning Permit Application

Wurundjeri Country
301-317 Rae Street, Fitzroy North

Prepared for 301 Rae Street Development Pty Ltd

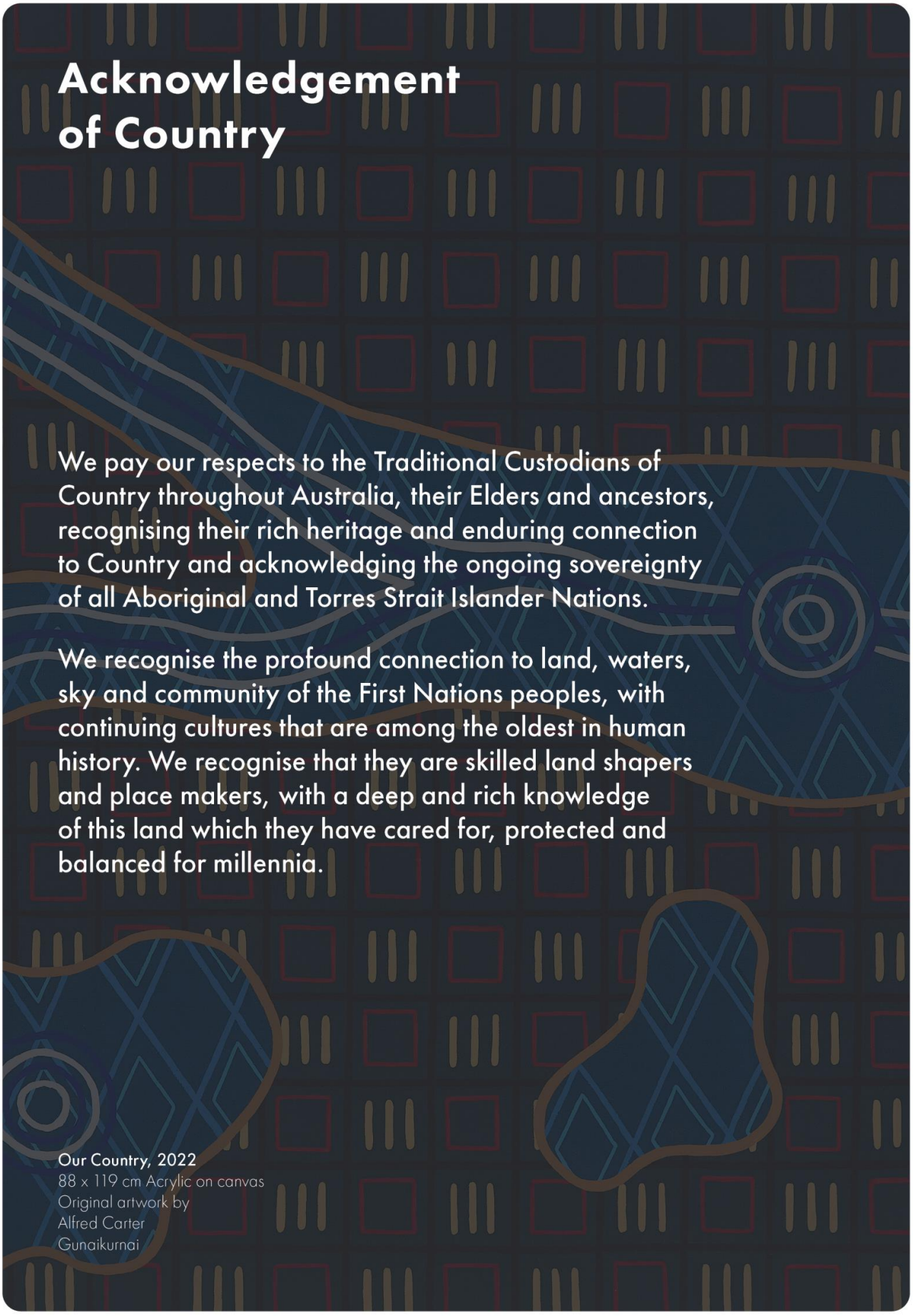
Tract
Wurundjeri Country
Level 6, 6 Riverside Quay, Southbank VIC 3006
(03) 9429 6133
www.tract.com.au

1 September 2025

Acknowledgement of Country

We pay our respects to the Traditional Custodians of Country throughout Australia, their Elders and ancestors, recognising their rich heritage and enduring connection to Country and acknowledging the ongoing sovereignty of all Aboriginal and Torres Strait Islander Nations.

We recognise the profound connection to land, waters, sky and community of the First Nations peoples, with continuing cultures that are among the oldest in human history. We recognise that they are skilled land shapers and place makers, with a deep and rich knowledge of this land which they have cared for, protected and balanced for millennia.



Our Country, 2022
88 x 119 cm Acrylic on canvas
Original artwork by
Alfred Carter
Gunaikurnai

Overview

Background

Applicant / Owner	301 Rae Street Development Pty Ltd
Address	301-317 Rae Street, Fitzroy North
Lot Description	1\SP32501 2\SP32501

Relevant Planning Provisions

Municipal Planning Strategy	Clause 02.01 – Context Clause 02.02 – Vision Clause 02.03 – Strategic Directions Clause 02.04 – Strategic Framework Plan
Planning Policy Framework	Clause 11 – Settlement Clause 15 – Built Environment and Heritage Clause 16 – Housing Clause 18 – Transport
Zone	Mixed Use Zone (MUZ)
Overlays	Development Contributions Plan Overlay – Schedule 1 (DCPO1) Environmental Audit Overlay (EAO) Heritage Overlay – Schedule 37 (HO327)
Particular Provisions	Clause 52.06 – Car Parking Clause 52.34 – Bicycle Facilities Clause 53.18 – Stormwater Management in Urban Development Clause 53.25 – Great Design Fast Track Clause 58 – Apartment Developments
Strategic Planning Documents	*Plan for Victoria* *Great Design Fast Track – Design Principles* (Department of Transport and Planning, April 2025)

Permit Application Details

Description of Proposal	Demolition and construction of a multi-storey residential development, with reduction to the statutory car parking rate.

Permit Requirement	Clause 32.04-7 (Mixed Use Zone): to construct two or more dwellings on a lot. Clause 43.01-1 (Heritage Overlay): to demolish a building. Clause 43.01-1 (Heritage Overlay): to construct a building or construct or carry out works. Clause 52.06-3 (Car parking): to reduce the number of car parking spaces required under Clause 52.06-5.

Quality Assurance

Planning and Urban Context Report

Planning Permit Application
Wurundjeri Country
301-317 Rae Street, Fitzroy North

Project Number
324-0721-00-P-03

Revisions

No.	Date	Description	Prepared By	Reviewed By	Project Principal
00	30/06/2025	Planning and Urban Context Report	MH / CF	BC	BC
01	01/09/2025	Planning and Urban Context Report	CF	BC	BC

Disclaimer

This report was prepared by Tract Consultants Pty Ltd (Tract) for the specific purpose identified in this report. This report should not be used or relied on for any other purpose. This report may have also been prepared within limited parameters and within a limited scope, which will be set out in the report. The reader must take into account those parameters when considering whether it is reasonable to rely on this report. In preparing this report, Tract may have relied upon information provided by other parties. Tract accepts no responsibility for (or for checking) to the accuracy, completeness or currency of information provided by those parties.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and the information reviewed at the date of preparation of the report. Tract has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared. No part of this report, its attachments or appendices may be reproduced by any process without the written consent of Tract.

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1 Introduction

1.1 Purpose

This report has been prepared by Tract on the instructions of **301 Rae Street Development Pty Ltd.**

The purpose of the report is to support a planning permit application to construct a multi-storey residential development at 301-317 Rae Street, Fitzroy North, in the City of Yarra.

1.2 Overview

The proposal is for a well-considered and architecturally resolved seven storey development providing a total of 27 dwellings (including two and three bedroom apartments and a loft-style typology) in the Nicholson Street Neighbourhood Activity Centre.

JMSN Pty Ltd ('JMSN') acts as development manager for 301 Rae Street Development Pty Ltd in relation to this project; a sustainable apartment scheme seeking to build upon the success of JMSN's first project (currently under construction) in Fitzroy.

The project will deliver 27 dwellings ranging in size and typology, complete with natural light, air and outlook. Located in the Nicholson Street Neighbourhood Activity Centre and in the Mixed Use Zone (MUZ), the project will facilitate increased density and diversity of housing in a location with outstanding access to public transport, community and retail services, and public open space.

The project team presented and workshopped the proposal with the Office of the Victorian Government Architect (OVGA) to resolve the design in response to the seven principles set out in the following publication: Great Design Fast Track – Design Principles (Department of Transport and Planning, April 2025).

1.3 Planning Permit Triggers

The proposal triggers a planning permit under the following provisions of the *Yarra Planning Scheme:*

- Clause 32.04-7 (Mixed Use Zone): to construct two or more dwellings on a lot.
- Clause 43.01-1 (Heritage Overlay): to demolish a building.
- Clause 43.01-1 (Heritage Overlay): to construct a building or construct or carry out works.
- Clause 52.06-3 (Car parking): to reduce the number of car parking spaces required under Clause 52.06-5.

1.4 Project Team

The project team assembled by JMSN includes:

- Warren and Mahoney – Architecture.
- Vivid Green – Landscape.
- GIW – Environmentally Sustainable Design.
- Tract – Planning.
- Salt3 – Traffic and Waste.
- Acoustic Logic – Acoustic.
- Trethowan – Heritage.
- WindTech – Wind.

2 Site & Surrounds

The Site is located at 301-317 Rae Street, Fitzroy North.

The Site comprises two parcels identified on Certificate of Title as Lot 1 & Lot 2 on SP032501U.

2.1 Site Analysis & Existing Conditions

The corner site has a frontage to both Rae Street (east) and Alfred Street (north), in the order of approximately 36 metres and 37 metres respectively, with a total site area of 1,069.78 square metres. The eastern boundary interfaces a laneway in the northern portion of the site, with the remaining extent being shared with the existing residential development at 55 Rae Street. The southern boundary borders the full extent of 299 Rae Street and the rear service area of 297 Rae Street.

The Site is currently occupied by a single storey brick warehouse building, with sawtooth roof, built to all site boundaries. Accordingly, there is no existing vegetation on site.

As detailed in the Heritage Impact Statement prepared by Trethowan, the year of construction of the building is unknown. Although, the earliest available photo of the Site dates to 1948 (when it was used as McBryde & Bartlett Works). The HIS also notes that the Site appears to have been partially occupied prior to this, with a 1923 auction notice describing it as a factory and working plant.

The Rae Street façade has been modified over time including window and door openings.

The Site benefits from two existing crossovers and associated roller doors – one to Rae Street and one to Alfred Street. There is no access currently provided via the laneway to the west.

Refer to **Figure 1 – Site Aerial Plan**.



Figure 1 Site Aerial Plan



Eastern interface (Rae Street)



Northern interface (Alfred Street)



Western interface (service laneway)

2.2 Site Context

2.2.1 Heritage & Character

The Site is located within a precinct-wide Heritage Overlay – the North Fitzroy Precinct (HO327).

The Statement of Significance for HO327 identities for the main development area (south of Holden Street) development (including houses and shops) of the Victorian and Edwardian eras as significant, acknowledging some contribution from well-preserved interwar buildings and individually significant buildings from all eras.

The following elements are also identified as contributory:

- *Façade parapets and pitched roofs behind,*
- *Two storey wall heights,*
- *Post-supported street verandahs as shown on the MMBW Detail Plans,*
- *No front or side setbacks; also*
- *Timber framed display windows and entry recesses.*

The existing building comprises a red brick façade along all interfaces, only interspersed by glazing, access doors and roller shutter doors. Corrugated iron awnings provide shelter above the primary pedestrian entryways on the eastern (Rae Street) interface. The building incorporates a 'saw tooth' roof form that provides glazing along the shorter vertical elements. There is minimal articulation to the façade of the existing building, particularly along the northern and western interfaces.

As detailed in the accompanying Heritage Impact Statement (HIS) prepared by Trethowan, the Site is considered 'not contributory' to the HO327 North Fitzroy Precinct.

Refer to the extract below from Trethowan's HIS. Surrounding buildings in the precinct include a mix of individually significant (green), contributory (yellow) and non-contributory buildings (red).



Extract from the HIS prepared by Trethowan (Heritages gradings of the Site and surrounds).

2.2.2 Site Interfaces

The Site's key interfaces are as follows:

North – Directly north of the Site is Alfred Street, a local road that accommodates bi-directional vehicle movements. Further north is a residential area comprising one and two storey dwellings, with instances of both attached and semi-detached two storey Victorian homes. Land further north generally maintains a similar pattern of residential development, with the exception of the bus depot on a 1.87 hectare site in the block between Nicholson Street, Scotchmer Street and Rae Street.

East – Immediately east of the Site is Rae Street, a local road that runs north-south and generally accommodates two-way vehicle movements with parallel parking on the east side and 60 degree angled parking on the west side. Further east is the North Fitzroy Arms Hotel and 308-318 Rae Street. Located beyond a section of predominately residential land use between Rae Street and Brunswick Street is the St Georges Road Neighbourhood Activity Centre, as well as the Fitzroy North Primary School and Edinburgh Gardens.

South – Located immediately south of the Site is the existing two storey Victorian buildings at 297 and 299 Rae Street before intersecting Reid Street. 299 Rae Street is used as both a residential and commercial premises (phycology rooms). Land to the south of Reid Street is largely characterised by residential uses of varying densities and architectural styles. Further south are non-residential uses including the Isabel Henderson Kindergarten and the Tramway Hotel.

West – Land to the west of the Site is also zoned for 'Mixed Use' and located in the Nicholson Street Neighbourhood Activity Centre. Located immediately to the south-west of the Site is 55 Reid Street, a large site accommodating a three storey apartment building comprising seven units with balconies primarily facing north and west. To the west of the northern portion of the Site is an L shaped laneway providing access to the rear of Reid and Alfred Street properties. However, none of these properties appear to have on site car parking that is able to be accessed via the rear laneway. To the west of the laneway is 22 Alfred Street (a site of approximately 260sqm) accommodating a single storey detached dwelling.

There is evidence of increased density further west of the Site toward Nicholson Street, a main road that forms part of the principal road network and accommodates the 96 Tram Line. Notable higher density developments include the ROI Apartments at 4 Bik Lane, 7 Reid Street and 8A Reid Street.

Refer to site photographs below and Figure 2 – Context Plan (Zoning).

2.2.3 Suburban Context

The Site is located within the **Nicholson Street Neighbourhood Activity Centre**, where there is a focus on accommodating mid-rise commercial and residential development. Activity centres generally contain highly valued streetscapes and buildings, which is true of the Nicholson Street Activity Centre, where there is a need balance growth with the retention of heritage significance in these precincts.

As a suburb; Fitzroy North is also characterized by wide streets and the presence of Edinburgh Gardens, a large inner city park that provides high value recreational space for a wide demographic of local residents. As identified in Figure 3, the gardens cover a significant land area in the order of circa 17 hectares and accommodate sports fields, Fitzroy Victoria Bowling & Sports Club, Fitzroy Tennis Club and the Fitzroy Skatepark.

In relation to character, North Fitzroy is renowned for its well preserved Victorian and Edwardian-era terrace houses that feature ornate (or simpler) facades, iron lacework, red brick exteriors and gabled roof forms. As noted at Section 2.1.1, the Site is located within the **North Fitzroy Heritage Precinct (HO327)**, which covers the vast majority of the suburb.

Contemporary development is interspersed among the historic homes and shopfronts along Nicholson Street, inclusive of a number of medium density developments that have sought to capitalise on the services and amenities provided in the Nicholson Street Activity Centre.

Refer to Figure 3 – Context Plan.



Intersection / roundabout of Rae Street and Reid Street, looking north-west toward 297 and 299 Rae Street and the Site





The southern elevation of 297 Rae Street and rear carport / balcony condition, looking north-east from Reid Street



Intersection / roundabout of Rae Street and Reid Street, looking north-east toward the North Fitzroy Arms



Rae Street, looking east (toward 318, 316, 314 and 308 Rae Street)



Rae Street, looking west (toward 319, 323 and 325 Rae Street)



22 Alfred Street, looking south-west from Alfred Street



7-15 Reid Street, looking north from Reid Street



55 Reid Street and the rear of 297 Rae Street, looking north from Reid Street



Reid Street, looking south toward 54, 52, 50 and 48 Reid Street

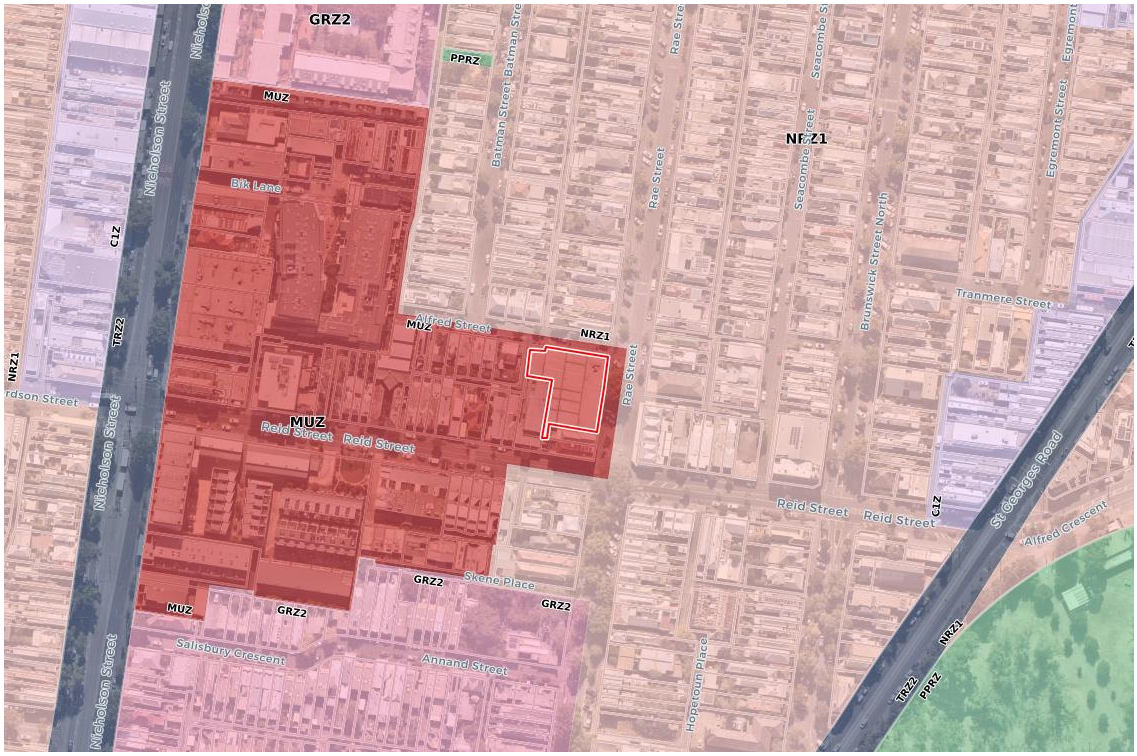


Figure 2 Context Plan (Zone)

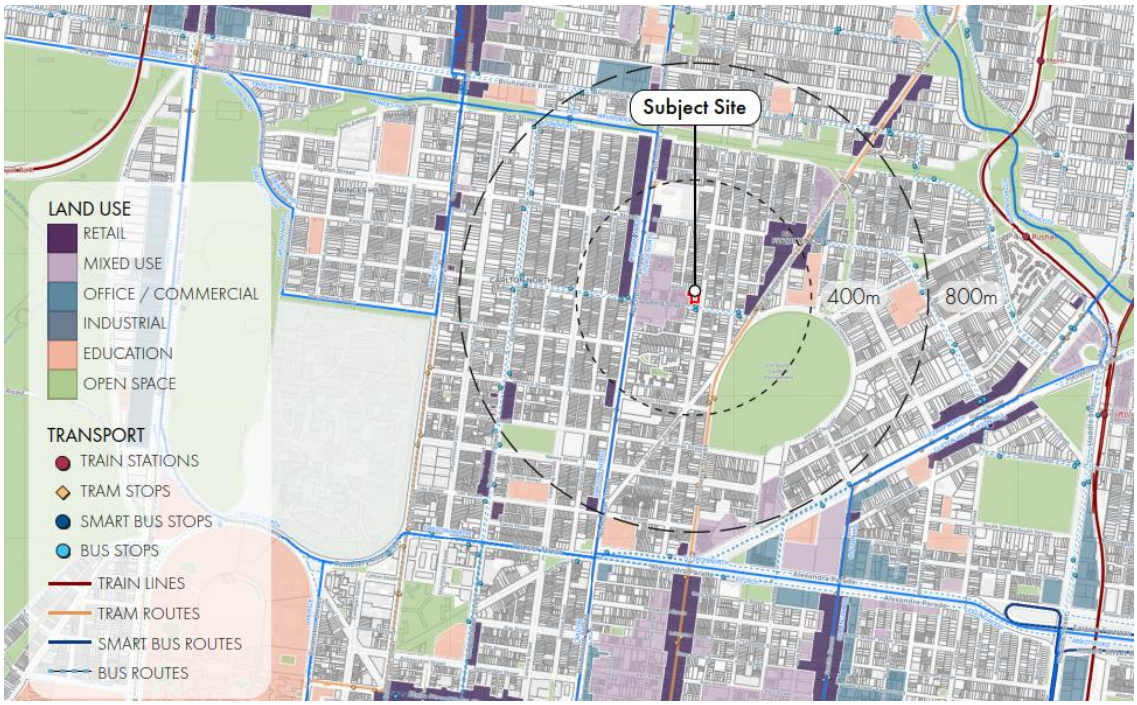


Figure 3 Context Plan

2.2.4 Broader Urban Context – Infill Development in the City of Yarra

The surrounding area in Fitzroy North and in the City of Yarra more broadly is undergoing significant change to keep up with housing demand particularly in locations with good access to existing infrastructure, services and amenity.

There are several existing and emerging examples of well designed redevelopment in the City of Yarra that demonstrate how considered density can sit comfortably in established heritage contexts.

Notable projects include the following:

- 4 Bik Lane, North Fitzroy (6 storey apartment complex, completed).
- 786-794 Nicholson Street, Fitzroy North (six storey apartment building, under construction).
- 9 Reid Street, Fitzroy North (6 storeys, constructed).
- 27-29 Best Street and 102-106 Scotchmer Street, Fitzroy North (seven storeys, approved).
- 290 Park Street, Fitzroy North (4 storeys, approved).
- 197-201 St Georges Road, Fitzroy North (6 storeys, approved).
- 26-52 Queens Parade, Fitzroy North (8-10 storeys residential/mixed use, under review).
- 15-33 Queens Parade, Clifton Hill (six storey apartment building, approved).
- 82 Westgarth Street, Fitzroy (six storey apartment building, completed).
- 450 Gore Street, Fitzroy (five storey apartment building, approved).
- 25 Smith Street, Fitzroy (eight storey apartment building, constructed).



197-201 St Georges Road, Fitzroy North (Austin Maynard Architects)









25 Smith Street, Fitzroy

Figure 4 City of Yarra Development Context

3 Proposal

This section of the report should be read in conjunction with the Architectural Drawings and Urban Context Report prepared by Warren and Mahoney (WAM).

3.1 Overview

The proposal designed by Warren and Mahoney (WAM) represents a contextually driven response that will sit comfortably in the established streetscapes of Rae and Alfred Street. It seeks to deliver a well designed medium density housing outcome that achieves exceptional amenity for residents while making a positive contribution to the neighbourhood.

Within a seven storey, 27 dwellings are provided of varying size and typology including loft style dwellings. Dwellings will be thermally comfortable, with the development achieving a minimum average NatHERS rating of 8 stars.

The design adopts a varied and sophisticated material palette, including rendered concrete, brick and green tile which work to provide tactility and visual interest to the podium.

The landscape plan (designed by Vivid Green) proposes new landscaping within the public realm, continuing from the wide pedestrian entry to Rae Street through to an internal courtyard.

Within the public realm, additional bicycle parking and a rearrangement of on-street car parking to ensure no loss of spaces, having regard to the removal of crossovers and street tree planting to Alfred Street, is proposed.



Extract from Urban Context Report (WAM)

3.2 Planning Permit Triggers

The proposal triggers a planning permit under the following provisions of the *Yarra Planning Scheme:*

- Clause 32.04-7 (Mixed Use Zone): to construct two or more dwellings on a lot.
- Clause 43.01-1 (Heritage Overlay): to demolish a building.
- Clause 43.01-1 (Heritage Overlay): to construct a building or construct or carry out works.
- Clause 52.06-3 (Car parking): to reduce the number of car parking spaces required under Clause 52.06-5.

3.3 Key Elements

Key elements of the proposal include:

- 27 dwellings comprising:
  - 10 two bedroom apartments, including 6 loft style apartments across ground and level one.
  - 17 three bedroom apartments.
- Generous pedestrian entry from Rae Street.
- Communal amenity including:
  - Ground floor courtyard (sheltered and open to the sky)(218sqm), including landscaping, cooking facilities, flexible space, bicycle storage and seating.
  - Internal resident amenity space (21sqm) at ground level adjacent to the stairwell and lift shaft.
  - Open breezeway corridors with built-in seating and landscaping provided at all levels of the development.
- Public realm improvements including landscaping and eight (8) on-street bicycle spaces.
- 49 on-site bicycle spaces, including:
  - 41 spaces for residents at basement 01 level and two spaces for residents at ground level.
  - Eight spaces for visitors at ground level.
- Vehicle access via the rear laneway.
- 41 car parking spaces for residents, across two basement levels.

3.4 Design Response

3.4.1 Massing Strategy

The design response revolves around a considered massing strategy that responds to site orientation, scale, existing adjacent heritage buildings, and key datums.

The proposed design response includes a two-three storey streetwall to Rae and Alfred Streets, a stepped arrangement that transitions from the prominent Rae/Alfred corner down to the adjoining two storey buildings at 297 and 299 Rae Street. The variation in materiality provides a visual break in the streetwall that seeks to continue the streetscape rhythm through a finer grain portion and more robust portion of the podium, with recessive upper levels set back above this.

To Rae Street, upper levels are set back approximately 3m from the streetwall at Level 3 (for a width of 8.2 metres, above the two storey portion of the streetwall) and Levels 4 and 5 (above the three storey portion of the streetwall). Setbacks are slightly varied noting the angle of the site's east boundary. At Level 6, the building steps back further with a setback of 7.41 metres from Rae Street while roof services are further set back at 12.65 metres.

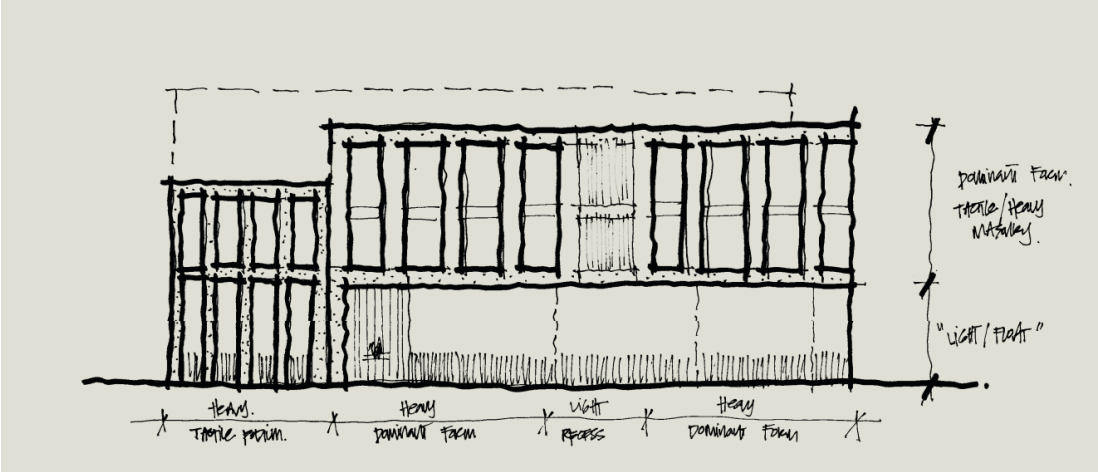
To the south and west, the proposed massing strategy seeks to provide for equitable development opportunity while protecting existing amenity (acknowledging the Mixed Use Zone of these sites) of surrounding uses and allow for reasonable daylight and outlook opportunities for future dwellings. The built form is generally set back 2.7m from the southern boundary (3m to the glazing line) to Level 3 and above. Additionally, a light court and terrace provide for a recesses at Levels 2 and 3.

To the north, built form is set back approximately 3m above the three storey streetwall to Levels 4 and 5, with Level 6 further set back at 7.23 metres.

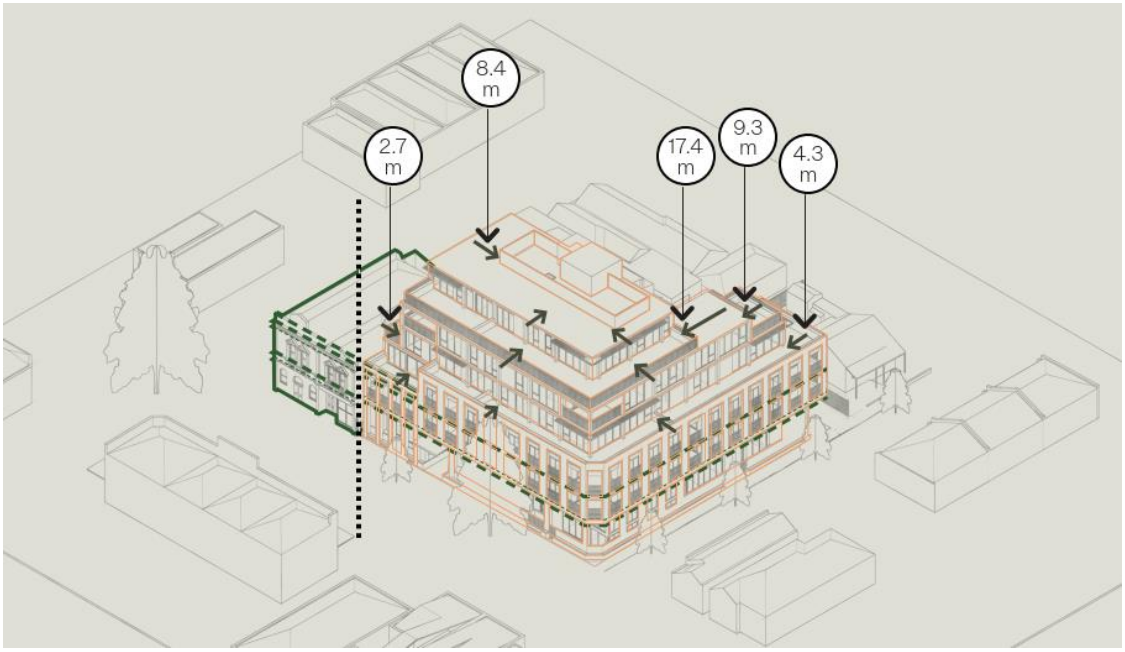
The massing has been arranged to limit opportunity for visual bulk and shadow to the south-west and west through the introduction of two generously proportioned voids across Ground Level up to Level 6. At Level 6, the whole building is set back 5.53 metres from the western interface with 55 Reid Street. Where the building interfaces with 55 Reid Street to the south, it is built generally to the boundary up to Level 2 and has the following setbacks above this: 3.44m to Level 3,

4.89m to Level 4, 4.59m to Level 5. It is noted that the southern wall will be set back further than the existing wall on boundary due to a misalignment between the wall and site boundary on title.

Where the building interfaces with the laneway to the west (and 22 Alfred Street further west), the following setbacks are proposed: 3.22 metres at ground level and level 1 (allowing a widened laneway width of 6m); 720mm at Level 2 and Level 3; 4.37 metres at Level 4; 9.34 metres at Level 5; 17.44 metres at Level 6 and 19.44 metres to roof services.



Extract from UCR prepared by WAM: Balance of Heavy and Light Forms



Extract from UCR prepared by WAM: Massing Strategy – Alignment to Adjacent Built Form

Refer to the Architectural Drawings and Urban Context Report prepared by WAM for further information.

3.4.2 Design and Experience

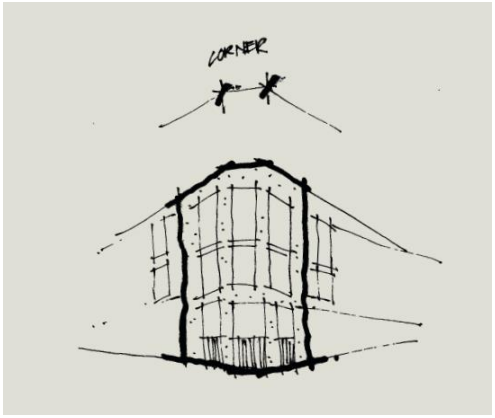
The design and experience strategy focuses on balancing strong expression of built form with a thoughtful composition, including a welcoming arrival experience through the wide, landscaped pedestrian entry.

Key principles of the experience strategy include:

- A sense of identity.
- A sense of arrival.
- A sense of home.
- A sense of belonging.

Key design pillars for the façade approach, materiality and landscape include:

- Hero-ing the heritage – a consistent cadence.
- Interplay of heavy and light – a defining weight.
- Anchoring the corner – honouring the corner pub.
- Contemporary fine grain – subtlety in detail.
- A familiar palette.
- An urban alfresco.



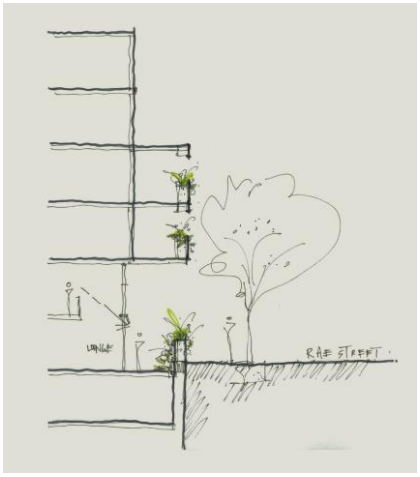
Extract from Warren and Mahoney's UCR (anchoring the corner)

3.5 Apartment Layouts

Floorplates and apartment layouts have been designed to provide a high level of internal amenity to future residents, with several apartments achieving dual aspect and excellent access to daylight and outlook.

More than half of the apartments have been designed to be accessible having regard to the Better Apartment Design Guidelines and Liveable Housing Design – Gold.

Apartments across the ground floor and level 1 adopt a loft-style typology with generous double height living areas and access to street facing partially sunken courtyards. This arrangement has proven successful in other projects including 231 Napier Street (Edition Office), 26-34 Powlett Street, East Melbourne (Icon and Powell & Glenn) and 227 Napier Street (Warren and Mahoney – currently under construction).



Extract from Warren and Mahoney's UCR

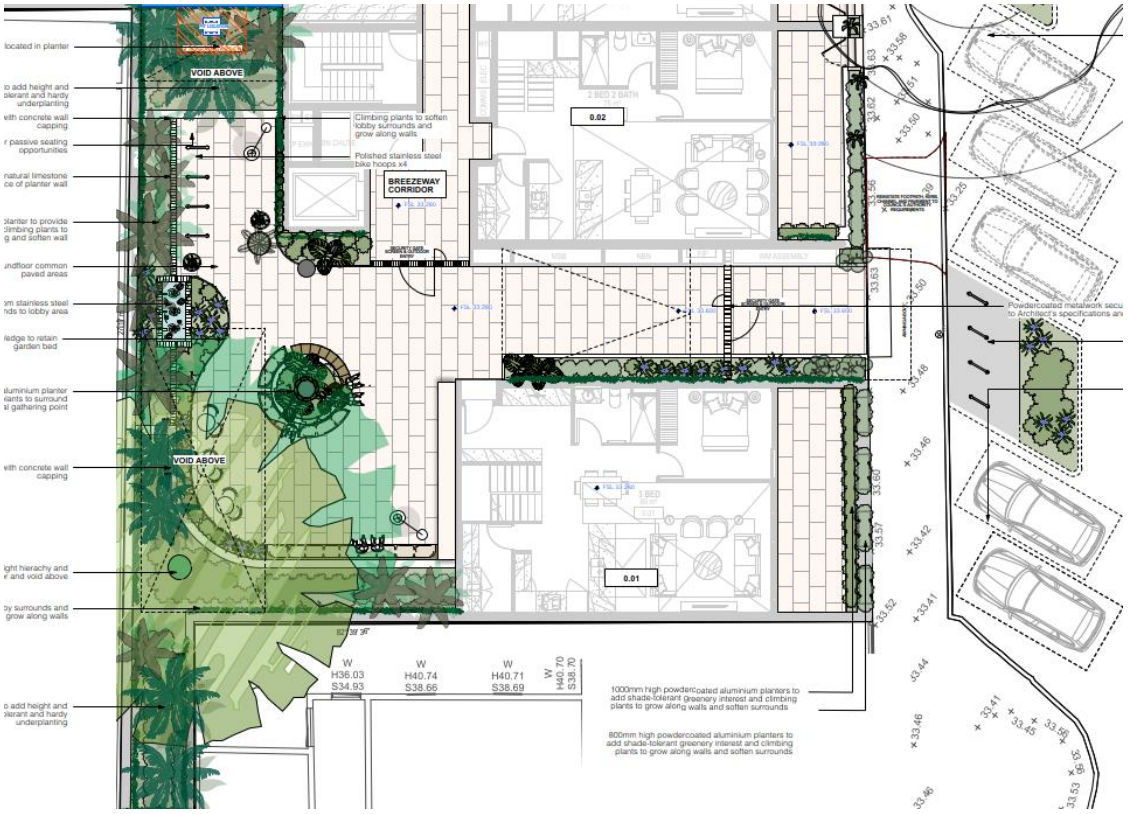
3.6 Communal Amenity, Landscape and Public Realm

The private dwellings are complemented by a well programmed series of landscaped communal spaces that are connected to the public realm via the generous Rae Street entryway.

The communal ground floor courtyard includes seating, cooking facilities, bicycle parking, and centrally located mailboxes to facilitate social interaction and a sense of community. The space is flexible to allow for a range of activities.

The alfresco courtyard is accompanied by an internal resident amenity room also at ground level (accessed via the hallway).

Public realm improvements including additional landscaping and bicycle parking are proposed.



Extract from Landscape Plan (Vivid Green)

3.7 Environmentally Sustainable Design

The sustainability approach led by GIW Environmental Solutions embeds several features into the project through its lifecycle, including:

- Effective natural ventilation to every apartment.
- Comprehensive shading strategy.
- Thermally comfortable dwellings.
- Good access to daylight.
- Heat pump hot water system.
- 20kW solar PV array to the rooftop.
- Water efficient fixtures and fittings.
- 15kL rainwater tank, to be connected to toilets and landscaping for irrigation.
- Substantial bicycle parking provision.
- Substantial communal open space provision.

The above contribute to the project achieving a BESS Score of 67% (representing 'best practice'), 8.0 Star average NatHERS rating and 102% STORM rating.

Refer to the Sustainability Management Plan prepared by GIW for more information.

3.8 Transport, Parking and Loading

The proposal has been designed to facilitate active and sustainable modes of transport, such as walking, cycling and public transport, in combination with private vehicles. The building provides a significant number of bicycle parking (49 on-site spaces in total), including 43 spaces for residents at basement level and ground level, and 6 spaces for visitors at ground floor level. Bench seating and a workbench are provided at basement level to improve the amenity of this space for cyclists and provide adequate space for bicycle maintenance.

A total of 41 car parking spaces are provided within the basement levels, including 25 spaces at basement 02 and 16 spaces at basement 01. Two tandem spaces are provided at basement 02, as well as an EV charging station. Residents will utilise the stairwell and lift at basement levels to reach ground floor or their respective apartment levels.

Waste collection is to occur by a private contractor using a 6.35m low-profile waste collection vehicle. Further, for residents moving in and out of the apartments, loading can occur via low-profile vans within the basement car park, and parking in surrounding streets where practical.

For further information on transport, waste and loading, refer to the accompanying Traffic Impact Assessment and Waste Management Plan prepared by SALT3.

4 Planning Provisions

4.1 Municipal Planning Strategy

The Municipal Planning Strategy (MPS) sets out the vision for the municipality and the key strategic directions under a range of themes (including settlement, housing, built environment and heritage, economic development and transport) to guide planning within the municipality.

Relevant clauses are summarised below.

Clause 02.02 Vision outlines the 2036 Community Vision and Spatial Vision for Yarra City Council as follows:

The Yarra 2036 Community Vision statement is ... *Yarra is a vibrant safe and inclusive environment. We celebrate and embrace our diversity and connection to each other and the land. Our community is empowered to work together and support one another with respect and trust.*

The spatial vision for the municipality is ... Yarra will be one of Melbourne's most attractive inner-city municipalities, with a strong sense of history, a diverse population and a dynamic economy. The city's prominent retail strips will attract visitors from across Melbourne and beyond, who are drawn to a vibrant range of shops, artistic and cultural offers and a popular night-time economy. The local economy will include important health and education precincts, businesses seeking to locate in popular activity centres and employment precincts, and a growing number of creative industries and niche manufacturers. Yarra's historic neighbourhoods and heritage assets will be conserved, with development revitalising areas with capacity for change. New housing will provide homes in a range of sizes to meet the needs of the population, and be supported by the necessary community facilities and infrastructure. High quality urban design will respect the city's heritage and built form character, provide new public and open spaces, and improved connections for walking and cycling. Landscape and natural assets will be well managed, with enhanced connections to the waterway corridors and their surrounding parks and recreation areas. Through environmentally sustainable development the municipality will reduce its carbon footprint and become resilient to climate change. Yarra will be a city proud of its history and prepared for the future.

Clause 02.03 Strategic directions establishes a number of overarching strategies for the development of Yarra, set out below, as relevant to the Site and proposal.

Clause 02.03-1 – Settlement – Activity Centres

The Council will support and strengthen the vibrancy and local identity of Yarra's network of activity centres through:

- Planning and managing employment and residential opportunities to ensure they strengthen activity centres as primary locations for economic activity, housing, leisure and recreation, tourism, arts and culture.
- Reinforcing Yarra's activity centres as compact, pedestrian-oriented, mixed-use communities that provide walkable access to daily and weekly shopping and service needs and are well-served by different modes of transport.

Clause 02.03-3 – Environmental risks and amenity – Climate change

Yarra will take a lead on environmental sustainability and seek to manage the long-term effects of climate change through (inter alia):

- Integrating climate adaptation principles, environmental and sustainability policies and strategies.
- Promoting land use and development that support a shift to sustainable modes of transport - walking, cycling and public transport.
- Supporting environmentally sustainable development.

Clause 02.03-4 – Built environment and heritage

The Council will manage development and growth in Yarra to maintain and enhance the unique character and heritage of the city through:

- Ensuring mid-rise buildings are in accordance with any building height requirements set out in the relevant zone or overlay, or where there are no building height requirements specified, having regard to the physical and strategic context of the site.
- Designing development and locating land uses to create people-oriented places with high standards of amenity on-site, for adjoining properties and in the public realm.
- Protecting and enhancing the built form, character and function of streets and laneways as a feature of Yarra's urban structure and character.

Clause 02.03-5 – Housing

The Council will Plan for future housing growth and for more housing choice to support Yarra's diverse community through:

- Directing housing growth to areas within activity centres that have good access to public transport, jobs, open space and other services.
- Providing for diverse housing types including shared, sole person, couple and family households.
- Include housing for people with disabilities, older persons, students and those in need of crisis accommodation.

Clause 02-03-7 – Transport

Council seeks to facilitate connectivity and travel options that are environmentally sustainable, integrated and well-designed through:

- Integrating land use and development planning with public and active transport infrastructure and services to create compact, walkable, pedestrian-oriented, mixed-use communities proximate to train stations and key public transport nodes.
- Encourage developments to promote and prioritise sustainable transport modes.
- Encourage lower amounts of car parking and increased infrastructure for active transport in developments to encourage reduced use of private motor vehicles.

Clause 02.04 Strategic Framework Plan identifies the Site as being within the Nicholson Street Neighbourhood Activity Centre. As noted under Clause 02.03-1, activity centres are a focus of growth in Yarra with the addition of mid-rise commercial development and apartments. They will continue to accommodate most of the city's growth because of their proximity to transport infrastructure, shops and services making them the most suitable locations for development.

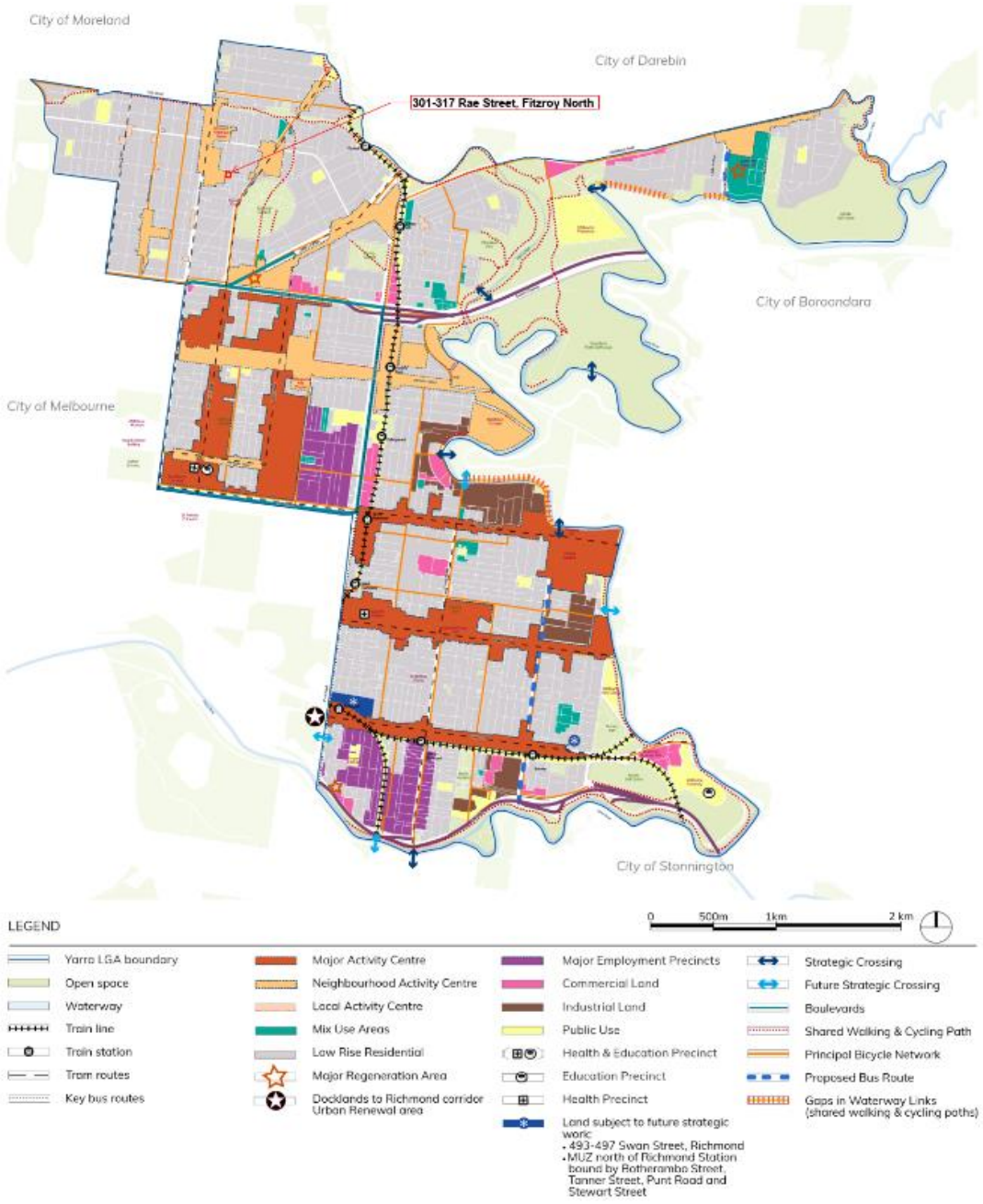


Figure 5 - Strategic Framework Plan

4.2 Planning Policy

To ensure the overarching objectives of planning in Victoria are met, policies contained within the Planning Policy Framework (PPF) must be considered and given effect to. The PPF clauses of most relevance to the Site and proposal are detailed below.

Settlement

Clause 11.01-1S (Settlement) seeks to facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements. This is to be achieved through capitalising on opportunities for urban renewal and infill development.

Clause 11.01-1R (Settlement – Metropolitan Melbourne) seeks to create mixed-use neighbourhoods at varying densities that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.

Clause 11.02-1S (Supply of urban land) seeks to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses. Planning for urban growth should consider opportunities for the consolidation, redevelopment and intensification of existing urban areas.

Clause 11.03-1L (Activity Centres) seeks to manage sustainable network of activity centres that facilitate appropriate economic and housing growth and provide attractive places for social and community interaction. The specific objectives for the Nicholson Street Activity Centre are of limited relevance to the Site, aside from supporting a mix of uses.

Built Environment and Heritage

Clause 15.01-1S (Urban Design) seeks to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Clause 15.01-1R (Urban Design – Metropolitan Melbourne) seeks to create a distinctive and liveable city with quality design and amenity.

Clause 15.01-1L (Urban Design) seeks to provide guidance with respect to the preferred urban design outcomes within the City of Yarra, specifically as they relate to public realm, wind, weather protection, projections over public realm and laneways (inter alia).

- Encourage developments that incorporate public art.
- Support development that provides weather protection of the public realm (including footpath and plaza).
- Discourage development that projects (including internal floor space, balconies and garage doors) into or over a public realm (including a laneway).
- Promote development abutting a laneway that provides a safe and well-lit environment for users of the laneway and ensure that development does not obstruct existing access to adjoining properties.

Clause 15.01-2S (Building design) seeks to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

Clause 15.01-2L (Building design) seeks to provide guidance with respect to the preferred building design outcomes within the City of Yarra, specifically as they relate to building form, height, setbacks, walls on boundaries, site coverage, internal amenity, roof form, materials (inter alia). Key strategies of relevance to the Site, which are not necessarily addressed through zone and overlay provisions, include:

- Provide separation between buildings to facilitate access to daylight, sunlight and an outlook, while preventing direct overlooking into adjacent secluded private open spaces and habitable room windows from, to and within the development.
- Make a positive contribution to the streetscape through high quality architecture and urban design.
- Discourage blank or unarticulated walls.

- Use articulation or massing or change of surface treatment or a combination of these to minimise visual bulk and integrate with the surrounding character.
- Provide a high-quality environment for building occupants, including internal spaces, access to private open space, daylight and ventilation.
- Design development to reflect or complement the dominant roof form of the surrounding area.
- Encourage a simple palette of durable materials that respond to the streetscape character through type, colour, finish and contrast.
- Encourage trees and vegetation planting to increase their canopies and coverage to contribute to an urban forest.
- Provide clearly identifiable, accessible, well-lit and safe pedestrian entries with a sense of address to a street.
- Design ground level street frontage of new development to provide a high level of pedestrian amenity and visual interest and contribute to strong ground floor relationships and high-quality outcomes.
- Orient development to the street, and to both streets for a corner site.
- Require car parking, including basement car parking and external car stackers, to incorporate high standards of design and amenity.
- Ensure that service infrastructure is appropriately sited and incorporated into the design of new buildings which has limited visibility from the public realm.

Clause 15.01-2L-01 (Environmentally sustainable development) seeks to achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Clause 15.01-2L-02 (Landmarks) seeks to maintain the visual prominence of and protect primary views to Yarra's valued landmarks.

Clause 15.01-2S (Healthy Neighbourhoods) seeks to achieve neighbourhoods that foster healthy and active living and community wellbeing.

Clause 15.01-4R (Healthy Neighbourhoods – Metropolitan Melbourne) seeks to create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.

Clause 15.01-5S (Neighbourhood Character) seeks to recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Clause 15.03-1S (Heritage conservation) seeks to ensure the conservation of places of heritage significance.

Clause 15.03-1L (Heritage) seeks to conserve and enhance Yarra's natural and cultural heritage. Further, it seeks to preserve the scale and pattern of streetscapes in heritage places.

Housing

Clause 16.01-1S (Housing Supply) seeks to facilitate well-located, integrated and diverse housing that meets community needs.

Clause 16.01-1R (Housing supply – Metropolitan Melbourne) seeks to facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.

Clause 16.01-1L (Location of residential development) seeks to encourage new housing development to locations in a major or neighbourhood activity centre or major regeneration area as shown in clause 02.04 (Strategic Framework Plan).

Clause 16.01-2S (Housing affordability) seeks to deliver more affordable housing closer to jobs, transport and services.

Transport

Clause 18.01-1S (Land use and transport integration) seeks to facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.

Clause 18.01-3S (Sustainable and safe transport) seeks to facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.

Clause 18.01-3R (Sustainable and safe transport – Metropolitan Melbourne) seeks to improve travel options for walking and cycling to support 20 minute neighbourhoods.

Clause 18.01-3L (Sustainable transport) seeks to support a sustainable transport system that reduces the impact of private motor vehicle traffic and on-street parking.

Clause 18.02-2R (Cycling – Metropolitan Melbourne) seeks to develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network

Clause 18.02-2L (Cycling) seeks to improve cycling infrastructure and encourage cycling as an alternative mode of transport for people of all ages and abilities.

Clause 18.02-4L-01 (Car parking) seeks to ensure car parking is supplied and managed consistent with promoting travel by sustainable modes.

4.3 Zone

Clause 32.04 – Mixed Use Zone

The Site is located in the Mixed Use Zone (MUZ) 'Yarra Mixed Use Areas'.

The purpose of the MUZ is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.*
- *To provide for housing at higher densities.*
- *To encourage development that responds to the existing or preferred neighbourhood character of the area.*
- *To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.*

No objectives are specified under the schedule to the MUZ.

Pursuant to Clause 32.04-7, a permit is required to construct two or more dwellings on a lot.

Pursuant to Clause 32.04-7, an apartment development must meet the requirements of Clause 58.

An assessment against the decision guidelines listed at Clause 32.04-15 is provided at Section 5 of this report.

4.4 Overlays

Heritage Overlay – Schedule 327 (HO327) 'North Fitzroy Precinct'

The Site is affected by the Heritage Overlay – Schedule 327 (HO327).

The purpose of the Heritage Overlay is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*

- *To ensure that development does not adversely affect the significance of heritage places.*
- *To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

301-317 Rae Street, which accommodates a single storey brick warehouse building, is 'not contributory' to the North Fitzroy Precinct (HO327).

Pursuant to Clause 43.01-1, a permit is required to:

- *Demolish an existing building*
- *Construct a building or construct or carry out works.*

An assessment against the decision guidelines of Clause 43.01-8 is provided at Section 5 of this report.

Environmental Audit Overlay (EAO)

The Site is affected by the Environmental Audit Overlay (EAO).

The purpose of the EAO is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.*

Pursuant to Clause 43.03-1, the following documentation must be provided before a sensitive use commences or before the construction or carrying out of buildings and works in association with such uses commences:

- *A preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the use or the proposed use; or*
- *An environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use or proposed use; or*
- *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or*
- *A statement of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970 stating that the environmental conditions of the land are suitable for the use or proposed use.*

The requirements of the EAO will be satisfied prior to the construction or carrying out of any works associated with the proposed residential land use. Any future permit should include a condition that mandates the preparation of such documentation.

Development Contributions Plan Overlay – Schedule 1 (DCPO1) 'Yarra Development Contributions Plan'

The Site is affected by the Development Contributions Plan Overlay (DCPO1) – 'Yarra Development Contributions Plan'.

The purpose of the DCPO is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.*

The Site is located within Charge Area 2 – Fitzroy North.

Under the provisions of the DCPO1, levies are payable for residential development typically prior to commencement of development.



Figure 6 Zone Plan



Figure 7 Overlay Plan (HO327)



Figure 8 Overlay Plan (EAO)



Figure 9 Overlay Plan (DCPO)

4.5 Particular Provisions

The following particular provisions are relevant to the application:

- Clause 52.06 – Car Parking.
- Clause 52.34 – Bicycle Facilities.
- Clause 53.18 – Stormwater Management in Urban Development.
- Clause 58 – Apartment Developments.

4.5.1 Clause 52.06 – Car Parking

The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

Pursuant to Clause 52.06-3, a permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5.

The Site is located within the Principal Public Transport Network (PPTN) and as such Column B of Table 1 applies to the proposed development. The car parking requirement has been summarised in the table below.

Land Use	Quantity	Statutory Car Parking Rate	Parking Requirement
Two-bedroom dwelling	10	One (1) to each one or two-bedroom dwelling	10 spaces
Three-bedroom dwelling	17	Two (2) to each three or more-bedroom dwelling	34 spaces
		Total	**44 spaces**

The proposal provides 41 spaces and accordingly seeks a reduction to the car parking requirement by three (3) spaces.

An assessment against the decision guidelines of Clause 52.06-10 is provided at Section 5 of this report.

4.5.2 Clause 52.34 – Bicycle Facilities

The purpose of Clause 52.34 is as follows:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

Pursuant to Clause 52.34-1, a new use must not commence until the required bicycle facilities and associated signage has been provided on the land.

In accordance with Table 1 to Clause 52.34, the development generates the following statutory requirement for bicycle spaces.

- *1 space to each 5 dwellings in developments of four or more storeys for residents.*
- *1 space to each 10 dwellings in developments of four or more storeys for visitors.*

The proposal generates a requirement for six (6) bicycle parking spaces for residents and three (3) spaces for visitors.

The development provides 49 on-site bicycle spaces in total, which is well in excess of the statutory requirements. This includes 43 spaces for residents at basement level and ground level and six (6) spaces for visitors at ground level. Additionally, eight (8) on-street spaces are proposed as a public realm gesture.

4.5.3 Clause 53.18 – Stormwater Management in Urban Development

The purpose of Clause 53.18 is:

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

Pursuant to Clause 53.18-3, an application to construct a building or construct or carry out works:

- *Must meet all of the objectives of Clause 53.18-5 and 53.18-6*
- *Should meet all of the standards of Clause 53.18-5 and 52.18-6.*

Stormwater management is addressed in the Sustainability Management Plan prepared by GIW Environmental Solutions.

4.5.4 Clause 53.24 – Great Design Fast Track

The purpose of Clause 53.25 is:

- *To facilitate innovative dwelling, apartment and mixed-use residential development.*
- *To facilitate development that increases the density and diversity of dwellings to respond to Victoria's population growth.*
- *To facilitate the development of dwellings with convenient access to public transport, and community, retail and other services.*
- *To facilitate development that is of a high quality in its design, liveability and sustainability.*

Clause 53.25-1 applies to an application under any provision of this planning scheme for the use and development of land, if all of the following are met:

- *The applicant submits written confirmation that the application is an application to which this clause applies.*
- *The application includes the construction of at least eight dwellings.*
- *Any proposed building contains at least two storeys and not more than eight storeys.*
- *The proposed development achieves a minimum NatHERS rating of:*
    - *8.0 stars average, with no individual dwelling less than 6.5 stars for apartment developments.*
    - *7.5 stars for all other dwellings.*
- *Each proposed dwelling provides effective natural ventilation, which includes cross ventilation, single sided ventilation or mechanically assisted ventilation.*
- *The Minister for Planning has advised in writing that they are satisfied the proposed use or development of land for accommodation (other than camping and caravan park, group accommodation, residential hotel and small second dwelling) is of significance having regard to:*

- *The purpose of clause 53.25*
- *Whether the quality of the design, liveability and sustainability of the proposed development meets the design principles published by the Minister for Planning on the Department's Internet site for the purposes of clause 53.25 ('the design principles').*
- *The location of the proposed development and whether it has convenient access to jobs, services, infrastructure and community facilities.*

- *Information demonstrating that the proposed development meets the design principles is provided to the satisfaction of the Minister for Planning. This must include written advice from the Office of the Victorian Government Architect to the satisfaction of the Minister for Planning.*
- *Information demonstrating the likely feasibility of the proposed development is provided to the satisfaction of the Minister for Planning. This must include written advice from the Chief Executive Officer or delegate, Invest Victoria (Department of Jobs, Skills, Industry and Regions) to the satisfaction of the Minister for Planning.*

Exemption from review

Pursuant to Clause 53.25-4, an application under any provision of this planning scheme is exempt from the decision requirements of sections 64(1), (2) and (3), and the review rights of section 82(1) of the Act.

Responsible Authority

Pursuant to Clause 72.01-1, the Minister for Planning is the responsible authority for matters under Divisions 1, 1A, 2 and 3 of Part 4 of the Act, and endorsement of, approval of or being satisfied with matters required by a permit or the scheme to be endorsed, approved or done to the satisfaction of the responsible authority, in relation to the use and development of land for use and development to which clause 53.25 applies.

4.5.5 Clause 58 – Apartment Developments

The purpose of Clause 58 is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage apartment development that provides reasonable standards of amenity for existing and new residents.*
- *To encourage apartment development that is responsive to the site and the surrounding area.*

Provisions in this clause apply to an application to construct an apartment development where the apartment development is five or more storeys (excluding a basement).

An apartment development:

- *Must meet all of the objectives of this clause.*
- *Should meet all of the standards of this clause.*

An assessment of the proposal against Clause 58 is provided at **Appendix A**.

4.6 Strategic Planning Considerations

4.6.1 Plan for Victoria

Plan for Victoria outlines the following vision for Victoria, as developed by the 'People's Panel':

By 2050, Victoria will be a vibrant, accessible and connected community valued for its diverse cultures, sustainable environmental practices and respect for the First Peoples of Victoria.

Building a state that provides choices and opportunities for current and future generations of Victorians in quality housing, transport, employment, environment and connectivity will require input from the community, government, local businesses and industry alike.

We will create a society that caters to the unique needs of all Victorians, nurturing individual health through physical and cultural recreation.

The Plan specifies the following five pillars for action:

- *Self-determination for all Victorians*
- *Housing for all Victorians*
- *Accessible jobs and services*
- *Great places, suburbs and towns*
- *Sustainable environments.*

Of relevance to the proposal, the Plan sets out housing targets for every local government area across Victoria, specifying their share of the envisaged 2.24 million homes needed to address the housing crisis. Under the plan, Yarra is tasked with delivering 44,000 homes, with preference to be given to locations well-provided with jobs, shops, public transport and community facilities and services.

4.6.2 Great Design Fast Track – Design Principles

Great Design Fast Track – Design Principles (April 2025, DTP) sets out design principles to guide proposals submitted under the Great Design Fast Track planning pathway.

There are seven principles which are interconnected and intended to be considered holistically. Proposals committed to 'great design' will demonstrate these principles.

There are various ways to respond to the design principles, with suggested outcomes accompanying the principles that are not prescriptive but provide guidance as to how the principles might be met in practice.

The design principles are set out below.

01 Neighbourly homes – *Enhancing local identity by embracing change and generating lasting social value.*

02 Welcoming homes – *Creating welcoming and safe homes that promote a sense of family and community.*

03 Landscaped homes – *Enhancing local biodiversity, natural systems and connections to nature.*

04 Sustainable homes – *Enduring and high-performing, embedding climate resilience and minimising environmental impacts.*

05 Healthy homes – *Enhancing health and wellbeing through integrating the natural and built environment.*

06 Adaptable homes – *Housing that meets the diverse and changing needs of households and families.*

07 Good value homes – *Supporting more affordable housing through innovative housing development and delivery models that respond to changing housing markets.*



Extract from Great Design Fast Track – Design Principles (DTP, April 2025)

5 Planning Assessment

This chapter provides an assessment of the proposal against the relevant policy and provisions of the *Yarra Planning Scheme*. The assessment raises the following key questions

- Is the proposal consistent with the intent of the Mixed Use Zone and relevant planning policy within the Yarra Planning Scheme?
- How does the quality of the design, liveability and sustainability of the proposed development meet the Great Design Fast Track design principles?
- Does the proposal create any unreasonable offsite amenity impacts?
- Does the proposal provide for a high level of internal amenity?
- Does the proposal provide an appropriate transport and parking response?
- Are the proposed management of material streams (waste management) and collection arrangements appropriate?

Each of these issues is discussed further below.

5.1 Is the proposal consistent with the intent of the Mixed Use Zone and relevant planning policy within the Yarra Planning Scheme?

The proposal is consistent with various policy and provisions outlined in the *Yarra Planning Scheme*, including the Municipal Planning Strategy (MPS) and Planning Policy Framework (PPF), while having regard to both the zone and overlay controls affecting the Site.

More particularly, it is noted that:

- The proposal responds to the growth, housing and density outcomes sought by the Site's zone (Mixed Use Zone) and location with an activity centre (Nicholson Street Neighbourhood Activity Centre), MPS Clause 02.03) in providing for 27 dwellings; housing at a higher density in a location close to jobs, services and amenities (consistent with Clause 16.01-1S and 16.01-2S). Further, the housing includes a mix of sizes and typologies (two and three bedroom dwellings, single level and loft-style) and caters to
- The building designed by Warren and Mahoeny, supported by a Heritage Impact Statement prepared by Trethowan, and workshopped with the OVGA, represents a sophisticated response to the Site and its context through a considered massing strategy, façade approach and material selection. Within the seven storey building a series of strategies including a stepped streetwall, setbacks to upper levels, balance of light and heavy elements (solid to void) and façade articulation have been employed to effectively descale the building, allowing it to sit comfortably in its context and transition to existing lower scale neighbouring form. In this regard, the proposal is consistent with the built form, building design, urban design and heritage related policy in the MPS and PPF (Clauses 02.03, 15.01-1S, 15.01-1R, 15.01-1L, 15.01-2S, 15.01-2L, 15.01-5S, 15.03-1S and 15.03-1L).
- With specific regard to building height, it is further noted that:
    - There are no applicable building height controls for the Site, and the Mixed Use Zone / Nicholson Street Activity Centre more broadly.
    - In determining an appropriate building height, existing surrounding approvals in the activity centre and in similar heritage contexts in the City of Yarra provide examples of how taller built form (of generally 5-8 storeys) can sit comfortably in lower scale heritage contexts. There are several successful 'podium and upper level' typologies, as highlighted as Section 2.2.4 of this planning report, whereby the podium is designed to follow the rhythm and prevailing scale of the streetscape (often with a transition from a prominent corner position down to adjoining

smaller scale form), with upper levels designed to be lighter weight, recessive elements through various strategies such as setbacks, colour, material selection, or landscaping.

  - While the massing and design strategies employed in the proposed redevelopment of the Site allow it to sensitively transition to immediate neighbours, the seven storey building is also part of a broader emerging context of taller built form and densification in the Nicholson Street Neighbourhood Activity Centre (NAC), including approvals at 622-636 Nicholson Street (8 storeys) and 786-794 Nicholson Street and 1A Liverpool Street (6 storeys) and nearby along St Georges Road.

- With specific regard to the decision guidelines of the heritage overlay (clause 43.01):
  - The existing building is graded 'non contributory' and, as outlined in the HIS prepared by Trethowan, its demolition is supported having regard to its grading and the statement of significance for the HO327 Precinct.
  - The new (replacement) building is sympathetic to its surrounds through a highly considered design that complements the character of the precinct and adjacent contributory and significant buildings without being overly dominant. It sits comfortably by picking up on surrounding rhythms and datums in the streetscape (specifically of 297 and 299 Rae Street) and features of the North Fitzroy Arms Hotel through a chamfering of the Rae/Alfred corner. Further, the design achieves a visual recessiveness through setbacks, allowing the form to transition down in scale to adjacent buildings including 22 Alfred Street, and articulation and material section, which provide a lightness to upper levels and a contrasting, tactile podium.
  - As outlined in the HIS, the above strategies mean that the appearance of the proposed building will not adversely affect the significance of the HO327 Precinct.
- The proposal has been designed to achieve a holistic sustainability response for the Site, as demonstrated within the Sustainable Management Plan prepared by GIW, achieving a BESS Score of 67%, STORM rating of 102%, effective ventilation to all dwellings and an average NatHERS rating of 8.0 stars (consistent with the requirements of Clause 53.25 and Clauses 15.01-2L).
- The proposal fosters healthy and active living through a substantial provision of bicycle parking and facilities including bike workstation, and a lower provision of car parking than required, while providing housing in a walkable location close to amenities and public transport. This is consistent with policy relating to healthy neighbourhoods, sustainable transport and 20-minute neighbourhoods (clauses 15.01-4R,18.01-3L, 18.02-2L and 4L). Refer to Section 5.5 for more information.

Having regard to the above, the proposal demonstrates a strong alignment with what is sought by the *Yarra Planning Scheme*.

5.2 How does the quality of the design, liveability and sustainability of the proposed development meet the Great Design Fast Track design principles?

This section should be read in conjunction with Warren and Mahoney's Urban Context Report (pages 15-30).

Design Principle	Response
01 Neighbourly homes – *Enhancing local identity by embracing change and generating lasting social value.*	The principle is achieved through high quality street interfaces that pick up on the rhythm and detailing of immediate adjacent heritage buildings and surrounding features including the chamfered corner and tiled facade to reinforce identity. Incorporation of brick materiality and other human scaled detailing, ground floor set back entry and landscaping provide a threshold area and lasting social value.

02 Welcoming homes – *Creating welcoming and safe homes that promote a sense of family and community.*	The building is centres around a central ground level courtyard that has been designed by WAM in conjunction with Vivid Green to ensure a quality landscape outcome. Centrally locating mail boxes is clever and unique design feature that will foster a sense of community, casual gathering and interaction amongst residents. Corridors are open air breezeway spaces with landscaping and seating to continue the generosity of communal spaces up the building. Open stairwells allow for additional daylight to these spaces.
03 Landscaped homes – *Enhancing local biodiversity, natural systems and connections to nature.*	Landscaping has been workshopped with the OVGA to make excellent use of both communal and private courtyards and terraces. Landscaping is sited such that it can be seen from the public realm and from internal apartment arras to foster connections to nature.
04 Sustainable homes – *Enduring and high-performing, embedding climate resilience and minimising environmental impacts.*	In addition to the ratings achieved in terms of 8.0 average NatHERS and 102% STORM, the transport strategy has been workshopped to include bicycle parking at ground level, conveniently accessed via the communal courtyard, as well as more 'long term' secure parking at basement levels. The incorporation of a workshop at basement level will further facilitate the use of cycling as a sustainable transport mode. The development includes connection of rainwater tanks to landscape irrigation and passive cooling strategies such as climbing plants to shading devices, which will be particularly effective to north and west facing elevations.
05 Healthy homes – *Enhancing health and wellbeing through integrating the natural and built environment.*	All apartments will benefit from connection to the natural environment through well landscaped communal and private spaces. The apartments demonstrate internal comfort through effective ventilation and passive shading strategies including climbing plants to shade structures and recessed glazing.
06 Adaptable homes – *Housing that meets the diverse and changing needs of households and families.*	More than half of the homes are designed to be accessible having regard to BADS standards and the Liveable Housing Australia (Gold) standard. The basement has been designed with adaptability in mind to allow for future uses when car parking demand may be lower.

07 Good value homes – ***Supporting more affordable housing through innovative housing development and delivery models that respond to changing housing markets.***	A range of apartment sizes and types are offered through the development, catering a range of entry levels / price points and household types. The material palette has been carefully selected to include robust materials that will weather well over time and not require frequent maintenance or replacement.

Having regard to the above, the proposal demonstrates alignment with each of the design principles of the Great Design Fast Track.

5.3 Does the proposal create any unreasonable offsite amenity impacts?

The proposal has been designed to limit potential offsite amenity impact by way of overshadowing, overlooking and visual bulk through the proposed massing, façade design, and siting and design of terraces and windows facing adjoining residential properties.

It is noted that all adjoining properties are also zoned 'Mixed Use' and located within the Nicholson Street Neighbourhood Activity Centre and therefore carry potential for redevelopment (to varying extents).

Impact to each adjoining property or sensitive interface is discussed in more detail below.

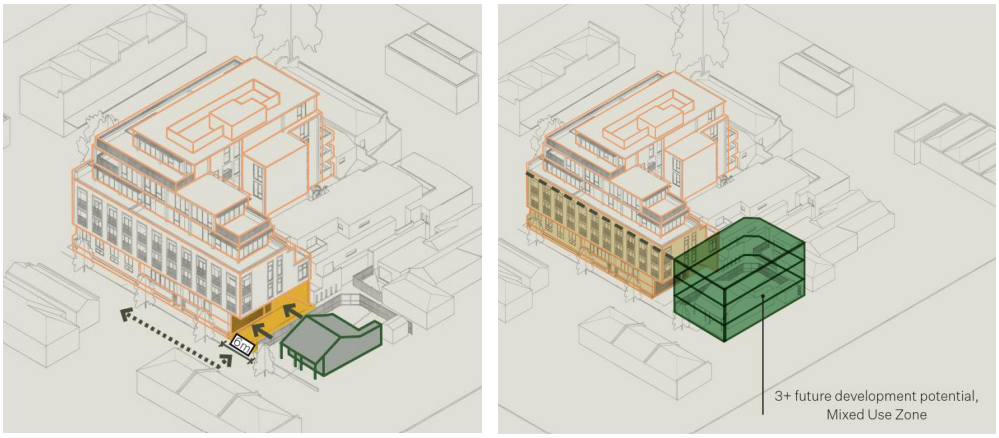
22 Alfed Street (west)

The proposed built form setback at ground and level 1 allows for breathing space between the new form and 22 Alfred Street dwelling via a widened 6m laneway. Corner apartments at Levels 1 and 2 have been designed with terraces to the corners to provide some visual relief at this interface; depth to the façade with landscaping. Windows along this western interface have been designed with opaque glazing up to 1700mm above finished floor level to mitigate any potential for overlooking into the secluded private open space or habitable rooms of the dwelling.

Refer to the section diagrams prepared by Warren and Mahoney for further information (TP30.04).

The further setting back of the uppermost three levels (3-5) allows for a transition in scale down to the existing single storey home in the short to medium term. Acknowledging the mixed use zoning and activity centre location of 22 Alfred Street, there is reasonable expectation that it will develop in future in the order of three or more storeys, subject to planning assessment and approval.

In terms of shadow, the proposed development will cast additional shadow at 9am and 10am on 22 September to the secluded private open space ('SPOS'). The SPOS is 90.3sqm in area. At 9am it currently experiences 53.4sqm of shadow and the proposal will cast an additional 36.9sqm of shadow at 9am, leaving 0sqm of sunlight at 9am (when measured on 22 September). At 10am, the proposal casts an additional 32sqm of shadow, resulting in there being 17.5sqm of SPOS unshadow (solar access). The proposal does not affect solar access to this property for the remainder of the day (from 11am) as measured on 22 September. As the offsite amenity impact is limited to a maximum of 2 hours in the morning from 9am, it is not considered unreasonable.



Extracts from Urban Context Report (WAM)

55 Reid (south and west)

Voids have been strategically located within the development having regard to adjoining private open space areas and windows at 55 Reid Street, to provide appropriate building separation and maintain access to a good amount of daylight. Similarly, built form is proposed to be built to walls on boundary where there are no windows facing the Site (e.g. Apt 1.01, 2.01, 3.01 and 4.01).

The siting and massing strategy proposed to the Site's southern interface with north facing balconies of 55 Reid Street includes setting back the wall on boundary (from the location of the existing wall) to sit within the Site boundary. This allows for some breathing room between the northern boundary wall of 55 Reid Street and the southern boundary wall of 301-317 Rae Street.

From Level 2, setbacks are introduced to limit overshadowing and potential for overlooking. As demonstrated in the overlooking sections (sections 05 – 12 at TP30.04 and TP30.05), any potential for overlooking has been mitigated through opaque windows to 1700mm, parapet heights directing views upward or by way of separation distance.

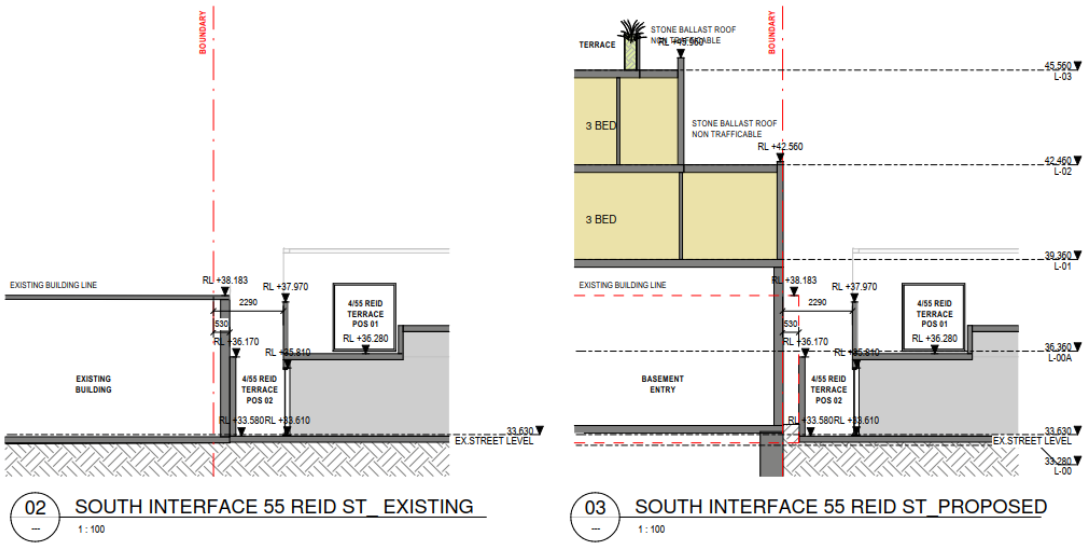
With regard to the existing shadow diagrams (TP40.01-TP40.07), the private open space terraces and balconies of units at 55 Reid Street are currently overshadowed to varying degrees throughout the day by way of the surrounding north and west boundary walls surrounding these spaces.

The proposal casts a small amount of additional shadow to 55 Reid Street private open space as follows:

- Unit 6 ('Terrace 06'): 1sqm at 9am; 0.4sqm at 10am.
- Unit 7 ('Terrace 04'): 0.5sqm at 10am; 0.5sqm at 11am.
- Unit 4 ('Terrace 01'): 0.9sqm at 11am; 0.8sqm at 12pm.
- Unit 4 ('Terrace 03'): 0.1sqm at 2pm; 0.4sqm at 3pm.
- Unit 5 ('Terrace 05'): 0.3sqm at 2pm.

The above is considered to be a minor amount of additional shadow with no terrace unreasonably impacted by the proposal.

Refer to the extract below, shadow diagrams and overshadowing impact study (TP40.20, 21 and 22) within WAM's Architectural Drawing set for more information.



Extract from Architectural Drawings (WAM)

297 and 299 Reid Street (south)

It is understood that 297 Rae Street is classed as 'commercial' and is currently occupied by an architecture practice and 299 Rae Street is classed as both 'residential' and 'commercial', as it's currently operating as a phycology practice.

The proposed massing along the Site's south boundary and interface with 299 Rae Street has been designed provide for breaks (including terraces and the light court (from level 1 level 4)) and greater building separation from Level 03 to 05 (minimum 2.7m setback to the façade).

Potential for overlooking is mitigated as demonstrated in overlooking sections (section 13-17).

The proposal casts a small amount of additional shadow to 299 Rae Street private open space as follows: 0.4sqm at 10am; 1.1sqm at 11am; 0.8sqm at 12pm.

The proposal sightly reduces the amount of shadow cast at 1pm (by 0.1sqm) and has no additional impact at 9am, 2pm or 3pm.

As per DTP Eligibility Letter, the built form interface between the Site and 299 Rae Street has been further interrogated and refined, which results in a far more 'open' and respectful massing along this shared boundary. The design changes primarily relate to the removal of built form along this shared condition, providing an 'opening' at ground floor/level 1 which allows for the appreciation of the proposed landscape/courtyard (on the Site), as well as the revision of balustrade materiality from brick to semi-transparent metalwork.

See below 'before' (pre-lodgement) and 'after' (formal lodgement) Southern Elevation and accompanying renders (taken from the SPOS of 299 Rae Street).



Figure 10 - 'Before' - Southern Elevation



Figure 11 - 'Before' - View from 299 SPOS towards Proposal

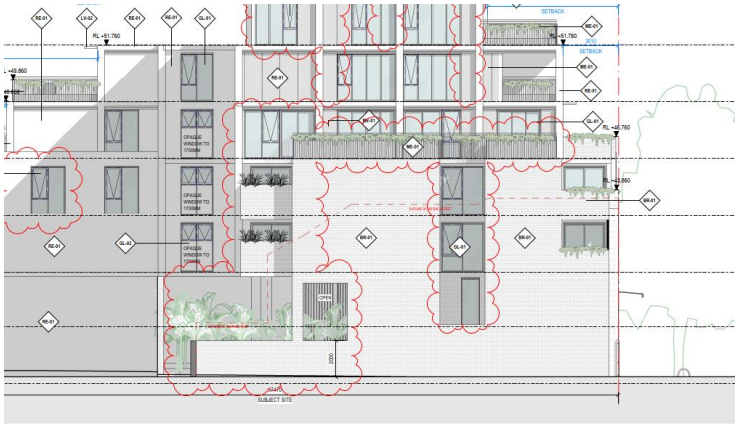


Figure 12 - 'After' - Southern Elevation



Figure 13 - 'After' - View from 299 SPOS towards Proposal

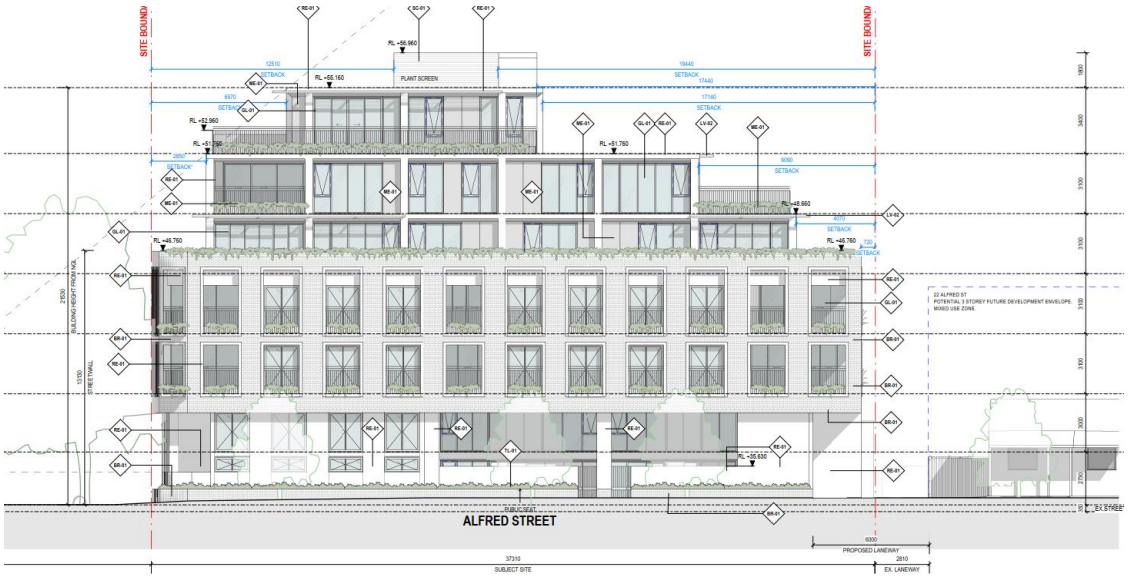
Alfred Street (north)

The massing and design of the development has had due consideration to its Alfred Street interface, acknowledging that while the street is sited the north of the development (and will not be impacted by way of shadow), it is a relatively narrow street (compared to Rae Street) that accommodates generally single storey dwellings at the eastern end of the street, which increase in density toward the west end of the street where the street terminates at the larger scale 'Roi Apartments' Development (4 Bik Lane).

As it relates to upward viewlines from the northern footpath of Alfred Street, there could be a perception that minor built form elements at the upper levels are encroaching within this viewline, thereby contributing to a sense of 'visual bulk'. Importantly, much of the north-facing upper levels have been dedicated to generous balconies with extensive in-built landscaping, which will more broadly contribute to the greening of the built form. Additionally, the upper level balustrades are semi-transparent metalwork (and not brickwork), thereby further assisting with the perception of a light-weight and appropriate contextual response.

The development has been designed to transition down in height to the adjoining laneway and smaller scale form at 22 Alfred Street. The streetwall at approximately 13m in height is softened through the incorporation of landscaping, domestic detailing including brick and steel balustrades and the inclusion of terraces to provide further depth and openings within the façade.

As detailed in the HIS (Trethowan), 'while the new building is larger in scale than existing buildings on Alfred Street, its volume has been considered so that the bulk of the northwestern corner closest to the neighbouring buildings is moderated ... From oblique angles, the building's northwestern corner tapers upwards, allowing it to have a disappearing appearance. The building's Alfred Street frontage and more specifically, its northwestern corner, are sympathetic towards the adjoining building and other contributory and significant heritage properties on the street.'



Extract from Architectural Plans (WAM): North Elevation (Alfred Street)



Extracts from Urban Context Report (WAM): Streetscape 2 – Section / Elevation looking toward the south side of Alfred Street.

Having regard to the above assessments, the proposal does not cause unreasonable offsite amenity impact.

5.4 Does the proposal provide for a high level of internal amenity?

The apartments have been designed with regard for the Better Apartment Design Standards (BADS) and the Great Design Fast Track Design Principles and have sought to provide a high level of internal amenity for future residents. Specifically, the following is noted:

- The proposed development makes provision for generous landscaping within the communal courtyard, internal corridors and within private terraces, creating a series of attractive spaces and promoting biophilic design principles and biodiversity.

- The primary entry to the development is generous and appropriately articulated to ensure it is clearly legible from the street. The accessway is appropriately dimensioned to be convenient for pedestrians and cyclists alike and it flows from the landscaped public realm directly into the communal courtyard and building core providing access to levels above ground.
- Each dwelling is provided with private open space in the form of a private terrace and/or balcony, that is generous in its proportions, landscaped and conveniently access from internal living areas.
- The proposed apartments will benefit from generously sized floor plates, which allow for the provision of bedrooms and living rooms that meet or exceed the minimum dimension requirements of BADS.
- Each dwelling is provided with ample storage space both internally to the dwelling and within the basement. The supplementing of storage space internal to the dwelling with basement storage is practical, allowing residents to keep bulkier items outside of the apartment (surfboards, bicycles, golf clubs, etc.)
- All apartments will have access to daylight, including the single aspect loft style apartments at ground floor level. It is noted that 89 per cent of living floor areas achieve greater than 90 per cent above DF1, and 96 per cent of bedroom floor area achieves greater than 90 per cent above DF0.5, as demonstrated in the accompanying SMP prepared by GIW.
    - Despite being located at the ground floor level, and partly screened by the proposed street fencing (to balance privacy and activation to the street), the loft style apartments at ground floor level will allow for adequate daylight access. This is achieved through double height living areas and the inclusion of floor to ceiling glazing at both the ground and level 1 levels to ensure that any daylight can permeate through to the dwelling.
- All habitable rooms will benefit from access to a window in an external wall of the building, with no reliance upon 'snorkel' type apartments.
- The majority (81 per cent) of dwellings will provide for effective cross ventilation to meet Standard D27. Further, it is noted that all 27 apartments meet Council's best practice standard for cross flow ventilation and achieve effective ventilation as required by Clause 53.25.

Having regard to the above, the proposed design provides a high level of internal amenity to future dwellings.

5.5 Does the proposal provide an appropriate transport and parking response?

Transport

The proposal provides for a transport response that prioritises active and sustainable travel (walking, cycling and public transport). A workstation has been provided adjacent to the bicycle parking at Basement 01 level to encourage active transportation by allowing space for servicing and repairs. Further, cyclists will be able to conveniently access the bicycle parking spaces at ground floor level via the lift at ground floor level, avoiding any potentially dangerous encounters with motorists along the laneway and on the basement down ramp.

Residents will also benefit from convenient access to the existing tram service along St Georges Road (Route 11) and Nicholson Street (Route 96), which provides for direct public transport links into Melbourne CBD and other activity centre areas.

Car Parking

The proposed car parking layouts and access arrangements will provide for convenient and efficient access for residents and visitors. The car parking layouts and access have been designed in accordance with the relevant requirements of the Yarra Planning Scheme and the Australian Standards. Of note, the proposed access ramp and basement 2 ramp is measured to be 4.05 and 4.37 metres respectively, well in excess of the requirements under the Yarra Planning Scheme. Further, all car parking spaces are measured to be 2.6 metres wide, 4.9 metres long and accessed from a 6.4 metre wide aisle. The SWEPT paths drawing provided at Appendix 3 of the TIA demonstrates a functional access arrangement.

The proposed development seeks a car parking reduction of three (3) spaces, with a total of 44 spaces provided across the basement levels. The waiver to the car parking requirement is considered to be entirely appropriate for the following reasons:

- The subject site benefits from excellent access to public transport and other sustainable modes of transport, such as cycling, walking and car share services. For example, the site benefits from convenient access to the capital city cycling trail and the dedicated cycling lanes along Canning Street that feed into Melbourne CBD.
- Census data indicates that only 37 per cent of three-bedroom apartment residents own two or more vehicles. As such, the anticipated parking demand for the 17 three-bedroom dwellings is in fact 23 car space.
- With 32 spaces dedicated to the 17 three bedroom dwellings, and 10 allocated to two bedroom dwellings, the provision of car parking is well in excess of the typical vehicle ownership in the area.
- The proposed development promotes the use of sustainable transport by limiting the provision of on-site car parking and encouraging the use of sustainable modes of transport, meeting the objective and strategies of Clause 18.02-4L-01.

When considering the locational attributes and context of the site in connection with the above, the proposed car parking waiver is considered to be an appropriate outcome.

Further, it is noted that the reinstatement of the existing crossovers along Rae Street will allow for the introduction of two addition on-street car parking spaces, alleviating pressure on the local road network.

5.6 Are the proposed management of material streams (waste management) and collection arrangements appropriate?

The accompanying Waste Management Plan (WMP) prepared by SALT3 demonstrates that the anticipated waste generation from the development can be appropriately collected, stored and removed from the site. As identified at Appendix 1 (Design Drawings) of the WMP, there is sufficient space to store the anticipated waste within the 18 sqm waste room at basement 01. Further, Appendix 2 (SWEPT path analysis) demonstrates that this waste room can be conveniently accessed by a 6.4 metre long waste collection vehicle.

Each level of the development will benefit from access to bin chutes located adjacent to the lift shaft, which will be used direct garbage and recycling to the basement level to allow for convenient collection.

In order to manage any undesirable impacts associated with waste collection and management within a medium density development, the following measures are proposed:

- Bin chutes and the bin room will be ventilated in accordance with Australian Standard AS1668. Specifically, rooftop exhaust fans will be implemented within each chute system.
- The bin room will be equipped with tight fitting doors and sealed, impervious floors. Any openings within the waste room will be fitted with vermin proof mesh.
- An appropriately drained bin wash down area will be provided within the bin room, with all sediment to be discharged into a litter / grease trap and not into the stormwater drainage.
- All chute systems and waste areas will be designed to meet EPA, BCA and AS2107 acoustic requirements as appropriate within the operational houses assigned to minimised acoustic impact on surrounding properties.
- Waste collection will only occur between 7am to 8pm on Monday-Saturday and between 9am to 8pm on Sundays and public holidays, in accordance with the EPA Victoria Noise Control Guidelines (2021).

Please refer to the accompanying WMP for further information on the proposed approach to waste management.

6 Conclusion

This report describes the planning proposal to construct a residential apartment building comprising 27 dwellings at 301-317 Rae Street, Fitzroy North, with excellent design, liveability and sustainability outcomes.

The application is proposed via Clause 53.25 of the Yarra Planning Scheme; the 'Great Design Fast Track'.

As outlined in the assessment at Chapter 5, the design demonstrates strong alignment with the Yarra Planning Scheme including the design principles of the Great Design Fast Track, following three workshops with the OVGA.

The proposal aligns with the strategic objectives to increase housing density in activity centres including the Nicholson Street Neighbourhood Activity Centre, sustainability objectives as well as strategies encouraging a high quality of building design and urban design.

The proposal succeeds in sitting comfortably in its heritage context and having regard to lower scale built form to the north and east, providing a visual recessiveness to upper levels through a variety of measures including setbacks, material selection and articulation of the form.

The reference to surrounding datums and rhythms and stepped streetwall height have due regard to immediately adjacent significant buildings at 297 and 299 Rae Street.

The project will deliver an improvement to the streetscape, rectifying the industrial legacy of the existing building and releasing much-needed sustainable housing with low ongoing operational costs.

On the basis of the above, the proposal represents a highly considered development that merits the issuing of a planning permit to facilitate its delivery.

Appendices

Appendix A Clause 58 Assessment



RAE STREET ELEVATION (EAST) - ARTIST IMPRESSION ONLY



CORNER OF RAE STREET & ALBERT STREET - ARTIST IMPRESSION ONLY

301-317 RAE STREET

TOWN PLANNING SUBMISSION

WURUNDJERI COUNTRY
301-317 RAE STREET, FITZROY NORTH, VIC, 3068

NUMBER	SHEET NAME	REVISION	DATE
TP40.24	Unnamed		
TP00 SERIES | INTRODUCTORY			
TP00.01	COVER SHEET	C	26.08.25
TP00.02	SURVEY PLAN	C	26.08.25
TP00.03	EXISTING SITE PLAN	C	26.08.25
TP00.04	DEMOLITION SITE PLAN	C	26.08.25
TP00.05	DEMOLITION STREET ELEVATIONS	C	26.08.25
TP00.05A	DEMOLITION STREET ELEVATIONS	C	26.08.25
TP00.06	PROPOSED SITE PLAN	C	26.08.25
TP10 SERIES | GA PLANS			
TP10.01	GENERAL ARRANGEMENT - BASEMENT 02	C	26.08.25
TP10.02	GENERAL ARRANGEMENT - BASEMENT 01	C	26.08.25
TP10.03	GENERAL ARRANGEMENT - GROUND FLOOR	C	26.08.25
TP10.04	GENERAL ARRANGEMENT - LEVEL 01	C	26.08.25
TP10.05	GENERAL ARRANGEMENT - LEVEL 02	D	11.09.25
TP10.06	GENERAL ARRANGEMENT - LEVEL 03	D	11.09.25
TP10.07	GENERAL ARRANGEMENT - LEVEL 04	D	11.09.25
TP10.08	GENERAL ARRANGEMENT - LEVEL 05	C	26.08.25
TP10.09	GENERAL ARRANGEMENT - LEVEL 06	C	26.08.25
TP10.10	GENERAL ARRANGEMENT - ROOF PLAN	C	26.08.25
TP20 SERIES | EXTERNAL ELEVATIONS			
TP20.01	ELEVATION - EAST	C	26.08.25
TP20.02	ELEVATION - NORTH	C	26.08.25
TP20.03	ELEVATION - WEST	D	11.09.25
TP20.04	ELEVATION - SOUTH	D	11.09.25
TP30 SERIES | BUILDING SECTIONS			
TP30.01	BUILDING SECTION A-A	C	26.08.25
TP30.02	BUILDING SECTION B-B	D	11.09.25
TP30.03	BUILDING SECTION C-C	D	11.09.25
TP30.04	OVERLOOKING SECTIONS	D	11.09.25
TP30.05	OVERLOOKING SECTIONS	D	11.09.25
TP30.06	OVERLOOKING SECTIONS	D	11.09.25
TP30.07	OVERLOOKING SECTIONS	A	11.09.25
TP30.08	OVERLOOKING PLANS	A	11.09.25
TP40 SERIES | SHADOW DIAGRAMS			
TP40.01	SHADOW STUDY - EXISTING 0900 SEP 22	B	26.08.25
TP40.02	SHADOW STUDY - EXISTING 1000 SEP 22	B	26.08.25
TP40.03	SHADOW STUDY - EXISTING 1100 SEP 22	B	26.08.25
TP40.04	SHADOW STUDY - EXISTING 1200 SEP 22	B	26.08.25
TP40.05	SHADOW STUDY - EXISTING 1300 SEP 22	B	26.08.25
TP40.06	SHADOW STUDY - EXISTING 1400 SEP 22	B	26.08.25
TP40.07	SHADOW STUDY - EXISTING 1500 SEP 22	B	26.08.25
TP40.10	SHADOW STUDY - PROPOSED 0900 SEP 22	C	26.08.25
TP40.11	SHADOW STUDY - PROPOSED 1000 SEP 22	C	26.08.25
TP40.12	SHADOW STUDY - PROPOSED 1100 SEP 22	C	26.08.25
TP40.13	SHADOW STUDY - PROPOSED 1200 SEP 22	C	26.08.25
TP40.14	SHADOW STUDY - PROPOSED 1300 SEP 22	C	26.08.25
TP40.15	SHADOW STUDY - PROPOSED 1400 SEP 22	C	26.08.25
TP40.16	SHADOW STUDY - PROPOSED 1500 SEP 22	C	26.08.25
TP40.20	OVERSHADOWING IMPACT STUDY - 55 REID ST PHOTOS	B	26.08.25
TP40.21	OVERSHADOWING IMPACT STUDY - 55 REID ST	C	26.08.25
TP40.22	OVERSHADOWING IMPACT STUDY - 55 REID ST	C	26.08.25
TP60 SERIES | SUPPORTING DOCUMENTS			
TP60.01	TOWN PLANNING - MATERIAL SCHEDULE	C	26.08.25
TP60.02	TOWN PLANNING - BADS SCHEDULE	C	26.08.25
TP60.10	APARTMENT TYPE 0.01	C	26.08.25
TP60.11	APARTMENT TYPE 0.02	C	26.08.25
TP60.12	APARTMENT TYPE 0.03	C	26.08.25
TP60.13	APARTMENT TYPE 0.04	C	26.08.25
TP60.14	APARTMENT TYPE 0.05	C	26.08.25
TP60.15	APARTMENT TYPE 0.06	C	26.08.25
TP60.16	APARTMENT TYPE 2.01 & 3.01	D	11.09.25
TP60.17	APARTMENT TYPE 2.02 & 3.02	C	26.08.25
TP60.18	APARTMENT TYPE 2.03 & 3.03	C	26.08.25
TP60.19	APARTMENT TYPE 2.04 & 3.04	C	26.08.25
TP60.20	APARTMENT TYPE 2.05	C	26.08.25
TP60.21	APARTMENT TYPE 2.06	C	26.08.25
TP60.22	APARTMENT TYPE 3.05	C	26.08.25
TP60.23	APARTMENT TYPE 3.06	C	26.08.25
TP60.24	APARTMENT TYPE 4.01	C	26.08.25
TP60.25	APARTMENT TYPE 4.02	C	26.08.25
TP60.26	APARTMENT TYPE 4.03	C	26.08.25
TP60.27	APARTMENT TYPE 4.04	C	26.08.25
TP60.28	APARTMENT TYPE 5.01	C	26.08.25
TP60.29	APARTMENT TYPE 5.02	C	26.08.25
TP60.30	APARTMENT TYPE 5.03	C	26.08.25
TP60.31	APARTMENT TYPE 6.01	C	26.08.25
TP60.32	APARTMENT TYPE 6.02	C	26.08.25

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

Consultants

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

COVER SHEET

Drawing Status

TOWN PLANNING

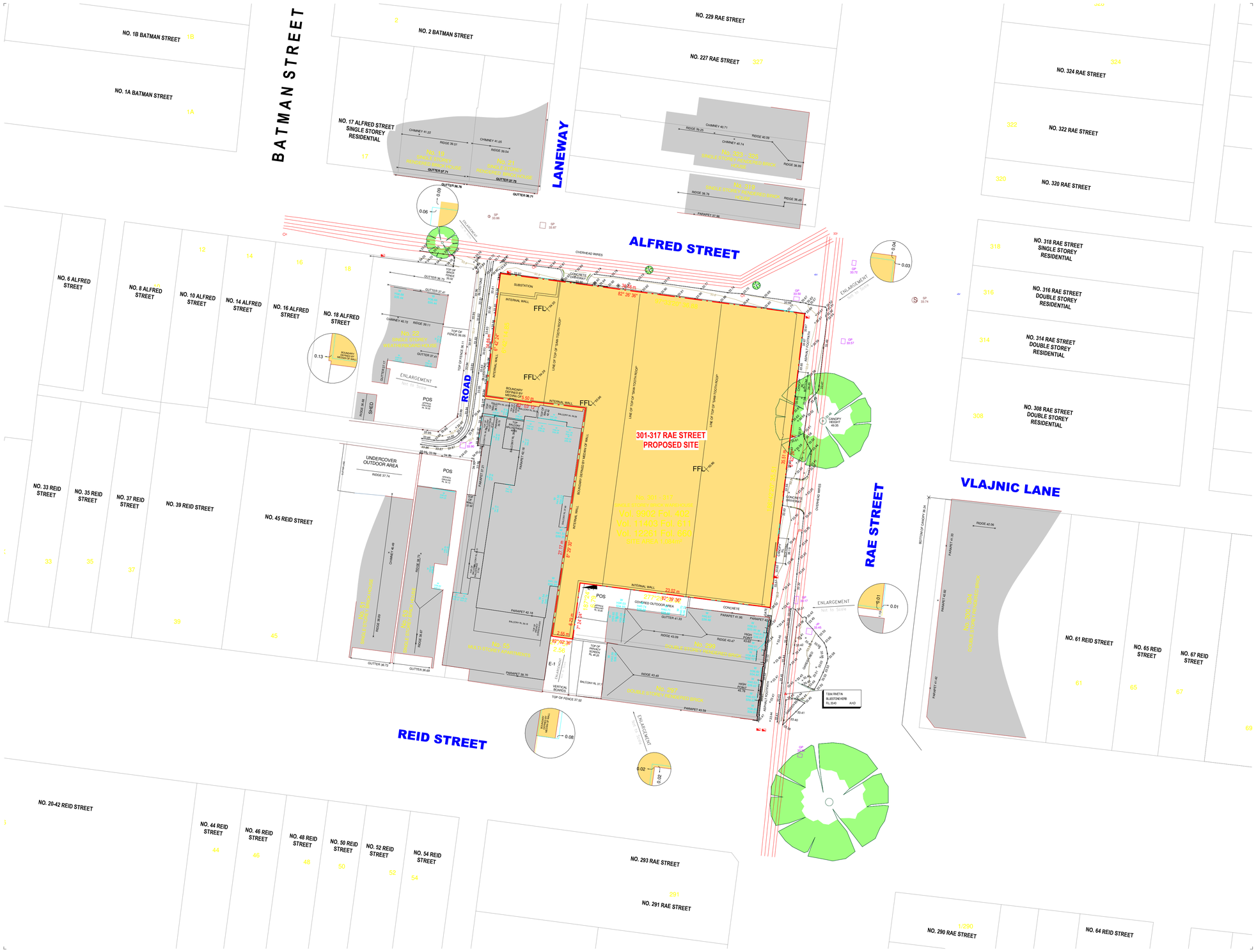
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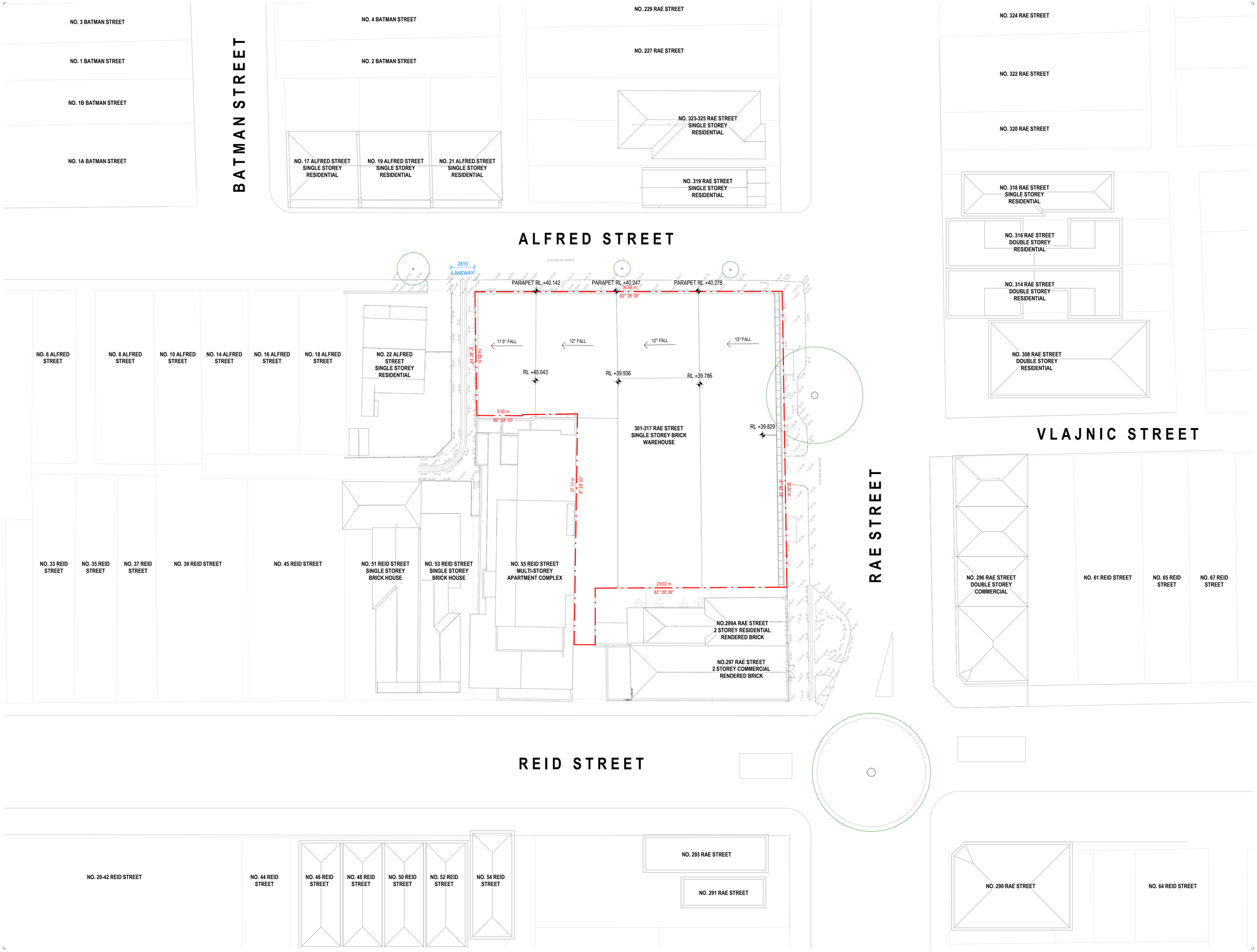
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Job No	10578
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Drawing No TP00.01

Revision C

WARREN AND MAHONEY


BATMAN STREET
LANEWAY
ALFRED STREET
RAE STREET
REID STREET
VLAJNIC LANE
ROAD
301-317 RAE STREET
PROPOSED SITE
No. 301 - 317
RAE STREET, FITZROY NORTH
Vol. 9902 Fol. 402
Vol. 11405 Fol. 611
Vol. 12251 Fol. 668
SITE AREA 1,180m²
NO. 1B BATMAN STREET
NO. 1A BATMAN STREET
NO. 2 BATMAN STREET
NO. 17 ALFRED STREET
SINGLE STOREY
RESIDENTIAL
NO. 229 RAE STREET
NO. 227 RAE STREET
NO. 324 RAE STREET
NO. 322 RAE STREET
NO. 320 RAE STREET
NO. 318 RAE STREET
SINGLE STOREY
RESIDENTIAL
NO. 316 RAE STREET
DOUBLE STOREY
RESIDENTIAL
NO. 314 RAE STREET
DOUBLE STOREY
RESIDENTIAL
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DOUBLE STOREY
RESIDENTIAL
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NO. 8 ALFRED STREET
NO. 10 ALFRED STREET
NO. 14 ALFRED STREET
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No. 1
SUBSTATION
INTERNAL WALL
FFL 33.16
FFL 33.29
FFL 33.06
FFL 33.06
FFL 33.06



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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

N
TRUE NORTH

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

EXISTING SITE PLAN

Drawing Status

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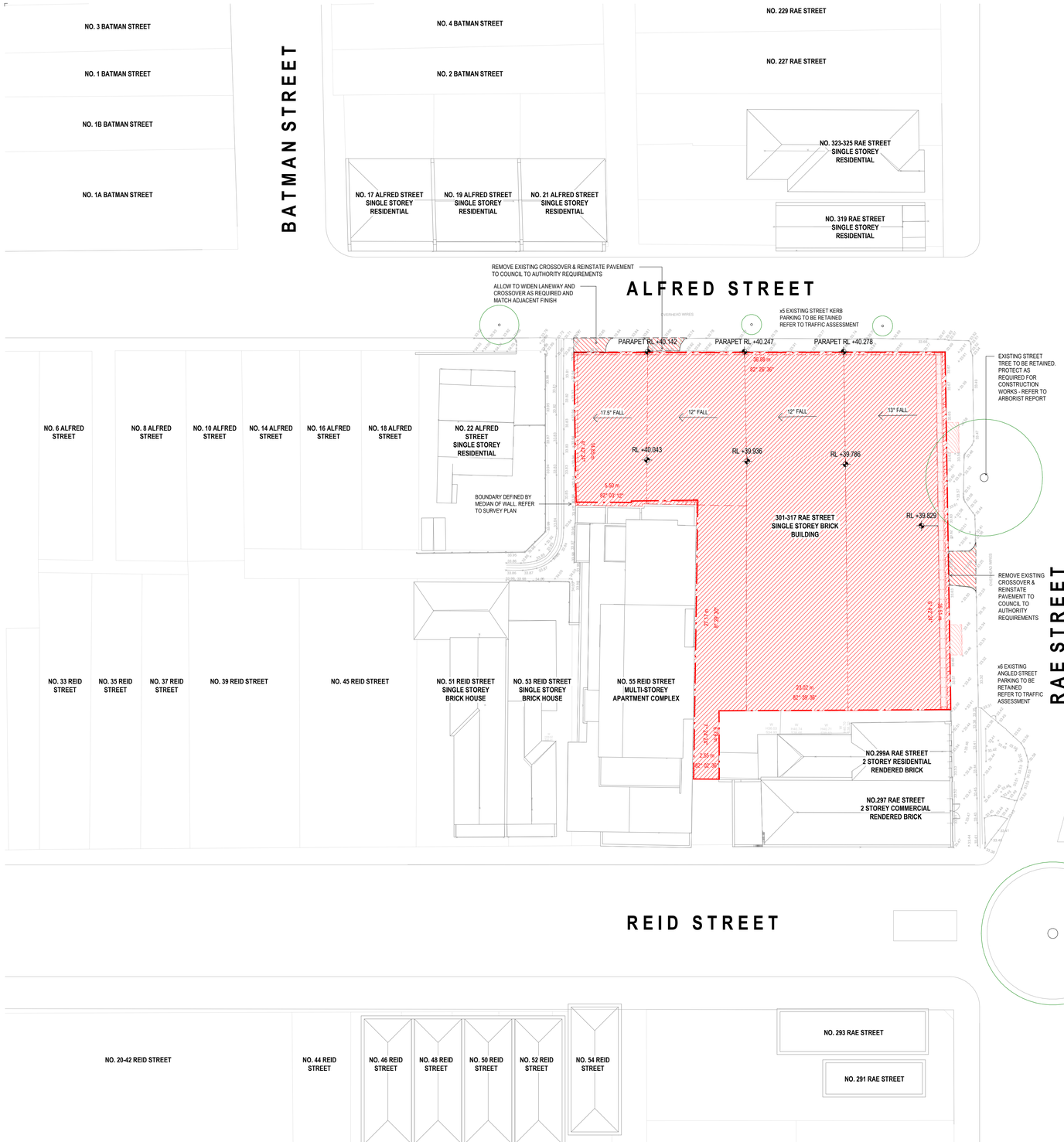
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Drawing No TP00.03

Revision C

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TRUE NORTH

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Drawing Title

DEMOLITION SITE PLAN

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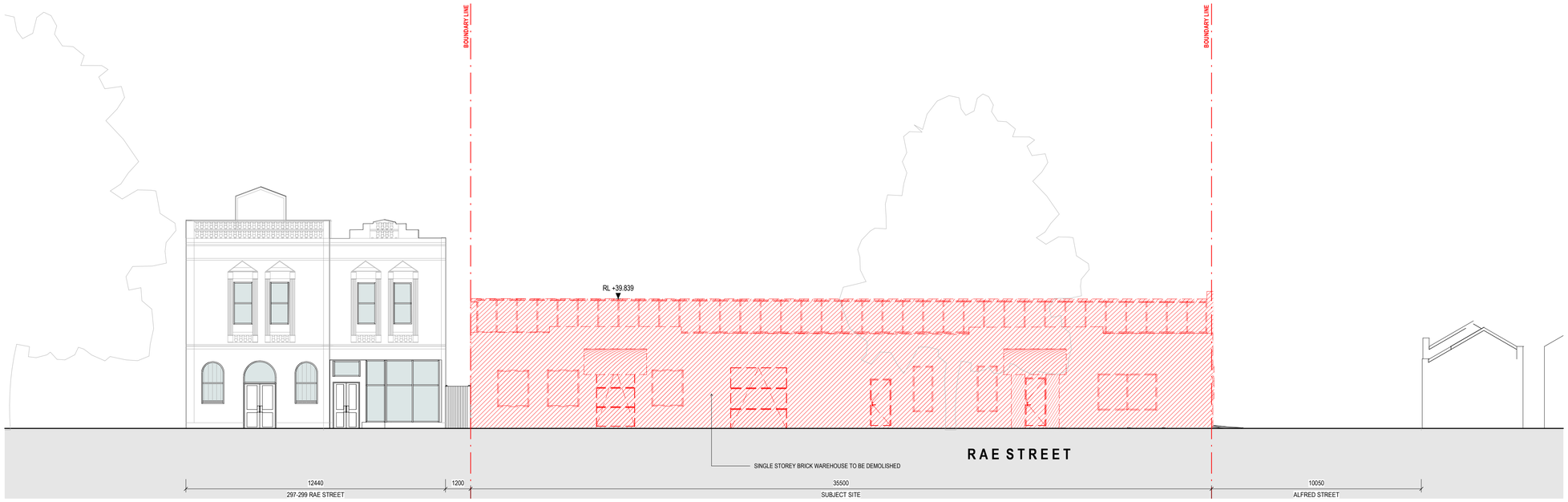
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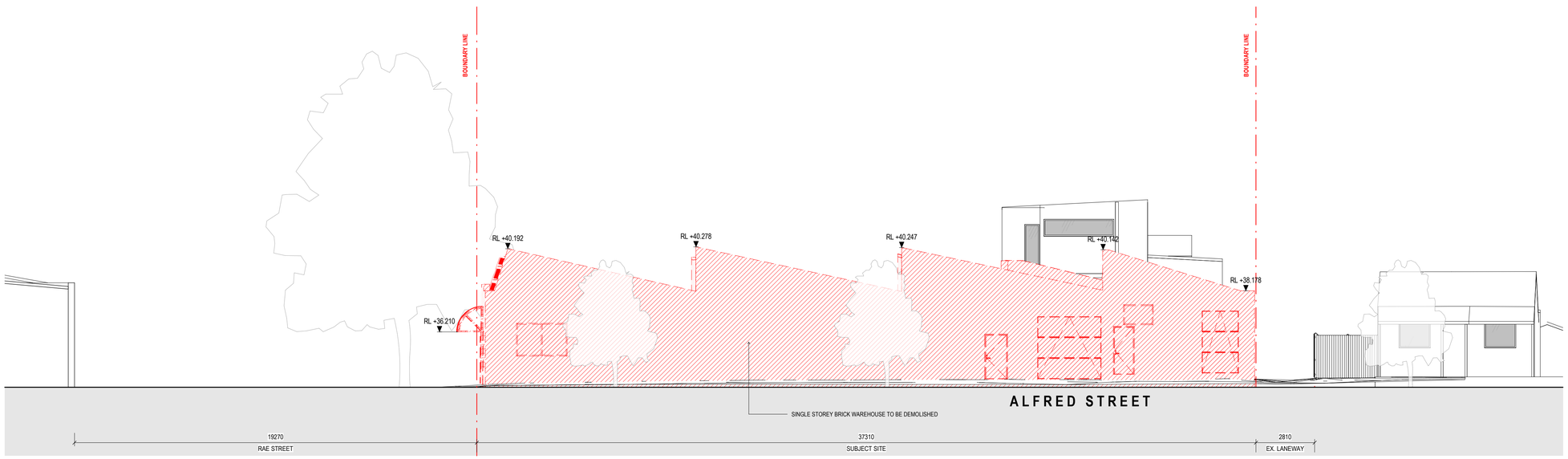
Drawing No TP00.04 **Revision** C

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EXISTING/ DEMOLITION EAST ELEVATION

1 : 100



EXISTING/DEMOLITION NORTH ELEVATION

1 : 100

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Revisions

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C	26.08.25	TOWN PLANNING SUBMISSION

Notes

Consultants

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Drawing Title

DEMOLITION STREET ELEVATIONS

Drawing Status

TOWN PLANNING

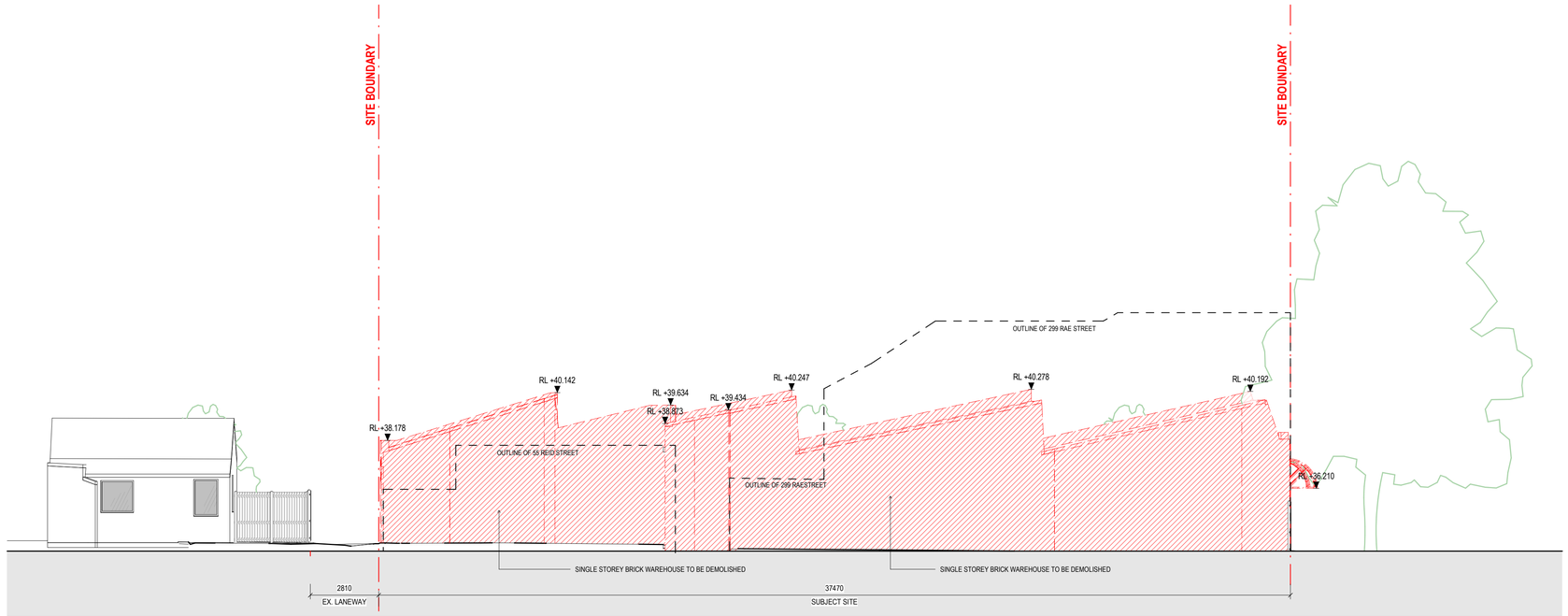
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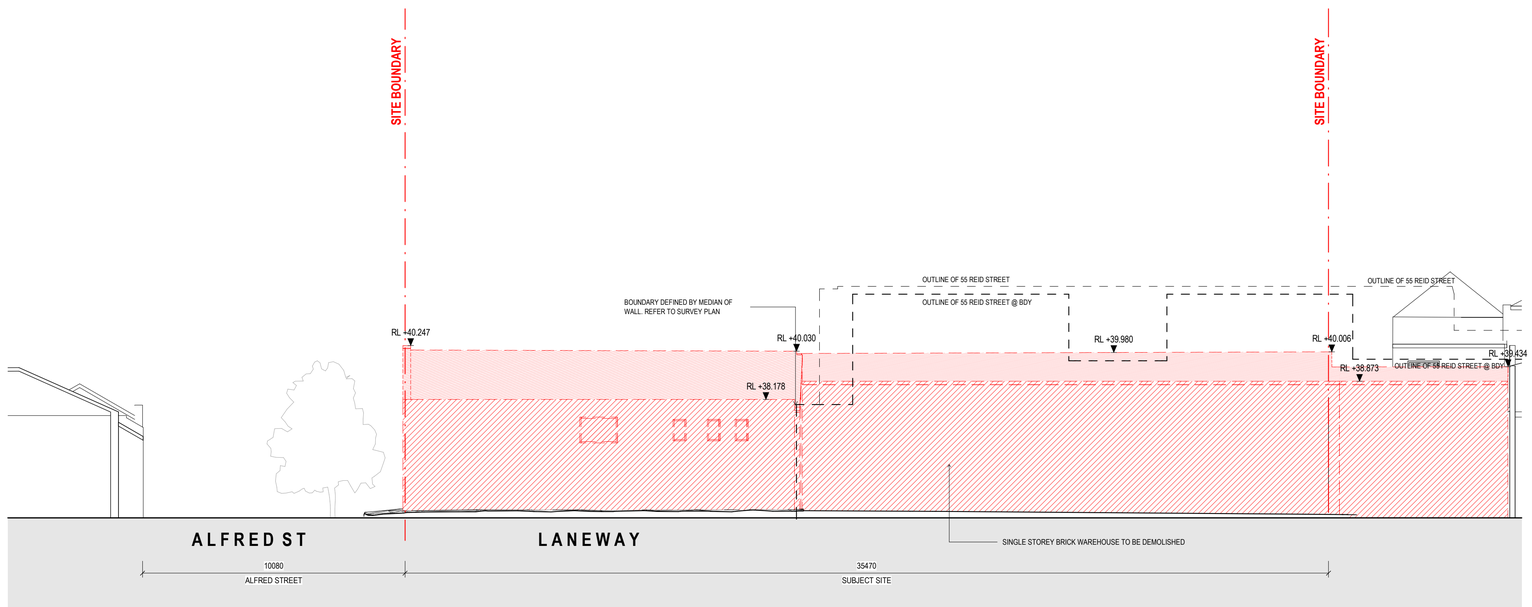
Revision — C

WARREN AND MAHONEY



EXISTING/ DEMOLITION SOUTH ELEVATION

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EXISTING/ DEMOLITION WEST ELEVATION

1 : 100

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Revisions

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Project Title

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301-317 Rae St, Fitzroy North VIC

Drawing Title

DEMOLITION STREET ELEVATIONS

Drawing Status

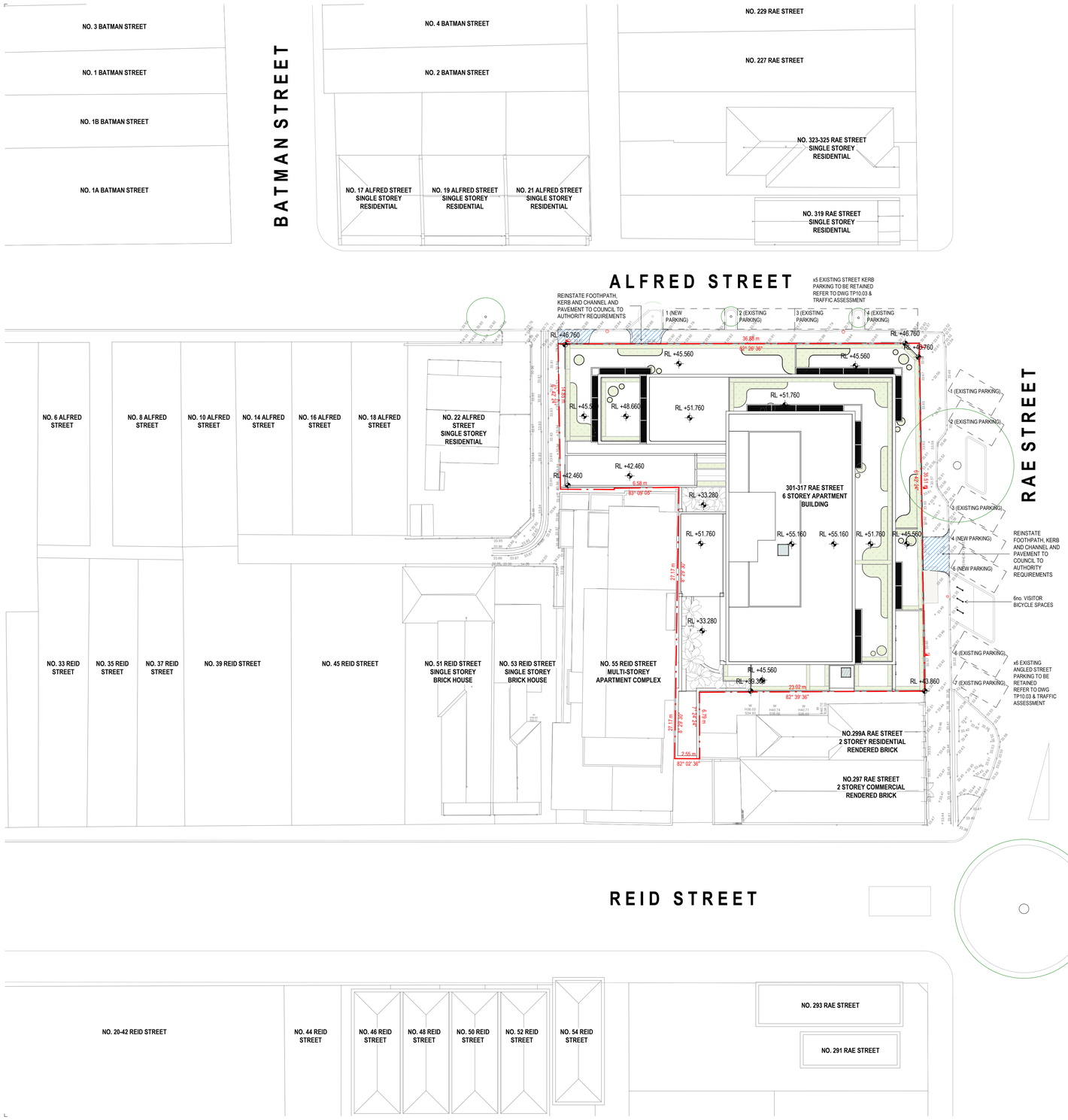
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Drawing No TP00.05A **Revision** C

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

Consultants

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

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Registered Architects and Designers
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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

PROPOSED SITE PLAN

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 200@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP00.06

Revision C

WARREN AND MAHONEY



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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

GENERAL NOTES:

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4. CARPARK VENTILATION FANS CONNECTED TO CO SENSORS WITHIN THE CARPARK. REFER TO SMP FOR FURTHER INFORMATION.
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9. HOSE TAP (HT) AND WASTE (FW) ALLOWED FOR EVERY APARTMENT TERRACE/BALCONY.
10. ABOVE SLAB INSULATION TO ALL LEVEL 5 APARTMENTS.

Consultants

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Project Manager

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

GENERAL ARRANGEMENT - BASEMENT 02

Drawing Status

TOWN PLANNING

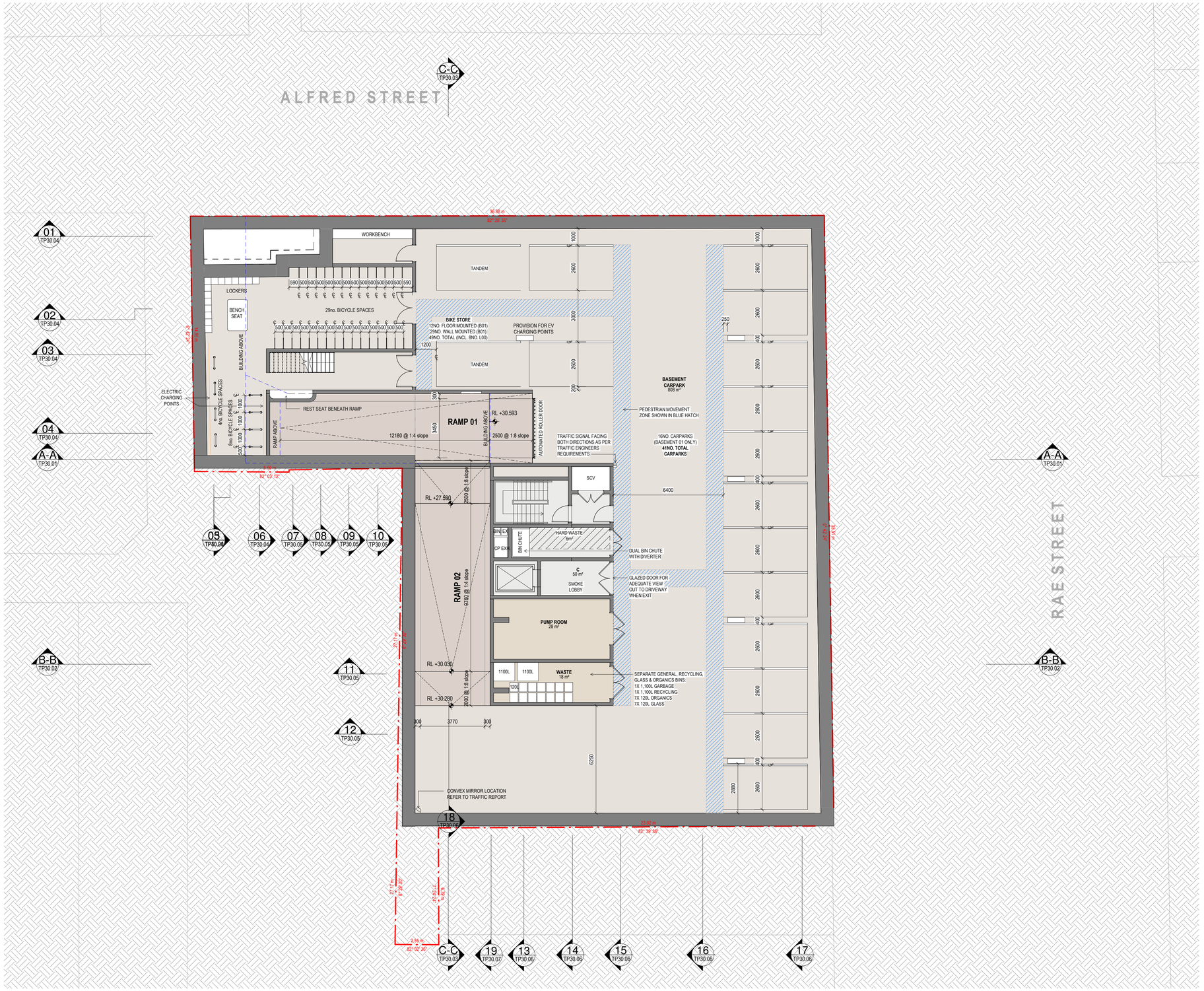
Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP10.01

Revision C

WARREN AND MAHONEY



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Revisions

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B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

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TRUE NORTH

Consultants

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Sqr1 Consultants
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Electrical Engineer

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

GENERAL ARRANGEMENT - BASEMENT 01

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP10.02

Revision C

WARREN AND MAHONEY



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Revisions

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B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

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TRUE NORTH

Consultants

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

GENERAL ARRANGEMENT - GROUND FLOOR

Drawing Status

TOWN PLANNING

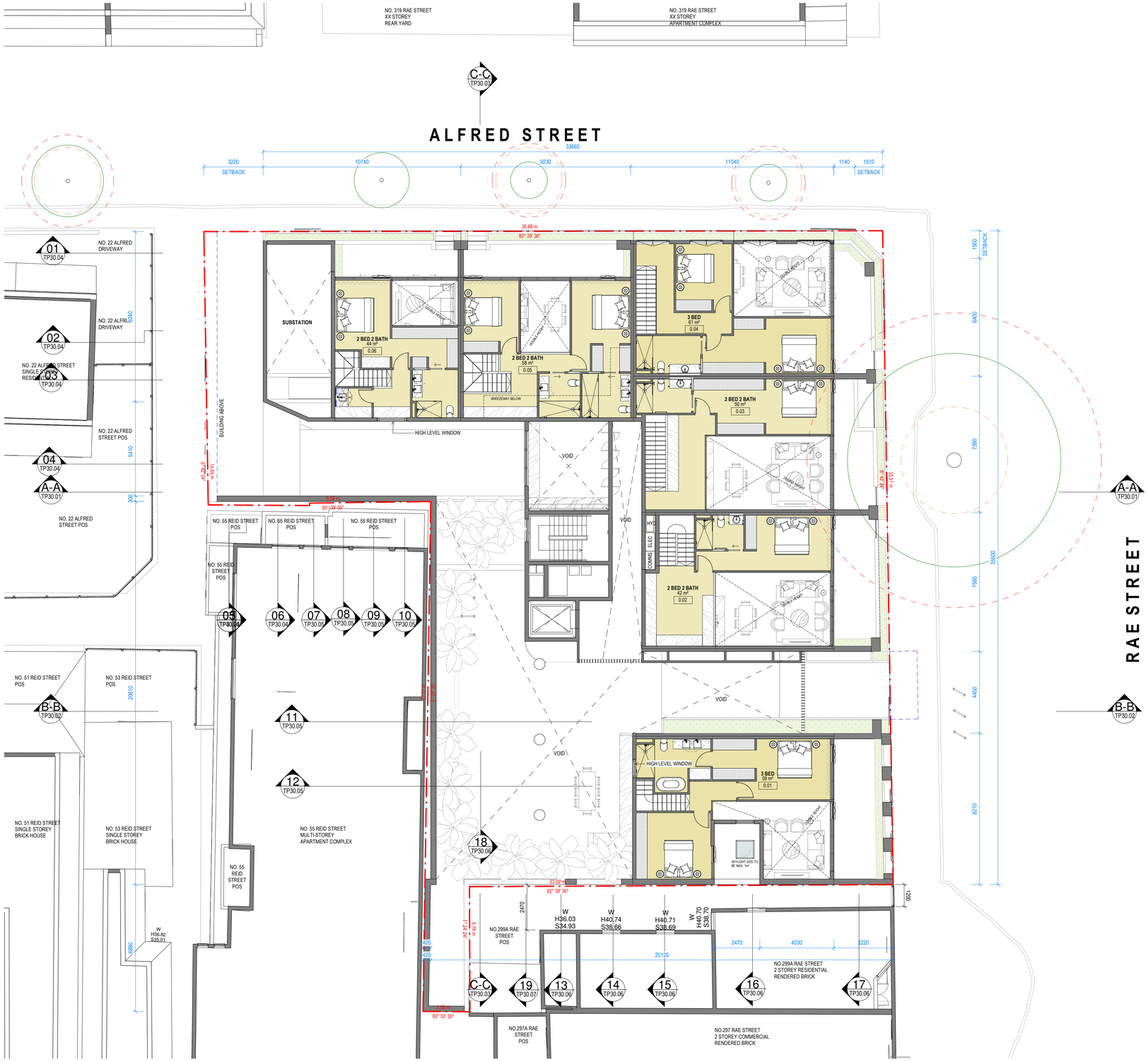
Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP10.03

Revision C

WARREN AND MAHONEY



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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

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TRUE NORTH

Consultants

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Project Manager

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Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

GENERAL ARRANGEMENT - LEVEL 01

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP10.04 **Revision** C

WARREN AND MAHONEY



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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION
D	11.09.25	TOWN PLANNING SUBMISSION

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TRUE NORTH

Consultants

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Project Manager

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Maccormack Consultants
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Sqr1 Consultants
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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

GENERAL ARRANGEMENT - LEVEL 02

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	11.09.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP10.05 **Revision** D

WARREN AND MAHONEY



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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION
D	11.09.25	TOWN PLANNING SUBMISSION

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N

TRUE NORTH

Consultants

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

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Electrical Engineer

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

GENERAL ARRANGEMENT - LEVEL 03

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	11.09.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP10.06

Revision D

WARREN AND MAHONEY



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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION
D	11.09.25	TOWN PLANNING SUBMISSION

Notes

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N

TRUE NORTH

Consultants

-

Project Manager

BCE Consultants
Structural Engineer

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

GENERAL ARRANGEMENT - LEVEL 04

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	11.09.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP10.07 **Revision** D

WARREN AND MAHONEY



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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

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TRUE NORTH

Consultants

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

GENERAL ARRANGEMENT - LEVEL 05

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP10.08

Revision C

WARREN AND MAHONEY



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Revisions

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B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

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TRUE NORTH

Consultants

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

GENERAL ARRANGEMENT - LEVEL 06

Drawing Status

TOWN PLANNING

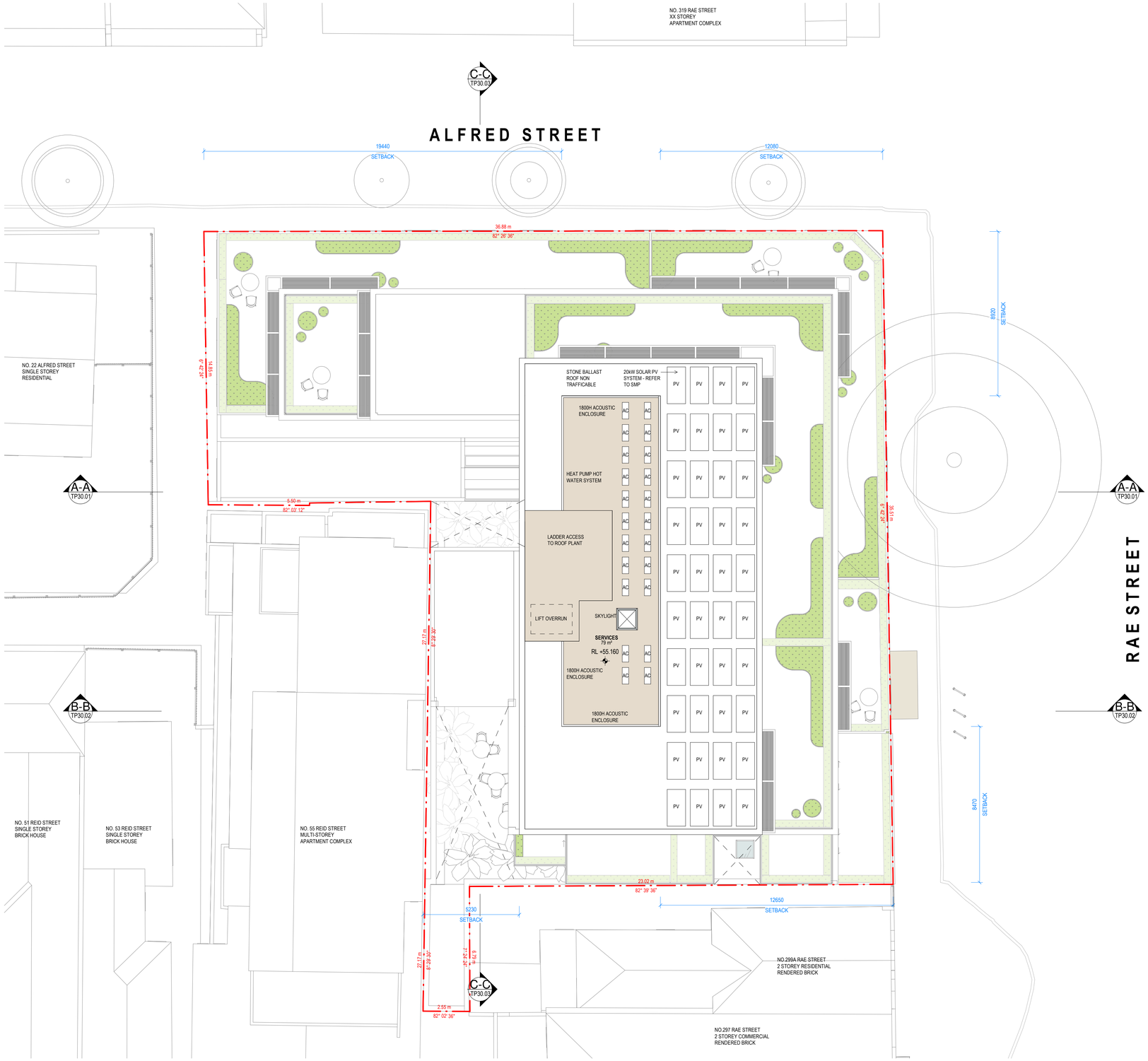
Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP10.09

Revision C

WARREN AND MAHONEY



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Revisions

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

GENERAL ARRANGEMENT - ROOF PLAN

Drawing Status

TOWN PLANNING

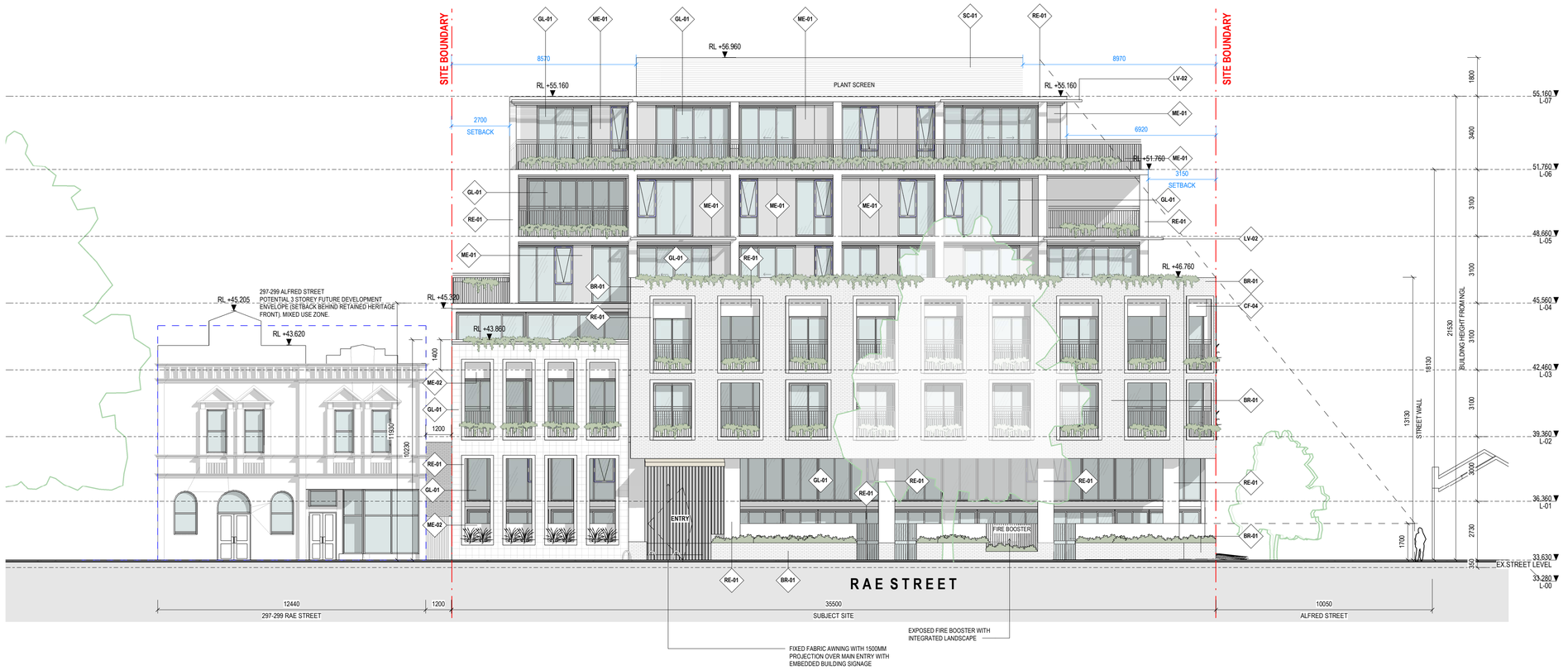
Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP10.10

Revision C

WARREN AND MAHONEY



EAST ELEVATION

1 : 100

MATERIALS LEGEND

CODE	MATERIALS
BR-01	Krause Emperor Bricks in Ghost White with light mortar
CF-04	
GL-01	Transparent Clear double glazing
GL-02	Opaque double glazing
LV-01	Operable concealed external screen
LV-02	Operable louvred canopy
ME-01	Dark PC finish to metalwork
ME-02	Dark green coloured PC finish to metalwork
RE-01	Off White Textured Render Finish on exposed concrete and Hebel or similar
SC-01	Acoustic Screen
TL-01	Small format green tiles

THE MATERIAL PALETTE HAS BEEN CAREFULLY SELECTED FOR ITS DURABILITY AND LOW MAINTENANCE, WITH FINISHES THAT ARE DESIGNED TO WEATHER GRACEFULLY AND IMPROVE IN APPEARANCE OVER TIME

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Revisions

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C	26.08.25	TOWN PLANNING SUBMISSION

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Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

301 Rae Street Development Pty Ltd

Warren and Mahoney Living Australia Pty Ltd

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Phone + 61 3 8547 6977

Registered Architects and Designers
www.warrenandmahoney.com

Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

ELEVATION - EAST

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 100@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP20.01

Revision C

WARREN AND MAHONEY



NORTH ELEVATION

1 : 100

MATERIALS LEGEND

CODE	MATERIALS
BR-01	Krause Emperor Bricks in Ghost White with light mortar
CF-04	
GL-01	Transparent Clear double glazing
GL-02	Opaque double glazing
LV-01	Operable concealed external screen
LV-02	Operable louvred canopy
ME-01	Dark PC finish to metalwork
ME-02	Dark green coloured PC finish to metalwork
RE-01	Off White Textured Render Finish on exposed concrete and Hebel or similar
SC-01	Acoustic Screen
TL-01	Small format green tiles

THE MATERIAL PALETTE HAS BEEN CAREFULLY SELECTED FOR ITS DURABILITY AND LOW MAINTENANCE, WITH FINISHES THAT ARE DESIGNED TO WEATHER GRACEFULLY AND IMPROVE IN APPEARANCE OVER TIME

All dimension to be verified on site before producing shop drawings or commencing any work.
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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

Consultants

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

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Phone + 61 3 8547 6977

Registered Architects and Designers
www.warrenandmahoney.com

Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

ELEVATION - NORTH

Drawing Status

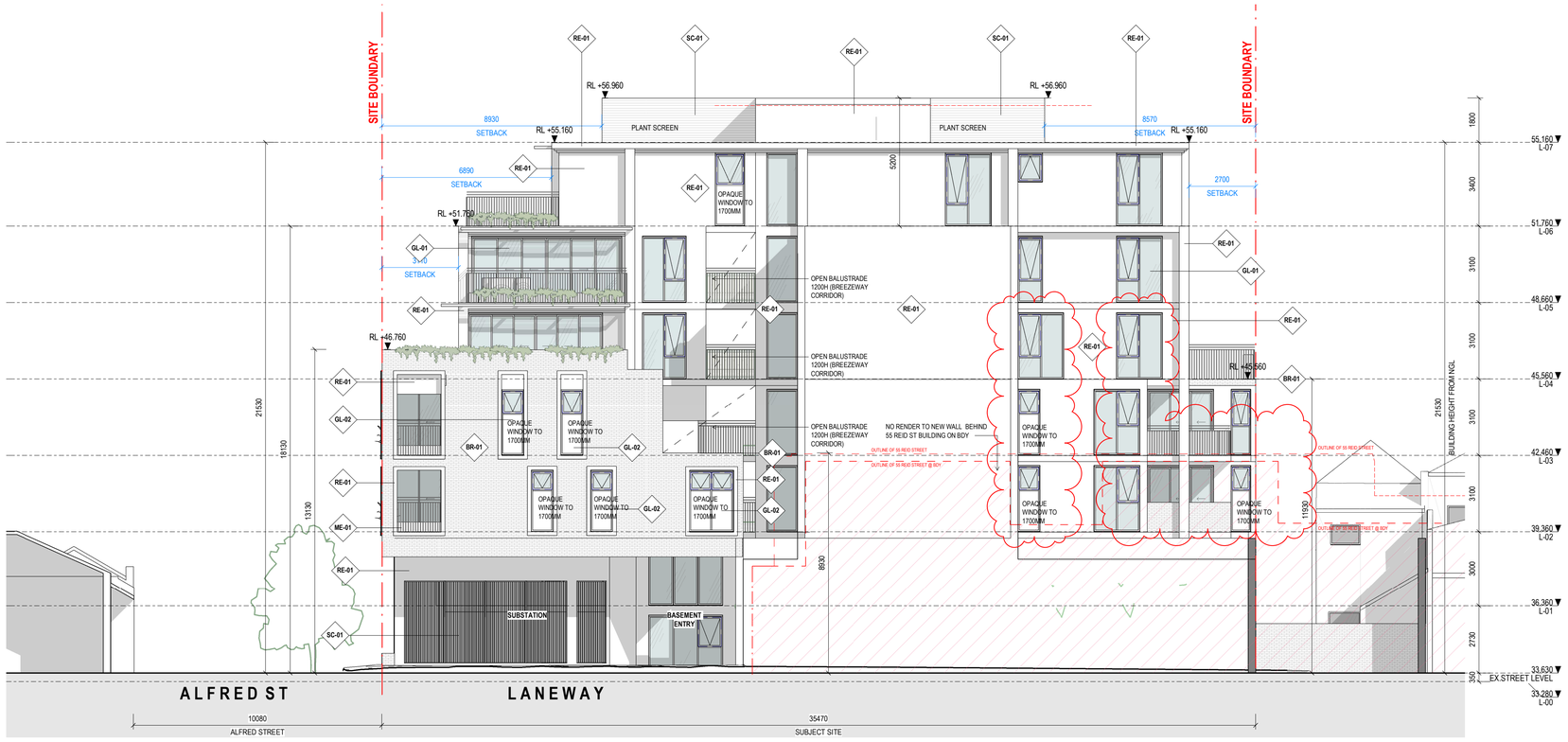
TOWN PLANNING

Drawing Details

Scale	1 : 100@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP20.02 **Revision** C

WARREN AND MAHONEY



WEST ELEVATION

1 : 100

MATERIALS LEGEND

CODE	MATERIALS
BR-01	Krause Emperor Bricks in Ghost White with light mortar
CF-04	
GL-01	Transparent Clear double glazing
GL-02	Opaque double glazing
LV-01	Operable concealed external screen
LV-02	Operable louvred canopy
ME-01	Dark PC finish to metalwork
ME-02	Dark green coloured PC finish to metalwork
RE-01	Off White Textured Render Finish on exposed concrete and Hebel or similar
SC-01	Acoustic Screen
TL-01	Small format green tiles

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION
D	11.09.25	TOWN PLANNING SUBMISSION

Notes

—

Consultants

—

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

—

301 Rae Street Development Pty Ltd

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Registered Architects and Designers
www.warrenandmahoney.com

Project Title

—

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

ELEVATION - WEST

Drawing Status

—

TOWN PLANNING

Drawing Details

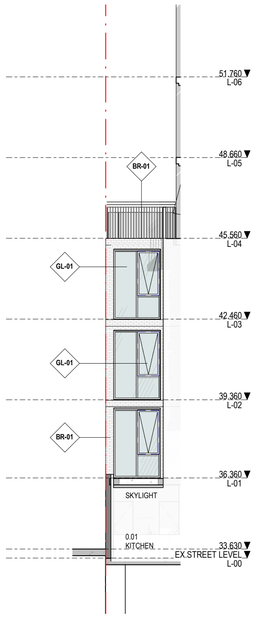
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Scale	1 : 100@ A1
Date	11.09.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP20.03

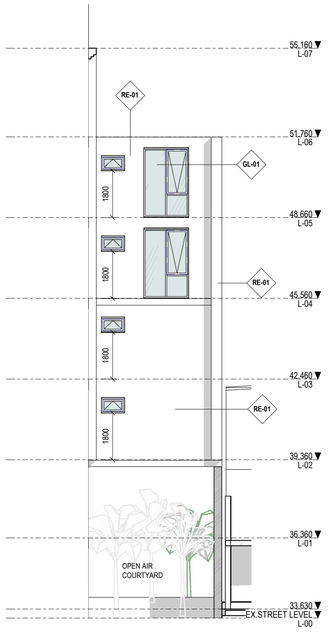
Revision — D

WARREN AND MAHONEY



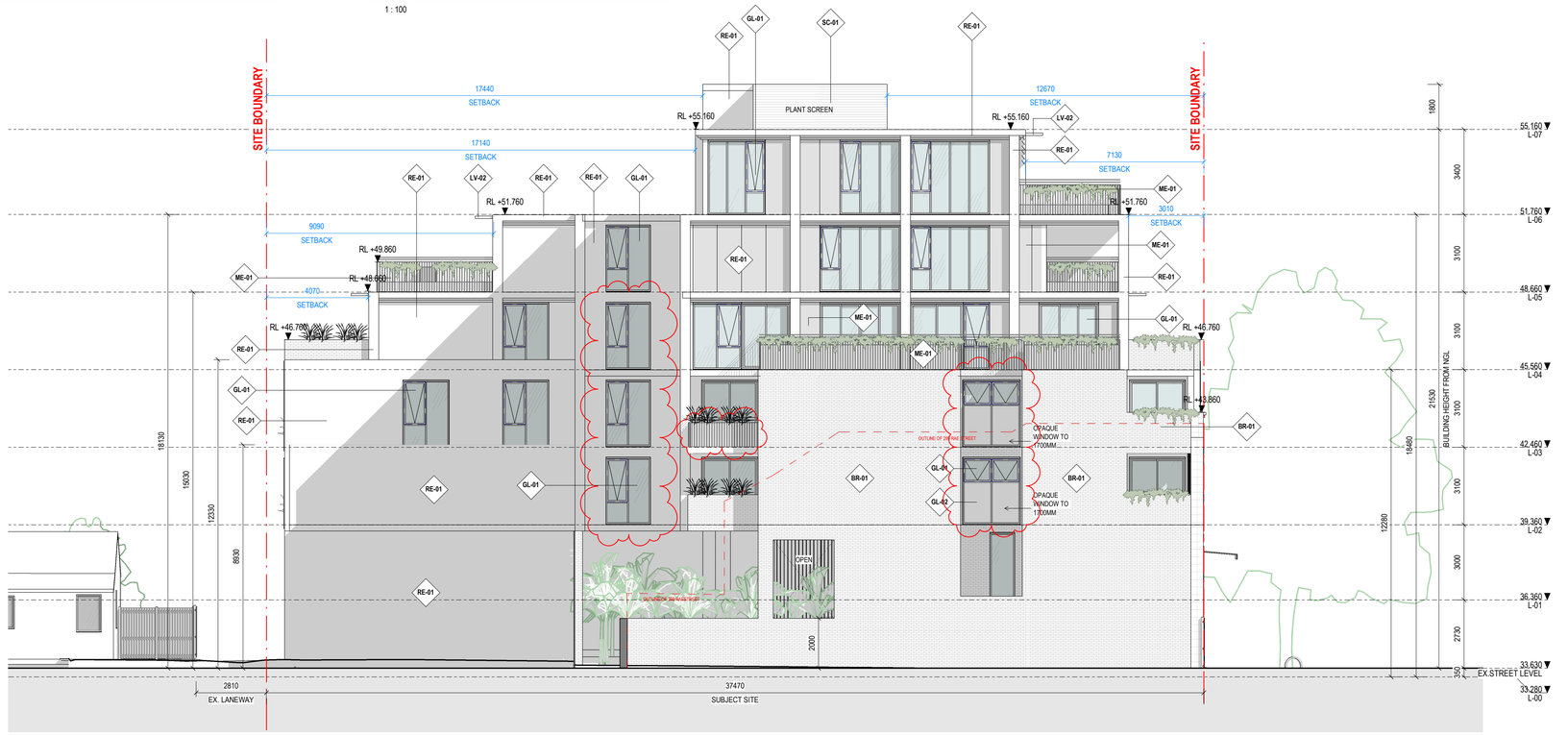
PART ELEVATION 01 (SOUTH LIGHTWELL)

1 : 100



PART ELEVATION 02 (NORTH LIGHTWELL)

1 : 100



SOUTH ELEVATION

1 : 100

MATERIALS LEGEND

CODE	MATERIALS
BR-01	Krause Emperor Bricks in Ghost White with light mortar
CF-04	
GL-01	Transparent Clear double glazing
GL-02	Opaque double glazing
LV-01	Operable concealed external screen
LV-02	Operable louvred canopy
ME-01	Dark PC finish to metalwork
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RE-01	Off White Textured Render Finish on exposed concrete and Hebel or similar
SC-01	Acoustic Screen
TL-01	Small format green tiles

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION
D	11.09.25	TOWN PLANNING SUBMISSION

Notes

Consultants

-
Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

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www.warrenandmahoney.com

Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

ELEVATION - SOUTH

Drawing Status

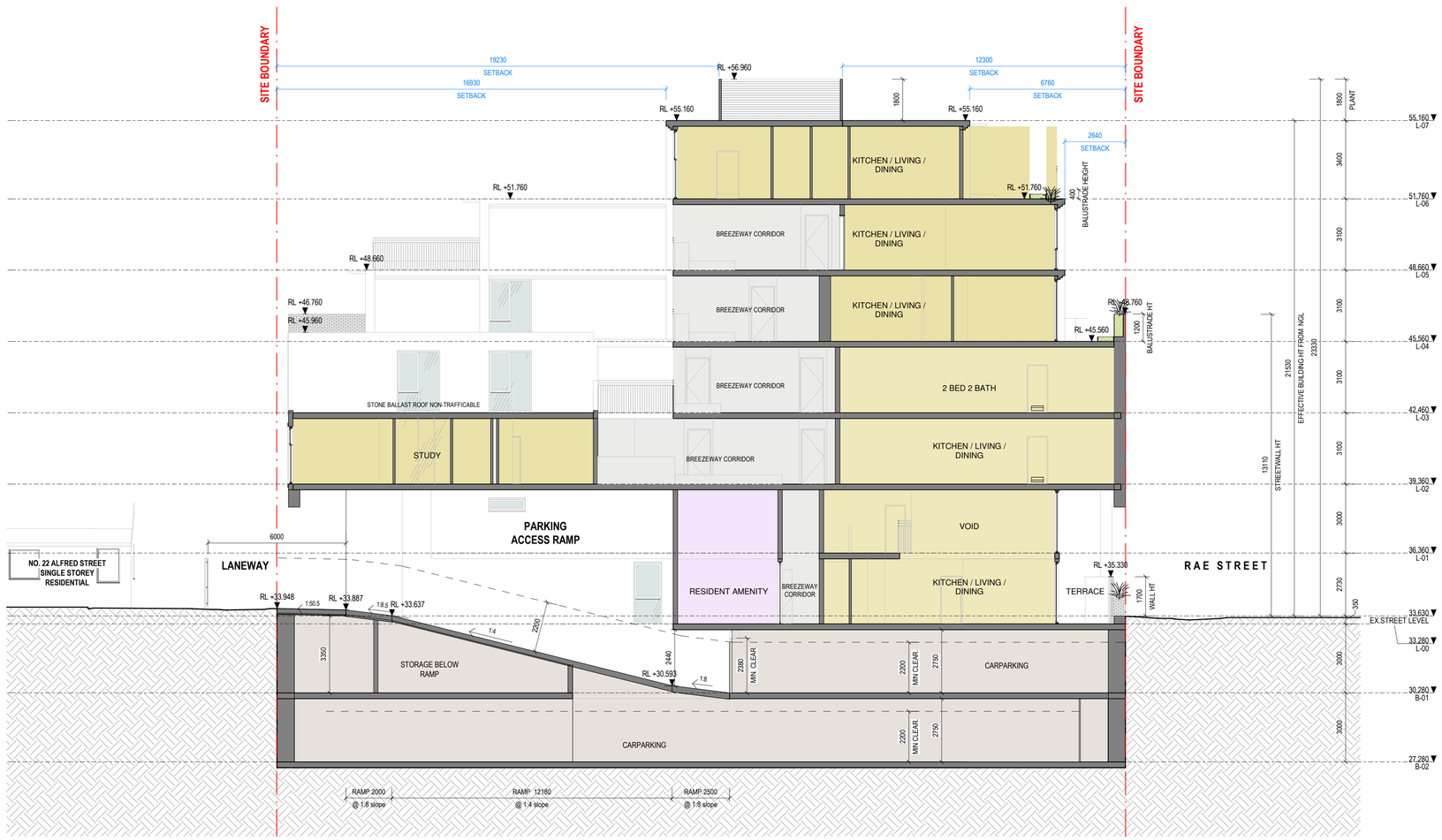
TOWN PLANNING

Drawing Details

Scale	1 : 100@ A1
Date	11.09.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP20.04 **Revision** D

WARREN AND MAHONEY



Section A-A

1 : 100

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

Consultants

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

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Registered Architects and Designers
www.warrenandmahoney.com

Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

BUILDING SECTION A-A

Drawing Status

TOWN PLANNING

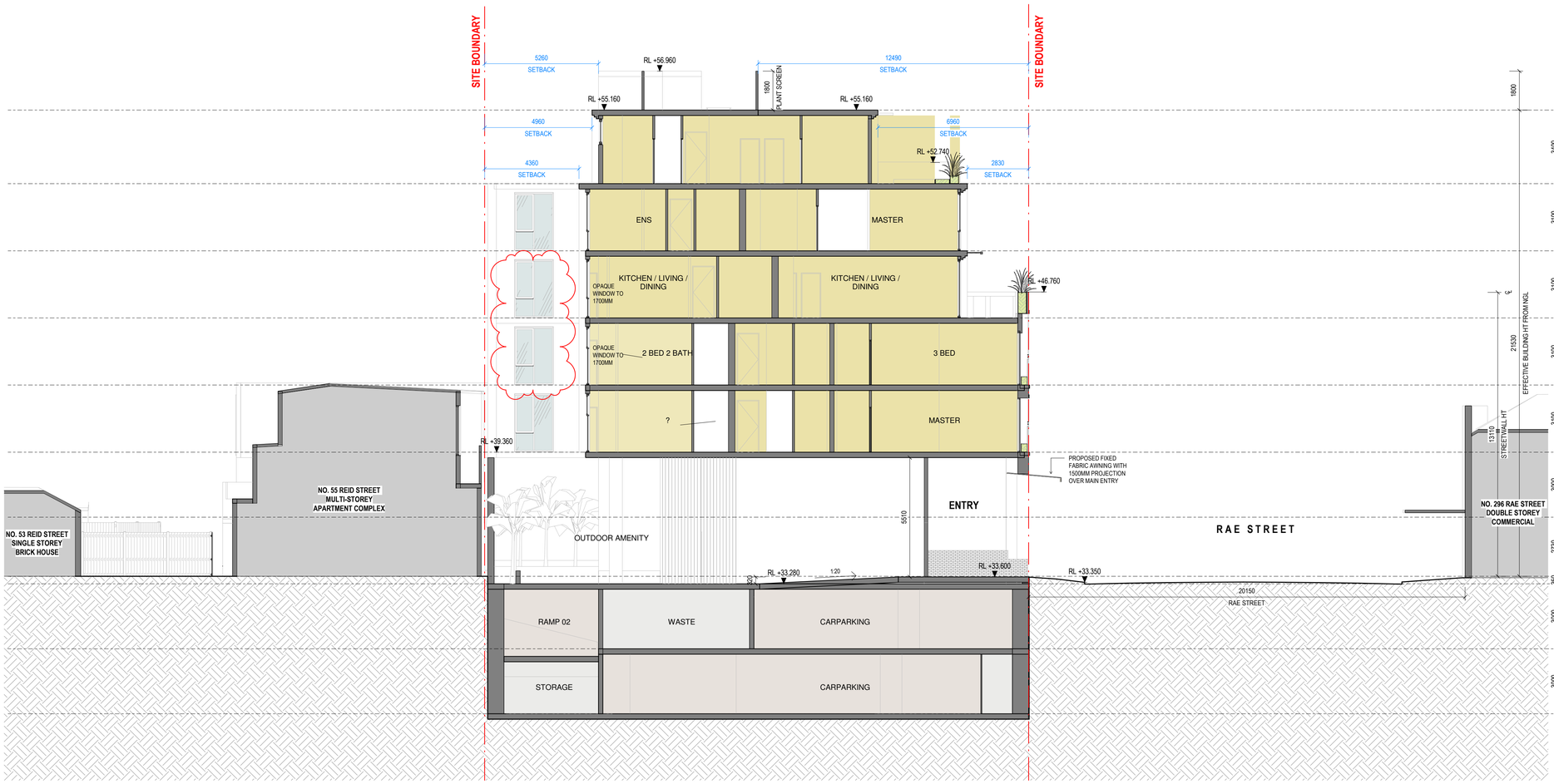
Drawing Details

Scale	1 : 100@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP30.01

Revision C

WARREN AND MAHONEY



Section B-B

1 : 100

All dimension to be verified on site before producing shop drawings or commencing any work.
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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION
D	11.09.25	TOWN PLANNING SUBMISSION

Notes

Consultants

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

BUILDING SECTION B-B

Drawing Status

TOWN PLANNING

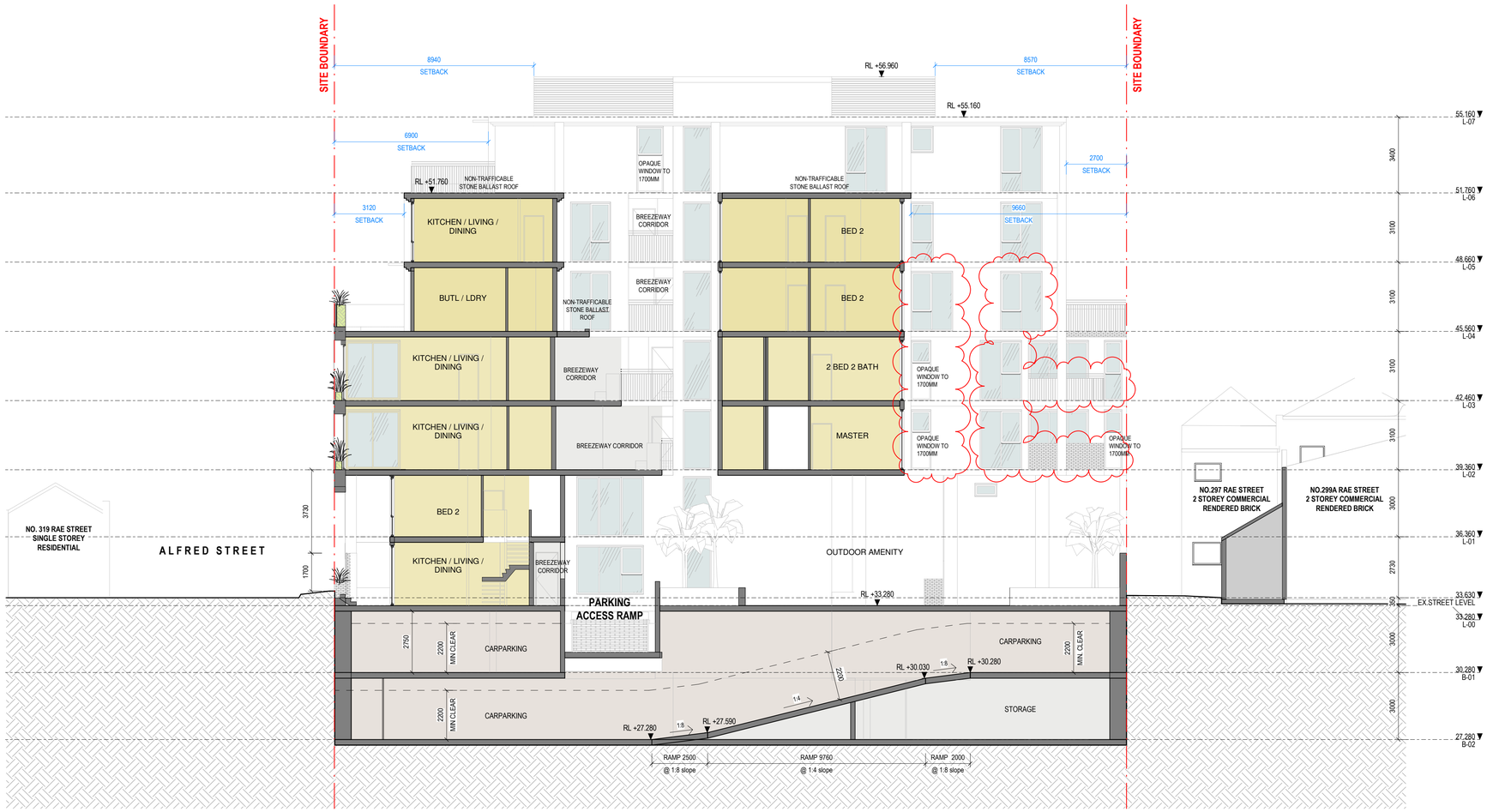
Drawing Details

Scale	1 : 100@ A1
Date	11.09.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP30.02

Revision D

WARREN AND MAHONEY



Section C-C

1 : 100

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Revisions

—

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION
D	11.09.25	TOWN PLANNING SUBMISSION

Notes

—

Consultants

—

-
Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

—

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Registered Architects and Designers
www.warrenandmahoney.com

Project Title

—

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

BUILDING SECTION C-C

Drawing Status

—

TOWN PLANNING

Drawing Details

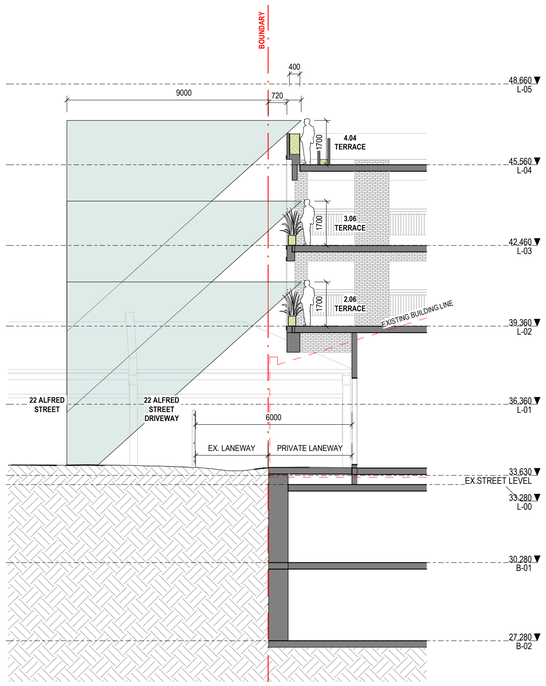
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Scale	1 : 100@ A1
Date	11.09.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP30.03

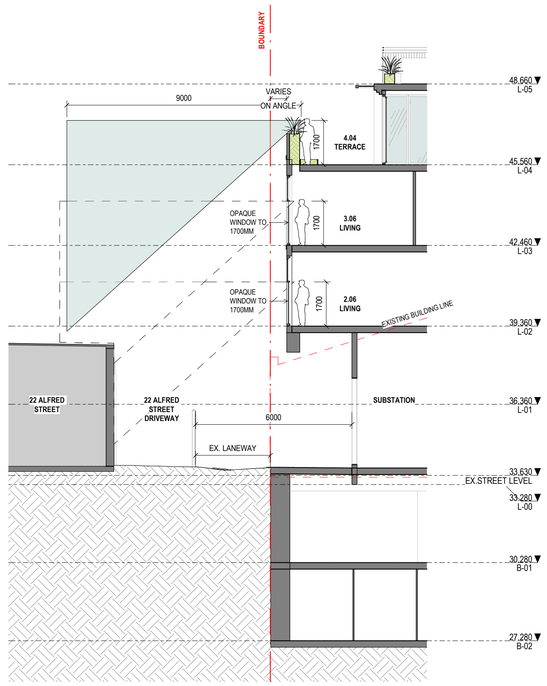
Revision D

WARREN AND MAHONEY



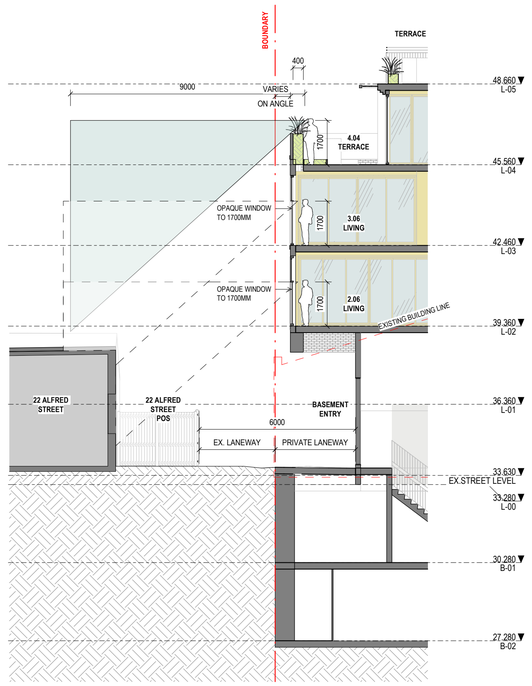
WEST INTERFACE 22 ALFRED 01

1 : 100



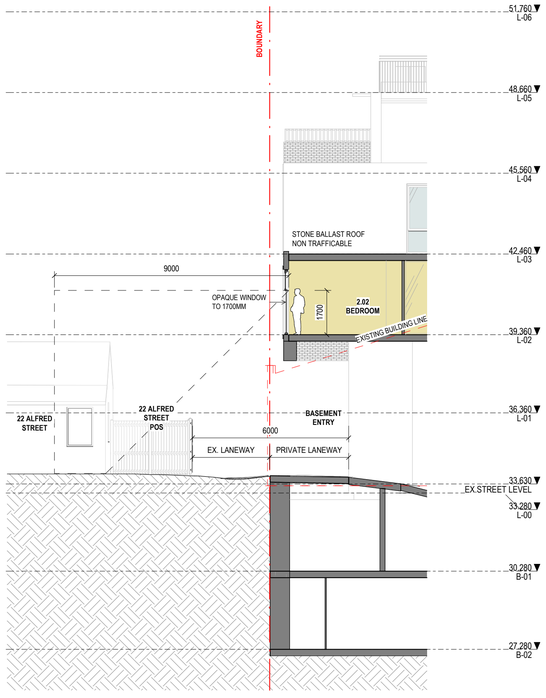
WEST INTERFACE 22 ALFRED 02

1 : 100



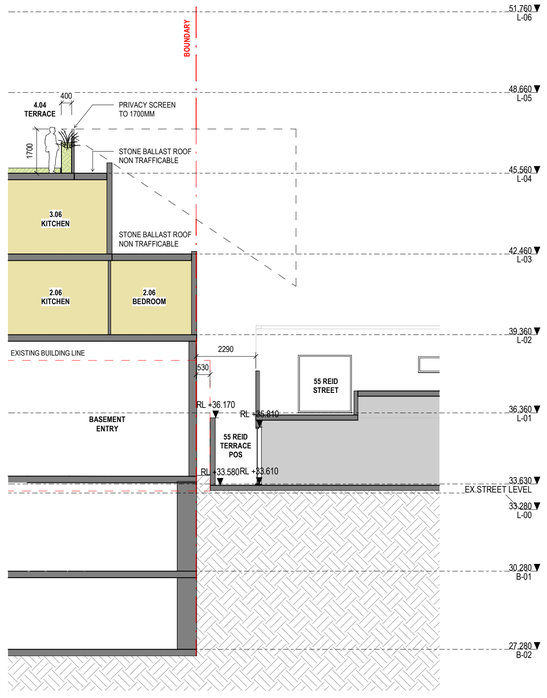
WEST INTERFACE 22 ALFRED 03

1 : 100



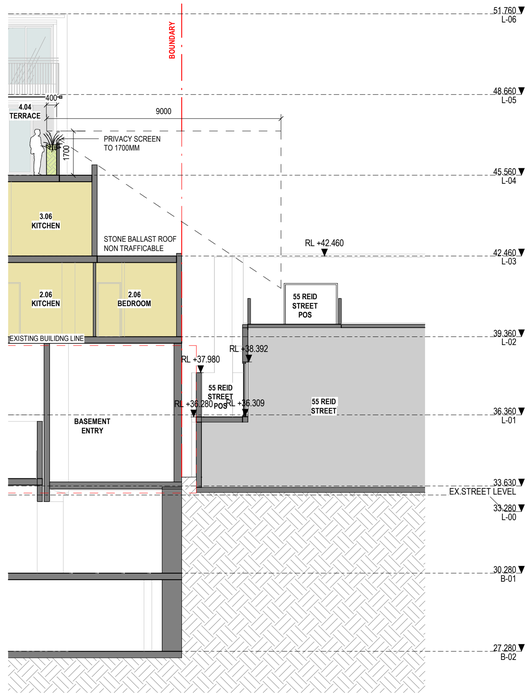
WEST INTERFACE 22 ALFRED 04

1 : 100



SOUTH INTERFACE 55 REID 05

1 : 100



SOUTH INTERFACE 55 REID 06

1 : 100

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Revisions

—

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

—

SIGHTLINE KEY	
	VIEW WITHIN 9M
	OBSCURED VIEW

Consultants

—

-
Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

—

301 Rae Street Development Pty Ltd

Warren and Mahoney Living Australia Pty Ltd

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Registered Architects and Designers
www.warrenandmahoney.com

Project Title

—

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

OVERLOOKING SECTIONS

Drawing Status

—

TOWN PLANNING

Drawing Details

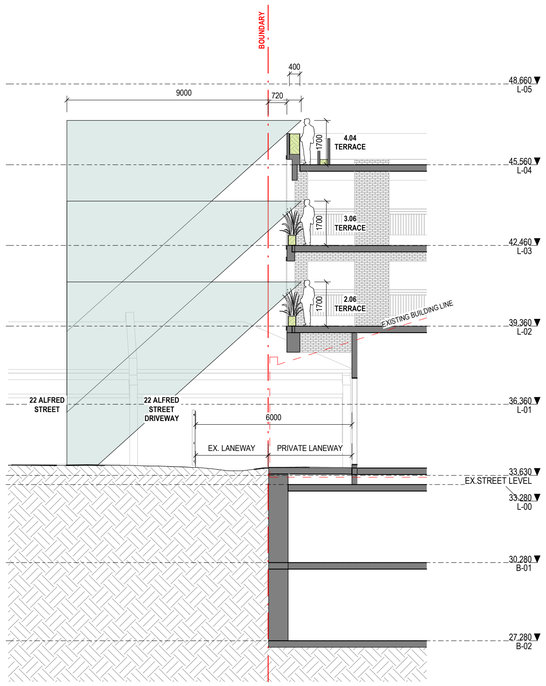
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Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP30.04

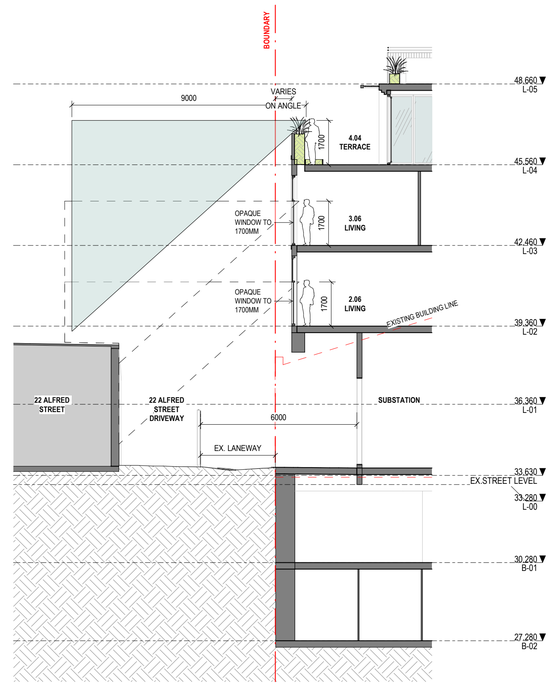
Revision — C

WARREN AND MAHONEY



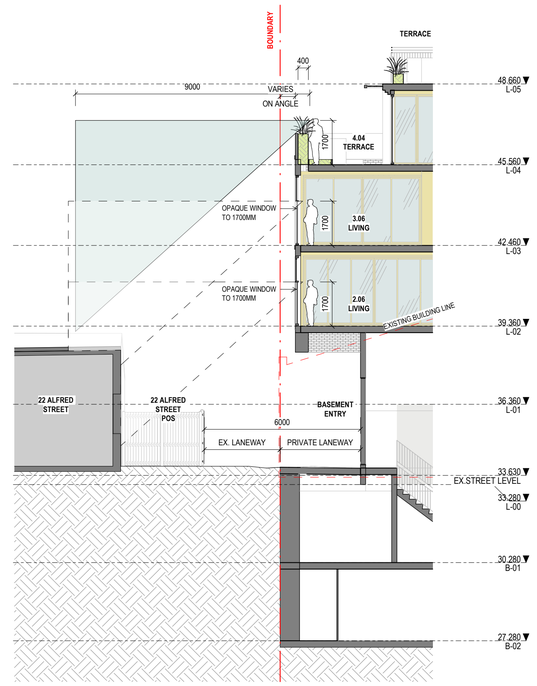
WEST INTERFACE 22 ALFRED 01

1 : 100



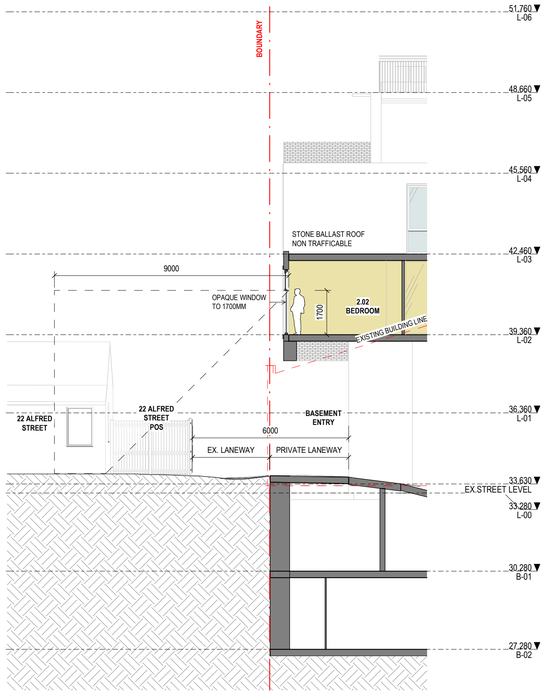
WEST INTERFACE 22 ALFRED 02

1 : 100



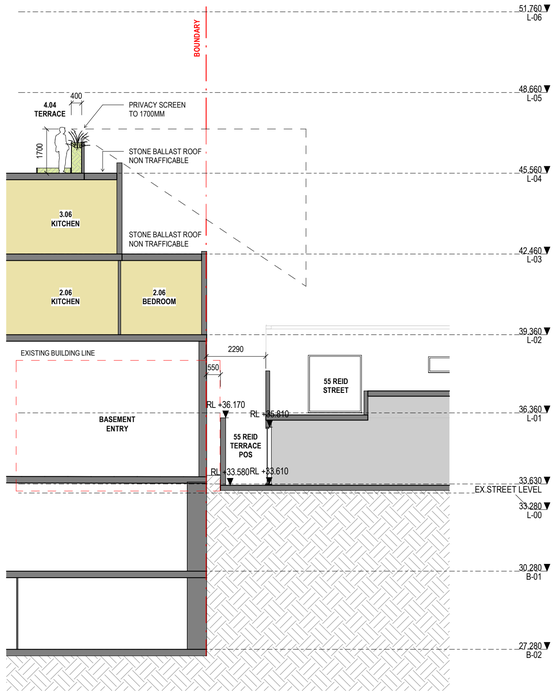
WEST INTERFACE 22 ALFRED 03

1 : 100



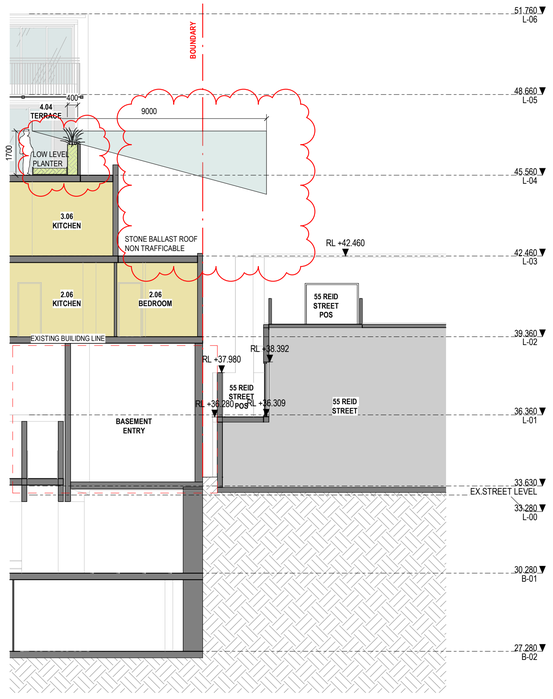
WEST INTERFACE 22 ALFRED 04

1 : 100



SOUTH INTERFACE 55 REID 05

1 : 100



SOUTH INTERFACE 55 REID 06

1 : 100

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Revisions

—

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION
D	11.09.25	TOWN PLANNING SUBMISSION

Notes

—

SIGHTLINE KEY	
	VIEW WITHIN 9M
	OBSCURED VIEW

Consultants

—

-
Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

—

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Warren and Mahoney Living Australia Pty Ltd

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Australia
Phone + 61 3 8547 6977

—

Registered Architects and Designers
www.warrenandmahoney.com

Project Title

—

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

OVERLOOKING SECTIONS

Drawing Status

—

TOWN PLANNING

Drawing Details

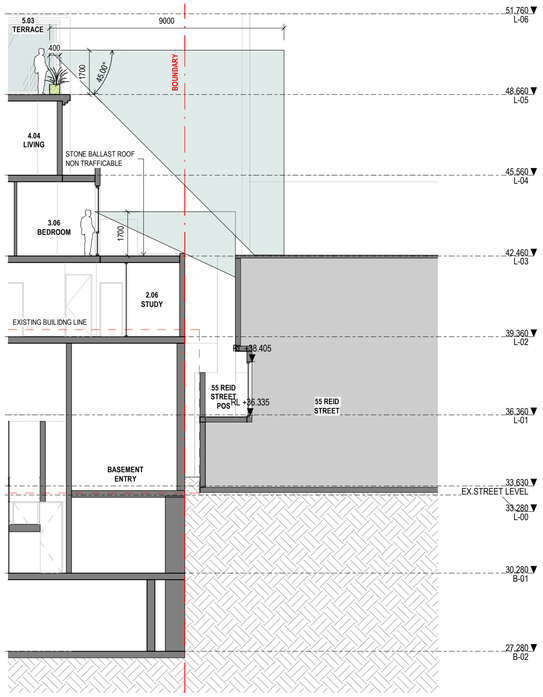
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Scale	As indicated@ A1
Date	11.09.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP30.04

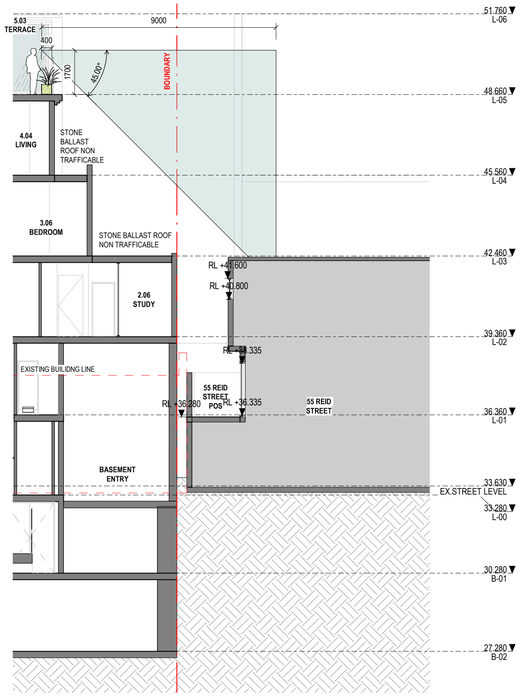
Revision — D

WARREN AND MAHONEY



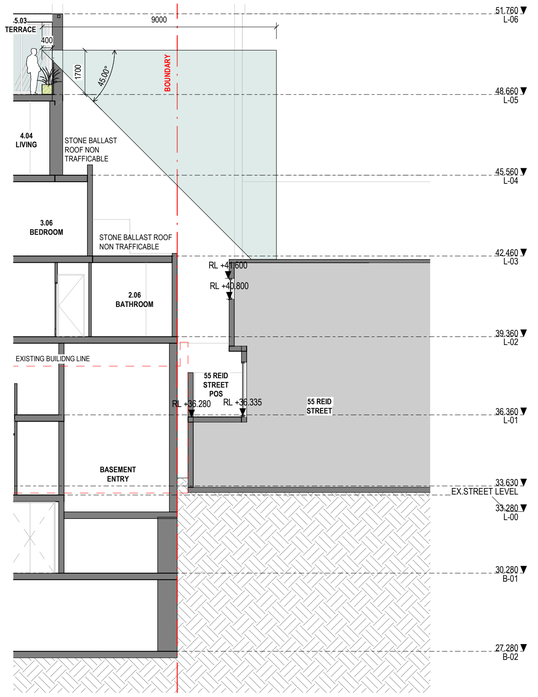
SOUTH INTERFACE 55 REID 07

1 : 100



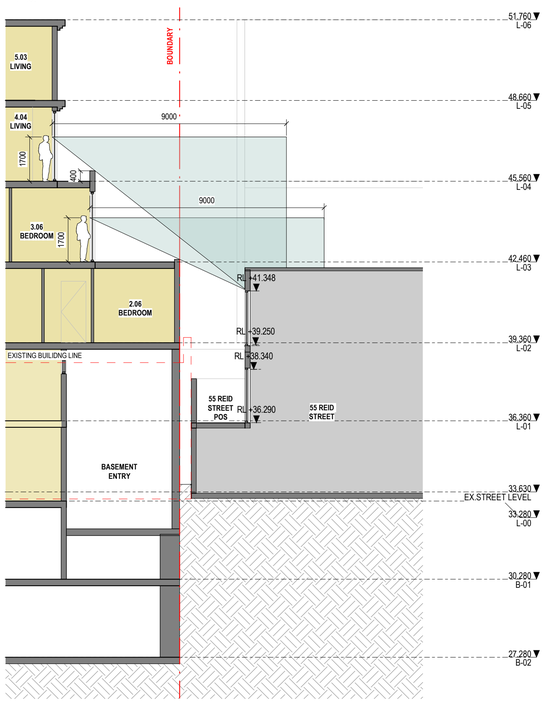
SOUTH INTERFACE 55 REID 08

1 : 100



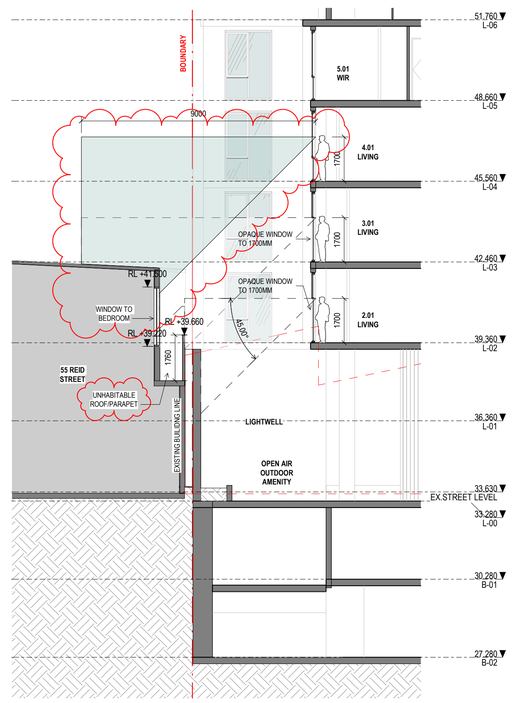
SOUTH INTERFACE 55 REID 09

1 : 100



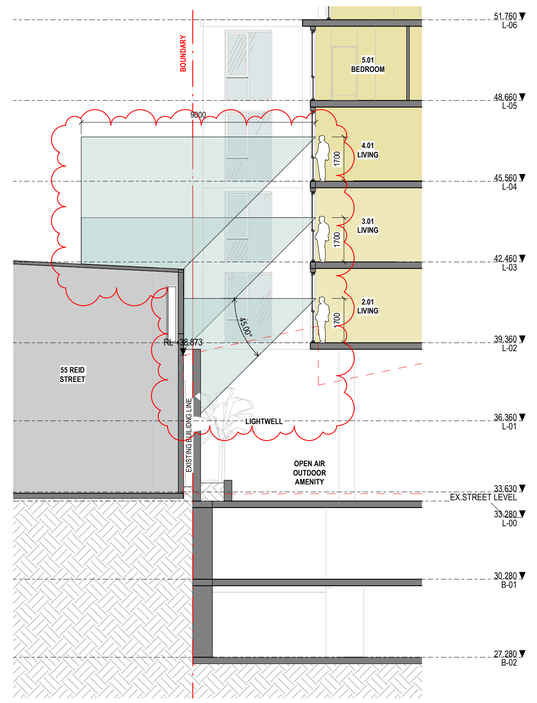
SOUTH INTERFACE 55 REID 10

1 : 100



WEST INTERFACE 55 REID 11

1 : 100



WEST INTERFACE 55 REID 12

1 : 100

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION
D	11.09.25	TOWN PLANNING SUBMISSION

Notes

SIGHTLINE KEY	
	VIEW WITHIN 9M
	OBSCURED VIEW

Consultants

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

OVERLOOKING SECTIONS

Drawing Status

TOWN PLANNING

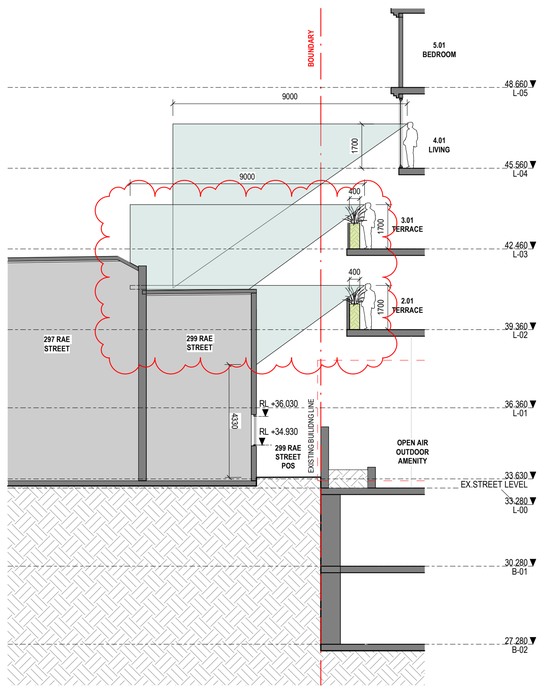
Drawing Details

Scale	As indicated@ A1
Date	11.09.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP30.05

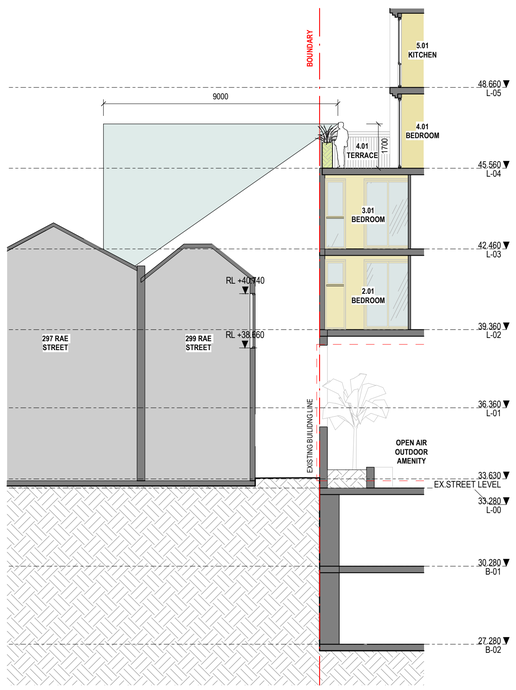
Revision D

WARREN AND MAHONEY



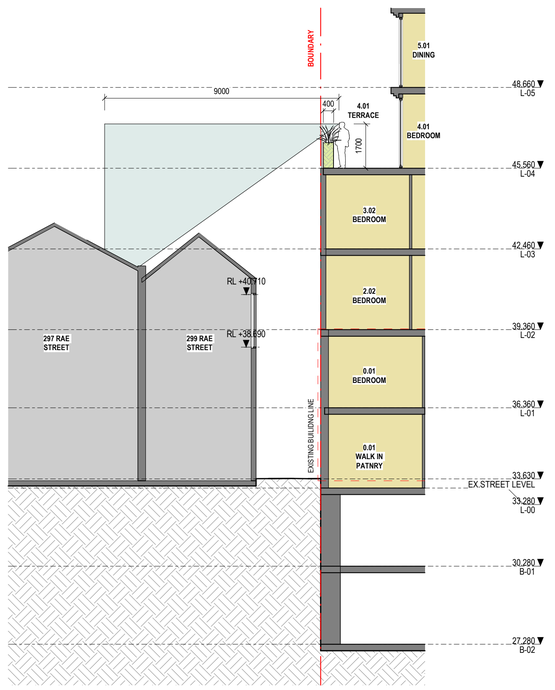
SOUTH INTERFACE 299 RAE 13

1 : 100



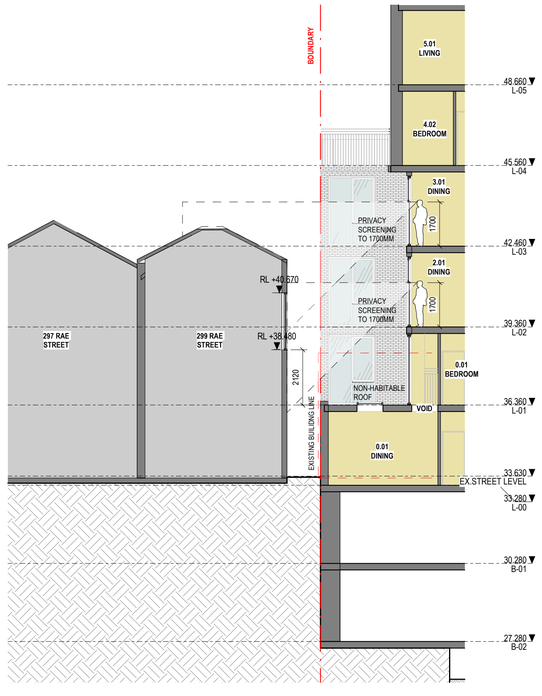
SOUTH INTERFACE 299 RAE 14

1 : 100



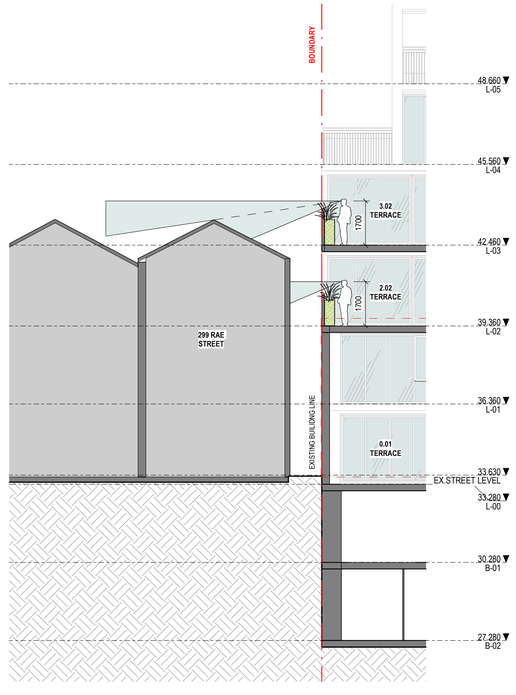
SOUTH INTERFACE 299 RAE 15

1 : 100



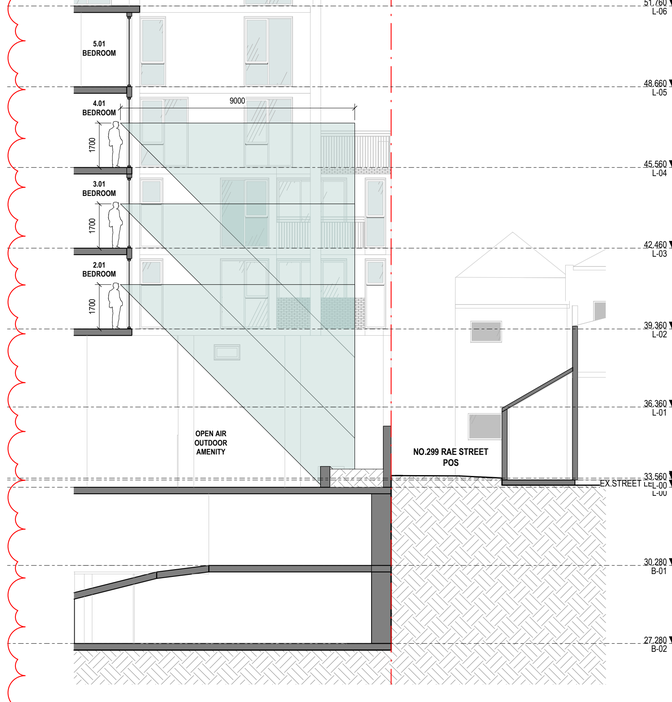
SOUTH INTERFACE 299 RAE 16

1 : 100



SOUTH INTERFACE 299 RAE 17

1 : 100



SOUTH INTERFACE 299 RAE 18

1 : 100

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION
D	11.09.25	TOWN PLANNING SUBMISSION

Notes

SIGHTLINE KEY	
	VIEW WITHIN 9M
	OBSCURED VIEW

Consultants

-
Project Manager
BCE Consultants

Structural Engineer
Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

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Registered Architects and Designers
www.warrenandmahoney.com

Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

OVERLOOKING SECTIONS

Drawing Status

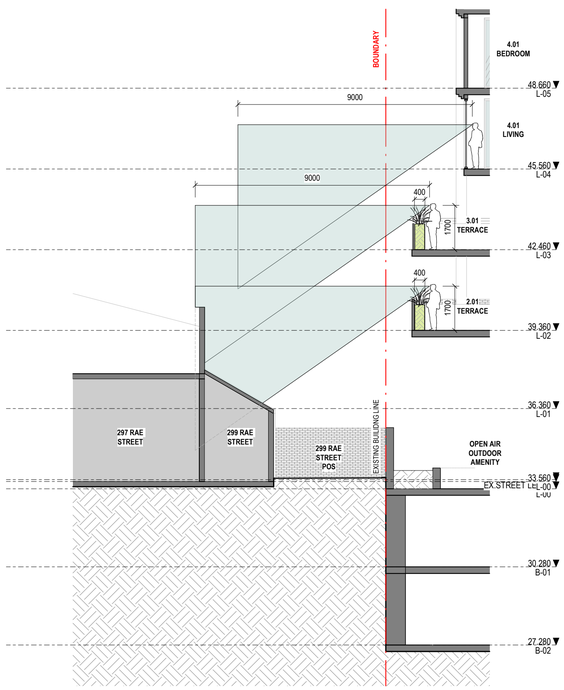
TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	11.09.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP30.06 **Revision** D

WARREN AND MAHONEY



SOUTH INTERFACE 299 RAE 19

1 : 100

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Revisions

A	11.09.25	TOWN PLANNING SUBMISSION

Notes

SIGHTLINE KEY	
	VIEW WITHIN 9M
	OBSCURED VIEW

Consultants

-
Project Manager
BCE Consultants
Structural Engineer
Maccormack Consultants
Mechanical Engineer
Sqr1 Consultants
Fire Engineer
Maccormack Consultants
Electrical Engineer

Client

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

OVERLOOKING SECTIONS

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	11.09.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP30.07

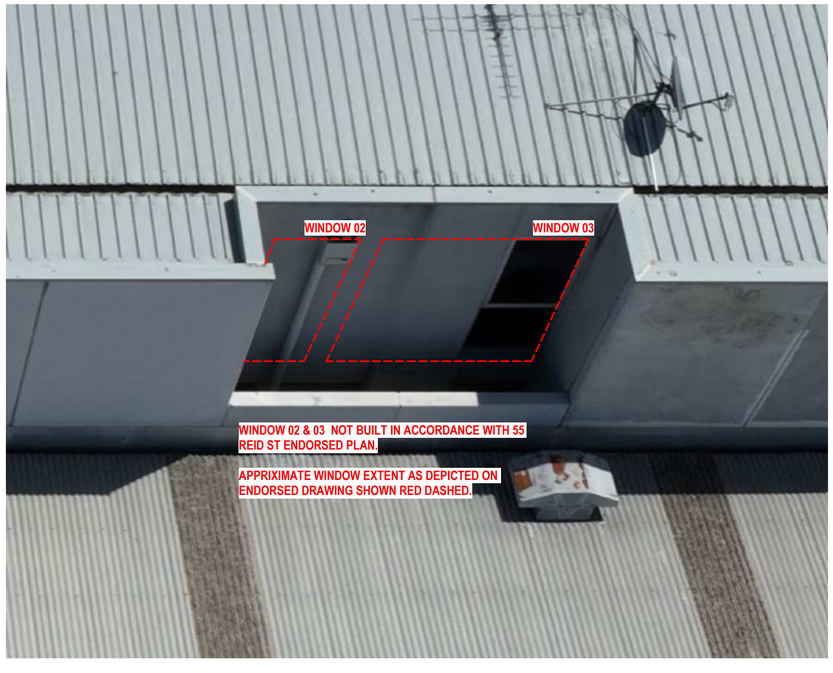
Revision A

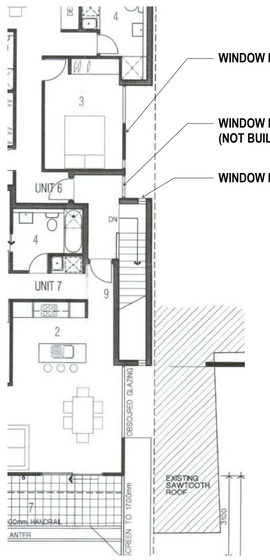
WARREN AND MAHONEY

WINDOW 01 - DRONE VIEW

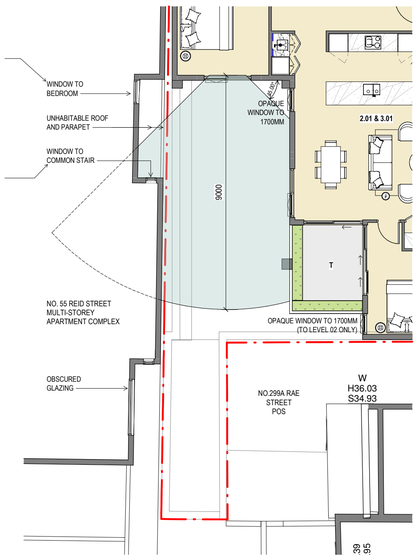


WINDOW 02 & 03 - DRONE VIEW



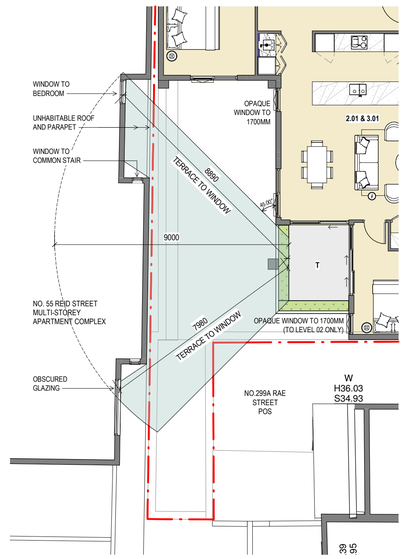


55 REID STREET ENDORSED LEVEL 02 PLAN



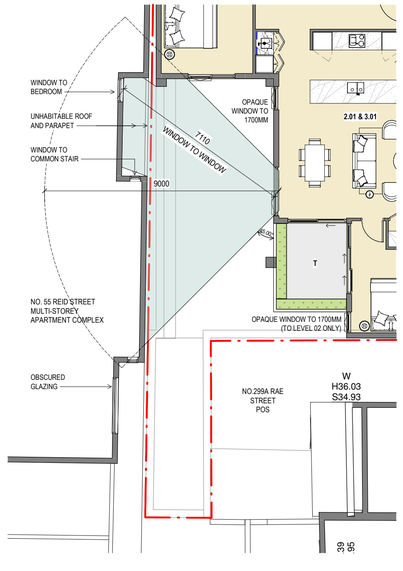
APT 2.01 & 3.01 WEST & SOUTH INTERFACE_MASTER BED WINDOW

1 : 100



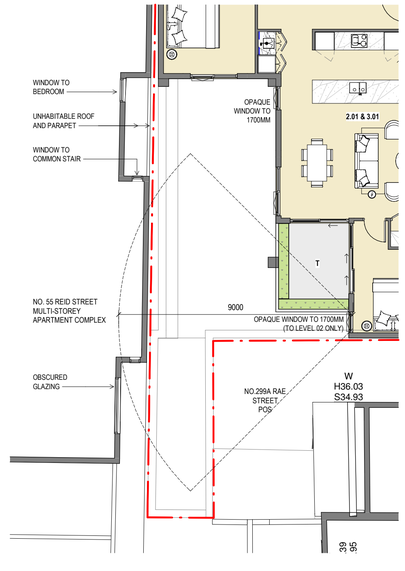
APT 2.01 & 3.01 WEST & SOUTH INTERFACE_BALCONY

1 : 100



APT 2.01 & 3.01 WEST & SOUTH INTERFACE_LIVING/DINING WINDOW

1 : 100



APT 2.01 & 3.01 WEST & SOUTH INTERFACE_BED 02 WINDOW

1 : 100

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Revisions

A	11.09.25	TOWN PLANNING SUBMISSION

Notes

SIGHTLINE KEY	
	VIEW WITHIN 9M
	OBSCURED VIEW

N

TRUE NORTH

Consultants

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

OVERLOOKING PLANS

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	11.09.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP30.08

Revision — A

WARREN AND MAHONEY

SHADOW KEY

- EXISTING SHADOWS
- ADDITIONAL SHADOWED AREA TO (S)POS
- REDUCED SHADOWED AREA TO (S)POS
- EXTENT OF NEIGHBOURING S(POS)
- EXISTING NEIGHBOURING WINDOWS

22 ALFRED STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**90.3m2**
Existing Shadowed SPOS	53.4m2 (59%)
Existing Unshadowed SPOS	**36.9m2**
Additional Shadowed SPOS	36.9m2 (41%)
Post-development Unshadowed SPOS	**0m2**

53 REID STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**23.4m2**
Existing Shadowed SPOS	23.4m2 (100%)
Existing Unshadowed SPOS	**0m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.2m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	7.5m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	11m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 06 (Assumed Level 02)

Total Private Open Space (POS)	**23.9m2**
Existing Shadowed POS	22.9m2 (96%)
Existing Unshadowed POS	**1.0m2**
Additional Shadowed POS	1.0m2 (4%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 07 (Assumed Level 01)

Total Private Open Space (POS)	**5.0m2**
Existing Shadowed POS	5.0m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

297 RAE STREET (Assumed Level 01)

Total Private Open Space (POS)	**19.4m2**
Existing Shadowed POS	19.4m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

299 RAE STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**21.3m2**
Existing Shadowed SPOS	21.3m2 (100%)
Existing Unshadowed SPOS	**0m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**0m2**



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Revisions

A 20.06.25	TOWN PLANNING SUBMISSION
B 26.08.25	TOWN PLANNING SUBMISSION

Notes

N

TRUE NORTH

Consultants

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

SHADOW STUDY - EXISTING 0900 SEP 22

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 250@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP40.01 **Revision** B

WARREN AND MAHONEY

SHADOW KEY

- EXISTING SHADOWS
- ADDITIONAL SHADOWED AREA TO (S)POS
- REDUCED SHADOWED AREA TO (S)POS
- EXTENT OF NEIGHBOURING S(POS)
- EXISTING NEIGHBOURING WINDOWS

22 ALFRED STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**90.3m2**
Existing Shadowed SPOS	40.8m2 (45%)
Existing Unshadowed SPOS	**49.5m2**
Additional Shadowed SPOS	32.0m2 (35%)
Post-development Unshadowed SPOS	**17.5m2**

53 REID STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**23.4m2**
Existing Shadowed SPOS	15.7m2 (67%)
Existing Unshadowed SPOS	**7.7m2**
Additional Shadowed SPOS	3.5m2 (15%)
Post-development Unshadowed SPOS	**4.2m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**4.7m2**
Existing Shadowed POS	4.7m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.2m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	7.0m2 (93%)
Existing Unshadowed POS	**0.5m2**
Additional Shadowed POS	0.5m2 (7%)
Post-development Unshadowed POS	**0.0m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	11m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 06 (Assumed Level 02)

Total Private Open Space (POS)	**23.9m2**
Existing Shadowed POS	23.5m2 (99%)
Existing Unshadowed POS	**0.4m2**
Additional Shadowed POS	0.4m2 (1%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 07 (Assumed Level 01)

Total Private Open Space (POS)	**5.0m2**
Existing Shadowed POS	5.0m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

297 RAE STREET (Assumed Level 01)

Total Private Open Space(POS)	**19.4m2**
Existing Shadowed POS	19.3m2 (99%)
Existing Unshadowed POS	**0.1m2**
Additional Shadowed POS	0.1m2 (1%)
Post-development Unshadowed POS	**0m2**

299 RAE STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**21.3m2**
Existing Shadowed SPOS	20.9m2 (98%)
Existing Unshadowed SPOS	**0.4m2**
Additional Shadowed SPOS	0.4m2 (2%)
Post-development Unshadowed SPOS	**0m2**



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Revisions

A 20.06.25	TOWN PLANNING SUBMISSION
B 26.08.25	TOWN PLANNING SUBMISSION

Notes

N

TRUE NORTH

Consultants

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

SHADOW STUDY - EXISTING 1000 SEP 22

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 250@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP40.02 **Revision** B

WARREN AND MAHONEY

SHADOW KEY

- EXISTING SHADOWS
- ADDITIONAL SHADOWED AREA TO (S)POS
- REDUCED SHADOWED AREA TO (S)POS
- EXTENT OF NEIGHBOURING S(POS)
- EXISTING NEIGHBOURING WINDOWS

22 ALFRED STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**90.3m2**
Existing Shadowed SPOS	30.8m2 (34%)
Existing Unshadowed SPOS	**59.5m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**59.5m2**

53 REID STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**23.4m2**
Existing Shadowed SPOS	11.4m2 (49%)
Existing Unshadowed SPOS	**12m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**12m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	3.8m2 (72%)
Existing Unshadowed POS	**1.5m2**
Additional Shadowed POS	0.9m2 (17%)
Post-development Unshadowed POS	**0.6m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.2m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	3.7m2 (49%)
Existing Unshadowed POS	**3.8m2**
Additional Shadowed POS	0.5m2 (7%)
Post-development Unshadowed POS	**3.3m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	11m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 06 (Assumed Level 02)

Total Private Open Space (POS)	**23.9m2**
Existing Shadowed POS	21.9m2 (92%)
Existing Unshadowed POS	**2.0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 07 (Assumed Level 01)

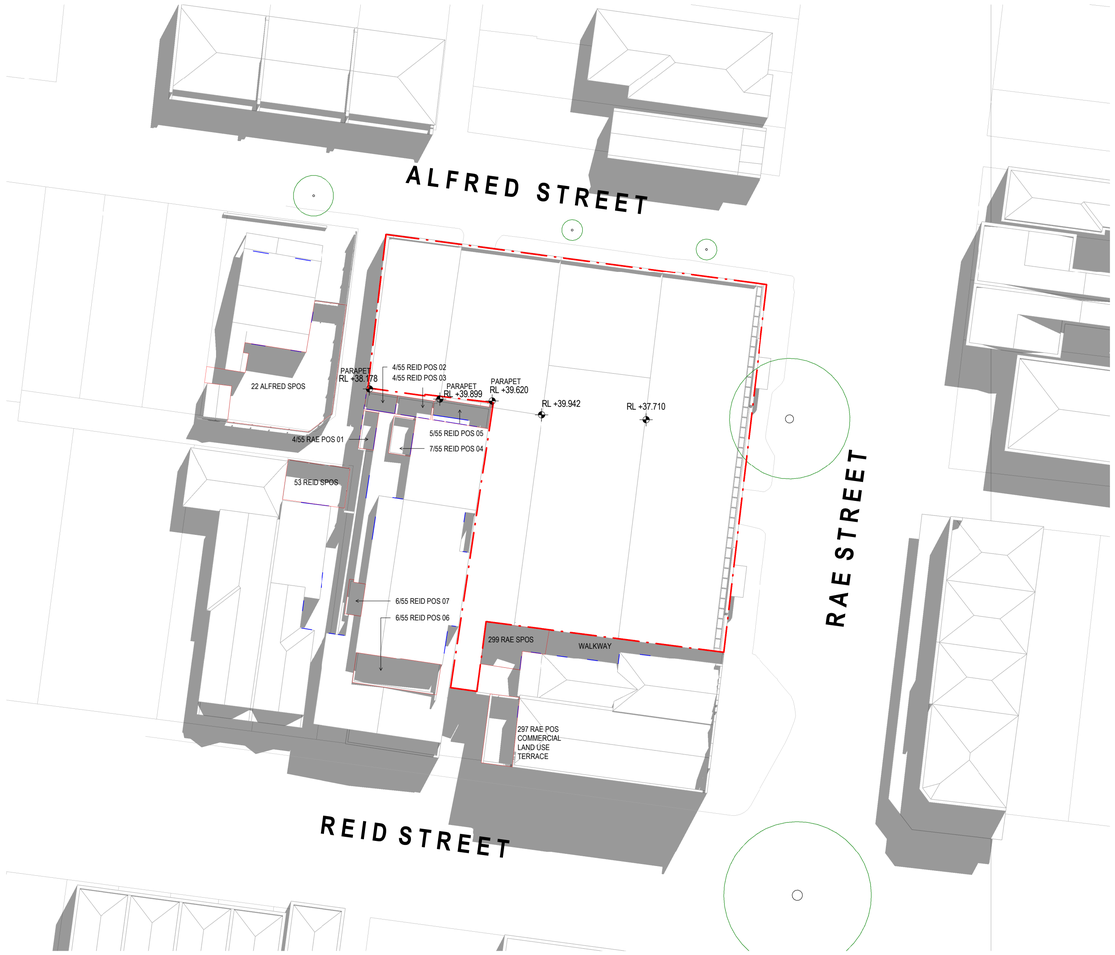
Total Private Open Space (POS)	**5.0m2**
Existing Shadowed POS	4.8m2 (96%)
Existing Unshadowed POS	**0.2m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.2m2**

297 RAE STREET (Assumed Level 01)

Total Private Open Space(POS)	**19.4m2**
Existing Shadowed POS	11.2m2 (58%)
Existing Unshadowed POS	**8.2m2**
Additional Shadowed POS	3.7m2 (19%)
Post-development Unshadowed POS	**4.5m2**

299 RAE STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**21.3m2**
Existing Shadowed SPOS	20.2m2 (95%)
Existing Unshadowed SPOS	**10.1m2**
Additional Shadowed SPOS	1.1m2 (5%)
Post-development Unshadowed SPOS	**0m2**



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Revisions

A 20.06.25	TOWN PLANNING SUBMISSION
B 26.08.25	TOWN PLANNING SUBMISSION

Notes

N

TRUE NORTH

Consultants

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

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Electrical Engineer

Client

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

SHADOW STUDY - EXISTING 1100 SEP 22

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 250@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP40.03 **Revision** B

WARREN AND MAHONEY

SHADOW KEY

- EXISTING SHADOWS
- ADDITIONAL SHADOWED AREA TO (S)POS
- REDUCED SHADOWED AREA TO (S)POS
- EXTENT OF NEIGHBOURING S(POS)
- EXISTING NEIGHBOURING WINDOWS

22 ALFRED STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**90.3m2**
Existing Shadowed SPOS	25.8m2 (29%)
Existing Unshadowed SPOS	**64.5m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**64.5m2**

53 REID STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**23.4m2**
Existing Shadowed SPOS	9.8m2 (42%)
Existing Unshadowed SPOS	**13.6m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**13.6m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	1.9m2 (36%)
Existing Unshadowed POS	**3.4m2**
Additional Shadowed POS	0.8m2 (15%)
Post-development Unshadowed POS	**2.6m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.2m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	1.7m2 (23%)
Existing Unshadowed POS	**5.8m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**5.8m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	11m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 06 (Assumed Level 02)

Total Private Open Space (POS)	**23.9m2**
Existing Shadowed POS	20.3m2 (85%)
Existing Unshadowed POS	**3.6m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**3.6m2**

UNIT 6 / 55 REID STREET - TERRACE 07 (Assumed Level 01)

Total Private Open Space (POS)	**5.0m2**
Existing Shadowed POS	3.4m2 (68%)
Existing Unshadowed POS	**1.6m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**1.6m2**

297 RAE STREET (Assumed Level 01)

Total Private Open Space(POS)	**19.4m2**
Existing Shadowed POS	5.2m2 (27%)
Existing Unshadowed POS	**14.2m2**
Additional Shadowed POS	1.8m2 (9%)
Post-development Unshadowed POS	**12.4m2**

299 RAE STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**21.3m2**
Existing Shadowed SPOS	20.5m2 (96%)
Existing Unshadowed SPOS	**0.8m2**
Additional Shadowed SPOS	0.8m2 (4%)
Post-development Unshadowed SPOS	**0m2**



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Revisions

A 20.06.25	TOWN PLANNING SUBMISSION
B 26.08.25	TOWN PLANNING SUBMISSION

Notes

N

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Maccormack Consultants
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Sqr1 Consultants
Fire Engineer

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

SHADOW STUDY - EXISTING 1200 SEP 22

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 250@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP40.04 **Revision** B

WARREN AND MAHONEY

SHADOW KEY

- EXISTING SHADOWS
- ADDITIONAL SHADOWED AREA TO (S)POS
- REDUCED SHADOWED AREA TO (S)POS
- EXTENT OF NEIGHBOURING S(POS)
- EXISTING NEIGHBOURING WINDOWS

22 ALFRED STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**90.3m2**
Existing Shadowed SPOS	37.3m2 (41%)
Existing Unshadowed SPOS	**53m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**53m2**

53 REID STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**23.4m2**
Existing Shadowed SPOS	11.4m2 (49%)
Existing Unshadowed SPOS	**12m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**12m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	3.1m2 (58%)
Existing Unshadowed POS	**2.1m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**2.1m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.2m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	2.4m2 (32%)
Existing Unshadowed POS	**5.1m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**5.1m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	11m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 06 (Assumed Level 02)

Total Private Open Space (POS)	**23.9m2**
Existing Shadowed POS	18.7m2 (78%)
Existing Unshadowed POS	**5.2m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**5.2m2**

UNIT 6 / 55 REID STREET - TERRACE 07 (Assumed Level 01)

Total Private Open Space (POS)	**5.0m2**
Existing Shadowed POS	3.2m2 (64%)
Existing Unshadowed POS	**1.8m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**1.8m2**

297 RAE STREET (Assumed Level 01)

Total Private Open Space(POS)	**19.4m2**
Existing Shadowed POS	8.4m2 (43%)
Existing Unshadowed POS	**11m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**11m2**

299 RAE STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**21.3m2**
Existing Shadowed SPOS	21.3m2 (100%)
Existing Unshadowed SPOS	**0m2**
Additional Shadowed SPOS	-0.1m2 (-1%)
Post-development Unshadowed SPOS	**0.1m2**



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Revisions

A	20.06.25	TOWN PLANNING SUBMISSION
B	26.08.25	TOWN PLANNING SUBMISSION

Notes

N

TRUE NORTH

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

SHADOW STUDY - EXISTING 1300 SEP 22

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 250@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP40.05

Revision B

WARREN AND MAHONEY

SHADOW KEY

- EXISTING SHADOWS
- ADDITIONAL SHADOWED AREA TO (S)POS
- REDUCED SHADOWED AREA TO (S)POS
- EXTENT OF NEIGHBOURING S(POS)
- EXISTING NEIGHBOURING WINDOWS

22 ALFRED STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**90.3m2**
Existing Shadowed SPOS	47.3m2 (52%)
Existing Unshadowed SPOS	**43m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**43m2**

53 REID STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**23.4m2**
Existing Shadowed SPOS	11.6m2 (50%)
Existing Unshadowed SPOS	**11.8m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**11.8m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.0m2 (94%)
Existing Unshadowed POS	**0.3m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.3m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.0m2 (94%)
Existing Unshadowed POS	**0.3m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.3m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.1m2 (99%)
Existing Unshadowed POS	**0.1m2**
Additional Shadowed POS	0.1m2 (1%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	3.3m2 (44%)
Existing Unshadowed POS	**4.2m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**4.2m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	10.7m2 (97%)
Existing Unshadowed POS	**0.3m2**
Additional Shadowed POS	0.3m2 (3%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 06 (Assumed Level 02)

Total Private Open Space (POS)	**23.9m2**
Existing Shadowed POS	17m2 (71%)
Existing Unshadowed POS	**6.9m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**5.2m2**

UNIT 6 / 55 REID STREET - TERRACE 07 (Assumed Level 01)

Total Private Open Space (POS)	**5.0m2**
Existing Shadowed POS	4.0m2 (80%)
Existing Unshadowed POS	**1m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**1m2**

297 RAE STREET (Assumed Level 01)

Total Private Open Space(POS)	**19.4m2**
Existing Shadowed POS	12.2m2 (63%)
Existing Unshadowed POS	**7.2m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**7.2m2**

299 RAE STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**21.3m2**
Existing Shadowed SPOS	21.3m2 (100%)
Existing Unshadowed SPOS	**0m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**0m2**



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Revisions

A	20.06.25	TOWN PLANNING SUBMISSION
B	26.08.25	TOWN PLANNING SUBMISSION

Notes

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Mechanical Engineer

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

SHADOW STUDY - EXISTING 1400 SEP 22

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 250@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP40.06

Revision B

WARREN AND MAHONEY

SHADOW KEY

- EXISTING SHADOWS
- ADDITIONAL SHADOWED AREA TO (S)POS
- REDUCED SHADOWED AREA TO (S)POS
- EXTENT OF NEIGHBOURING S(POS)
- EXISTING NEIGHBOURING WINDOWS

22 ALFRED STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**90.3m2**
Existing Shadowed SPOS	53m2 (59%)
Existing Unshadowed SPOS	**37.3m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**37.3m2**

53 REID STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**23.4m2**
Existing Shadowed SPOS	16.8m2 (72%)
Existing Unshadowed SPOS	**6.6m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**6.6m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	4.7m2 (89%)
Existing Unshadowed POS	**0.6m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.6m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	4.8m2 (91%)
Existing Unshadowed POS	**0.5m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.5m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	5.8m2 (94%)
Existing Unshadowed POS	**0.4m2**
Additional Shadowed POS	0.4m2 (6%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	4.6m2 (61%)
Existing Unshadowed POS	**2.9m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**2.9m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	10.9m2 (99%)
Existing Unshadowed POS	**0.1m2**
Additional Shadowed POS	0.1m2 (1%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 06 (Assumed Level 02)

Total Private Open Space(POS)	**23.9m2**
Existing Shadowed POS	15.1m2 (63%)
Existing Unshadowed POS	**8.8m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**8.8m2**

UNIT 6 / 55 REID STREET - TERRACE 07 (Assumed Level 01)

Total Private Open Space (POS)	**5.0m2**
Existing Shadowed POS	4.5m2 (90%)
Existing Unshadowed POS	**0.5m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.5m2**

297 RAE STREET (Assumed Level 01)

Total Private Open Space(POS)	**19.4m2**
Existing Shadowed POS	16.6m2 (86%)
Existing Unshadowed POS	**2.8m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**2.8m2**

299 RAE STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**21.3m2**
Existing Shadowed SPOS	21.3m2 (100%)
Existing Unshadowed SPOS	**0m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**0m2**



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Revisions

A	20.06.25	TOWN PLANNING SUBMISSION
B	26.08.25	TOWN PLANNING SUBMISSION

Notes

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Mechanical Engineer

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Fire Engineer

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

SHADOW STUDY - EXISTING 1500 SEP 22

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 250@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP40.07

Revision B

WARREN AND MAHONEY

SHADOW KEY

- EXISTING SHADOWS
- ADDITIONAL SHADOWED AREA TO (S)POS
- REDUCED SHADOWED AREA TO (S)POS
- EXTENT OF NEIGHBOURING S(POS)
- EXISTING NEIGHBOURING WINDOWS

22 ALFRED STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**90.3m2**
Existing Shadowed SPOS	53.4m2 (59%)
Existing Unshadowed SPOS	**36.9m2**
Additional Shadowed SPOS	36.9m2 (41%)
Post-development Unshadowed SPOS	**0m2**

53 REID STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**23.4m2**
Existing Shadowed SPOS	23.4m2 (100%)
Existing Unshadowed SPOS	**0m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.2m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	7.5m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	11m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 06 (Assumed Level 02)

Total Private Open Space (POS)	**23.9m2**
Existing Shadowed POS	22.9m2 (96%)
Existing Unshadowed POS	**1.0m2**
Additional Shadowed POS	1.0m2 (4%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 07 (Assumed Level 01)

Total Private Open Space (POS)	**5.0m2**
Existing Shadowed POS	5.0m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

297 RAE STREET (Assumed Level 01)

Total Private Open Space (POS)	**19.4m2**
Existing Shadowed POS	19.4m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

299 RAE STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**21.3m2**
Existing Shadowed SPOS	21.3m2 (100%)
Existing Unshadowed SPOS	**0m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**0m2**



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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

SHADOW STUDY - PROPOSED 0900 SEP 22

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 250@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP40.10 **Revision** C

WARREN AND MAHONEY

SHADOW KEY

- EXISTING SHADOWS
- ADDITIONAL SHADOWED AREA TO (S)POS
- REDUCED SHADOWED AREA TO (S)POS
- EXTENT OF NEIGHBOURING S(POS)
- EXISTING NEIGHBOURING WINDOWS

22 ALFRED STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**90.3m2**
Existing Shadowed SPOS	40.8m2 (45%)
Existing Unshadowed SPOS	**49.5m2**
Additional Shadowed SPOS	32.0m2 (35%)
Post-development Unshadowed SPOS	**17.5m2**

53 REID STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**23.4m2**
Existing Shadowed SPOS	15.7m2 (67%)
Existing Unshadowed SPOS	**7.7m2**
Additional Shadowed SPOS	3.5m2 (15%)
Post-development Unshadowed SPOS	**4.2m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**4.7m2**
Existing Shadowed POS	4.7m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.2m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	7.0m2 (93%)
Existing Unshadowed POS	**0.5m2**
Additional Shadowed POS	0.5m2 (7%)
Post-development Unshadowed POS	**0.0m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	11m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 06 (Assumed Level 02)

Total Private Open Space (POS)	**23.9m2**
Existing Shadowed POS	23.5m2 (99%)
Existing Unshadowed POS	**0.4m2**
Additional Shadowed POS	0.4m2 (1%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 07 (Assumed Level 01)

Total Private Open Space (POS)	**5.0m2**
Existing Shadowed POS	5.0m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

297 RAE STREET (Assumed Level 01)

Total Private Open Space(POS)	**19.4m2**
Existing Shadowed POS	19.3m2 (99%)
Existing Unshadowed POS	**0.1m2**
Additional Shadowed POS	0.1m2 (1%)
Post-development Unshadowed POS	**0m2**

299 RAE STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**21.3m2**
Existing Shadowed SPOS	20.9m2 (98%)
Existing Unshadowed SPOS	**0.4m2**
Additional Shadowed SPOS	0.4m2 (2%)
Post-development Unshadowed SPOS	**0m2**



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Revisions

A 17.04.25	TOWN PLANNING SUBMISSION
B 20.06.25	TOWN PLANNING SUBMISSION
C 26.08.25	TOWN PLANNING SUBMISSION

Notes

N

TRUE NORTH

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Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

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Fire Engineer

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

SHADOW STUDY - PROPOSED 1000 SEP 22

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 250@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP40.11

Revision C

WARREN AND MAHONEY

SHADOW KEY

- EXISTING SHADOWS
- ADDITIONAL SHADOWED AREA TO (S)POS
- REDUCED SHADOWED AREA TO (S)POS
- EXTENT OF NEIGHBOURING S(POS)
- EXISTING NEIGHBOURING WINDOWS

22 ALFRED STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**90.3m2**
Existing Shadowed SPOS	30.8m2 (34%)
Existing Unshadowed SPOS	**59.5m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**59.5m2**

53 REID STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**23.4m2**
Existing Shadowed SPOS	11.4m2 (49%)
Existing Unshadowed SPOS	**12m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**12m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	3.8m2 (72%)
Existing Unshadowed POS	**1.5m2**
Additional Shadowed POS	0.9m2 (17%)
Post-development Unshadowed POS	**0.6m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.2m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	3.7m2 (49%)
Existing Unshadowed POS	**3.8m2**
Additional Shadowed POS	0.5m2 (7%)
Post-development Unshadowed POS	**3.3m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	11m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 06 (Assumed Level 02)

Total Private Open Space (POS)	**23.9m2**
Existing Shadowed POS	21.9m2 (92%)
Existing Unshadowed POS	**2.0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 07 (Assumed Level 01)

Total Private Open Space (POS)	**5.0m2**
Existing Shadowed POS	4.8m2 (96%)
Existing Unshadowed POS	**0.2m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.2m2**

297 RAE STREET (Assumed Level 01)

Total Private Open Space(POS)	**19.4m2**
Existing Shadowed POS	11.2m2 (58%)
Existing Unshadowed POS	**8.2m2**
Additional Shadowed POS	3.7m2 (19%)
Post-development Unshadowed POS	**4.5m2**

299 RAE STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**21.3m2**
Existing Shadowed SPOS	20.2m2 (95%)
Existing Unshadowed SPOS	**10.1m2**
Additional Shadowed SPOS	1.1m2 (5%)
Post-development Unshadowed SPOS	**0m2**



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Revisions

A 17.04.25	TOWN PLANNING SUBMISSION
B 20.06.25	TOWN PLANNING SUBMISSION
C 26.08.25	TOWN PLANNING SUBMISSION

Notes

N

TRUE NORTH

Consultants

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Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

SHADOW STUDY - PROPOSED 1100 SEP 22

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 250@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP40.12

Revision C

WARREN AND MAHONEY

SHADOW KEY

- EXISTING SHADOWS
- ADDITIONAL SHADOWED AREA TO (S)POS
- REDUCED SHADOWED AREA TO (S)POS
- EXTENT OF NEIGHBOURING S(POS)
- EXISTING NEIGHBOURING WINDOWS

22 ALFRED STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**90.3m2**
Existing Shadowed SPOS	25.8m2 (29%)
Existing Unshadowed SPOS	**64.5m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**64.5m2**

53 REID STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**23.4m2**
Existing Shadowed SPOS	9.8m2 (42%)
Existing Unshadowed SPOS	**13.6m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**13.6m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	1.9m2 (36%)
Existing Unshadowed POS	**3.4m2**
Additional Shadowed POS	0.8m2 (15%)
Post-development Unshadowed POS	**2.6m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.2m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	1.7m2 (23%)
Existing Unshadowed POS	**5.8m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**5.8m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	11m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 06 (Assumed Level 02)

Total Private Open Space (POS)	**23.9m2**
Existing Shadowed POS	20.3m2 (85%)
Existing Unshadowed POS	**3.6m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**3.6m2**

UNIT 6 / 55 REID STREET - TERRACE 07 (Assumed Level 01)

Total Private Open Space (POS)	**5.0m2**
Existing Shadowed POS	3.4m2 (68%)
Existing Unshadowed POS	**1.6m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**1.6m2**

297 RAE STREET (Assumed Level 01)

Total Private Open Space(POS)	**19.4m2**
Existing Shadowed POS	5.2m2 (27%)
Existing Unshadowed POS	**14.2m2**
Additional Shadowed POS	1.8m2 (9%)
Post-development Unshadowed POS	**12.4m2**

299 RAE STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**21.3m2**
Existing Shadowed SPOS	20.5m2 (96%)
Existing Unshadowed SPOS	**0.8m2**
Additional Shadowed SPOS	0.8m2 (4%)
Post-development Unshadowed SPOS	**0m2**



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Revisions

A 17.04.25	TOWN PLANNING SUBMISSION
B 20.06.25	TOWN PLANNING SUBMISSION
C 26.08.25	TOWN PLANNING SUBMISSION

Notes

N

TRUE NORTH

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Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

SHADOW STUDY - PROPOSED 1200 SEP 22

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 250@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP40.13 **Revision** C

WARREN AND MAHONEY

SHADOW KEY

- EXISTING SHADOWS
- ADDITIONAL SHADOWED AREA TO (S)POS
- REDUCED SHADOWED AREA TO (S)POS
- EXTENT OF NEIGHBOURING S(POS)
- EXISTING NEIGHBOURING WINDOWS

22 ALFRED STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**90.3m2**
Existing Shadowed SPOS	37.3m2 (41%)
Existing Unshadowed SPOS	**53m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**53m2**

53 REID STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**23.4m2**
Existing Shadowed SPOS	11.4m2 (49%)
Existing Unshadowed SPOS	**12m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**12m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	3.1m2 (58%)
Existing Unshadowed POS	**2.1m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**2.1m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.2m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	2.4m2 (32%)
Existing Unshadowed POS	**5.1m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**5.1m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	11m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 06 (Assumed Level 02)

Total Private Open Space (POS)	**23.9m2**
Existing Shadowed POS	18.7m2 (78%)
Existing Unshadowed POS	**5.2m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**5.2m2**

UNIT 6 / 55 REID STREET - TERRACE 07 (Assumed Level 01)

Total Private Open Space (POS)	**5.0m2**
Existing Shadowed POS	3.2m2 (64%)
Existing Unshadowed POS	**1.8m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**1.8m2**

297 RAE STREET (Assumed Level 01)

Total Private Open Space(POS)	**19.4m2**
Existing Shadowed POS	8.4m2 (43%)
Existing Unshadowed POS	**11m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**11m2**

299 RAE STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**21.3m2**
Existing Shadowed SPOS	21.3m2 (100%)
Existing Unshadowed SPOS	**0m2**
Additional Shadowed SPOS	-0.1m2 (-1%)
Post-development Unshadowed SPOS	**0.1m2**



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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

N

TRUE NORTH

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BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

SHADOW STUDY - PROPOSED 1300 SEP 22

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 250@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP40.14 **Revision** C

WARREN AND MAHONEY

SHADOW KEY

- EXISTING SHADOWS
- ADDITIONAL SHADOWED AREA TO (S)POS
- REDUCED SHADOWED AREA TO (S)POS
- EXTENT OF NEIGHBOURING S(POS)
- EXISTING NEIGHBOURING WINDOWS

22 ALFRED STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**90.3m2**
Existing Shadowed SPOS	47.3m2 (52%)
Existing Unshadowed SPOS	**43m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**43m2**

53 REID STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**23.4m2**
Existing Shadowed SPOS	11.6m2 (50%)
Existing Unshadowed SPOS	**11.8m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**11.8m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.0m2 (94%)
Existing Unshadowed POS	**0.3m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.3m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.0m2 (94%)
Existing Unshadowed POS	**0.3m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.3m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.1m2 (99%)
Existing Unshadowed POS	**0.1m2**
Additional Shadowed POS	0.1m2 (1%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	3.3m2 (44%)
Existing Unshadowed POS	**4.2m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**4.2m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	10.7m2 (97%)
Existing Unshadowed POS	**0.3m2**
Additional Shadowed POS	0.3m2 (3%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 06 (Assumed Level 02)

Total Private Open Space (POS)	**23.9m2**
Existing Shadowed POS	17m2 (71%)
Existing Unshadowed POS	**6.9m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**5.2m2**

UNIT 6 / 55 REID STREET - TERRACE 07 (Assumed Level 01)

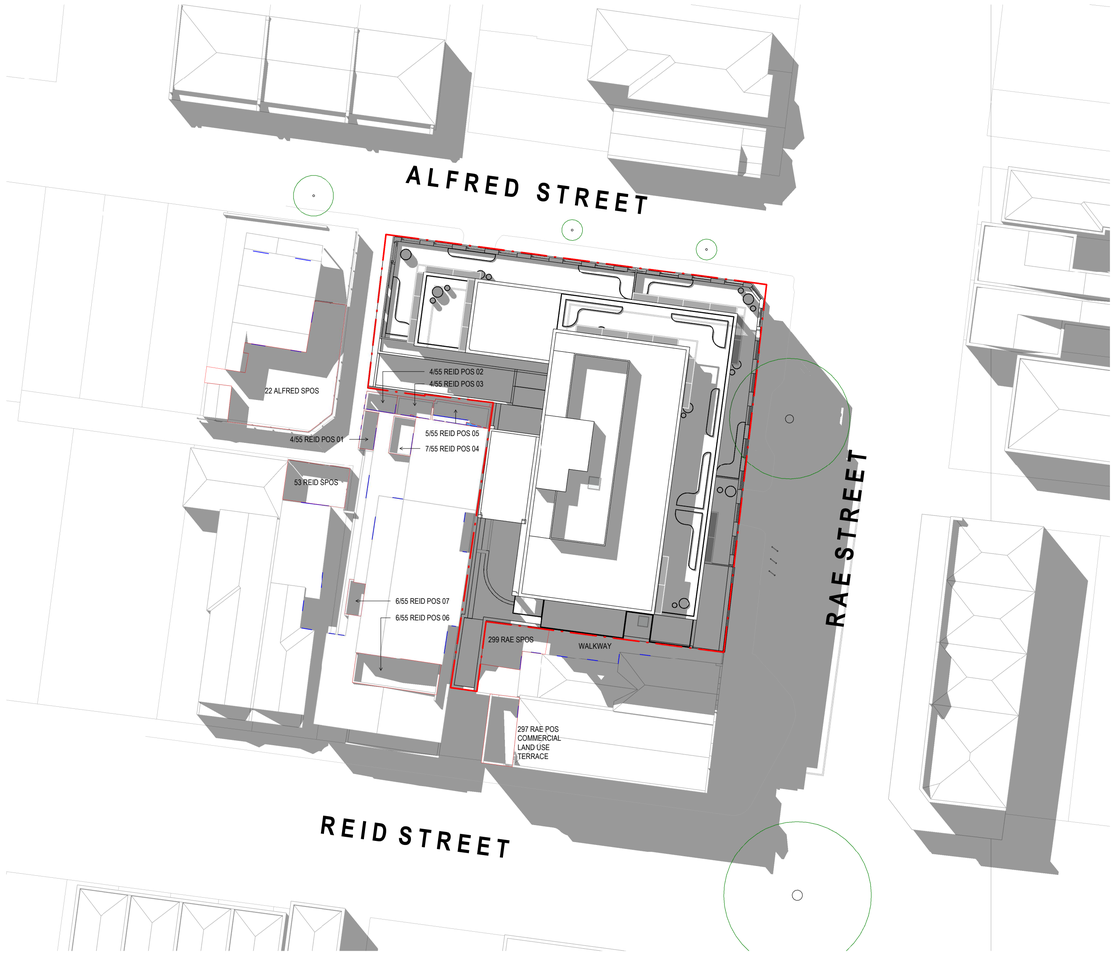
Total Private Open Space (POS)	**5.0m2**
Existing Shadowed POS	4.0m2 (80%)
Existing Unshadowed POS	**1m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**1m2**

297 RAE STREET (Assumed Level 01)

Total Private Open Space(POS)	**19.4m2**
Existing Shadowed POS	12.2m2 (63%)
Existing Unshadowed POS	**7.2m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**7.2m2**

299 RAE STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**21.3m2**
Existing Shadowed SPOS	21.3m2 (100%)
Existing Unshadowed SPOS	**0m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**0m2**



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Revisions

A 17.04.25	TOWN PLANNING SUBMISSION
B 20.06.25	TOWN PLANNING SUBMISSION
C 26.08.25	TOWN PLANNING SUBMISSION

Notes

N

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

SHADOW STUDY - PROPOSED 1400 SEP 22

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 250@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP40.15 **Revision** C

WARREN AND MAHONEY

SHADOW KEY

- EXISTING SHADOWS
- ADDITIONAL SHADOWED AREA TO (S)POS
- REDUCED SHADOWED AREA TO (S)POS
- EXTENT OF NEIGHBOURING S(POS)
- EXISTING NEIGHBOURING WINDOWS

22 ALFRED STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**90.3m2**
Existing Shadowed SPOS	53m2 (59%)
Existing Unshadowed SPOS	**37.3m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**37.3m2**

53 REID STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**23.4m2**
Existing Shadowed SPOS	16.8m2 (72%)
Existing Unshadowed SPOS	**6.6m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**6.6m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	4.7m2 (89%)
Existing Unshadowed POS	**0.6m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.6m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	4.8m2 (91%)
Existing Unshadowed POS	**0.5m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.5m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	5.8m2 (94%)
Existing Unshadowed POS	**0.4m2**
Additional Shadowed POS	0.4m2 (6%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	4.6m2 (61%)
Existing Unshadowed POS	**2.9m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**2.9m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	10.9m2 (99%)
Existing Unshadowed POS	**0.1m2**
Additional Shadowed POS	0.1m2 (1%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 06 (Assumed Level 02)

Total Private Open Space(POS)	**23.9m2**
Existing Shadowed POS	15.1m2 (63%)
Existing Unshadowed POS	**8.8m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**8.8m2**

UNIT 6 / 55 REID STREET - TERRACE 07 (Assumed Level 01)

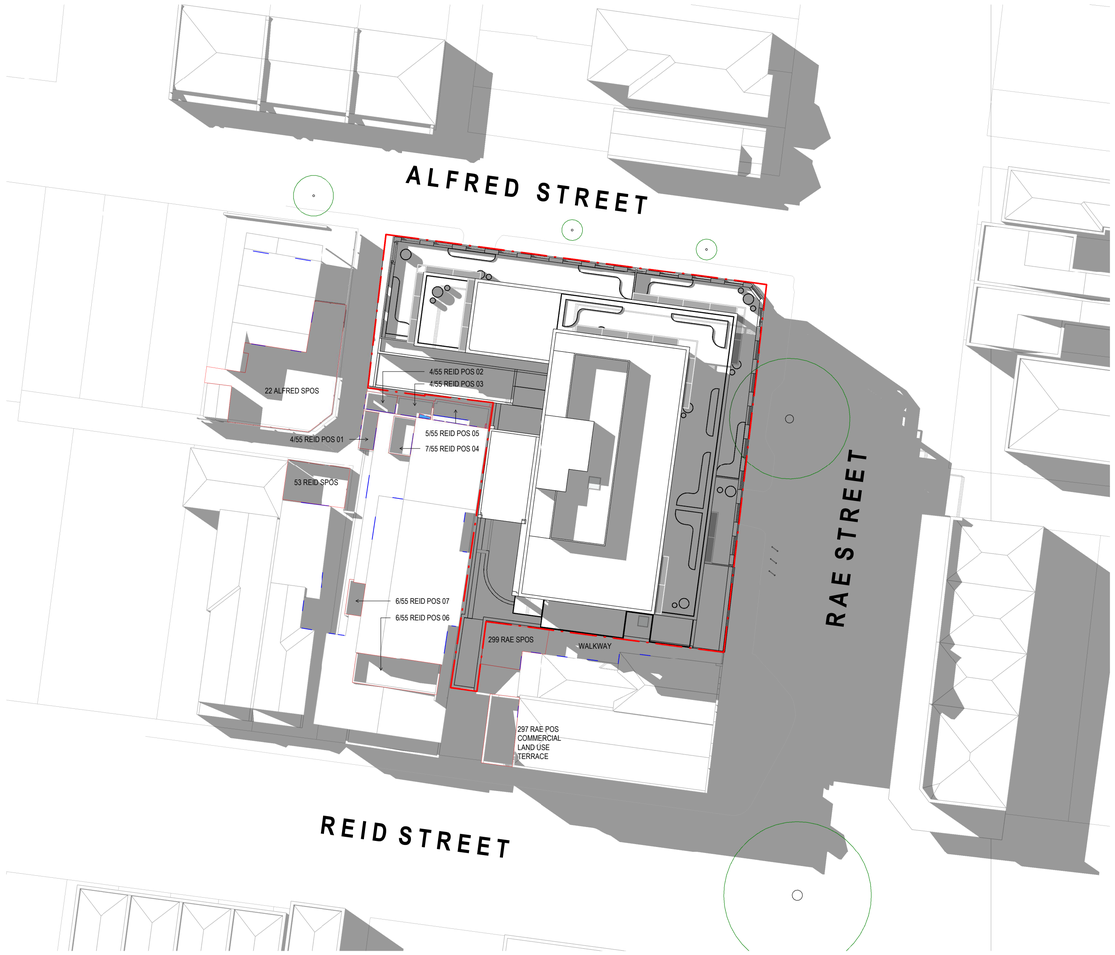
Total Private Open Space (POS)	**5.0m2**
Existing Shadowed POS	4.5m2 (90%)
Existing Unshadowed POS	**0.5m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.5m2**

297 RAE STREET (Assumed Level 01)

Total Private Open Space(POS)	**19.4m2**
Existing Shadowed POS	16.6m2 (86%)
Existing Unshadowed POS	**2.8m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**2.8m2**

299 RAE STREET

Total Secluded Private Open Space(SPOS) minimum width of 3m	**21.3m2**
Existing Shadowed SPOS	21.3m2 (100%)
Existing Unshadowed SPOS	**0m2**
Additional Shadowed SPOS	0m2 (0%)
Post-development Unshadowed SPOS	**0m2**



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Revisions

A 17.04.25	TOWN PLANNING SUBMISSION
B 20.06.25	TOWN PLANNING SUBMISSION
C 26.08.25	TOWN PLANNING SUBMISSION

Notes

N
TRUE NORTH

Consultants

-
Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

301 Rae Street Development Pty Ltd

Warren and Mahoney Living Australia Pty Ltd

Level 3, 380 Collins Street
Melbourne VIC 3000
Australia
Phone + 61 3 8547 6977

Registered Architects and Designers
www.warrenandmahoney.com

Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

SHADOW STUDY - PROPOSED 1500 SEP 22

Drawing Status

TOWN PLANNING

Drawing Details

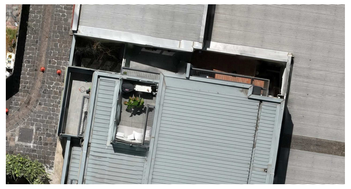
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Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP40.16 **Revision** C

WARREN AND MAHONEY



DRONE AERIAL 01



DRONE AERIAL 02

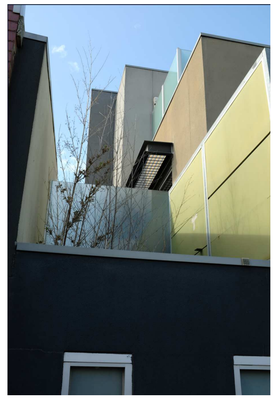


PHOTO 01 FROM LANEWAY TOWARDS 55 REID ST NORTH FACING POSs

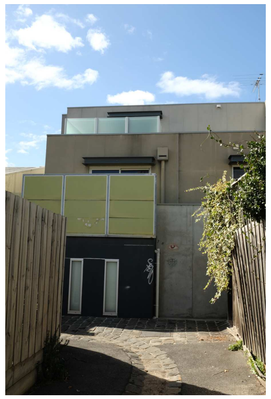
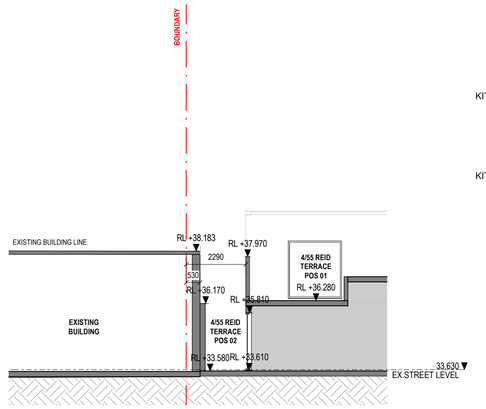
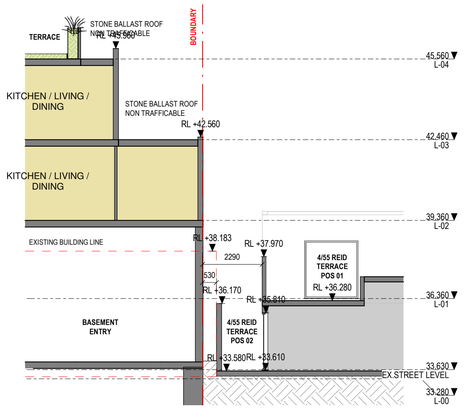


PHOTO 02 FROM LANEWAY TOWARDS 55 REID ST NORTHWEST POSs



02 — SOUTH INTERFACE 55 REID ST_ EXISTING

1 : 100



03 — SOUTH INTERFACE 55 REID ST_PROPOSED

1 : 100

APARTMENT PHOTOS SOURCED FROM REAL ESTATE.COM
APARTMENT LOCATIONS AND POS POSITIONS ASSUMED FROM PHOTOS

UNIT 4 / 55 REID STREET:

- **TERRACE 01 (Assumed Level 01)**
  Total Private Open Space (POS): 5.3m2
- **TERRACE 02 (Assumed Ground Floor)**
  Total Private Open Space (POS): 5.3m2
- **TERRACE 03 (Assumed Level 01)**
  Total Private Open Space (POS): 6.2m2



PHOTO 03: Assumed Terrace 01 (left) & 03 (right) on Level 01



PHOTO 04: Assumed Terrace 02 on Ground Level

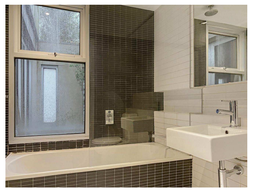


PHOTO 05: Assumed Terrace 02 on Ground Level

UNIT 5 / 55 REID STREET:

- **TERRACE 05 (Assumed Level 01)**
  Total Private Open Space (POS): 11m2

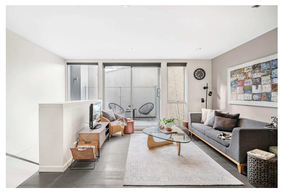


PHOTO 06: Assumed Terrace 05 on Level 01

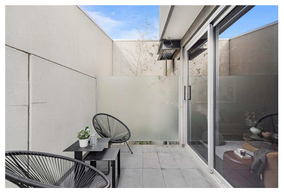


PHOTO 07: Assumed Terrace 05 on Level 01

UNIT 7 / 55 REID STREET:

- **TERRACE 04 (Assumed Level 02)**
  Total Private Open Space (POS): 7.5m2



PHOTO 08: Assumed Terrace 04 on Level 02

UNIT 6 / 55 REID STREET ***(NO PHOTOGRAPHY AVAILABLE)***

- **TERRACE 06 (Assumed Level 02)**
  Total Private Open Space (POS): 23.9m2
- **TERRACE 07 (Assumed Level 01)**
  Total Private Open Space (POS): 5.0m2



01 — 55 REID STREET POS PLAN PROPOSED

1 : 200

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Revisions

A	20.06.25	TOWN PLANNING SUBMISSION
B	26.08.25	TOWN PLANNING SUBMISSION

Notes

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

OVERSHADOWING IMPACT STUDY - 55 REID ST PHOTOS

Drawing Status

TOWN PLANNING

Drawing Details

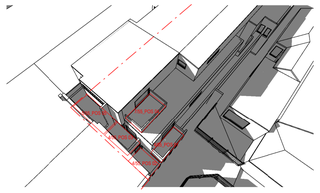
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Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP40.20

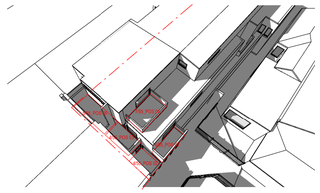
Revision B

WARREN AND MAHONEY

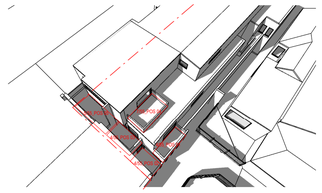
SHADOW KEY	
HORIZONTAL SURFACE	
	EXISTING SHADOWS
	ADDITIONAL SHADOWED AREA TO (S)POS
	REDUCED SHADOWED AREA TO (S)POS
	EXTENT OF NEIGHBOURING S(POS)
	SUBJECT SITE BOUNDARY



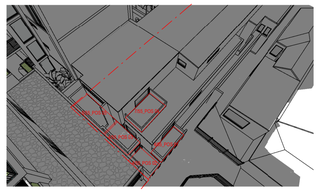
1. EXISTING SHADOWS - 0900



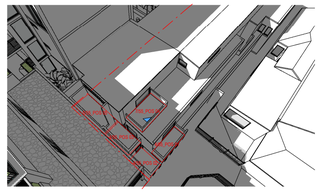
2. EXISTING SHADOWS - 1000



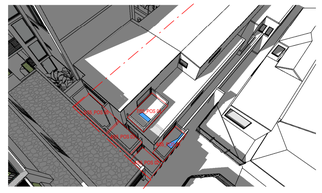
3. EXISTING SHADOWS - 1100



1. PROPOSED SHADOWS - 0900



2. PROPOSED SHADOWS - 1000



3. PROPOSED SHADOWS - 1100

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.2m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	7.5m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	11m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**4.7m2**
Existing Shadowed POS	4.7m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.2m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	7.0m2 (93%)
Existing Unshadowed POS	**0.5m2**
Additional Shadowed POS	0.5m2 (7%)
Post-development Unshadowed POS	**0.0m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	11m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	3.8m2 (72%)
Existing Unshadowed POS	**1.5m2**
Additional Shadowed POS	0.9m2 (17%)
Post-development Unshadowed POS	**0.6m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.2m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	3.7m2 (49%)
Existing Unshadowed POS	**3.8m2**
Additional Shadowed POS	0.5m2 (7%)
Post-development Unshadowed POS	**3.3m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	11m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

OVERSHADOWING IMPACT STUDY - 55 REID ST

Drawing Status

TOWN PLANNING

Drawing Details

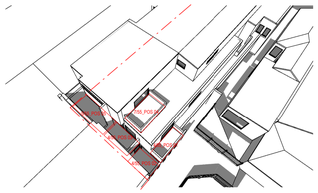
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Checked	WAM

Drawing No TP40.21

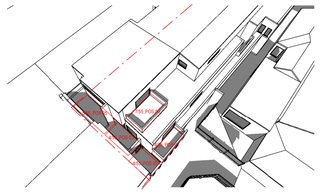
Revision C

WARREN AND MAHONEY

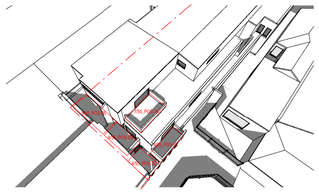
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HORIZONTAL SURFACE	
	EXISTING SHADOWS
	ADDITIONAL SHADOWED AREA TO (S)POS
	REDUCED SHADOWED AREA TO (S)POS
	EXTENT OF NEIGHBOURING S(POS)
	SUBJECT SITE BOUNDARY



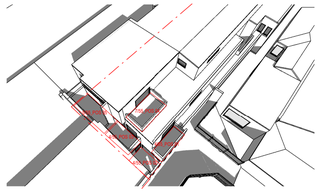
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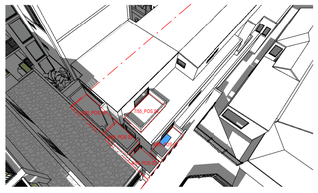
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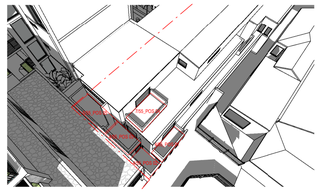
6. EXISTING SHADOWS - 1400



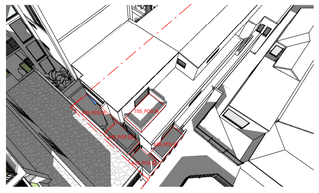
7. EXISTING SHADOWS - 1500



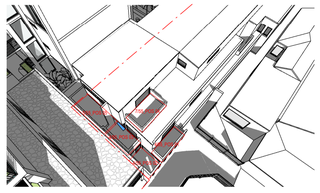
4. PROPOSED SHADOWS - 1200



5. PROPOSED SHADOWS - 1300



6. PROPOSED SHADOWS - 1400



7. PROPOSED SHADOWS - 1500

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	1.9m2 (36%)
Existing Unshadowed POS	**3.4m2**
Additional Shadowed POS	0.8m2 (15%)
Post-development Unshadowed POS	**2.6m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.2m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	1.7m2 (23%)
Existing Unshadowed POS	**5.8m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**5.8m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	11m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	3.1m2 (58%)
Existing Unshadowed POS	**2.1m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**2.1m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.3m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.2m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	2.4m2 (32%)
Existing Unshadowed POS	**5.1m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**5.1m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	11m2 (100%)
Existing Unshadowed POS	**0m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.0m2 (94%)
Existing Unshadowed POS	**0.3m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.3m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	5.0m2 (94%)
Existing Unshadowed POS	**0.3m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.3m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	6.1m2 (99%)
Existing Unshadowed POS	**0.1m2**
Additional Shadowed POS	0.1m2 (1%)
Post-development Unshadowed POS	**0m2**

UNIT 7 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	3.3m2 (44%)
Existing Unshadowed POS	**4.2m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**4.2m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	10.7m2 (97%)
Existing Unshadowed POS	**0.3m2**
Additional Shadowed POS	0.3m2 (3%)
Post-development Unshadowed POS	**0m2**

UNIT 4 / 55 REID STREET - TERRACE 01 (Assumed Level 01)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	4.7m2 (89%)
Existing Unshadowed POS	**0.6m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.6m2**

UNIT 4 / 55 REID STREET - TERRACE 02 (Assumed Ground Floor)

Total Private Open Space (POS)	**5.3m2**
Existing Shadowed POS	4.8m2 (91%)
Existing Unshadowed POS	**0.5m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**0.5m2**

UNIT 4 / 55 REID STREET - TERRACE 03 (Assumed Level 01)

Total Private Open Space (POS)	**6.2m2**
Existing Shadowed POS	5.8m2 (94%)
Existing Unshadowed POS	**0.4m2**
Additional Shadowed POS	0.4m2 (6%)
Post-development Unshadowed POS	**0m2**

UNIT 6 / 55 REID STREET - TERRACE 04 (Assumed Level 02)

Total Private Open Space (POS)	**7.5m2**
Existing Shadowed POS	4.6m2 (61%)
Existing Unshadowed POS	**2.9m2**
Additional Shadowed POS	0m2 (0%)
Post-development Unshadowed POS	**2.9m2**

UNIT 5 / 55 REID STREET - TERRACE 05 (Assumed Level 01)

Total Private Open Space (POS)	**11m2**
Existing Shadowed POS	10.9m2 (99%)
Existing Unshadowed POS	**0.1m2**
Additional Shadowed POS	0.1m2 (1%)
Post-development Unshadowed POS	**0m2**

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

Consultants

-
Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

301 Rae Street Development Pty Ltd

Warren and Mahoney Living Australia Pty Ltd

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Melbourne VIC 3000
Australia
Phone + 61 3 8547 6977

Registered Architects and Designers
www.warrenandmahoney.com

Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

OVERSHADOWING IMPACT STUDY - 55 REID ST

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

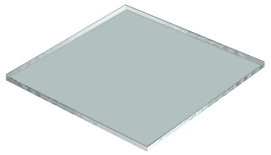
Drawing No TP40.22

Revision C

WARREN AND MAHONEY



CODE: BR-01
MATERIAL: KRAUSE EMPEROR BRICK
COLOUR: GHOST WHITE WITH LIGHT MORTAR



CODE: GL-01
MATERIAL: GLAZING
COLOUR: CLEAR DOUBLE GLAZING

NOTE: SPECULAR LIGHT REFLECTANCE TO BE LESS THAN 15% FOR ALL EXTERNAL BUILDING GLAZING WHEN MEASURED AT AN ANGLE OF 90 DEGREES TO THE SURFACE.

REFER TO ESD REPORT FOR GLAZING PERFORMANCE



CODE: GL-02
MATERIAL: GLAZING
COLOUR: OPAQUE DOUBLE GLAZING

NOTE: REFER TO ESD REPORT FOR GLAZING PERFORMANCE



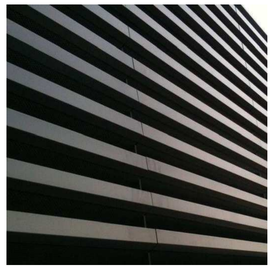
CODE: ME-01
MATERIAL: METALWORK
COLOUR: DARK PC FINISH TO METALWORK (DARK BRONZE OR SIMILAR)



CODE: ME-02
MATERIAL: METALWORK
COLOUR: DARK GREEN POWDERCOAT



CODE: RE-01
MATERIAL: TEXTURED RENDER ON EXPOSED CONCRETE, OR ALIKE
COLOUR: OFF WHITE



CODE: SC-01
MATERIAL: ACOUSTIC SCREEN
COLOUR: TO MATCH ME-01



CODE: TL-01
MATERIAL: SMALL FORMAT TILES
COLOUR: VARIED DARK GREEN

MATERIAL SCHEDULE

1 : 1

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

THE MATERIAL PALETTE HAS BEEN CAREFULLY SELECTED FOR ITS DURABILITY AND LOW MAINTENANCE, WITH FINISHES THAT ARE DESIGNED TO WEATHER GRACEFULLY AND IMPROVE IN APPEARANCE OVER TIME

Consultants

-
Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

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Fire Engineer

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

TOWN PLANNING - MATERIAL SCHEDULE

Drawing Status

TOWN PLANNING

Drawing Details

Scale	1 : 1@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP60.01

Revision C

WARREN AND MAHONEY

WARREN AND MAHONEY®

APARTMENT DESIGN GUIDELINE COMPLIANCE SCHEDULE

JOB NUMBER 10548
JOB NAME 301 Rae Street, Fitzroy North
STAGE Town Planning Application

REV B
DATE 25/08/2025

SITE AREA 1083

						LIVING AREA			BEDROOM			PRIVATE OPEN SPACE	STORAGE			
						2 BED	3 BED		MAIN BEDROOM	BED 2	BED 3	DEPTH / AREA / USEASBLE AREA	2 BEDROOM		3 BEDROOM	
APARTMENT NUMBER	DRAWING REFERENCE	BEDROOMS	CROSS VENTILATION	LIVABLE HOUSING DESIGN - GOLD	ACCESSIBLE	3.6m / 12m2	3.6m / 12m2	ROOM DEPTH 9m	3 x 3.4m / 10.2m2	3 x 3m / 9m2	3 x 3m / 9m2	2 BED / 3 BED 2m - 8m2 / 2.4m - 12m2	9m3 INTERNAL	14m3 TOTAL	12m3 INTERNAL	18m3 TOTAL
0.01	TP60.01	3					✓	✓	✓	✓	✓	✓			✓	✓
0.02	TP60.02	2	✓			✓		✓	✓	✓		✓	✓	✓		
0.03	TP60.03	2	✓			✓		✓	✓	✓		✓	✓	✓		
0.04	TP60.04	3					✓	✓	✓	✓	✓	✓			✓	✓
0.05	TP60.05	2				✓		✓	✓	✓		✓	✓	✓		
0.06	TP60.06	2	✓			✓		✓	✓	✓		✓	✓	✓		
2.01	TP60.07	2	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓		
2.02	TP60.08	3					✓	✓	✓	✓	✓	✓			✓	✓
203	TP60.09	2	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓		
2.04	TP60.10	3	✓	✓	✓		✓	✓	✓	✓	✓	✓			✓	✓
2.05	TP60.11	2	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓		
2.06	TP60.12	3	✓	✓	✓		✓	✓	✓	✓	✓	✓			✓	✓
3.01	TP60.07	2	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓		
3.02	TP60.08	3					✓	✓	✓	✓	✓	✓			✓	✓
3.03	TP60.09	2	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓		
3.04	TP60.10	3	✓	✓	✓		✓	✓	✓	✓	✓	✓			✓	✓
3.05	TP60.13	2	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓		
3.06	TP60.14	3	✓	✓	✓		✓	✓	✓	✓	✓	✓			✓	✓
4.01	TP60.15	3	✓				✓	✓	✓	✓	✓	✓			✓	✓
4.02	TP60.16	3	✓	✓	✓		✓	✓	✓	✓	✓	✓			✓	✓
4.03	TP60.17	3	✓	✓	✓		✓	✓	✓	✓	✓	✓			✓	✓
4.04	TP60.18	3	✓	✓	✓		✓	✓	✓	✓	✓	✓			✓	✓
5.01	TP60.19	3	✓				✓	✓	✓	✓	✓	✓			✓	✓
5.02	TP60.20	3	✓	✓	✓		✓	✓	✓	✓	✓	✓			✓	✓
5.03	TP60.21	3	✓	✓	✓		✓	✓	✓	✓	✓	✓			✓	✓
6.01	TP60.22	3	✓				✓	✓	✓	✓	✓	✓			✓	✓
6.02	TP60.23	3	✓				✓	✓	✓	✓	✓	✓			✓	✓

APARTMENT COUNT	CROSS VENTILATION	GOLD	ACCESSIBLE
27	81%	56%	56%

REQUIREMENT

58.03-2 Communal Open Space: Standard D7	*Area Requirement: m 2*
Development ≥ 10 Dwellings	30
Additional Area for Every Dwelling > 13	2.5
Number of Dwellings > 13	14
Total Required COS	65

COMMUNAL OPEN SPACE

Communal Open Space	*Area Provided: m 2*
Total Provided COS	222

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

Consultants

-
Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

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Registered Architects and Designers
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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

TOWN PLANNING - BADS SCHEDULE

Drawing Status

TOWN PLANNING

Drawing Details

Scale	@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP60.02 **Revision** C

WARREN AND MAHONEY®

GENERAL NOTES

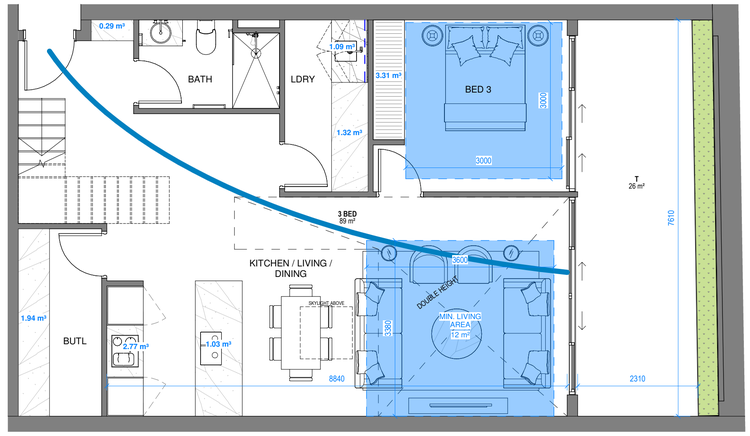
- MIN. CLEAR WIDTH OF 850mm TO DWELLING ENTRY AND MAIN BEDROOM
- WHERE REQUIRED, SHOWERS ARE HOBLESS AND DOORS HAVE REMOVABLE HINGES

LIVABLE HOUSING - GOLD STANDARD UNITS - REFER SCHEDULE FOR DWELLINGS TO MEET REQUIREMENTS (LOGO INCLUDED ON APARTMENTS TO MEET STANDARD):

- *1100mm CLEAR, CONTINUOUS, STEP FREE PATHWAY FROM THE STREET ENTRANCE / PARKING AREA TO A DWELLING ENTRANCE*
- *MAXIMUM PATHWAY SLOPE OF 1:14*
- *LEVEL TRANSITION AND THRESHOLD BETWEEN ABUTTING SURFACES (USED FOR LIVING, DINING, BEDROOM, BATHROOM, KITCHEN, LAUNDRY AND SANITARY COMPARTMENT)*
- *SHOWER TO BE SLIP RESISTANT AND HOBLESS; SCREEN TO BE EASILY REMOVABLE IF REQUIRED AT LATER DATE*
- *WALLS AROUND SHOWER, TOILET AND BATH (IF SUPPLIED) TO BE RE-INFORCED AS PER FIGURES 6, 7 & 8 OF LIVABLE HOUSING GUIDELINES TO ALLOW INSTALLATION OF GRAB (RAILS - NOGGINGS TO BE MIN. 25mm AND SHEETING 12mm +)*
- *KITCHEN TO HAVE `A SLIP RESISTANT FLOOR*
- *SWITCHES TO BE LOCTED 900-1100mm ABOVE FINISHED FLOOR LEVEL, HORIZONTALLY ALIGNED WITH DOOR HANDLE AT ENTRANCE OF ROOM*
- *POWERPOINTS TO BE INSTALLED NO LOWER THAN 300mm ABOVE FINISHED FLOOR LEVEL*
- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*

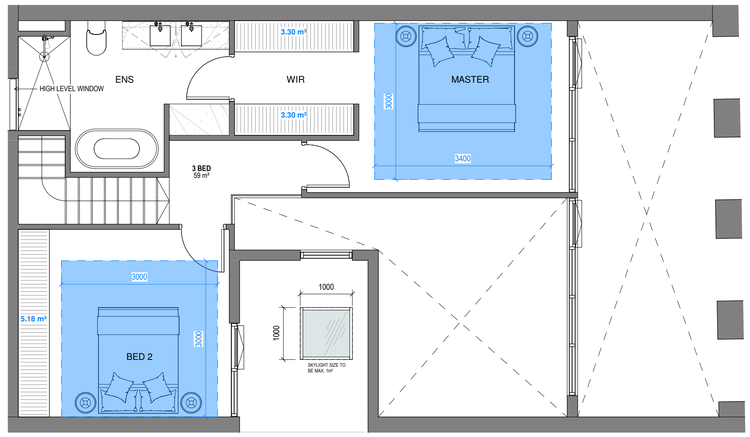
VENTILATION PATH
11.2m

ACHIEVED THROUGH LOUVRES ABOVE DOOR TO OPEN BREEZEWAY CORRIDOR



APARTMENT - 0.01

1 : 50



APARTMENT - 0.01 UPPER

1 : 50

INTERNAL STORAGE - GROUND	
Apartment Type	Storage Volume
0.01	23.25 m³
0.02	17.42 m³
0.03	21.65 m³
0.04	19.94 m³
0.05	11.35 m³
0.06	19.27 m³

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Revisions

—

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

—

N

TRUE NORTH

Consultants

—

-
Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

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Warren and Mahoney Living Australia Pty Ltd

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Registered Architects and Designers
www.warrenandmahoney.com

Project Title

—

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

APARTMENT TYPE 0.01

Drawing Status

—

TOWN PLANNING

Drawing Details

—

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP60.10

Revision — C

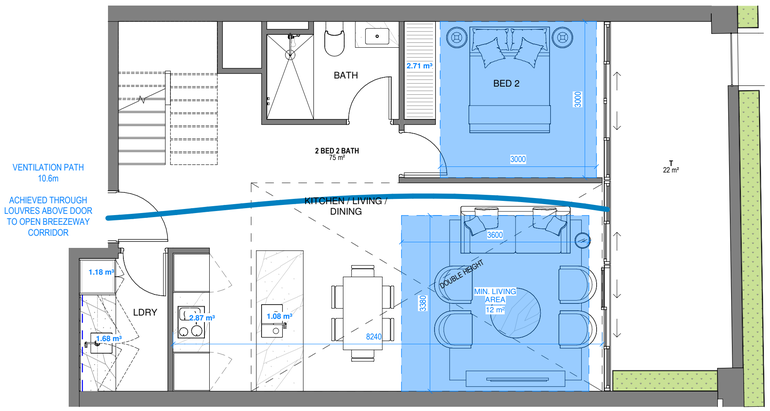
WARREN AND MAHONEY

GENERAL NOTES

- MIN. CLEAR WIDTH OF 850mm TO DWELLING ENTRY AND MAIN BEDROOM
- WHERE REQUIRED, SHOWERS ARE HOBLESS AND DOORS HAVE REMOVABLE HINGES

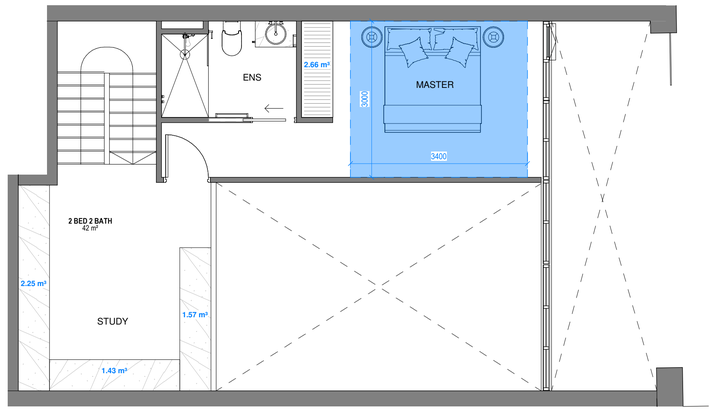
LIVABLE HOUSING - GOLD STANDARD UNITS - REFER SCHEDULE FOR DWELLINGS TO MEET REQUIREMENTS (LOGO INCLUDED ON APARTMENTS TO MEET STANDARD):

- *1100mm CLEAR, CONTINUOUS, STEP FREE PATHWAY FROM THE STREET ENTRANCE / PARKING AREA TO A DWELLING ENTRANCE*
- *MAXIMUM PATHWAY SLOPE OF 1:14*
- *LEVEL TRANSITION AND THRESHOLD BETWEEN ABUTTING SURFACES (USED FOR LIVING, DINING, BEDROOM, BATHROOM, KITCHEN, LAUNDRY AND SANITARY COMPARTMENT)*
- *SHOWER TO BE SLIP RESISTANT AND HOBLESS; SCREEN TO BE EASILY REMOVABLE IF REQUIRED AT LATER DATE*
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- *KITCHEN TO HAVE `A SLIP RESISTANT FLOOR*
- *SWITCHES TO BE LOCTED 900-1100mm ABOVE FINISHED FLOOR LEVEL, HORIZONTALLY ALIGNED WITH DOOR HANDLE AT ENTRANCE OF ROOM*
- *POWERPOINTS TO BE INSTALLED NO LOWER THAN 300mm ABOVE FINISHED FLOOR LEVEL*
- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*



APARTMENT - 0.02

1 : 50



APARTMENT - 0.02 UPPER

1 : 50

INTERNAL STORAGE - GROUND	
Apartment Type	Storage Volume
0.01	23.25 m³
0.02	17.42 m³
0.03	21.65 m³
0.04	19.94 m³
0.05	11.35 m³
0.06	19.27 m³

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Revisions

—

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

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N

TRUE NORTH

Consultants

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-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

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Electrical Engineer

Client

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Warren and Mahoney Living Australia Pty Ltd

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Phone + 61 3 8547 6977

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Registered Architects and Designers
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Project Title

—

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

APARTMENT TYPE 0.02

Drawing Status

—

TOWN PLANNING

Drawing Details

—

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP60.11

Revision — C

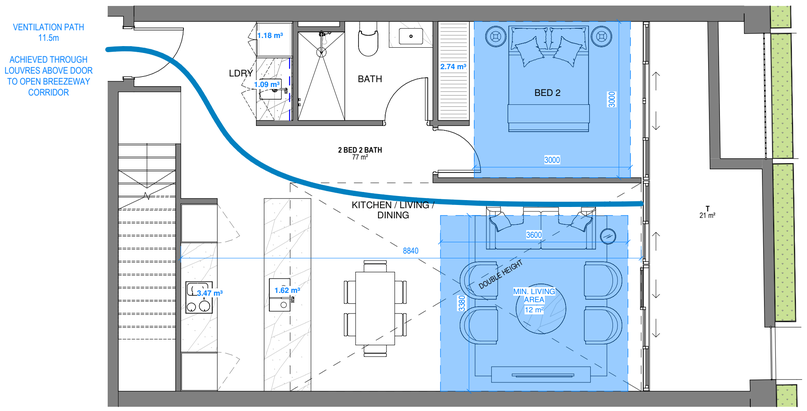
WARREN AND MAHONEY

GENERAL NOTES

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- WHERE REQUIRED, SHOWERS ARE HOBLESS AND DOORS HAVE REMOVABLE HINGES

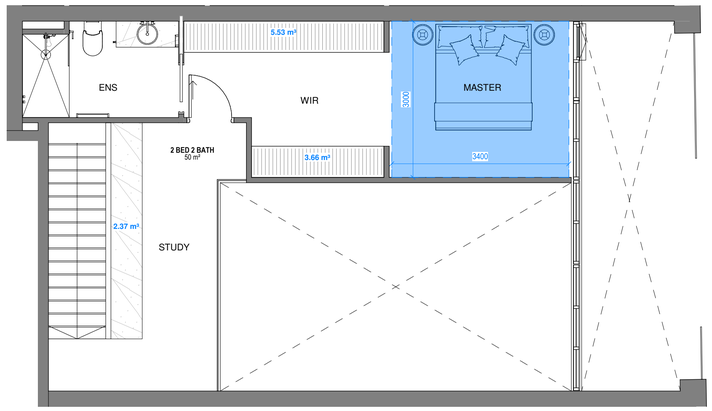
LIVABLE HOUSING - GOLD STANDARD UNITS - REFER SCHEDULE FOR DWELLINGS TO MEET REQUIREMENTS (LOGO INCLUDED ON APARTMENTS TO MEET STANDARD):

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- *POWERPOINTS TO BE INSTALLED NO LOWER THAN 300mm ABOVE FINISHED FLOOR LEVEL*
- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*



APARTMENT - 0.03

1 : 50



APARTMENT - 0.03 UPPER

1 : 50

INTERNAL STORAGE - GROUND	
Apartment Type	Storage Volume
0.01	23.25 m³
0.02	17.42 m³
0.03	21.65 m³
0.04	19.94 m³
0.05	11.35 m³
0.06	19.27 m³

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Revisions

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A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

—

N

TRUE NORTH

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Project Title

—

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

APARTMENT TYPE 0.03

Drawing Status

—

TOWN PLANNING

Drawing Details

—

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP60.12

Revision — C

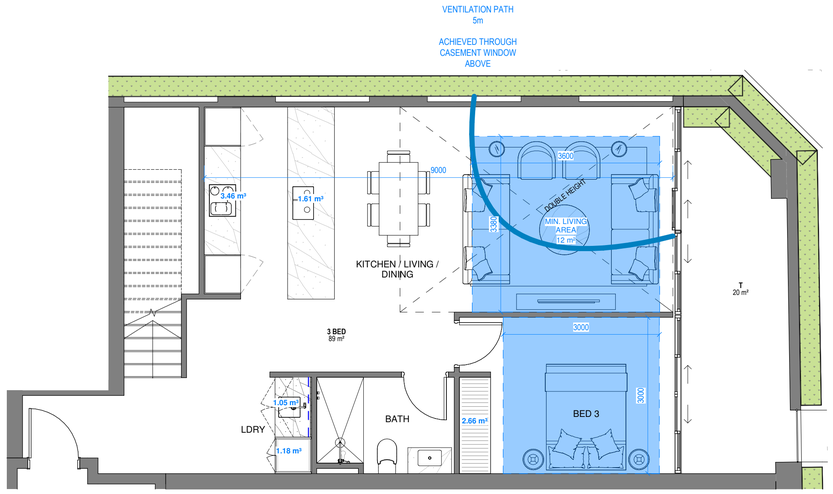
WARREN AND MAHONEY

GENERAL NOTES

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- WHERE REQUIRED, SHOWERS ARE HOBLESS AND DOORS HAVE REMOVABLE HINGES

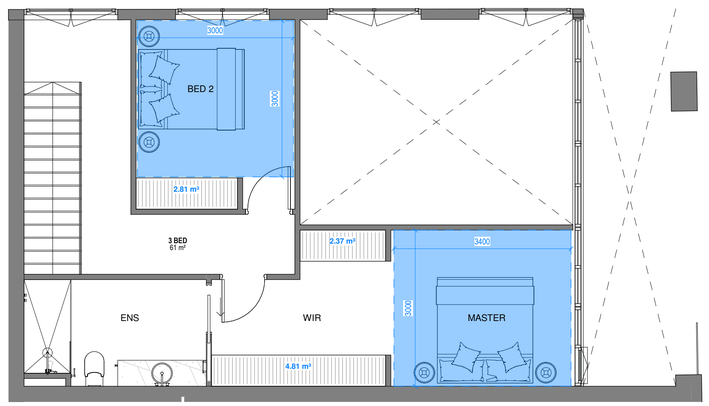
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- *SWITCHES TO BE LOCTED 900-1100mm ABOVE FINISHED FLOOR LEVEL, HORIZONTALLY ALIGNED WITH DOOR HANDLE AT ENTRANCE OF ROOM*
- *POWERPOINTS TO BE INSTALLED NO LOWER THAN 300mm ABOVE FINISHED FLOOR LEVEL*
- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*



APARTMENT - 0.04

1 : 50



APARTMENT - 0.04 UPPER

1 : 50

INTERNAL STORAGE - GROUND	
Apartment Type	Storage Volume
0.01	23.25 m³
0.02	17.42 m³
0.03	21.65 m³
0.04	19.94 m³
0.05	11.35 m³
0.06	19.27 m³

All dimension to be verified on site before producing shop drawings or commencing any work.
Do not scale. The copyright of this drawing remains with Warren and Mahoney Australia Living Pty Ltd.

Revisions

—

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

—

N

TRUE NORTH

Consultants

—

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

—

301 Rae Street Development Pty Ltd

Warren and Mahoney Living Australia Pty Ltd

—

Level 3, 380 Collins Street
Melbourne VIC 3000
Australia
Phone + 61 3 8547 6977

—

Registered Architects and Designers
www.warrenandmahoney.com

Project Title

—

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

APARTMENT TYPE 0.04

Drawing Status

—

TOWN PLANNING

Drawing Details

—

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP60.13

Revision — C

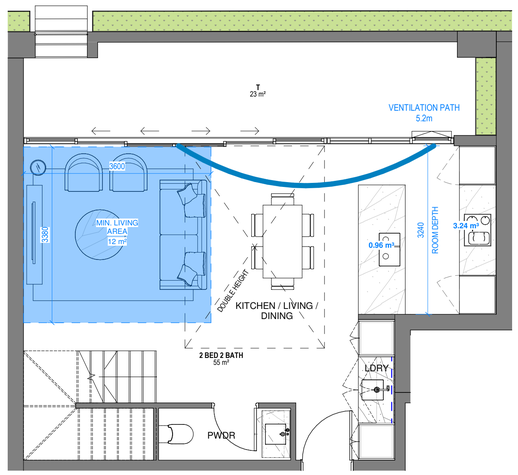
WARREN AND MAHONEY

GENERAL NOTES

- MIN. CLEAR WIDTH OF 850mm TO DWELLING ENTRY AND MAIN BEDROOM
- WHERE REQUIRED, SHOWERS ARE HOBLESS AND DOORS HAVE REMOVABLE HINGES

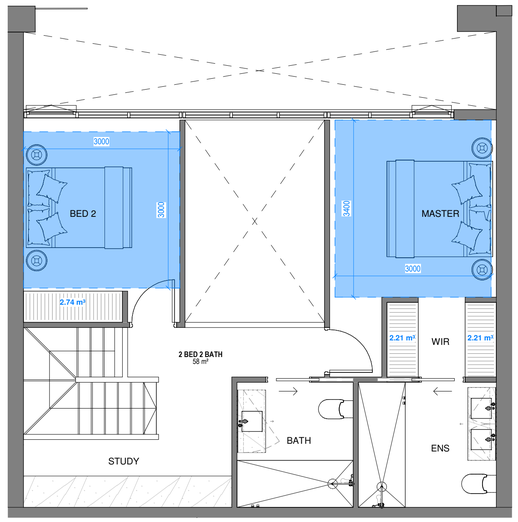
LIVABLE HOUSING - GOLD STANDARD UNITS - REFER SCHEDULE FOR DWELLINGS TO MEET REQUIREMENTS (LOGO INCLUDED ON APARTMENTS TO MEET STANDARD):

- *1100mm CLEAR, CONTINUOUS, STEP FREE PATHWAY FROM THE STREET ENTRANCE / PARKING AREA TO A DWELLING ENTRANCE*
- *MAXIMUM PATHWAY SLOPE OF 1:14*
- *LEVEL TRANSITION AND THRESHOLD BETWEEN ABUTTING SURFACES (USED FOR LIVING, DINING, BEDROOM, BATHROOM, KITCHEN, LAUNDRY AND SANITARY COMPARTMENT)*
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- *POWERPOINTS TO BE INSTALLED NO LOWER THAN 300mm ABOVE FINISHED FLOOR LEVEL*
- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*



APARTMENT - 0.05

1 : 50



APARTMENT - 0.05 UPPER

1 : 50

INTERNAL STORAGE - GROUND	
Apartment Type	Storage Volume
0.01	23.25 m³
0.02	17.42 m³
0.03	21.65 m³
0.04	19.94 m³
0.05	11.35 m³
0.06	19.27 m³

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Revisions

—

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

—

N

TRUE NORTH

Consultants

—

-
Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

—

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Australia
Phone + 61 3 8547 6977

—

Registered Architects and Designers
www.warrenandmahoney.com

Project Title

—

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

APARTMENT TYPE 0.05

Drawing Status

—

TOWN PLANNING

Drawing Details

—

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP60.14

Revision — C

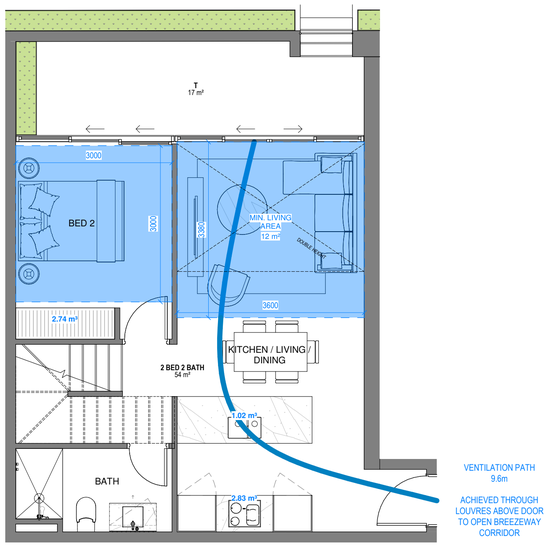
WARREN AND MAHONEY

GENERAL NOTES

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- WHERE REQUIRED, SHOWERS ARE HOBLESS AND DOORS HAVE REMOVABLE HINGES

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- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*

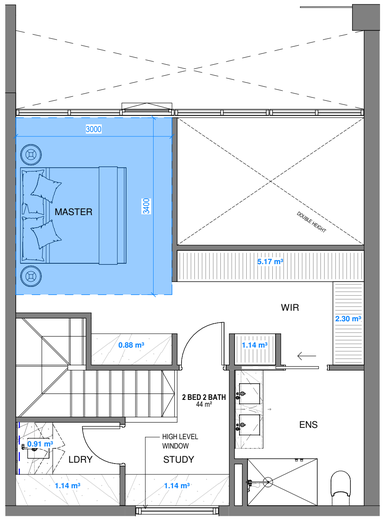


VENTILATION PATH
9.6m

ACHIEVED THROUGH LOUVRES ABOVE DOOR TO OPEN BREEZEWAY CORRIDOR

APARTMENT - 0.06

1 : 50



APARTMENT - 0.06 UPPER

1 : 50

INTERNAL STORAGE - GROUND	
Apartment Type	Storage Volume
0.01	23.25 m³
0.02	17.42 m³
0.03	21.65 m³
0.04	19.94 m³
0.05	11.35 m³
0.06	19.27 m³

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Revisions

—

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

—

N

TRUE NORTH

Consultants

—

-
Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

—

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Warren and Mahoney Living Australia Pty Ltd

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Melbourne VIC 3000
Australia
Phone + 61 3 8547 6977

—

Registered Architects and Designers
www.warrenandmahoney.com

Project Title

—

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

APARTMENT TYPE 0.06

Drawing Status

—

TOWN PLANNING

Drawing Details

—

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP60.15

Revision — C

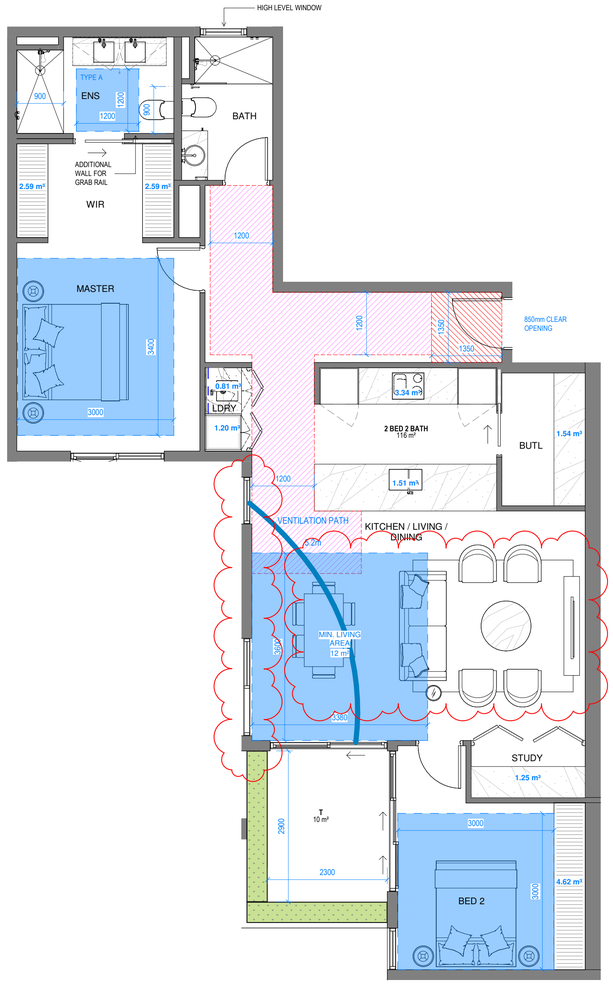
WARREN AND MAHONEY

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- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*



APARTMENT - 2.01 & 3.01

1 : 50

INTERNAL STORAGE - LEVEL 02	
Apartment Type	Storage Volume
2.01	19.44 m³
2.02	26.00 m³
2.03	17.37 m³
2.04	24.50 m³
2.05	16.40 m³
2.06	28.84 m³

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION
D	11.09.25	TOWN PLANNING SUBMISSION

Notes

TRUE NORTH

Consultants

-
Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

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Phone + 61 3 8547 6977

Registered Architects and Designers
www.warrenandmahoney.com

Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

APARTMENT TYPE 2.01 & 3.01

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	11.09.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP60.16 **Revision** D

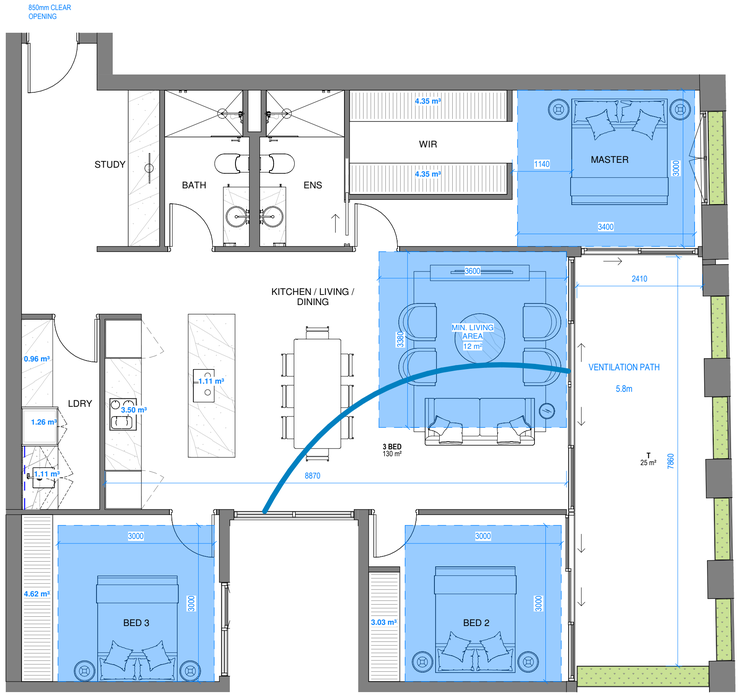
WARREN AND MAHONEY

GENERAL NOTES

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- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*



APARTMENT - 2.02 & 3.02

1 : 50

INTERNAL STORAGE - LEVEL 02	
Apartment Type	Storage Volume
2.01	19.44 m³
2.02	26.00 m³
2.03	17.37 m³
2.04	24.50 m³
2.05	16.40 m³
2.06	28.84 m³

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

N

TRUE NORTH

Consultants

-
Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

301 Rae Street Development Pty Ltd

Warren and Mahoney Living Australia Pty Ltd

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Melbourne VIC 3000
Australia
Phone + 61 3 8547 6977

Registered Architects and Designers
www.warrenandmahoney.com

Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

APARTMENT TYPE 2.02 & 3.02

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP60.17 **Revision** C

WARREN AND MAHONEY

GENERAL NOTES

- MIN. CLEAR WIDTH OF 850mm TO DWELLING ENTRY AND MAIN BEDROOM
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- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*



APARTMENT - 2.03 & 3.03

1 : 50

INTERNAL STORAGE - LEVEL 02	
Apartment Type	Storage Volume
2.01	19.44 m³
2.02	26.00 m³
2.03	17.37 m³
2.04	24.50 m³
2.05	16.40 m³
2.06	28.84 m³

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Revisions

—

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

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N

TRUE NORTH

Consultants

—

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

—

301 Rae Street Development Pty Ltd

Warren and Mahoney Living Australia Pty Ltd

—

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Australia
Phone + 61 3 8547 6977

—

Registered Architects and Designers
www.warrenandmahoney.com

Project Title

—

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

APARTMENT TYPE 2.03 & 3.03

Drawing Status

—

TOWN PLANNING

Drawing Details

—

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP60.18

Revision — C

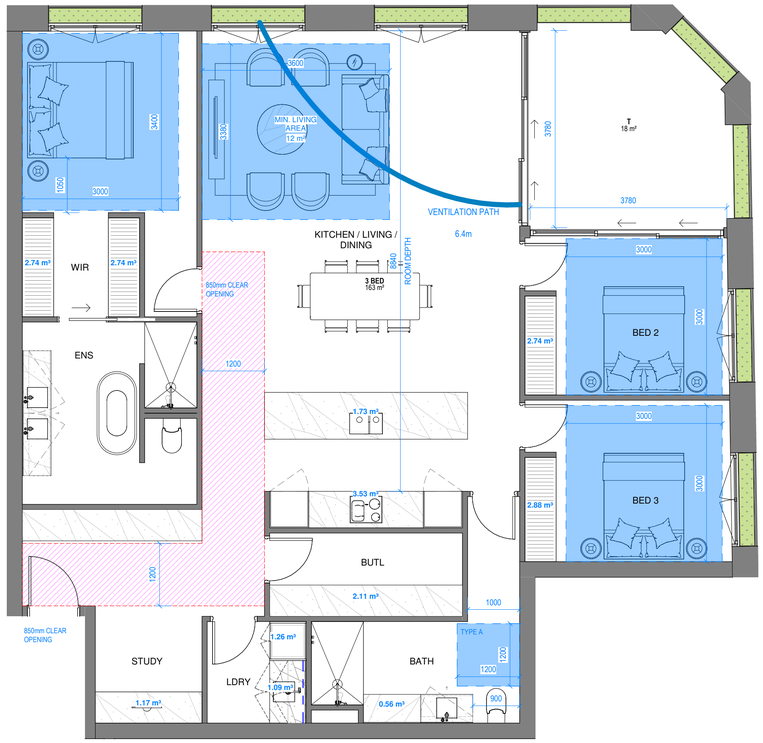
WARREN AND MAHONEY

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- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*



APARTMENT - 2.04 & 3.04

1 : 50

INTERNAL STORAGE - LEVEL 02	
Apartment Type	Storage Volume
2.01	19.44 m³
2.02	26.00 m³
2.03	17.37 m³
2.04	24.50 m³
2.05	16.40 m³
2.06	28.84 m³

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Revisions

—

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

—

Gold Livable Housing Design

N

TRUE NORTH

Consultants

—

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

—

301 Rae Street Development Pty Ltd

Warren and Mahoney Living Australia Pty Ltd

—

Level 3, 380 Collins Street
Melbourne VIC 3000
Australia
Phone + 61 3 8547 6977

—

Registered Architects and Designers
www.warrenandmahoney.com

Project Title

—

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

APARTMENT TYPE
2.04 & 3.04

Drawing Status

—

TOWN PLANNING

Drawing Details

—

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP60.19

Revision — C

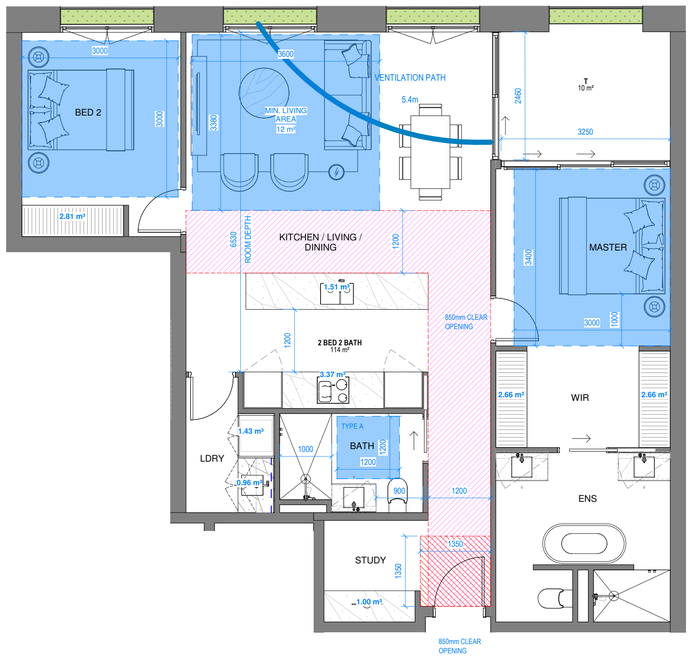
WARREN AND MAHONEY

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APARTMENT - 2.05

1 : 50

INTERNAL STORAGE - LEVEL 02	
Apartment Type	Storage Volume
2.01	19.44 m³
2.02	26.00 m³
2.03	17.37 m³
2.04	24.50 m³
2.05	16.40 m³
2.06	28.84 m³

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Revisions

—

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

—

Gold Livable Housing Design

N

TRUE NORTH

Consultants

—

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

—

301 Rae Street Development Pty Ltd

Warren and Mahoney Living Australia Pty Ltd

—

Level 3, 380 Collins Street
Melbourne VIC 3000
Australia
Phone + 61 3 8547 6977

—

Registered Architects and Designers
www.warrenandmahoney.com

Project Title

—

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

APARTMENT TYPE 2.05

Drawing Status

—

TOWN PLANNING

Drawing Details

—

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP60.20

Revision — C

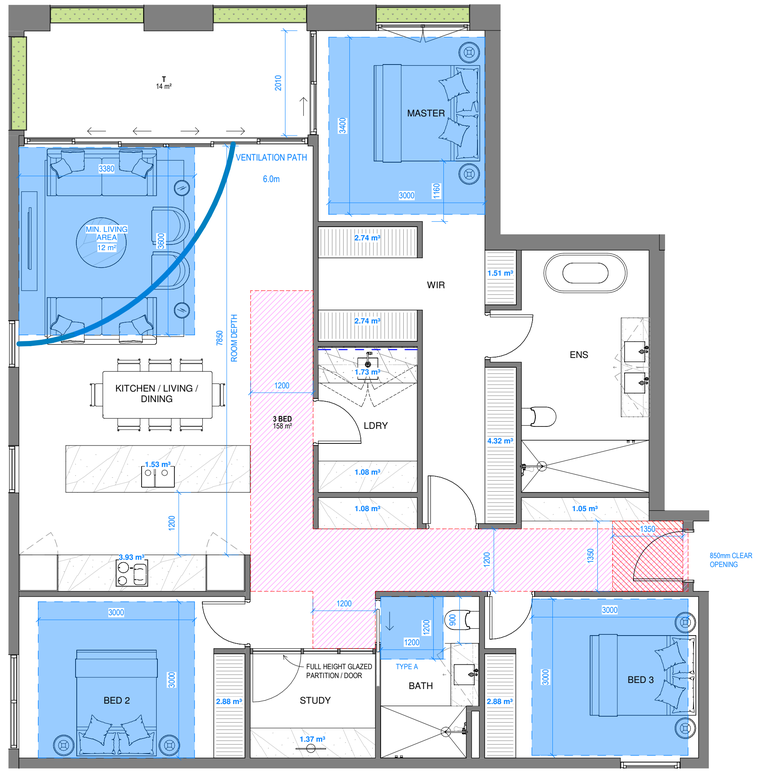
WARREN AND MAHONEY

GENERAL NOTES

- MIN. CLEAR WIDTH OF 850mm TO DWELLING ENTRY AND MAIN BEDROOM
- WHERE REQUIRED, SHOWERS ARE HOBLESS AND DOORS HAVE REMOVABLE HINGES

LIVABLE HOUSING - GOLD STANDARD UNITS - REFER SCHEDULE FOR DWELLINGS TO MEET REQUIREMENTS (LOGO INCLUDED ON APARTMENTS TO MEET STANDARD):

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- *MAXIMUM PATHWAY SLOPE OF 1:14*
- *LEVEL TRANSITION AND THRESHOLD BETWEEN ABUTTING SURFACES (USED FOR LIVING, DINING, BEDROOM, BATHROOM, KITCHEN, LAUNDRY AND SANITARY COMPARTMENT)*
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- *POWERPOINTS TO BE INSTALLED NO LOWER THAN 300mm ABOVE FINISHED FLOOR LEVEL*
- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*



APARTMENT - 2.06

1 : 50

INTERNAL STORAGE - LEVEL 02	
Apartment Type	Storage Volume
2.01	19.44 m³
2.02	26.00 m³
2.03	17.37 m³
2.04	24.50 m³
2.05	16.40 m³
2.06	28.84 m³

All dimension to be verified on site before producing shop drawings or commencing any work.
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Revisions

—

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

—

N

TRUE NORTH

Consultants

—

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

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Project Title

—

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

APARTMENT TYPE 2.06

Drawing Status

—

TOWN PLANNING

Drawing Details

—

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP60.21

Revision — C

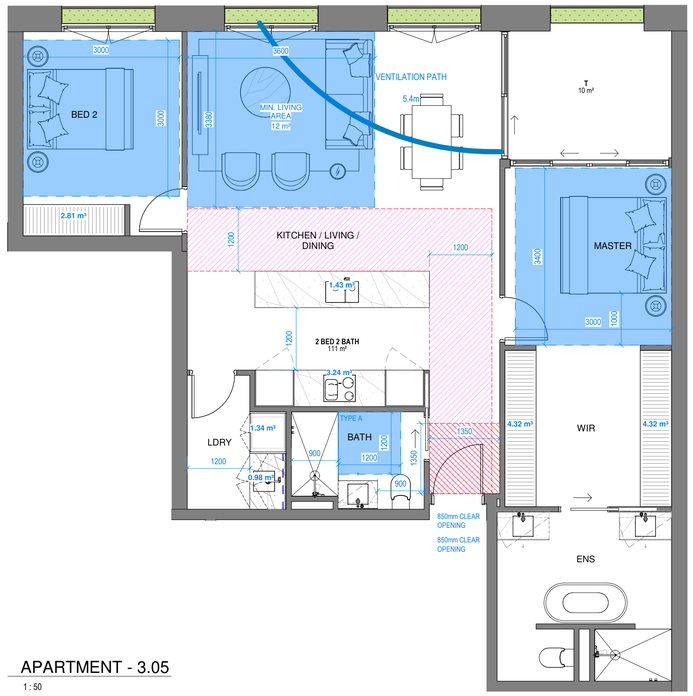
WARREN AND MAHONEY

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- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*



APARTMENT - 3.05

1 : 50

INTERNAL STORAGE - LEVEL 03	
Apartment Type	Storage Volume
3.05	18.44 m³
3.06	18.09 m³

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Revisions

—

A	17.04.25	TOWN PLANNING SUBMISSION
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C	26.08.25	TOWN PLANNING SUBMISSION

Notes

—

N

TRUE NORTH

Consultants

—

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

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www.warrenandmahoney.com

Project Title

—

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

APARTMENT TYPE 3.05

Drawing Status

—

TOWN PLANNING

Drawing Details

—

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP60.22

Revision — C

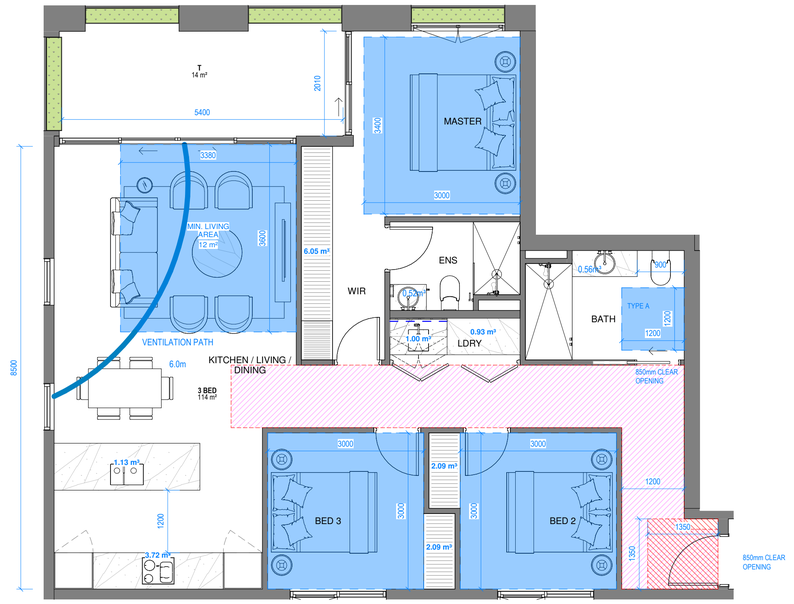
WARREN AND MAHONEY

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- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*



APARTMENT - 3.06

1 : 50

INTERNAL STORAGE - LEVEL 03	
Apartment Type	Storage Volume
3.05	18.44 m³
3.06	18.09 m³

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Revisions

—

A	17.04.25	TOWN PLANNING SUBMISSION
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C	26.08.25	TOWN PLANNING SUBMISSION

Notes

—

Gold Livable Housing Design

N

TRUE NORTH

Consultants

—

-
Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

—

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Registered Architects and Designers
www.warrenandmahoney.com

Project Title

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RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

—

APARTMENT TYPE 3.06

Drawing Status

—

TOWN PLANNING

Drawing Details

—

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP60.23

Revision — C

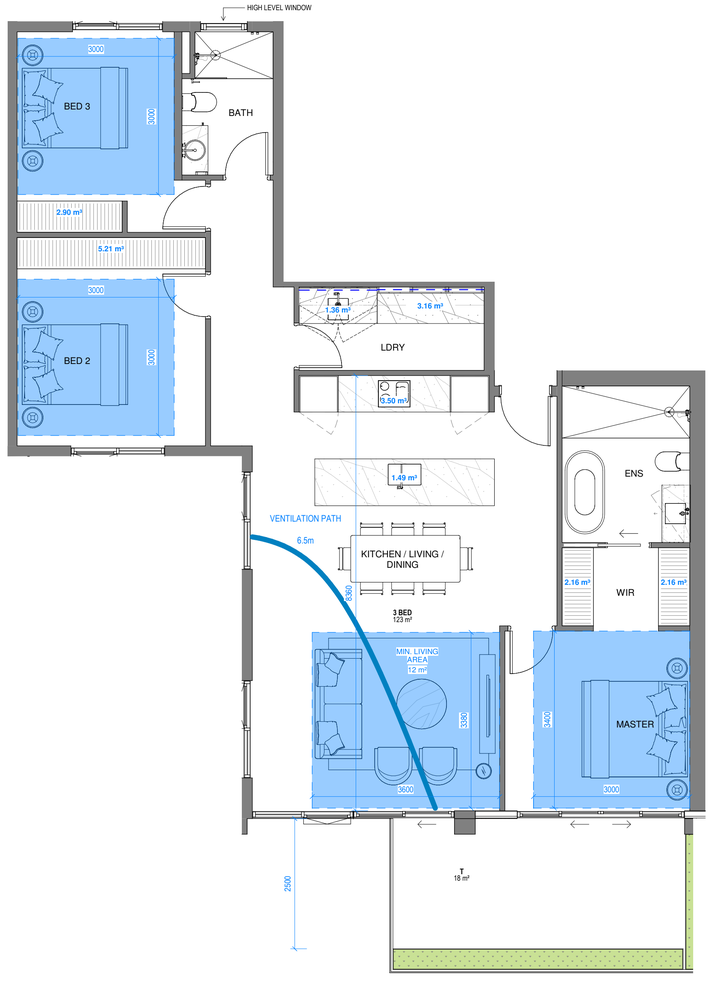
WARREN AND MAHONEY

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APARTMENT - 4.01

1 : 50

INTERNAL STORAGE - LEVEL 04	
Apartment Type	Storage Volume
4.01	21.93 m³
4.02	19.96 m³
4.03	25.29 m³
4.04	30.41 m³

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

N

TRUE NORTH

Consultants

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

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Phone + 61 3 8547 6977

Registered Architects and Designers
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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

APARTMENT TYPE 4.01

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP60.24

Revision — C

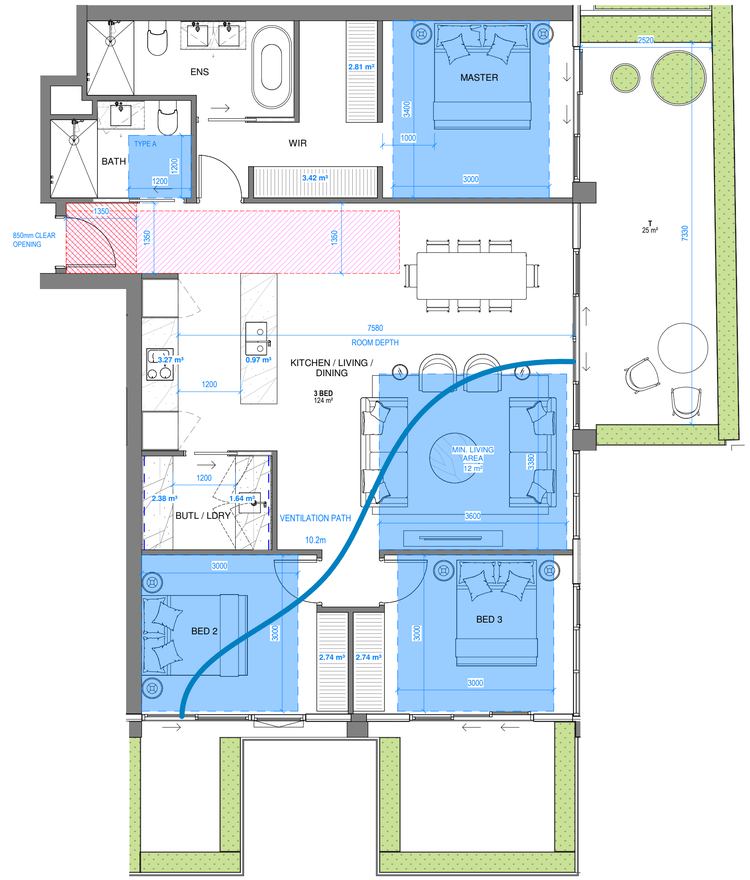
WARREN AND MAHONEY

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- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*



APARTMENT - 4.02

1 : 50

INTERNAL STORAGE - LEVEL 04	
Apartment Type	Storage Volume
4.01	21.93 m³
4.02	19.96 m³
4.03	25.29 m³
4.04	30.41 m³

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

N

TRUE NORTH

Consultants

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

APARTMENT TYPE 4.02

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP60.25

Revision C

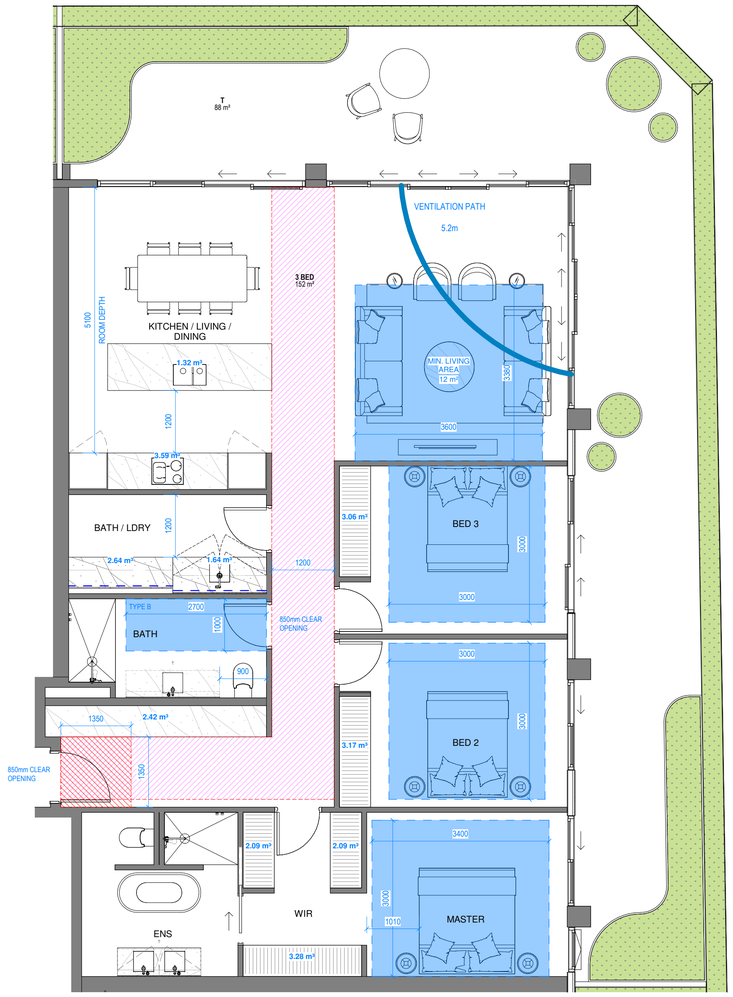
WARREN AND MAHONEY

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APARTMENT - 4.03

1 : 50

INTERNAL STORAGE - LEVEL 04	
Apartment Type	Storage Volume
4.01	21.93 m³
4.02	19.96 m³
4.03	25.29 m³
4.04	30.41 m³

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

Gold Livable Housing Design

N

TRUE NORTH

Consultants

-

Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

Client

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

APARTMENT TYPE 4.03

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP60.26 **Revision** C

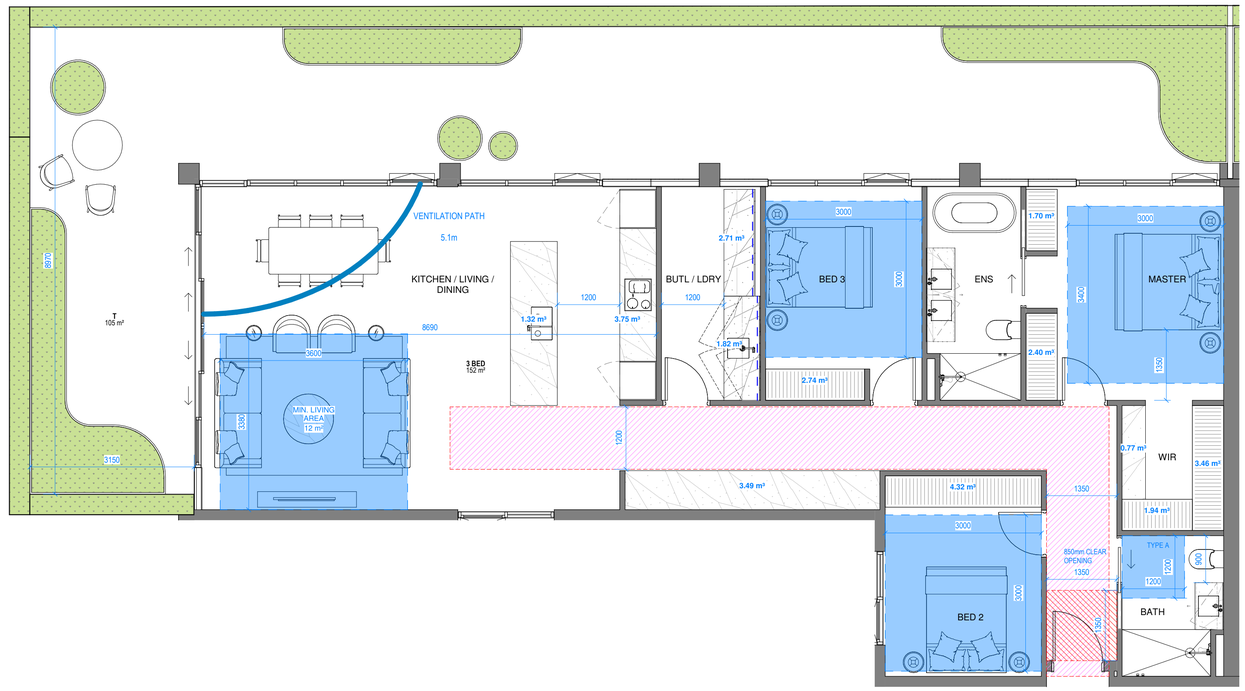
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- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*



APARTMENT - 4.04

1 : 50

INTERNAL STORAGE - LEVEL 04	
Apartment Type	Storage Volume
4.01	21.93 m³
4.02	19.96 m³
4.03	25.29 m³
4.04	30.41 m³

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Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

Gold Livable Housing Design

N

TRUE NORTH

Consultants

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

APARTMENT TYPE 4.04

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP60.27 **Revision** C

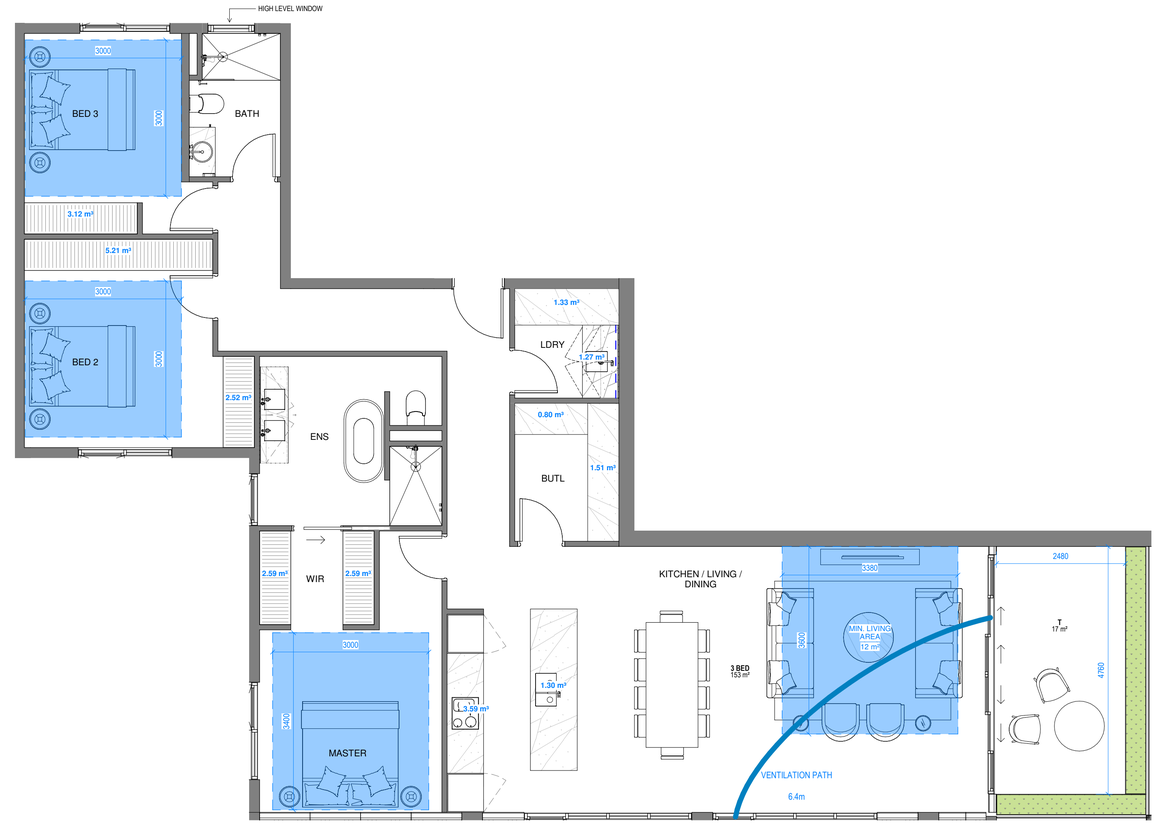
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- *DOOR HARDWARE TO BE 900-1100mm ABOVE FINISHED FLOOR LEVEL*



APARTMENT - 5.01

1 : 50

INTERNAL STORAGE - LEVEL 05	
Apartment Type	Storage Volume
5.01	25.83 m³
5.02	26.93 m³
5.03	27.43 m³

All dimension to be verified on site before producing shop drawings or commencing any work.
Do not scale. The copyright of this drawing remains with Warren and Mahoney Australia Living Pty Ltd.

Revisions

A	17.04.25	TOWN PLANNING SUBMISSION
B	20.06.25	TOWN PLANNING SUBMISSION
C	26.08.25	TOWN PLANNING SUBMISSION

Notes

N

TRUE NORTH

Consultants

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Project Manager

BCE Consultants
Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
Fire Engineer

Maccormack Consultants
Electrical Engineer

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Registered Architects and Designers
www.warrenandmahoney.com

Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

APARTMENT TYPE 5.01

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP60.28 **Revision** C

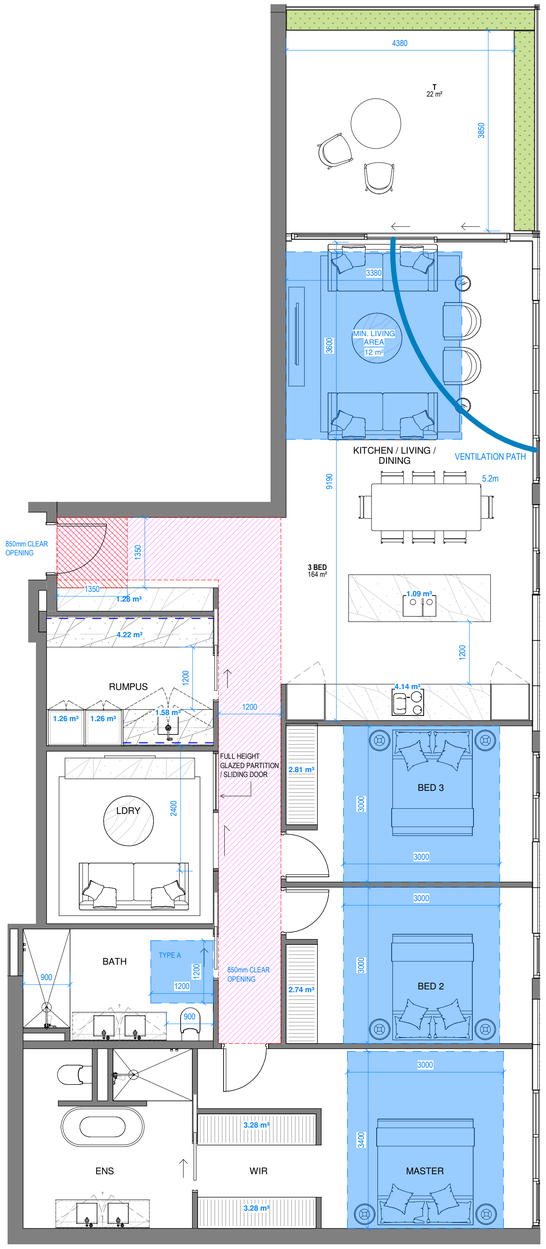
WARREN AND MAHONEY

GENERAL NOTES

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APARTMENT - 5.02

1 : 50

INTERNAL STORAGE - LEVEL 05	
Apartment Type	Storage Volume
5.01	25.83 m³
5.02	26.93 m³
5.03	27.43 m³

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TRUE NORTH

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Structural Engineer

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

APARTMENT TYPE 5.02

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No — TP60.29

Revision — C

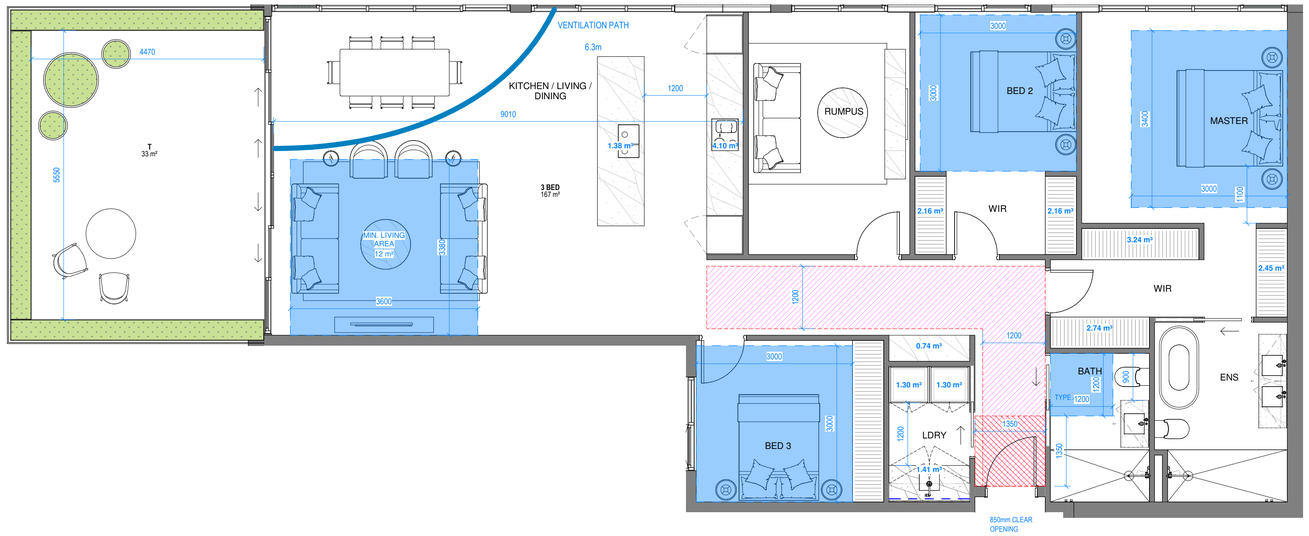
WARREN AND MAHONEY

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APARTMENT - 5.03

1 : 50

INTERNAL STORAGE - LEVEL 05	
Apartment Type	Storage Volume
5.01	25.83 m³
5.02	26.93 m³
5.03	27.43 m³

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Revisions

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Notes

TRUE NORTH

Consultants

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Structural Engineer

Maccormack Consultants
Mechanical Engineer

Sqr1 Consultants
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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

APARTMENT TYPE 5.03

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP60.30 **Revision** C

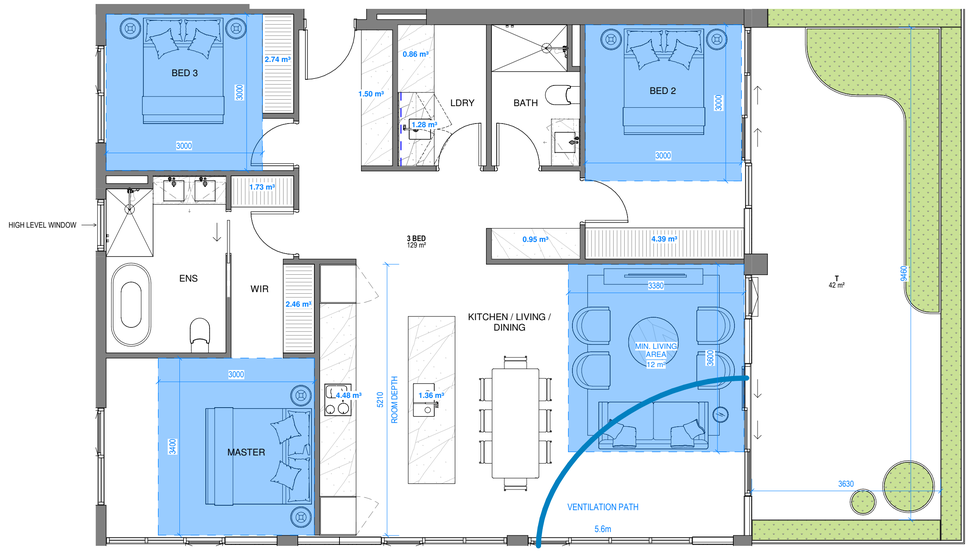
WARREN AND MAHONEY

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APARTMENT - 6.01

1 : 50

INTERNAL STORAGE - LEVEL 06	
Apartment Type	Storage Volume
6.01	21.74 m²
6.02	22.75 m²

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Revisions

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TRUE NORTH

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

APARTMENT TYPE 6.01

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP60.31 **Revision** C

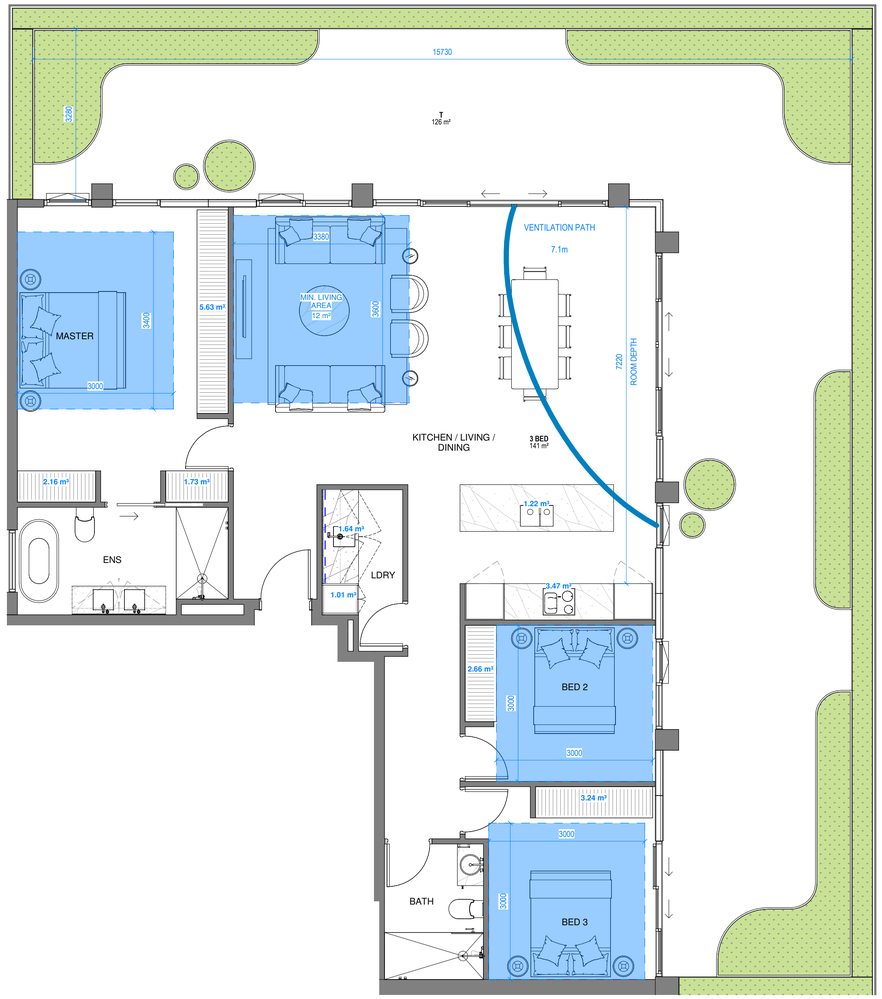
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APARTMENT - 6.02

1 : 50

INTERNAL STORAGE - LEVEL 06	
Apartment Type	Storage Volume
6.01	21.74 m²
6.02	22.75 m²

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Project Title

RS301

301-317 Rae St, Fitzroy North VIC

Drawing Title

APARTMENT TYPE 6.02

Drawing Status

TOWN PLANNING

Drawing Details

Scale	As indicated@ A1
Date	26.08.25
Job No	10578
Drawn	WAM
Checked	WAM

Drawing No TP60.32 **Revision** C

WARREN AND MAHONEY

Heritage Formal Referral Response

Application Information:

Referral Officer:	**Michelle Bashta**
Officer:	Nish Goonetilleke
Council Reference:	PPE25/0589
Address:	301-317 Rae Street, Fitzroy North
Proposal:	301-317 RAE STREET FITZROY NORTH - New referral from Department of Transport and Planning - PA2503916 CRM:0457366
Relevant Overlays	HO327 **Heritage Grade:** Non-contributory
Yarra Planning Scheme References	• Clause 02.01-6 Municipal planning strategy - Built environment and heritage • Clause 02.03-4 Strategic directions – Built environment and heritage • Clause 15.03-1S Heritage conservation • Clause 15.03-1L Heritage • Clause 43.01 Heritage Overlay As per the Schedule to the Heritage Overlay, there are no internal alteration, external paint, or tree controls. Solar energy system controls apply.
Comments Sought:	Comments on the application from a heritage perspective are requested on the following: • Extent of demolition; • Building height, massing and materials; and • Any other matters.
Disclaimer:	Council's Heritage Advisor provides the following information which is based on the information provided in the referral request memo referenced above.

Context Images

Rae Street:



Alfred Street:



Aerial:



Heritage context:

The purposes of the Heritage Overlay at clause 43.01 include 'to implement the Municipal Planning Strategy and the Planning Policy Framework.' The local heritage policy at clause 15.03-1L, the state heritage policy at clause 15.03-1S and clause 43.01 (Heritage Overlay) have been considered in preparing a response to this application. It is noted that *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013* is a policy guideline at clause 15.03-1S.

Significance of site and surrounds

Under clause 43.01-8 of the Heritage Overlay, a relevant decision guideline is that any applicable statement of significance, heritage study and any applicable conservation policy must be considered before deciding an application (as appropriate).

The subject site is included in the North Fitzroy Heritage Overlay Area (south of Holden Street). The most relevant sections of the statement are as follows:

What is significant?

The main development period evident in the heritage overlay south of Holden St is that of the Victorian era with a substantial contribution from the Edwardian-period. There is also a contribution from some well-preserved inter-war buildings and individually significant places of all eras.

The North Fitzroy Heritage Overlay Area (south of Holden St) contributory elements include (but not exclusively) generally detached and attached Victorian-era and Edwardian-era houses having:

- *Pitched gabled or hipped roofs, with some façade parapets, many elaborate;*
- *One storey wall heights but with many two storey house rows,*
- *Rectilinear floor plans, with many bayed room projections on the plans of large houses;*
- *Face brick (red, bichrome and polychrome) or stucco walls, some weatherboard;*
- *Corrugated iron and slate roof cladding, some Marseilles pattern terracotta tiles;*
- *Chimneys of either stucco finish (with moulded caps) or of face brickwork with corbelled or cemented capping courses;*
- *Post-supported verandah elements facing the street, set out on two levels as required with cast-iron and timber detailing, and many curved verandah wing-walls;*
- *Less than 40% of the street wall face comprised with openings such as windows and doors; and*
- *Front gardens, originally bordered by timber or iron picket front fences of around 1m height; often set between brick or cemented pillars and curved brick garden wing walls.*
- *Face brick (typically red) privies set on rear lanes, with some stables and lofts to the larger houses;*
- *Shops and residences sited* on corners with display windows and zero boundary setbacks;

Contributory elements also include:

- *attached Victorian and Edwardian-era shops, and residences over, with Façade parapets and pitched roofs behind,*
- *Two storey wall heights,*
- *Post-supported street verandahs as shown on the MMBW Detail Plans 86*
- *No front or side setbacks; also*
- *Timber framed display windows and entry recesses.*



Figure 1: Markup Vicplan map provided in Trethowan HIS; red is not contributory; yellow is contributory; green is individually significant. Source: Heritage Imapact Statement, Trethowan, p.5.

Assessment of Proposed Works:

Demolition

The extent of demolition proposed by this application includes the full demolition of the existing building on the subject site.

Strategies at clause 15.03-1L seek to:

- Retain, conserve and enhance individually significant and contributory buildings as identified in the incorporated document in schedule to clause 72.04 'City of Yarra Database of Heritage Significant Areas.'

Under clause 43.01-8 of the Heritage Overlay, the relevant decision guidelines are to consider whether the demolition, removal or external alteration will adversely affect the significance of the heritage place, and the significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.

Comment

The existing building on the subject site is graded not-contributory and accordingly its demolition is acceptable from a heritage perspective.

New development, alterations and additions

The extent of new works proposed by this application includes the following:

- Development of a seven storey, plus two level basement, residential development

The key decision guidelines at clause 43.01-8 of the Heritage Overlay include (other decision guidelines may also be relevant):

- The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.
- Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.
- Whether the location, bulk, form or appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.

Siting, setbacks, and scale

Strategies at clause 15.03-1L (New development, alterations or additions) seek to:

- Promote development that is high quality and respectful in its design response by:
  - Maintaining the heritage character of the existing building or streetscape.
  - Respecting the scale and massing of the existing heritage building or streetscape.
  - Retaining the pattern and grain of streetscapes in heritage places.
  - Not visually dominating the existing heritage building or streetscape.
  - Not detracting from or competing with the significant elements of the existing heritage building or streetscape.
  - Maintaining the prominence of significant and contributory elements of the heritage place.
  - Respecting the following elements of the heritage place:
    - Pattern, proportion and spacing of elements on an elevation.
    - Orientation to the street.
    - Setbacks.
    - Street wall.

    - Relationship between solid and void.
    - Roof form.
  - Being visually recessive against the heritage fabric through:
    - Siting.
    - Mass.
    - Scale.
- Protecting and conserving the view of heritage places from the public realm (except from laneways, unless fabric visible from laneways is identified as being significant in the Statement of Significance for the place).
- Maintain views to the front of an individually significant or contributory building or views to a secondary façade where the building has two street frontages by not:
  - Building over the front of it.
  - Extending into the air space above the front of it.
  - Obscuring views of its principal façade/s.
- Set back additions:
  - To avoid facadism, where only the visible façade is retained, and the remaining fabric is demolished.
  - To maintain the visibility of the three-dimensional form and depth of a building.

Comment

The proposed building is of significantly greater scale and massing than the surrounding heritage streetscape which is predominantly occupied by one and two storey residential development with scattered commercial buildings. It is acknowledged that change in scale in this area of Fitzroy North is anticipated by the broader planning system and examples of larger scale development have been constructed/approved within the broader area, although there are limited examples in the direct vicinity. The subject site represents a development opportunity given its scale and non-contributory status. The comments below are provided in this context.

The proposed development adopts a tiered form where the upper levels are setback from the streetwall. The streetwall includes a three storey transition element to the south (noting that a third level is also partly absorbed behind this part of the streetwall) which aligns with the upper parapet levels of the buildings to the south. The streetwall then extends to four levels (noting that the ground floor façade at the streetwall extends to absorb two levels behind) to the north and to the corner along Alfred Street. The transition element is a successful design element from a heritage perspective as it responds to the policy direction for new development to 'respect the scale and massing of the existing heritage building or streetscape' and to 'maintain the prominence of significant and contributory elements of the heritage place.' However the overall scale of the streetwall across the development is too great for the heritage context, in particular the four level streetwall relies on the ground floor being partially sunken and the streetwall extending to cover two stories which results in an over scaled ground and first floor. The overall streetwall height should be reduced to maximum three storeys in scale which would be more responsive to the fine grain and low scaled character of Rae and Alfred streets.

With regard to the upper levels, it is considered that the overall scale and massing of the development is too dominant in the predominantly low scale residential heritage streetscape. In particular the upper levels to the corner of Rae and Alfred streets are over scaled and visually dominates the heritage streetscape, which does not comply with the policy direction of Clause 15.03-1L. To better manage the scale relationship between the low scale heritage streetscape and the new development the new building should be reduced in scale by one level. In preference level 5 should be deleted as this is the most dominant level to the corner, as demonstrated by the render on the cover page of the drawing set. The proposed setbacks to the current level 6 should be maintained once level 5 is deleted to ensure that the corner presentation in more visually recessive within the heritage streetscape. Six storeys is also more consistent with recent approvals within the North Fitzroy Precinct including 786-794 Nicholson Street and 197-201 St Georges Road, noting that both of these buildings are located on major arterial roads in contrast to the more residential scale of Rae and Alfred streets. Another precedent development at 9 Reid Street extends to 6 levels along a lower scale street but much closer to Nicholson Street.

It is also noted that the heritage impact statement which accompanies the application refers to the development as a 'six-storey' building however the overall height extends to seven storeys. Accordingly, the HIS provides arguments for the appropriateness of a six storey building in this location. It is agreed that a six-

storey building would be a more appropriate scale in this location rather than the proposed seven storeys as detailed above.



Figure 2 Render prepared by Warren and Mahoney, with the overly dominant corner presentation to the upper floors highlighted by red circle

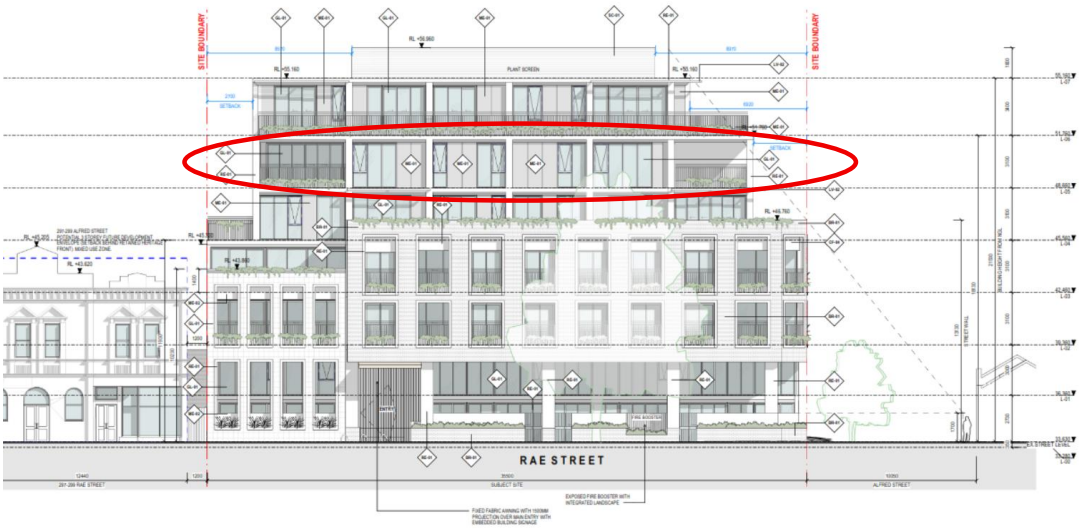


Figure 3 Detail of east elevation (TP20.01) prepared by Warren and Mahoney with level to be deleted indicated

Building form and roof form

New development, alterations and additions

Strategies at clause 15.03-1L seek to:

- Promote development that is high quality and respectful in its design response by:
  - Not detracting from or competing with the significant elements of the existing heritage building or streetscape.
  - Maintaining the prominence of significant and contributory elements of the heritage place.
  - Respecting the following elements of the heritage place (amongst others):
    - Pattern, proportion and spacing of elements on an elevation.
    - Relationship between solid and void.
    - Roof form.
    - Chimneys.
    - Verandahs and canopies.
  - Being visually recessive against the heritage fabric through:
    - Siting.
    - Mass.
    - Scale

Comment

Noting the comments above with regard to the scale and massing of the proposed building, the overall form of the building is considered acceptable from a heritage perspective subject to the reduction in the building height by one level. The design of the upper levels of streetwall in particular adopts a form and presentation that responds to the pattern, proportion and spacing of elements and relationship between solid and void as desired by Clause 15.03-1L. However at the ground and first floors the extensive glazing elements to the setback façade do not respond to the policy guidance to respect the typical relationship between solid and void. The form of these levels should be amended to reduce the extent of glazing.

The chamfered edge to the corner is supported.

Appearance

Clause 15.03-1L (New development, alterations and additions) contains strategies which seek to:

- Promote development that is high quality and respectful in its design response by:
  - Respecting the following elements of the heritage place (amongst others):
    - Pattern, proportion and spacing of elements on an elevation.
    - Orientation to the street.
    - Relationship between solid and void.
    - Chimneys.
    - Verandahs and canopies.
    - Materials.
  - Being visually recessive against the heritage fabric through:
    - Materials.
    - Architectural detailing.
    - Texture, colours and finishes.
- Retain or reinstate historic street and laneway fabric and infrastructure, including bluestone
- In circumstances where primary pedestrian access is provided from a laneway, allow for any reinstatement of the laneway fabric to provide universal access.

Clause 15.03-1L (Residential infill development) contains strategies which seek to discourage use of atypical buildings to determine the appropriate siting, form and appearance of new development in the context of its surrounds.

A contemporary design approach has been adopted for the proposed new building. This approach is not unacceptable provided that adequate respect is given to the heritage character of the surrounding area through details such as external materials, architectural detailing and relationship between solid and void

Comment

The overall design of the new building is considered to present a high quality design response to the surrounding heritage precinct. The proposed materials and overall presentation of the exterior, with the exception of the ground and first floors as detailed above, are acceptable from a heritage perspective.

Vehicle accommodation

Modifications to vehicle accommodation has the potential to have an adverse impact on a heritage place. The following decision guidelines at Clause 43.01 is therefore relevant, 'whether the proposed works will adversely affect the significance, character or appearance of the heritage place.'

Comment

The provision of vehicle entry from the rear laneway is supported from a heritage perspective.

Recommendations

On heritage grounds, the works proposed in this application should be modified in the following way(s) and prior to further consideration

	Suggested modification	Explanation
1.	Reduce the overall scale and mass of the building as follows: • Reduce the streetwall to three storeys • Delete level 5	The overall scale and massing of the development is too dominant in the predominantly low scale residential heritage streetscape and will result in a building which visually dominates the heritage place.
2.	Amend the design of the ground and first floors to reduce the extent of glazing.	The extensive glazing elements to the setback façade do not respond to the policy guidance to respect the typical relationship between solid and void. The form of these levels should be amended to reduce the extent of glazing.



Heritage Advisor: Michelle Bashta

Date: 21 October 2025

Urban Design
Formal Referral Response

Application Information:

Referral Officer:	Hayley McNicol
Officer:	Lara Fiscalini
Council Reference:	PPE25/0589
Address:	301-317 Rae St, Fitzroy North VIC 3068
Proposal:	301-317 RAE STREET FITZROY NORTH - New referral from Department of Transport and Planning - PA2503916 CRM:0457366
Comments Sought:	Click here to view referral memo: Record D25/368347: IREF25/01400 - Referral Request
Disclaimer:	Council's Urban Designer provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

Recommendation

- The proposal is not supported in its current form.

Comment Summary

- Comments have been requested on the proposed:
  - Height and massing
  - Architecture and materiality
  - Public realm interface
- Comments are provided below and are based on the following drawings:
  Record D25/365174: PPE25/0589 - 301-317 Rae Street Fitzroy North - Architectural Plans
  Record D25/365178: PPE25/0589 - 301-317 Rae Street Fitzroy North - Landscape Plan

Built Form and Massing

- The site is located on the corner of Rae and Alfred Streets. Rae Street is characterised by predominantly one and two storey built form with a mix of zero front setbacks and small setbacks to accommodate front gardens. Alfred Street is characterised by one storey buildings, although the development along Nicholson Street can be viewed in the distance.
- The site is withing a Heritage Overlay (HO327) and the adjacent 299 Rae Street is listed as individually significant.
- 15.01-2L (Building design) includes the following:
  - *"Ensure the height of new buildings respond to the building height requirements set out in the planning scheme, adjoining development building height or where there are no specified building height requirements, have regard to the physical and strategic context of the site.*

    - *Ensure that development reflects the predominant low-rise character of the area, except in the areas below where mid-rise should be directed."*
- 15.01-1L (Urban design) includes the following:
    - *"Ensure development provides a transition from any adjoining building with an individually significant or contributory heritage grading, having regard to height, street wall height, setbacks, building form and siting.*
    - *Ensure development adopts a street wall height to the street frontage that is no higher than an adjoining heritage building with an individually significant or contributory grading."*
- The proposed building is seven storeys in height overall. It includes a four-storey street wall on Rae Street, which steps down to a three-storey street wall at the southern end (generally aligning with the parapet of the adjacent heritage two-storey building). The four-storey street wall extends along the Alfred Street frontage.
- The proposed overall scale and massing of the development is not supported as it does not reflect the surrounding low-rise context, does not provide an adequate transition to the adjacent low-rise built form and heritage buildings and does not meet the abovementioned policies.
- In addition to the excessive height and massing, the proposal includes elements such as a sunken ground floor level to squeeze four levels within the street wall, minimal floor to floor heights and apartments built over the ground floor 'outdoor amenity' space, which result in an overdevelopment of the site.
- Significant changes are required to the proposal to provide a significantly reduced height that responds appropriately to scale and built form of the surrounding neighbourhood, and which appropriately transitions down to the adjacent buildings on Rae and Alfred Streets. It is therefore recommended to reduce the building height by two storeys.
- Furthermore, changes are required to the street wall. Whilst the approach to include a slightly lower street wall next to the heritage building on Rae Street is acceptable in principle, the overall street wall heights should be lowered, particularly if the sunken floor is to be raised. It is considered that a three-storey street wall with a two-storey transition at the southern end (Rae Street) and western end (Alfred Street) would sit more comfortably in the streetscape.

Façade Design and Materials

- The proposal provides a brick street wall, with window openings at the upper levels that generally complement the proportions of windows and ratio of solid/void seen in the surrounding area.
- The rhythm and detailing of the street wall and upper floors generally reflect the finer grain character of the area.
- The ground and first floor levels are set back and include extensive glazing and sunken courtyards. The design of these two lower levels results in public realm impacts discussed below.
- The proposed materials are generally acceptable. Clarification is required on the material of the street wall on Rae Street at the southern end; we assume it is TL-01 (small format green tiles) which is depicted on the render? This should be marked on the east elevation.

Public Realm Interface

- Under 15.01-2L (Building design):

    - *"Design ground level street frontage of new development to provide a high level of pedestrian amenity and visual interest and contribute to strong ground floor relationships and high-quality outcomes.*
    - *Orient development to the street, and to both streets for a corner site.*
    - *Discourage dominant car parking, garage doors and driveways."*
- The main entrance to the apartments is from Rae Street, which is generally supported, however:
    - The canopy over the footpath should be removed. Adequate weather protection is provided within the recessed area at the entrance.
    - The levels should be checked by the Civil Engineering team as the recessed entrance is lower than the footpath.
- The ground floor units have been lowered and set back to accommodate sunken courtyards. As a result, the frontage along Rae and Alfred Streets is dominated by a solid boundary wall approximately 1.7m high which results in a poor interface with the street and is not supported. Although the frontage incorporates a narrow planter in front and individual back gates (also 1.7m high) further changes are required to improve the interface with the street.
- The lower two floors include extensive glazing. Recommend that the extent of glazing is reviewed to ensure that it provides adequate activation of the street whilst maintaining some privacy for residents (and not requiring the blinds to be always closed).
- Along the Alfred Street frontage, the footpath is extremely narrow. It is recommended that access to residential properties is continued to be provided along this frontage, and it is recommended that the building is set back to provide a minimum 1.5m unobstructed width along the footpath (considering the electricity pole and any other fixtures).
- The proposal provides a splay at the north-east corner of the site which is supported.
- The vehicle entry and substation are located at the north-west corner of the site, which is generally supported from an urban design perspective.
- The design of this vehicle accessway which sits directly adjacent to the public laneway needs to be signed off by the Civil Engineering team.

Streetscape and Capital Works

- All visitor bicycle parking required for the development should be located within the site. The three bike hoops on Rae Street should therefore be relocated inside the site boundary.
- Three kerb outstand / garden beds are proposed in the road space – two on Rae Street and one on Alfred Street. We understand that these are not feasible from a Civil Engineering / drainage perspective.
- A tree contribution is required to accommodate two roadside streets.
    - One on Alfred Street where it's been depicted on the landscape plan (but without the kerb outstand).
    - One on Rae Street between the existing plane tree and the existing kerb outstand to the south. This will require a reconfiguration of the angled parking bays and an enlarged tree cutout for the existing tree with appropriate tree protection measures.
    - The estimated cost for supply, planting and two years maintenance for two roadside trees is $2,226.74. Council's contractor would do the tree planting works, including cutouts.
- There are no known planned / approved capital works around the site being led by the Strategic Projects, Parks and Open Spaces team.

These comments exclude comments from the following teams:

- Open Space Services
- Civil Engineering

Urban Designer: Hayley McNicol
Date: 08 October 2025

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Artemis Bacani, Nick Demosthenous
Officer	Nish Goonetilleke
Council Reference	IREF25/01398
Address	301-317 Rae Street, Fitzroy North
Application No.	PPE25/0589
Proposal	6 storey residential building
Comments Sought	• Traffic/car parking • Vehicle crossovers • Infrastructure improvements • Road infrastructure
Disclaimer	Council's Development Engineering unit, provides the following advice based on information provided in the referral request memo referenced above.

Engineering referral details

Council's Engineering Referral team has reviewed the drawings and documents provided by the Statutory Planning department, as outlined in ***Table 1*** below.

A list of requirements for the applicant and proposed conditions to be included in the Planning Permit have been outlined in the ***Section 1 – Engineering requirements*** below. Specific details of the assessment are provided in ***Section 3 -*** and have informed the requirements and conditions.

Note: the engineering related matters highlighted in the Planning referral have been assessed and included in the response.

Table 1 - Drawings and documents reviewed by Engineering

Consultant	Drawing No. or Document	Rev	Dated
Warren and Mahoney	TP10.01 *General Arrangement – Basement 02* TP10.02 *General Arrangement – Basement 01* TP10.03 *General Arrangement – Ground Floor* TP30.01 *Building Section A-A* TP30.03 *Building Section C-C*	C C C C C	26 August 2025 26 August 2025 26 August 2025 26 August 2025 26 August 2025
Salt	*Traffic Impact Assessment*	F03	26 June 2025

SECTION 1: Engineering requirements – Issue to the applicant

The applicant must satisfy the engineering items outlined in ***Table 2*** below. A written response must be provided for each requirement, and the action is to be completed prior to resubmission.

Any amendments to plans/drawings or updates to reports/documents must be highlighted using a *red cloud* around the relevant section. In the written response, indicate the relevant sheet/pages of each document which have been amended.

Should any engineering comments / direction not be adopted, the relevant planner is REQUIRED to refer back to the Civil Engineering team for further discussion / comments / conditions prior to finalising reports.

Table 2 - Engineering requirements for applicant

Item	Engineering requirement	Action for applicant
1	Dimension the depth of the car spaces.	Update the relevant drawings accordingly
2	Dimension the depth of the tandem spaces.	Update the relevant drawings accordingly
3	Provide a vertical ground clearance check for the laneway and car park entrance using the B99 design vehicle.	Submit ground clearance assessment
4	Provide a vertical ground clearance check for the widened vehicle crossing using the B99 design vehicle.	Submit ground clearance assessment
5	Dimension the clearance height for the awning above the footpath.	Update the relevant drawings accordingly
6	Liaise with the relevant Service Authority regarding the power pole in Alfred Street.	Submit a letter of consent from the relevant Service Authority
7	Liaise with the relevant Service Authority to prevent light spillage into habitable rooms of the subject suite along the Rae Street and Alfred Street frontages.	Submit a letter from the relevant Service Authority confirming the street lights are compliant
8	Delete on the drawings all proposed (new) on-street car spaces. A note to be included on the drawings to read “On-street Car Spaces for Council’s Consideration and Approval”. It is recommended the applicant liaise with the Parking Management unit regarding this item.	Update the relevant drawings accordingly. Applicant to liaise with Council’s Parking Management unit
9	Delete on the drawings the proposed kerb extension and traffic islands. A note to be included on the drawings to read “Proposed Kerb Extension / Traffic Island for Council’s Consideration and Approval”.	Update the relevant drawings accordingly. Applicant to liaise with Council’s Urban Design

Item	Engineering requirement	Action for applicant
	It is recommended the applicant liaise with the Urban Design and Traffic Engineering units regarding this item.	and Traffic Engineering units
10	Delete on the drawings the proposed street tree. A note to be included on the drawings to read “Proposed Street Tree for Council’s Consideration and Approval”. It is recommended the applicant liaise with the Open Space unit regarding this item.	Update the relevant drawings accordingly. Applicant to liaise with Council’s Open Space unit
11	The telecom pit to be flush with the vehicle crossing pavement and provide a heavy duty cover to accommodate the weight of vehicles traversing over the pit.	Update the relevant drawings accordingly and provide a note for the telecom pit to be flush with the vehicle crossing

Civil Engineering Comments prepared by Nick Demosthenous

Item	Engineering requirements	Action for applicant
General		
1	GIS indicates site may be subject to flooding. General Arrangement - Ground Floor Plan TP10.03 shows finished surface levels in Courtyards abutting Alfred Street and Rae St will be significantly lower than the adjacent footpaths. All courtyards have pedestrian gates into the abutting streets. These gates and the Rae St main entry finished surface levels may allow overland flow from the street to enter the property during sever rain events. The Drainage Management Unit should be consulted to determine a flood level for the development.	Consult Council’s Drainage Management unit to determine a flood level for the site and required freeboard.
2	The basement vehicle ramp design should be in accordance with Council requirements with respect to determined flood level for the site.	Consult Council’s Drainage Management unit to determine a flood level for the site and required freeboard.
3	It is proposed to move an existing power pole in Alfred Street near the proposed vehicle crossing and driveway adjoining the west boundary of the development. The new power pole position is shown intruding on the kerb. The pole must not intrude on the kerb when repositioned.	Ensure power pole is located behind the kerb. Include notation on plan.
4	Development Plan TP10.03 and the landscape plans show proposed kerb extensions in Alfred Street and Rae Street. If the kerb extensions join to the existing kerb, stormwater pits will be required between the	Remove the kerb extensions and and provide cut-outs for new trees.

Item	Engineering requirements	Action for applicant
	kerb extensions. As there is no drainage in Alfred Street a drain will be required to connect to the pits. Existing Street trees are planted in pavement cut-outs and do not obstruct the channel flow. New trees should be planted in pavement cut-outs.	Amend the plans.
5	There are four existing property stormwater drains under the footpath in Alfred Street. These are not shown on the General Arrangement- Ground Floor Plan TP10.03 Revision C. Redundant property drainpipes running under the footpath must be removed and the footpath reinstated to the satisfaction of Council. A note should be added to plan specifying the property stormwater drains are to be removed and the reinstatement of the footpath. Any property stormwater drains under the footpath in Rae Street should also be shown on the plan with a note they are to be removed, and the footpath reinstated to Council satisfaction.	Show all existing property stormwater drains under the footpath in Alfred and Rae Streets on the General Arrangement- Ground Floor Plan TP10.03 Revision C. Add a note to the plan that all redundant property stormwater drains under the footpaths in Alfred and Rae Streets are to be removed and the footpaths reinstated to Council satisfaction.
6	Levels are provided along the kerb in both Rae and Alfred Streets on Development plan TP00.04 Revision C. The levels at the kerb are not identified however they are assumed to be top of kerb. The footpath levels indicate the footpath cross-falls are in the order of 9 to 10.5%. The footpath in Alfred Street should be reconstructed along the entire development frontage and made as DDA compliant as possible.	Add a note to the plan that the footpath in Alfred Street must be reconstructed along the entire development frontage and made as DDA compliant as possible.
7	The existing grated side entry stormwater pit in the channel in Alfred St just west of Rae St is not shown on the General arrangement Ground floor Plan TP10.03 Rev C. There is also an existing Grated side Entry pit in Rae Street adjacent to the development's south property line that is not shown on the plan.	Amend plan TP10.03 Rev C to show the existing stormwater pits in Rae St and Alfred St.
8	The Development Plan and landscape plans shows proposed bike parking on a kerb extension in Rae St. The kerb extension will obstruct channel stormwater flow and should not be constructed. Bike parking should be relocated or an alternative protection mechanism satisfactory to Council provided.	Remove the kerb extension. Relocate the bike parking or provide alternative protection. Amend the plans

Item	Engineering requirements	Action for applicant
9	The proposed vehicle crossing in Alfred Street at the west end of the development is to be constructed in asphalt with bluestone layback and channel. Refer to YSD 602.	Add a notation to plan TP10.03 Rev C.
10	The north elevation plan TP20.02 Revision C shows the existing lane with a level surface matching to the abutting driveway. The lane has a centre invert and should be represented accurately on the elevation.	Amend TP20.02 Revision C to show the lane as having a v-profile with a centre invert.

SECTION 2: Engineering conditions – Planning Permit

The conditions outlined in ***Table 3*** below must be included in the Planning Permit to ensure the specific engineering requirements are complied with.

Note: further conditions may be required if any of the items in Table 2 are not fulfilled prior to the issuing of the Planning Permit.

Table 3 - Engineering conditions to be included in the Planning Permit

Condition related to…	Engineering condition
VC: *Reinstatement*	Before the building/s is/are occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as footpath, verge (if applicable), and kerb and channel: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority.
	A note should be placed on the plan indicating redundant driveways are to be removed and the road pavement, kerb and channel and footpath reinstated to Council's satisfaction.
VC: *Design*	Concurrent with the submission of Condition 1 plans or by such later date as approved in writing by the Responsible Authority, a vehicle crossing design must be submitted to Council's Civil Engineering Department for approval. The submitted design must demonstrate compliance with City of Yarra's, *Vehicle Crossing Information Sheet*.
VC: *Construction*	Before the building/s is/are occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority.
Public Realm: *Footpath specific*	Before the building/s is/are occupied or by such later date as approved in writing by the Responsible Authority, the footpath along the property's Rae Street and Alfred Street frontages must be re-sheeted in asphalt: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).
Public Realm: *Kerb & channel specific*	Before the building/s is/are occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel along the property's Rae Street and Alfred Street frontages must be reconstructed: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).

Public Realm: *Road pavement specific*	Before the building/s is/are occupied, or by such later date as approved in writing by the Responsible Authority, the half-width road pavement along the property's Rae Street and Alfred Street frontages must be reconstructed: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).
Reinstatement of damages caused during development works	Within 2 months of the completion or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated: (a) In accordance with Yarra Standard Drawings | Yarra City Council (b) at the permit holder's cost; and (c) To the satisfaction of the Responsible Authority.
Note related to…	**Engineering note**
Service infrastructure adjustment to suit finished grades, alignments, etc.	Any service poles, structures or pits located within the public realm areas that interfere with the proposal, must be adjusted accordingly: (a) at the permit holder's cost; and (b) to the satisfaction of the Responsible Authority.
Existing parking infrastructure	No parking restriction signs, or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
	Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
Parking sensors	The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.
Private utility assets	Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, boundary traps, valves or meters on Council property will be accepted.
Adjusting utility infrastructure	Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
Discharge of Water from Development	Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
Discharge of Water from Development	Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.
Advice Note	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the Building Regulations 2018 from Yarra Building Services

	unit. Any storm water drainage area within the property must be provided for and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the Local Government Act 1989 and Regulation 133.

SECTION 3: Engineering detailed assessment

CAR PARKING PROVISION

Proposed Development

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Two-bedroom dwelling	10	1 space per dwelling	10	41
Three-bedroom dwelling	17	2 spaces per dwelling	34	
		Total	**44 spaces**	**41 spaces**

***** Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

The proposed development will require a car parking reduction of 3 car spaces in the car parking requirements of *Clause 52.06.*

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

Parking Demand Consideration	Details
Parking Demand for Three-bedroom Dwellings	Salt has cited the car ownership data for Fitzroy North from the 2021 Census sourced from the Australian Bureau of Statistics (ABS). The data for three-bedroom dwellings for Fitzroy North suggests that 37 % own two or more cars. Based on the above, there is a strong market for three-bedroom dwellings with one or no car spaces. The reduced car parking rates are considered acceptable given the site's close proximity to public transport services and the St Georges Road activity centre.
Availability of Public Transport in the Locality of the Land	The following public transport services can be accessed to and from the site by foot: ▪ Reid Street buses – 50 metre walk ▪ St Georges Road trams – 200 metre walk ▪ Nicholson Street trams – 220 metre walk ▪ Rathdowne Street buses – 610 metre walk ▪ Holden Street buses – 650 metre walk ▪ Rushall railway station – 1,060 metre walk
Multi-purpose Trips within the Area	Visitors to the development could combine their visit by engaging in other activities or business whilst in the area.
Convenience of Pedestrian and Cyclist Access	The site is very well positioned in terms of pedestrian access to public transport nodes, shops,

Parking Demand Consideration	Details
	businesses and other essential facilities. The site also has good connectivity to the on-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

Consideration	Details
Availability of Car Parking	The demand for on-street parking in this part of Fitzroy North is moderate to high during business hours. The area surrounding the subject site is blanketed in time-based parking restrictions. The parking demand in the area would be a disincentive for visitors to drive to the site; however, visitors choosing to drive should be able to find on-street parking in the surrounding road network.
Relevant Local Policy or Incorporated Document	The proposed development is in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking

From a traffic engineering perspective, the reduction of parking for the proposed site is considered appropriate in the context of the development and the surrounding area.

The operation of the development should not adversely impact on the existing on-street parking conditions in the area.

The Engineering Referral team has no objection to the reduction in the car parking requirement for this site.

TRAFFIC IMPACT ASSESSMENT

Trip Generation

The trip generation for the site adopted by Salt is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily	AM Peak Hour	PM Peak Hour
Residential (27 dwellings)	- 0.5 trips per dwelling during peak hours - 5 vehicles per day per dwelling	135 Trips	14 trips	14 trips
	Total	**135 Trips**	**14 Trips**	**14 Trips**

It is agreed the traffic generated by the proposed development is considered low and should not adversely impact the traffic operation of the laneway, Alfred Street, and the surrounding road network.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Building Setback – Western Boundary	To accommodate two-way traffic and passing movements in the laneway, the building line along the western boundary of the site will be setback 3.22 metres. The applicant has indicated the setback area (driveway) will be used privately and will be paved in a different material to the bluestone laneway.
Width of Development's Entrance	The development's entrance is 5.14 metres in width.
Width of Internal Access Ramp	The width of the internal access ramp is 3.45 metres with a 450 millimetre kerb on either side of the ramp.
Headroom Clearance	A minimum headroom clearance of 2.2 metres is provided under the critical structures of the basement car park access ramp to satisfy *Design standard 1 - Accessways*.
Car Parking Modules	
Car Spaces	The depth of car spaces is not dimensioned on the drawings.
Tandem Spaces	The depth of tandem spaces is not dimensioned on the drawings.
Aisles	A minimum aisle of 6.4 metres is provided to satisfy *Design standard 2 – Car parking spaces.*
Column Depths and Setbacks	The column depths and satisfy *Figure 5.2* of *AS/NZS 2890.1:2004.*
Clearances to Walls	Car spaces adjacent to a wall have been provided with a minimum clearance of 300 millimetres to satisfy *AS/NZS 2890.1:2004.*
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	The ramp grade for the first 5.0 metres inside the development comprises a 3.22 metre flat section followed by a 2 metre long 1 in 8 section. The proposed ramp grades do not satisfy the requirements of *Design standard 3 – Gradients;* however, the car park entrance is located off a laneway which has low pedestrian volumes. In this instance, the grades are considered adequate and should not be detrimental to the visibility of pedestrians and traffic in the laneway.
Transition Grades at Bases of 1 in 4 and 1 in 4.1 Ramp Sections	The length of the 1 in 8 transition grade at the base of the 1 in 4 ramp sections is 2.5 metres and is considered satisfactory.
Swept Path Assessment	

Swept Path Diagram – SALT-25031-SK-002, Rev 2, 24 June 2025	The swept path diagrams for the B99 design vehicle and an on-coming B99 design vehicle demonstrates adequate passing movements in the laneway and car park entrance.
Swept Path Diagram – SALT-25031-SK-004, Rev 2, 24 June 2025	The swept path diagrams for the B99 design vehicle demonstrates adequate circulation movements within the Basement 01 level.
Swept Path Diagram – SALT-25031-SK-005, Rev 2, 24 June 2025	The swept path diagrams for the B99 design vehicle demonstrates adequate circulation movements within the Basement 02 level.
Swept Path Diagram – SALT-25031-SK-006, Rev 1, 24 June 2025	The swept path diagrams for the B85 design vehicle demonstrates adequate entry and exit movements into and out of the car space.
Other Items	
Vehicle Access Vertical Ground Clearance Check	A vehicle access cross-sectional diagram to be provided by the applicant to confirm that a B99 design vehicle can enter and exit the property without scraping or bottoming-out (Please see under *'Engineering Advice for Design Items to be Addressed by the Applicant'* section).
Vehicle Crossing Vertical Ground Clearance Check	A vehicle crossing cross-sectional diagram to be provided by the applicant to confirm that a B99 design vehicle can enter and exit the property without scraping or bottoming-out (Please see under *'Engineering Advice for Design Items to be Addressed by the Applicant'* section).
Fixed Fabric Awning – Rae Street Frontage	The clearance height for the awning is not dimensioned on the drawings.
Power Pole – Alfred Street Frontage	The applicant must submit to Council a copy of the letter of consent from the relevant Service Authority regarding the proposed relocation of the electricity pole. All costs associated with the relocation of the electricity pole will be the responsibility of the applicant/developer.
Public Lighting – Rae Street and Alfred Street	It is noted there is an existing public light in Rae Street and Alfred Street, in front of the site, as shown in the below photos. 

	Public Light in Rae Street  *Public Light in Alfred Street* Light projected from these luminaires could potentially project into the habitable windows of the subject site.

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details
Car Spaces	The applicant to dimension on the drawings the depth of the car spaces.
Tandem Spaces	The applicant to dimension on the drawings the depth of the tandem spaces.
Vehicle Access Vertical Ground Clearance Check	To assist the applicant, an example of a cross-sectional diagram of the laneway and garage/car park is appended to this Memo. To ensure that vehicles do not scrape or bottom-out when entering or exiting the site and show the provision of a 40-millimetre lip/bullnose along the edge of the internal concrete

Item	Details
	slab with the laneway, a vehicle access cross-sectional diagram is required. The applicant is required to obtain a number of spot levels (existing and proposed) which include: • the reduced level 2.0 metres inside the property; • the level at the east and west edge of the laneway; • the level at the centreline/invert of the laneway; and • the 40 millimetre lip/bullnose along the western edge of the internal concrete slab. These levels are to be shown on a 1 in 20 scale cross-sectional drawing, with dimensions. The assessment must be taken along the centre of the car park entrance. Providing the cross-sectional diagram early in the design phase can also determine whether further modification works are required, such as lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.
Vehicle Crossing Vertical Ground Clearance Check	To assist the applicant, a Vehicle Crossing Information Sheet has been appended to this memo. To ensure that vehicles do not scrape or bottom-out when entering or exiting the garage, a vehicle crossing vertical ground clearance assessment for the B85 design vehicle template is required. The applicant is required to obtain a number of existing and proposed spot levels which include: • the reduced level 2.0 metres inside the property; • the level at the property boundary; • the level at the invert of the southern kerb; • the level at the edge of the southern channel; and • a few levels on the road pavement – in this case, Alfred Street. These levels are to be shown on a 1 in 20 scale cross-sectional drawing with dimensions. **The assessment is to be taken along the centre of the vehicle crossing.** Providing the cross-sectional diagram early in the design phase can also determine whether further modification works are required, such as lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.
Fixed Fabric Awning – Rae Street Frontage	The applicant to dimension on the drawings the clearance height of the awning above the footpath.
Power Pole – Alfred Street Frontage	The applicant to submit to Council a copy of the letter from the relevant Service Authority with approval for the relocation of the electricity pole. All costs associated with the relocation of the electricity pole will be the responsibility of the applicant/developer.

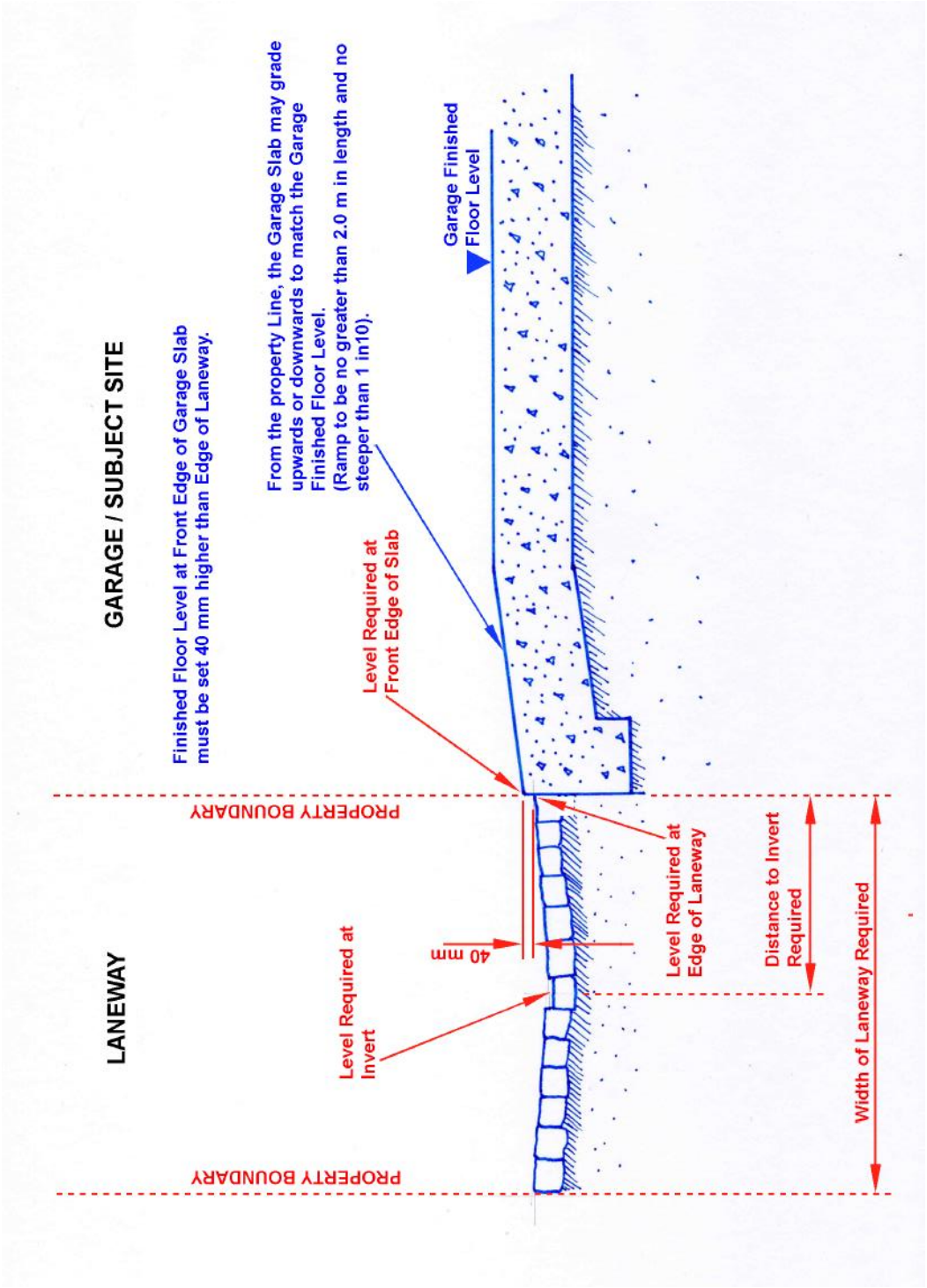
Item	Details
Public Lighting – Rae Street and Alfred Street	The applicant must ensure that light will not spill into the habitable rooms of the subject site. Should light spill into the windows, the applicant must arrange for an appropriate light shield or similar treatment with the relevant Service Authority. All costs associated with the light shield will be borne by the applicant.
On-street Car Spaces – Rae Street and Alfred Street	The applicant to delete on the drawings all proposed (new) on-street car spaces. A note to be included on the drawings to read “On-street Car Spaces for Council’s Consideration and Approval”. New on-street car parking is managed and approved by Council’s Parking Management unit. It is recommended the applicant liaise with the Parking Management unit regarding this item.
Kerb Extensions – Rae Street and Alfred Street	The applicant to delete on the drawings the proposed kerb extension and traffic islands. A note to be included on the drawings to read “Proposed Kerb Extension / Traffic Island for Council’s Consideration and Approval”. New kerb extensions and traffic islands are managed by Council’s Urban Design and Traffic Engineering units. It is recommended the applicant liaise with the Urban Design and Traffic Engineering units regarding this item.
Street Tree – Alfred Street	The applicant to delete on the drawings the proposed street tree. A note to be included on the drawings to read “Proposed Street Tree for Council’s Consideration and Approval”. New street trees are managed by Council’s Open Space unit. It is recommended the applicant liaise with the Open Space unit regarding this item.
Telecom Pit – Afred Street	The applicant to ensure the telecom pit is flush with the vehicle crossing pavement and provide a heavy duty cover to accommodate the weight of vehicles traversing over the pit.

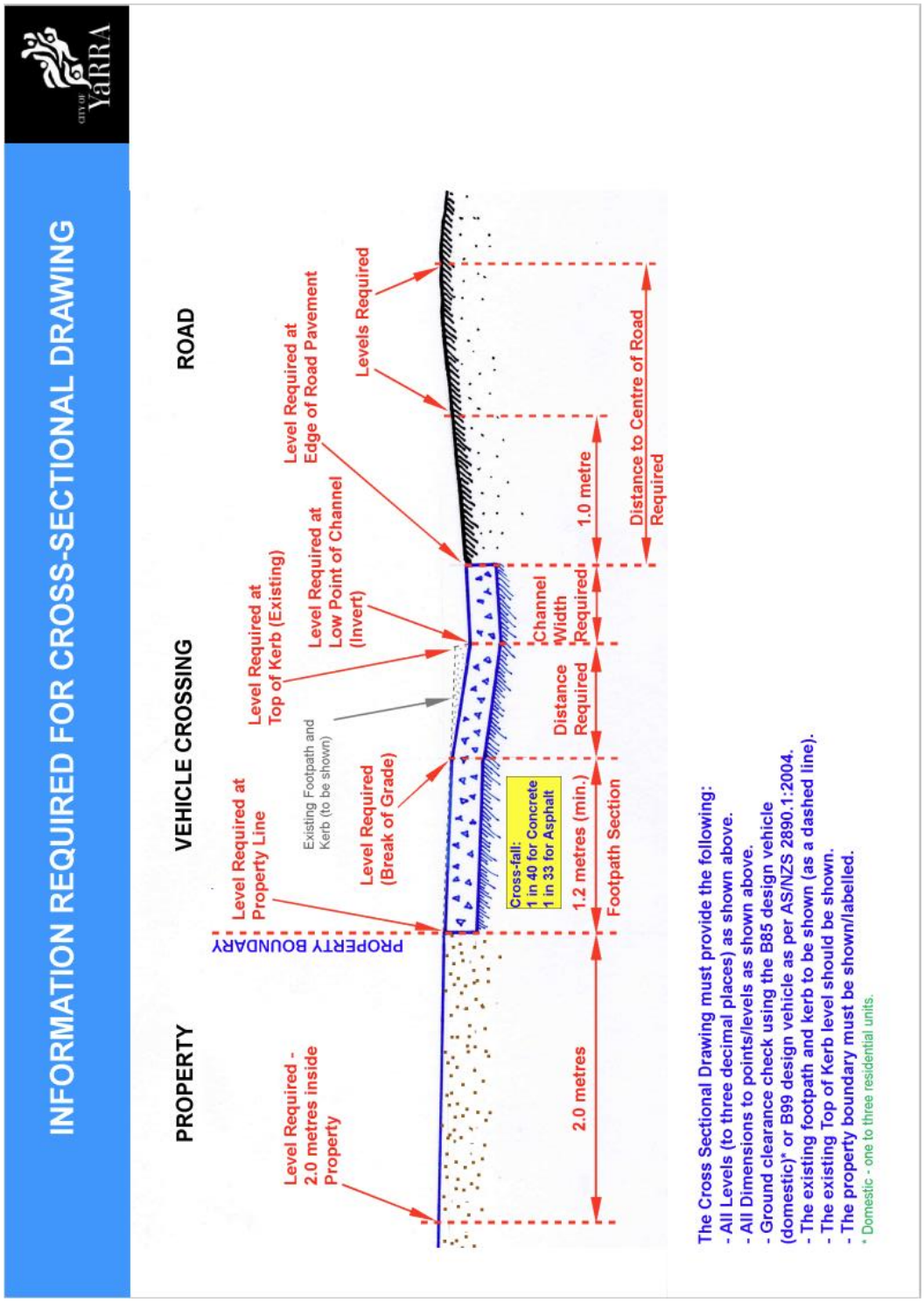
SECTION 4: Acknowledgement

Engineer: Artemis Bacani

Signature: 

Date: 6 October 2025


GARAGE / SUBJECT SITE
Finished Floor Level at Front Edge of Garage Slab must be set 40 mm higher than Edge of Laneway.
From the property Line, the Garage Slab may grade upwards or downwards to match the Garage Finished Floor Level. (Ramp to be no greater than 2.0 m in length and no steeper than 1 in10).
Garage Finished Floor Level
Level Required at Front Edge of Slab
PROPERTY BOUNDARY
LANEWAY
40 mm
Level Required at Invert
Level Required at Edge of Laneway
Distance to Invert Required
Width of Laneway Required
PROPERTY BOUNDARY


INFORMATION REQUIRED FOR CROSS-SECTIONAL DRAWING
PROPERTY
VEHICLE CROSSING
ROAD
PROPERTY BOUNDARY
Level Required - 2.0 metres inside Property
Level Required at Property Line
Existing Footpath and Kerb (to be shown)
Level Required (Break of Grade)
Level Required at Top of Kerb (Existing)
Level Required at Low Point of Channel (Invert)
Level Required at Edge of Road Pavement
Levels Required
Cross-fall: 1 in 40 for Concrete 1 in 33 for Asphalt
2.0 metres
1.2 metres (min.)
Footpath Section
Distance Required
Channel Width Required
1.0 metre
Distance to Centre of Road Required
The Cross Sectional Drawing must provide the following:
- All Levels (to three decimal places) as shown above.
- All Dimensions to points/levels as shown above.
- Ground clearance check using the B85 design vehicle (domestic)* or B99 design vehicle as per AS/NZS 2890.1:2004.
- The existing footpath and kerb to be shown (as a dashed line).
- The existing Top of Kerb level should be shown.
- The property boundary must be shown/labelled.
* Domestic - one to three residential units.

ESD Formal Referral Response

Application Information:

Referral Officer:	Euan Williamson
Officer:	Lara Fiscalini
Council Reference:	PPE25/0589
Address:	301-317 Rae St, Fitzroy North VIC 3068
Proposal:	301-317 RAE STREET FITZROY NORTH - New referral from Department of Transport and Planning - PA2503916 CRM:0457366
Comments Sought:	Click here to view referral memo: Record D25/368296: IREF25/01399 - Internal Referral Request
Disclaimer:	Council's ESD Officer provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

ESD comments were requested on the following:

- New referral – DTP app.

In assessing this application, the following documents were reviewed:

- SMP prepared by GIW dated 1st September 2025
- Architectural drawings prepared by Warren and Mahoney 2025

Comments

The standard of the submitted ESD does not meet Council's Environmentally Sustainable Design (ESD) standards.

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met:

1. Applicant ESD Commitments
    - Water efficient taps, fixtures and fittings.
    - Landscape irrigation by rainwater.
    - Fire system testing water to be reused.
    - Average 8 Star NatHERS thermal energy ratings.
    - All electric development.
    - Energy efficient heating and cooling.
    - Energy efficient heat pump hot water and lighting.
    - 20 kW solar PV array on the roof.

- 102% STORM score relying on 517m2 of roof areas connected to 15kl tank for toilet flushing and irrigation, as well as 172m^2 of terraces connected to a 4m^2 raingarden.
- Good daylight to most dwellings. Adequate daylight to all dwellings.
- 100% of dwelling naturally ventilated. *See deficiencies below.*
- Adequate shading to dwellings.
- 43 secure bike parking spaces and 8 visitor parking spaces.
- EV electrical charging infrastructure for future charge points.
- At least 40% of coarse aggregate in concrete from recycled sources.
- Steel supplied from Responsible Steel Maker.
- All timber to be sources from accredited FSC or PEFC as sustainable.
- 80% of construction and demolition waste to be recycled.
- Green waste, recycling, glass and landfill waste streams.
- 218m2 of outdoor communal space and 21m2 of internal communal space.
- Urban heat curtailed through: roofs to have SRI of minimum 60%, hardscape surfaces 40%.
- ESD site inspections carried out during construction.

2. Application ESD Deficiencies
   - No clothes drying provided. Clothes drying can be a significant energy consumer. Recommend fixed, outdoor clothes drying racks, retractable clothes lines, or similar.
   - SMP claims that 100% of dwellings will be effectively naturally ventilated, however, several of these dwellings are relying on ventilation via the front door (shown in ventilation diagrams).
     - Provide evidence to demonstrate how these dwellings will be able to access ventilation secure via the front door through secure above door vents or similar.
   - The 20kW solar array will produce a fraction of the total energy demand of the building. This falls short of the *Sustainable Homes Principle 03 Net-Positive Energy*.
     - Recommend purchasing 100% renewable energy via embedded network or similar.
     - Recommend a solar power sharing system directly with dwellings to maximise the utilisation of the electricity generated onsite.

3. Outstanding Information
   - Ensure that proposed raingarden (4m^2) meets Melbourne Water guidelines. Update landscape plans with section diagrams and plant species to meet Melbourne Water guidelines.

4. ESD Improvement Opportunities
   - Increase the size of the rainwater tank and increase the re-use through hot water connections to all dwellings.
   - Increase the size of the solar PV array to generate more solar onsite.
   - Incorporate an energy storage system and battery to utilise more solar power onsite.

Recommendations

The applicant is encouraged to consider the following:

- Address Deficiencies (2) and Outstanding Information (3) above.

If you, DTP or the applicant would like to discuss my advice further, please contact me.

Euan.

ESD Advisor: Euan Williamson
Date: 03 October 2025

arbortryst

Planning Referral

Date	27 October 2025
Planning Permit	PPA-1045
Property address	301-317 Rae St, Fitzroy North VIC 3068
Referral type	Review of initial plans
Referral documents	1. Planning and Urban Context Report, TRACT (1 Sept 2025) 2. Register Search Statement – copy of title 3. Planning Permit Application – Dept of Transport and Planning 4. Warren & Mahoney, (26.08.25),Town Planning Submission – Architectural drawings 5. Planning Referral IREF25/01401 6. Tree Logic (16.04.25) Arboricultural Report 7. Landscape Plans (26.08.25) Vivid Green

1. The proposal does not show any tree removals.
2. A bond should be applied to the trees for the duration of the development.
3. A Tree Protection Plan (TPP) and Tree Protection Specifications (TPS) in accordance with AS4970-2025 *Protection of trees on development sites* must be provided to ensure the long-term viability of the trees identified.
    a. The TPP and TPS must consider site deliveries, vehicle swept paths and any impact on adjacent street trees within Alfred Street.
4. The landscape plans Drawing L100 *Groundfloor Landscape Layout Plan* should remove reference to *rain garden* adjacent tree #10 (London Plane), as this is not an appropriate garden within the root zone of the tree.
    a. The drawings must show elevations, depths and levels of the proposed garden bed prior for further assessment to determine if the proposal is reasonable and will not affect the tree.

Additional considerations:

a) Placing the existing overhead powerlines underground, or converting to aerial bundle cable (ABC) would reduce the impact on the street trees and enable a larger canopy to develop.
b) The semi-mature street trees in Alfred Street may be transplanted for the duration of the development should protection not be feasible. Incorporating green infrastructure (strata cells) within the parking bays would benefit long-term and larger street trees.

Yours sincerely,



Paul Whitten, *BSc (Horticulture), Adv Dip (Horticulture) Burnley ILFR, Dip Arb (NMIT)*
Director

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Informal Referral Meeting

City Works - Open Space Services

Application Information for Referral IREF25/01401

Officer:	Nish Goonetilleke
Council Reference:	PPE25/0589
Address:	301 - 317 Rae Street Fitzroy North VIC 3068
Proposal:	301-317 Rae Street Fitzroy North- New referral from Department of Transport and Planning - PA2503916
Zone:	Mixed-Use Zone (**MUZ**)
Overlay(s):	Heritage Overlay – Schedule 327 (**HO327**) Heritage Grading – Not Contributory Environmental Audit Overlay (**EAO**) Development Contribution Plan Overlay – Schedule 1 (**DCPO1**)

Meeting Details

Date:	6 November 2025
Referral Officer	William Jones
Relevant Information:	Click here to view the relevant documents in Content Manager: • PPE25/0589 - 301-317 Rae Street Fitzroy North - Architectural Plans

Advice Provided at Meeting

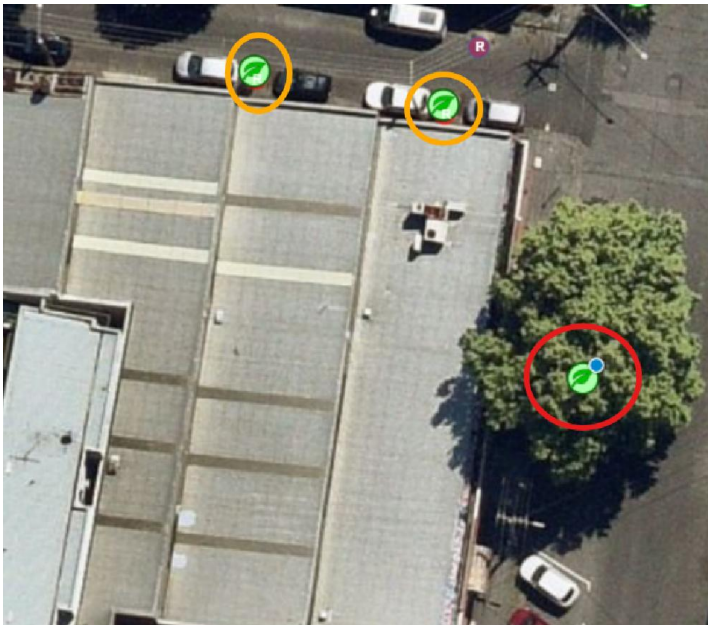
- I have attended the site and assessed the trees in question:
  - Large Plane tree on Rae Street (red)– Amenity value assessed at $41,381, as per the City of Yarra Amenity Calculator (attached).
  - Two small Pyrus trees on Alfred Street (yellow)– These have a lower amenity value. I propose a $5,000 total bond to cover both.

- This brings the total bond amount to **$46,381.00 (excluding GST)**.



City Of Melbourne Method - Amenity Value Calculator

Enter Diameter at Breast Height - DBH (cm)	67	Basic Monetary Value (V)	32842
Select Tree Species	Platanus	Tree Species Factor (S)	0.9
Select Aesthetic Impact	6. Solitary feature specimen tree	Aesthetics Value (A)	1
Select Locality	4. Inner City suburbs	Locality Value (L)	1.75
Select Tree Condition	4. Good	Tree Condition Value (C)	0.8
		Amenity Value (V)	$41,381



Planner Name: Nish Goonetilleke
Date: 06 November 2025

City Works
Formal Referral Response

Application Information:

Referral Officer:	Atha Athanasi
Officer:	Nish Goonetilleke
Council Reference:	PPE25/0589
Address:	301-317 Rae St, Fitzroy North VIC 3068
Proposal:	301-317 RAE STREET FITZROY NORTH - New referral from Department of Transport and Planning - PA2503916 CRM:0457366
Comments Sought:	IREF25/01585 - PPE25/0589
Disclaimer:	Council's City Works Unit provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

Comments:

A Waste Management Plan has not been provided as part of this referral. As a result, we are unable to assess whether a suitable waste system has been planned for the site, including considerations for adequate space allocation and appropriate collection arrangements.

It appears that diverter chute systems are proposed; however, these are generally not supported due to their limited effectiveness in achieving satisfactory waste separation outcomes. Dual chute systems are preferred as they offer improved separation and compliance with best practice waste management standards.

Waste Management Officer: Atha Athanasi

Signature: Atha Athanasi

Date:

Informal Referral Meeting

City Strategy - Open Space Services

Application Information for Referral IREF25/01621

Officer:	Nish Goonetilleke
Council Reference:	PPE25/0589
Address:	301-317 Rae St, Fitzroy North VIC 3068
Proposal:	301-317 Rae Street Fitzroy North- New referral from Department of Transport and Planning - PA2503916
Zone:	Mixed-Use Zone (**MUZ**)
Overlay(s):	Heritage Overlay – Schedule 327 (**HO327**) Environmental Audit Overlay (**EAO**) Development Contribution Plan Overlay – Schedule 1 (**DCPO1**) **Heritage Grade:** Not-contributory

Meeting Details

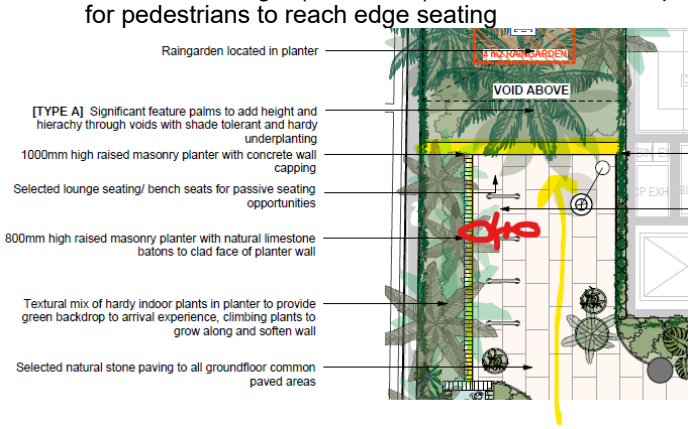
Date:	28 October 2025
Referral Officer	Aimee Pilven
Relevant Information:	Click here to view the relevant documents in Content Manager: PPE25/0589 - 301-317 Rae Street Fitzroy North - s52 Notice Letter PPE25/0589 - 301-317 Rae Street Fitzroy North - Application Form PPE25/0589 - 301-317 Rae Street Fitzroy North - Certificate of Title 301-317 Rae Street Fitzroy North Vicplan Planning Property Report PPE25/0589 - 301-317 Rae Street Fitzroy North - Cover Letter PPE25/0589 - 301-317 Rae Street Fitzroy North - Architectural Plans PPE25/0589 - 301-317 Rae Street Fitzroy North - Clause 58 Assessment PPE25/0589 - 301-317 Rae Street Fitzroy North - Planning and Urban Context Report PPE25/0589 - 301-317 Rae Street Fitzroy North - Urban Context Report 2 PPE25/0589 - 301-317 Rae Street Fitzroy North - Sustainable Management Plan

PPE25/0589 - 301-317 Rae Street Fitzroy North - Landscape Plan

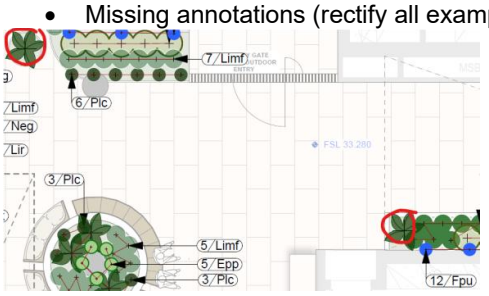
Advice Provided at Meeting

Ground floor -

- *Monstera deliciosa*; remove from planting schedule - cannot see this located on plan
- Ensure bike length (red sketch) works in with raised planter edge and accessible throughway for pedestrians to reach edge seating



- Raingarden; ensure all proposed plant species can tolerate wet conditions. I.e. *Howea forsteriana* prefers 'Well-drained, Moist moderate drainage' conditions and *Thaumatophyllum Xanadu* cannot tolerate wet feet
- Feature tree; *Ficus lyrata* will not grow to full maturity within indoor environment. Reconsider species selection here.
- Central feature; *Epipremnum pinnatum* grow/drape onto seating?
- Boundary planting;
  - *Zamia furfuracea* too wide for planter/tough foliage that may grow into public realm space
- Missing annotations (rectify all examples);

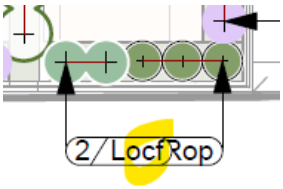


Level 3 & 4 -

- 122 *Geranium Cranebill* 'Dreamland'; perimeter planting – vary to support biodiversity and to ensure if plant species fails, other species will grow successfully

Level 5 -

- General review of drawing set; amend error below



- *Rosmarinus officinalis* 'Prostratus'; requires full sun for optimal growth – southern aspect with building over shadowing

General Plant Schedule -

- Update plant species names and numbers to reflect amendments to all landscape plans

Planner Name: Nish Goonetilleke
Date: 30 October 2025

DTP Application assessment table

Overview	
Property	301 – 317 Rae Street, Fitzroy North VIC 3086
Ward	Nicholls
DTP Ref & Status/ reason for referral	PA2503916 – Notification underway Application made to the Minister for Planning under Clause 53.25 (Great Design Fast Track) Council was notified under section 52 of the Act on 17 September 2025
Council Ref	PPE25/0589
Proposal	Full demolition of the existing building and construction of a seven-storey building containing dwellings (no permit required for use), and associated reduction in the car parking requirements. The proposal is described in the application material. The plans under assessment are those prepared by Warren and Mahoney, dated 26 August 2025
Site & Context	Described in application material It is important to note that to the south, south-west and to the west (across the ROW) of the subject site are several habitable room windows and private open spaces associated with dwellings
Notable application history	None
Planning Framework	
Zoning & Overlays	Mixed-Use Zone (MUZ) Heritage Overlay – Schedule 327 (HO327) Environmental Audit Overlay (EAO) Development Contribution Plan Overlay – Schedule 1 (DCPO1)
Statutory controls	A planning permit is required for the following: • Demolish an existing building under Clause 43.01-1 (Heritage Overlay) • To construct a residential building or to construct or carry out works under Clause 32.04-7 (Mixed Use Zone), Clause 43.01-1 (Heritage Overlay) of the Yarra Planning Scheme (the Scheme)

	• A reduction in car parking under Clause 52.06-3 (Car Parking) The subject site is subject to a Development Infrastructure Levy and a Community Infrastructure Levy under the DCPO1 The subject site is also affected by the Environmental Audit Overlay. The requirements of this overlay are required to be met prior to the commencement of development on any permit issued.

Relevant planning policies	• Clause 2 - Municipal Planning Strategy, including:
	  ○ Clause 02.01 – Context
	  ○ Clause 02.02 – Vision
	  ○ Clause 02.03 – Strategic Directions
	  ○ Clause 02.04 – Strategic Framework Plan
	• Clause 11 – Settlement
	• Clause 13 – Environmental risks and amenity
	• Clause 15 – Built environment and heritage
	• Clause 16 – Housing
	• Clause 18 – Transport
	• Clause 19 – Development infrastructure

Other relevant documents	• City of Yarra: Database of Heritage Significant Areas, September 2023 • Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017) • Apartment Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2021) • Plan Melbourne: 2017 – 2050 (Department of Transport and Planning) • Yarra Housing Strategy (2018)
Internal & External consultation	
Consultation	DTP have notified adjoining property owners. At the time of writing this report, notice was still underway and due to be completed on 13 November 2025.
Internal referrals	The proposal has been referred to the following internal business units, whose comments are attached in full, and whose recommendations have generally been incorporated into the recommended list of conditions: • Heritage • Urban Design

	• Development & Civil Engineering • ESD • Open Space • Waste

Other expertise required	DTP are recommended to obtain expert advice in relation to:
	• Wind expert – to review/verify provided wind assessment
	• Acoustic expert – to assess the potential noise impacts to/from the following:
	  ○ to the proposed dwellings from the North Fitzroy Arms Hotel (approximately 20m south-east of the subject site)
	  ○ from the proposed mechanical plant equipment and car park access to adjoining sensitive uses
	• Melbourne Water – matters in relation to potential flooding

Key considerations	**Generally complies?**
Strategic support	**Yes** The subject site is located within a MUZ, which has a key purpose to provide housing at higher densities. Consistent with the zone, the use of the land for dwellings do not require a planning permit. The proposal enjoys considerable support from both State and Local Planning Policy Framework for redevelopment of the site to provide higher density residential use. Policy at *Clauses 11*, *16* and *18* of the Scheme, together with *Plan Melbourne*, encourage the accumulation of activities and the intensification of development in and around activity centres. *Clause 16.01-1R* (Housing supply – Metropolitan Melbourne) and the SEES specifically seek to support the provision of housing in NACs, especially those with good public transport connections. Both State and Local Planning Policy Framework directives seek to promote the use of sustainable personal transport and increased development close to high-quality transport routes (*Clauses 18.01-3L*, *18.02-1L*, *18.02-2L* and *18.02-4L*). The site is well connected to public transport opportunities.
Built Form – Heritage	**Conditions required** In considering the design and built form of the proposed development, the most relevant aspects of the Scheme are provided at *Clause 15* (Built Environment and Heritage) and the decision guidelines of the MUZ. Regard must be given to the context, height and massing, relationship to adjoining buildings and architectural quality.

	Site context The subject site is in an area where a high degree of visually cohesive, low-rise, heritage forms are retained. However, *Clause 16.01-1L* (Location of residential development) and the Yarra Housing Strategy identifies the subject site as being in an 'incremental change area' with a strategy to *provide for incremental change in incremental change areas by encouraging development that respects the fine-grain subdivision pattern, neighbourhood or streetscape character and identified heritage significance*. Given the scale of the subject site and being a corner site, it can accommodate taller forms and more robust massing. Whilst there is potential for a mid-rise development on-site, regard must be had to the appropriateness of scale of the proposal, based on the individual context and constraints of the land, and the specific provisions of the heritage overlay. Demolition Considerations for demolition are outlined at *Clause 15.03-1L* (Heritage) and *Clause 43.01* (Heritage overlay) of the Scheme. The subject site is graded 'not-contributory' to the North Fitzroy heritage precinct and therefore, the removal of all built form on-site, including the vehicle crossovers would not detrimentally impact the significance of the wider area. The demolition as proposed is therefore supported. Height The proposal seeks to construct a 7-storey building, to a maximum overall height of 21.53m (excluding lift overrun) above natural ground level (NGL). In the absence of any height controls, each application must be considered on its own merit. The strategic planning context supports re-development of the site including for a multi-storey building. However, this must be balanced against achieving acceptable design outcomes for the site having regard to relevant built form polices outlined in *Clause 15.01-2S* (Building design) and *Clause 15.03-1L* (Heritage). Regarding the proposed works, the relevant objectives of *Clause 15.03-1L* (Heritage) is *to preserve the scale and pattern of streetscapes in heritage place*. Similarly, *Clause 15.01-2L* (Building design) encourages new development to ensure the proposed height responds to the building height of adjoining developments, or where there are no specified building height requirements, have regard to the physical and strategic context of the site. This clause further encourages development to reflect the predominant low-rise character of the area, except in MACs and NACs, where mid-rise should be directed. The subject site is in the Nicholson Street NAC. *Clause 15.-01-2S* further supports mid-rise developments that *provide a transitional scale to the buildings in adjoining low-rise neighbourhoods to protect amenity and discourage visual bulk*.

Given the immediate site context, the overall height of the development at 7-storeys is considerably greater than the existing prevailing, low-scale, heritage built-form surrounding the subject site. Furthermore, the development capacity of the adjoining properties to the south are constrained due to their small lot widths, and 'contributory' heritage designation. As shown in Figures 1and 2 below, the proposed 7-storey height with the current design and massing, transitioning from the adjacent two-storey buildings to the south and single-storey building to the west, results in the development appearing as overtly large and dominant in the streetscape. The proposed overall height would detract from the contributory elements of the abutting heritage places to the south (graded individually significant). The proposed height does not comply with the strategies of *Clause 15.03-1L* or *Clause 15.01-2L* set out above.

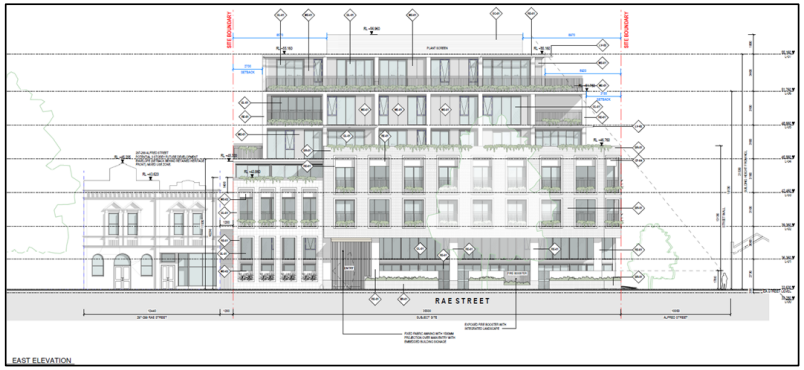


Figure 1: Proposed view from Rae Street (Source: Architectural Plans, Warren and Mahony 26 August 2025)



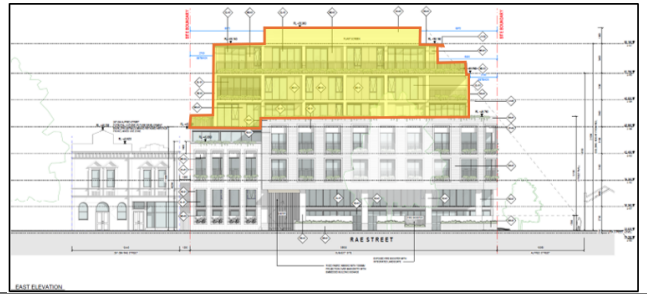
Figure 2: Proposed view from Alfred Street (Source: Architectural Plans, Warren and Mahony 26 August 2025)

Council's Heritage Advisor and Urban Design Unit have concurred that the height of the proposed infill development will have substantial impact on the scale and pattern of the streetscape. The roof services further exacerbate the height concerns. For this development to be acceptably visually recessive within the predominantly one and two-storey streetscape, Council's Heritage Advisor has recommended the overall height be reduced by one level; specifically, the deletion of Level 05. This level is considered the most dominant level, presenting to the corner of Rae and Alfred Streets as shown in Figure 3 below. Therefore, it is recommended that a condition require the deletion of Level 05, reducing the overall number of storeys from seven to six.



Figure 3: Render showing the overly dominant corner of Level 05, intersection of Rae and Alfred Streets (Source: Architectural Plans, Warren and Mahony 26 August 2025)

Current Proposal: 7-Storeys



Officer recommendation: 6-Storeys

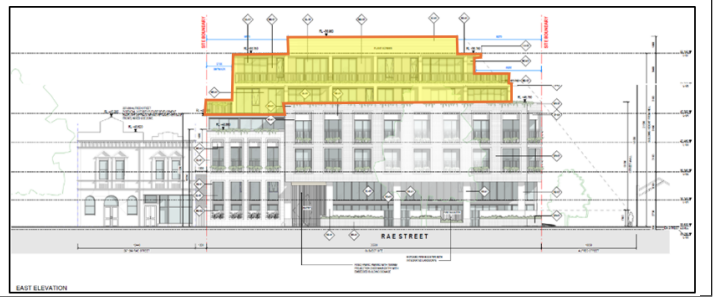
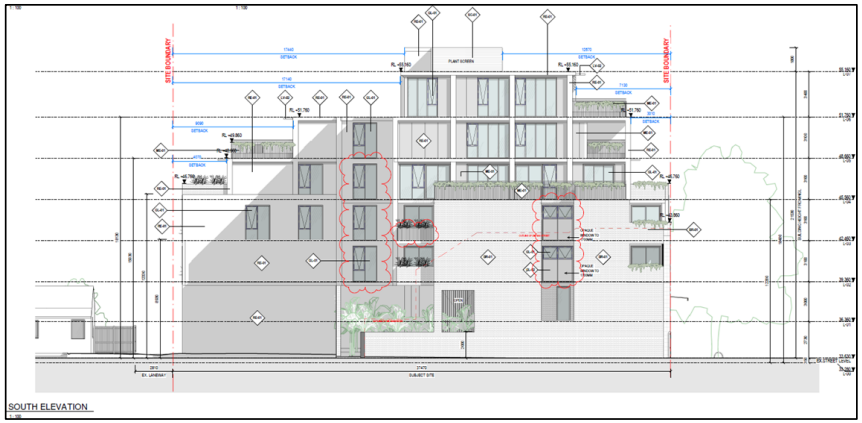


	Figure 4: Rae Street elevation showing a comparison between the current proposal (left) and a reduction in overall height with the deletion of Level 05 (right) (Source: Officer mark-up) Street wall & Upper-level setbacks The street wall heights and upper-level setbacks will be discussed in relation to the presentation to Rae Street and Alfred Street, western ROW, and the southern interface, respectively. *Rae and Alfred Streets* While the proposal largely consists of a 4-storey street wall to Rae Street, stepping down to 3-storeys where it abuts the individually significant building at No. 299 Rae Street, the design allows it to effectively present as a part-2-part-3-storey podium to the street. Above this, the upper-levels are set back with a terrace encroaching at Level 04. The design response ensures the street wall aligns with the upper parapet level of the heritage buildings to the south, providing an appropriate height transition to these neighbouring buildings. Council's Heritage Advisor and Urban Design Unit found this transition to be a successful design element from a heritage perspective. To Rae Street, the scale of the street wall (despite presenting as 3-storeys) was not supported by both Council's Heritage Advisor and Urban Design Unit. The reliance on a partially sunken ground floor and the street wall extending to cover two-storeys, which results in an over scaled ground and first floor was not supported. It has been recommended that the overall street wall height be reduced to maximum 3-storeys in scale. Council's Urban Design Unit have recommended a 3-storey street wall, with a 2-storey transition at the south-eastern corner along Rae Street and at the north-western corner along Alfred Street. Officers concur that the four-storey street wall, combined with the overall seven-storey height and scale of the proposal, is unprecedented and will dominate the surrounding heritage streetscapes, in the context of this part of the HO327. However, the deletion of a level from the street wall would further expose the upper levels. Given the scale of the subject site, the corner location and the transition down to the heritage buildings to the south, the street wall as proposed, is acceptable. Specifically, the transition in street wall height at the south-eastern corner is responsive to the fine grain and predominately single and double-storey character along Rae Street. The four-storey street wall at the north-western corner of Alfred Street is considered acceptable as a ROW provides a physical separation to the existing single-storey dwelling to the west, which has a "not-contributory" heritage grading. This neighbouring site to the west currently has an existing planning permit (PLN23/0165) for the *demolition of the existing dwelling and construction of a double-storey dwelling with associated roof terrace and reduction in car parking requirements*. There are currently no endorsed plans for the approved development. The approved development is built to the majority of the eastern boundary at all floors, including the roof terrace. The first-floor has two, east-facing habitable room windows facing the subject site, with their secluded private open space (excluding the

	roof terrace) located further east of this site. Whilst consideration must be given to the existing site condition, the transition from the four-storey street wall to the approved double-storey dwelling, with a roof-terrace is considered acceptable and complies with *Clause 15.-01-2S*. Furthermore, acting as a backdrop at the end of Alfred Street, along Bik Lane is a six-storey development. In summary, the deletion of Level 05 is considered adequate to ensure an appropriate design response for the site. In terms of upper-level setbacks, *Clause 15.01-2L* recommends developments to incorporate setbacks that *limit excessive tiered building profiles on street and laneway frontages and encourage use of contextual materials and finishes at upper levels* and *provide space for soft landscaping including the planting of canopy trees, where appropriate*. Council's Heritage Advisor is supportive of the upper-level setbacks between the podium and the upper-levels, except for the visually dominant Level 05 when viewed from the corner of Rae and Alfred Streets. Subject to the deletion of Level 05, the proposed setbacks comply with the above policy whereby the design does not result in an excessive tiered building profile. The addition of terraces within the proposed setbacks, including soft landscaping along some sections of the perimeters help to ameliorate any visual bulk impacts from the upper levels. Along with the deletion of Level 05, it was also recommended by Council's Heritage Advisor that the proposed setbacks to the current Level 06 be maintained *to ensure that the corner presentation in more visually recessive within the heritage streetscape*. This too is recommended by way of condition. *Western interface* The northern-most part of the western boundary of the subject site interfaces a ROW, whilst the remainder is shared with the existing residential development at No. 55 Reid Street. The existing ROW, combined with the proposed western setbacks at the upper levels allow for a sufficient level of building separation from the residential dwelling to the west (No. 22 Alfred Street). Visually the ROW and the upper-level setbacks provide an adequate break between built form along this interface. *Clause 15.01.2S* supports mid-rise development that *provides a transitional scale to the buildings in adjoining low-rise neighbourhoods to protect amenity and discourage visual bulk*. As discussed earlier in the report, with the deletion of Level 05, combined with the upper-level setbacks from No. 22 Alfred Street (both the existing dwelling and approved dwelling), the proposed transition is supported. On balance, this setback separation and the articulated western façade would ensure the development would not result in excessive visual bulk. The remainder of the development is set back from the southern portion of the western boundary, with the exception at ground floor, mezzanine level, and an 8.35m long wall at Levels 03, 04 and 05, which abut 8.46m high existing built form at No. 55 Reid Street. The tiered setbacks from this section of the western boundary further provides a break in building mass along the western interface.

	Southern interface The subject site presents a four-storey boundary wall punctuated by a central courtyard (light-court) to the common boundary with No. 299A Rae Street (from the mezzanine level to Level 03). The south-western corner of this development is setback from the southern boundary between Levels 02 to 06. The proposal also incorporates further setbacks at the upper-levels from the southern boundary, with a balcony projecting within this setback at Level 04. As shown in Figure 5 below, the zero-meter setbacks for sections of this side boundary are supported as the central light-court provides a break in the building mass along the southern interface, ensuring the proposal does not create excessively long 'blocks' of built form. Deletion of Level 05 will further reduce any visual bulk along this interface.  *Figure 5: Southern interface of the proposed building (Source: Architectural Plans, Warren and Mahony 26 August 2025)* In summary, the proposed massing of the development is supported, with the principal exception being the overall height. A seven-storey building is not an appropriate outcome for the subject site, based on the heritage streetscape, as well as the existing and anticipated scale of built form surrounding the land. The deletion of Level 05 will result in an overall height of six-storeys, with the four-storey podium assisting to reduce the visibility of the upper-levels. This would provide a more suitable and balanced design response aligned with the existing heritage and emerging context.
Built Form – Public realm	**Conditions required** *The Public Realm & Pedestrian Spaces*

	Clause 15.01-1L and *Clause 15.01-2L* encourage the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. In this respect, the proposal represents an improvement in streetscape, public space quality and perceived safety in comparison to the current conditions. Windows and balconies along the Rae and Alfred Street facades allow direct interaction and passive surveillance between the upper-level apartments and the public realm. However, the extent of glazing at ground and first-floors were found to be excessive by Council's Heritage Advisor and Urban Design Unit, stating that it does *not respond to the policy guidance to respect the typical relationship between solid and void* and does not strike a balance between street activation and resident privacy, respectively. However, reducing the extent of glazing may further hinder the extent of daylight into habitable rooms and the sunken garden at ground floor. For example, the daylight results for the living room and Bedroom 3 of Apartment 0.01 are already found to be non-compliant. Planning Officers are of the opinion that the proportions of the windows, whilst large, respect the elongated window proportions of the abutting heritage building to the south. Therefore, it is not recommended to reduce the extent of glazing at these lower levels. An awning is proposed at the primary entrance to the building. Council's Urban Design Unit have recommended the deletion of this awning as adequate weather protection to pedestrians is provided within the recessed area at ground floor. In addition the use of fabric is not supported as the material has no longevity, nor is the use of Council land (ie. footpath) supported. Therefore, it is recommended to include a condition requiring the deletion of this awning along Rae Street. The primary pedestrian entrance to the building will continue to be easily legible along Rae Street. Council's Urban Design Unit were not supportive of the sunken gardens stating that the *frontage along Rae and Alfred Streets is dominated by a solid boundary wall approximately 1.7m high which results in a poor interface with the street*. These frontages will consist of a combination of cream brick (BR-01), cream textured render (RE-01) and dark green metal work (ME-02). The use of front fencing and planter-boxes along these two street frontages successfully create visual interest and an improved public realm experience. However, the transparency of the metal work (ME-02) along Rae Street has not been provided. In the absence of any transparent material, the overall fence heights along Rae Street will not allow for passive surveillance. Therefore, it is recommended to include a condition requiring this metal work (ME-02) associated with the ground floor apartments along Rae Street to provide a level of transparency. This will improve activation and passive surveillance at ground floor. Given the narrow width of the Alfred Street footpath, Council's Urban Design Unit have recommended the building be set back a minimum 1.5m to provide an unobstructed width along the footpath. This would result in poor internal amenity to the proposed ground floor apartments (affecting the BADS requirements). Furthermore, the built form along the southern side of Alfred Street is built to this boundary and therefore, setting back the building by 1.5m would be incongruous with the existing built form within a heritage streetscape.

	Both Council's Heritage Advisor and Urban Design Unit are supportive of the location of the vehicle entry and substation, fronting the western ROW. The following commentary was provided by Council's Urban Design Unit regarding the streetscapes: (a) The finished surface levels of the recessed entrances along Rae and Alfred Street to be checked by Council's Civil Engineering Unit as they sit lower than the footpath levels; (b) All visitor bicycle parking to be provided within the subject site; (c) Remove the 3 proposed kerb outstand / garden beds in the road space (2 on Rae Street and 1 on Alfred Street) as these are not feasible from a Civil Engineering / drainage perspective; (d) Tree contribution to accommodate two roadside streets: (i) 1 x Alfred Street depicted on the Landscape Plan (excluding the proposed kerb outstand); (ii) 1 x Rae Street between the existing plane tree and the existing kerb outstand to the south. Reconfigure the angled parking bays and an enlarged tree cutout for the existing tree with appropriate tree protection measures; and (iii) Estimated cost for supply, planting and two years maintenance for two roadside trees is $2,226.74. Council's contractor would do the tree planting works, including cutouts. The requirements (b), (c) and (d) above are recommended to be included as conditions on any permit issued. Requirement (a) is discussed further below along with the commentary provided by Council's Civil Engineering Unit regarding the streetscape works: (a) The site may be subject to flooding. The finished surface levels in the recessed entrances and courtyards along Rae and Alfred Streets will be significantly lower than the adjacent footpaths, which may result in overland flow from the street to enter the property during sever rain events. Consult Council's Drainage Management Unit to determine a flood level for the overall site and required freeboard; (b) Notation confirming the power pole to be repositioned behind the kerb along Alfred Street to minimise any intrusions; (c) Remove proposed kerb extensions along Rae and Alfred Streets as these will obstruct channel stormwater flow. Instead replace these with tree cut-outs (similar to existing conditions); (d) Show all existing property stormwater drains and pits under the footpath in Rae and Alfred Streets on the Ground Floor Plan (Rev C: TP10.03), including a notation confirming that all redundant property stormwater drains under the footpaths along these two streets are to be removed and the footpaths reinstated to Council satisfaction; (e) Notation on the Level 01 Plan (Rev C: TP10.04) confirming that the footpath in Alfred Street to be reconstructed along the entire development frontage and made as DDA compliant as possible;

	(f) Relocate the visitor bicycle parking from Rae Street; (g) Notation on the Ground Floor Plan (Rev C: TP10.03) confirming the proposed vehicle crossing along Alfred Street to be constructed in asphalt with bluestone layback and channel; (h) Notation on the Ground Floor Plan (Rev C: TP10.03) confirming the proposed vehicle crossing in Alfred Street, at the west end of the development to be constructed in asphalt with bluestone layback and channel (refer to YSD 602); and (i) The western ROW accurately depicted on the North Elevation (Rev C: TP20.02) as having a v-profile with a centre invert. All of the above are recommended to be required by way of conditioning two separate Public Realm Plans; a functional layout plan (submitted concurrent with the Condition 1 plans) and a detailed design plan, on any permit issued, particularly to ensure the proposal complies with Civil Engineering/Drainage management obligations to minimise any flooding issues. *Shadows* *Clause 15.01-2L* provides guidance in-relation to shadowing of the public realm from proposed developments. Shadow plans were submitted with the application and given the orientation of the subject site, there are no shadow impacts to the Alfred Street footpaths. As a result of the width of Rae Street, the proposed development will not cause additional overshadowing to the eastern side of Rae Street between 10am to 2pm. The additional shadows remain central to the street. This outcome is acceptable, ensuring that there will be no loss of solar access to the opposing footpaths throughout the day. The deletion of one level will further reduce the extent of proposed shadows.
Built Form- Architectural quality/ detail	**Conditions required** *Architectural Quality* Policy at *Clause 15.01-2L* encourages design developments to *make a positive contribution to the streetscape through high quality architecture and urban design*. This policy further supports mid-rise development that *contribute to high-quality built form*. Subject to the deletion of one level, the proposed form is appropriate and responds well to this section of Fitzroy North, with the design offering proportionately sized openings and a street-facing upper-level terraces. The proposed development achieves a good level of architectural quality and provides an appealing aesthetic and visually interesting design response. The material palette is composed of brick, concrete and glazing, adopting muted material and colour palette which consists of shades of cream, grey and green hues. This is consistent with *Clause 15.01-2L* which

	encourages a simple palette of durable materials that respond to the streetscape character through type, colour, finish and contrast. Council's Heritage Advisor has commented that except for the extent of glazing at ground and first floors, the proposed infill development presents a *high-quality design response to the surrounding heritage precinct* and the *proposed materials and overall presentation of the exterior, are acceptable from a heritage perspective*. Similarly, Council's Urban Design Unit are also supportive of the proposed materials but have required further clarification on the material (TL-01) of the street wall on the southern-end of Rae Street as the eastern elevation does not show TL-01, whilst the render shows this wall to be constructed of green tiles. The eastern elevation incorrectly shows the material of this street wall to be GL-01 as opposed to TL-01. Therefore, it is recommended to include a condition which requires the correction of material legend GL-01 to TL-01 on the eastern elevation for the three-storey podium in the south-east corner. A Façade Strategy is also recommended as a permit condition to ensure that all details are constructed as per the images provided, and the façade will be maintained. *Glare impacts* Planning Practice Note 96 (issued in December 2022) provides guidance regarding planning considerations for reflected sunlight glare in the built environment and states that reflected glare risks can arise when cladding, painted walls or concrete have matt or smooth finishes, although reflection is generally less intense than from glass or polished cladding. The predominant use of brickwork and exposed concrete reduces the risk of glare to surrounding sites. The development also comprises of glazing and metal cladding (architectural features/window frames). Whilst glazing and polished metal cladding are considered a key source of reflected glare, which can be particularly intense and visible from varying locations and directions throughout the day and year, the use of these materials is minimal. The deletion of one level would further mitigate any glare impacts. Overall, the proposed materials will not cause detrimental impacts to developments on neighbouring properties, the public realm, the natural environment nor traffic along both Rae and Alfred Streets. *Landmarks, Views and Vistas* *Clause 15.01-2L-02* of the Scheme states that important landmarks, views and vistas be protected or enhanced. The impact on long range views and vistas is only relevant where they form part of an identified character of an area (within planning policy) and typically apply to landscapes or natural features. Table 1. (Landmark primary viewpoints and architecture significant elements) of *Clause 15.01-2L-02* identifies St Luke's (Nos. 121 – 123 St. Georges Road, North Fitzroy) as a landmark, with its spire and belfry outlined as the significant elements. However, this landmark is located well over 182m south-east in distance from the subject site and thus will not be affected.

	The proposed development, with one level deleted, would not compete with St Lukes given its location and is an acceptable response to the local policy direction under *Clause 15.01-2L-02* of the Scheme. *Site Coverage* The level of site coverage proposed substantially exceeds the maximum of 80% suggested by *Clause 15.01-2L*. However, as seen by the existing level of site coverage on-site and in the surrounding (and immediate) area and within a zoning that encourages higher density development (MUZ), it is acceptable.
Landscaping/ Vegetation	**Conditions required** On-site Landscaping Landscaping is proposed for the private and communal terraces in the form of planter boxes. The planters provide both small and/or medium canopy trees within the communal area at ground floor. Significant landscaping does not form part of the neighbourhood character, or the subject site. However, the proposal provides this as an improvement to the amenity for future occupants. This complies with *Clause 15.01-2L* (Building design) which encourages developments to provide *landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas*. The proposed landscape design also complies with strategies at *Clause 15.01-2L* which recommends developments to *incorporate setbacks that provide space for soft landscaping, including the planting of canopy trees, where appropriate*. Council's ESD Officer has recommended that the proposed 4m^2 raingarden meet Melbourne Water guidelines, by updating the Landscape Plans showing sectional diagrams and plant species to meet Melbourne Water guidelines. This is recommended to be provided by way of condition. Council's Strategic Projects, Parks and Open Space Unit provided several conditions to replace certain species, particularly in relation to the communal open space at ground floor. Given its southern orientation and limited access to daylight, it has been recommended to vary some of the chosen plant species. These changes are required by way of condition. Street Trees There are three street trees located immediately adjacent to the subject site: one along Rae Street and two along Alfred Street. The proposal does not show any tree removal. This application was referred to Council's Arborists, along with the Arboricultural Assessment and Report (prepared by Tree Logic, dated 16 April 2025). The following have been recommended by Council's Arborists: *(a) A bond should be applied to the trees for the duration of the development.*

	(b) A Tree Protection Plan (TPP) and Tree Protection Specifications (TPS) in accordance with AS4970-2025 Protection of trees on development sites must be provided to ensure the long-term viability of the trees identified. (i) *The TPP and TPS must consider site deliveries, vehicle swept paths and any impact on adjacent street trees within Alfred Street.* *(c) The Landscape Plans Drawing L100 Ground floor Landscape Layout Plan should remove reference to rain-garden adjacent tree #10 (London Plane), as this is not an appropriate garden within the root zone of the tree.* *(d) The drawings must show elevations, depths and levels of the proposed garden bed prior for further assessment to determine if the proposal is reasonable and will not affect the tree.* Additional considerations: *(e) Placing the existing overhead powerlines underground, or converting to aerial bundle cable (ABC) would reduce the impact on the street trees and enable a larger canopy to develop.* *(f) The semi-mature street trees in Alfred Street may be transplanted for the duration of the development should protection not be feasible. Incorporating green infrastructure (strata cells) within the parking bays would benefit long-term and larger street trees.* Council's Arborists have advised that the bond amount for the protection of the existing street trees is $46,381.00 (ex GST). Recommendations (a), (b) and (c) are recommended to be addressed by way of conditions. Recommendation (d) will not be required by way of condition as the kerb outstands are recommended to be deleted. The additional considerations are also not recommended to be conditioned as the trees along Rae and Alfred Streets are shown to be retained and the TMP will allow for protection during construction. As stated earlier in the report Council's Urban Design Unit and Civil Engineering Unit have recommended the kerb outstands to be deleted and replaced with tree cutouts. This is recommended to be included as a condition on any permit issued.
Off-site amenity impacts	**Conditions required** The deletion of one level as recommended will ensure wider off-site amenity impacts by way of any unreasonable visual bulk impacts, daylight to existing windows and overshadowing are addressed, especially to No. 22 Alfred Street to the west (across the western ROW), No. 55 Reid Street to the west and south-west, and the first-floor dwelling at No. 299A Rae Street to the south. Nonetheless, the proposal offers adequate and varied setbacks/cut-outs from these neighbouring habitable room windows and private open spaces/balconies which would minimise off-site amenity impacts. The use of contrasting materials in light hues also adds modulation and visual interest when viewed from these sensitive interfaces.

	The architectural plans have provided typical overlooking section diagrams for apartment types over several floors that depict compliance with the overlooking standards.
On-site amenity & ESD	**Unclear** The development proposes 27 dwellings (two and three-bedroom apartments). The residential component of the development should meet all the standards and must meet all the objectives of Clause 58 of the Yarra Planning Scheme. BADs standards and industry best practice must ensure adequate light and ventilation occurs. Whilst the application would be subjected to a detailed assessment against Clause 58 by the officers of DTP, the following key concerns are raised which could be requested by way of conditions: Clause 58.03-1 – Energy Efficiency (Standard D6) Council's ESD Officer reviewed the submitted Sustainable Management Plan (prepared by GIW, dated 01 September 2025). Whilst several ESD commitments were found within the proposal, Council's ESD Officer commented that the proposal did not meet Council's ESD standards. The following deficiencies were identified: (a) Provide fixed, outdoor clothes drying racks, retractable clothes lines, or similar; (b) Several dwellings rely on ventilation via the front door. Provide evidence to demonstrate how the apartments will be able to access ventilation securely via the front door through secure above door vents or similar; (c) Proposed solar arrays produce minimal energy. It has been recommended to: (i) Purchase 100% renewable energy via embedded network or similar; (ii) Solar power sharing system directly with dwellings to maximise the utilisation of the electricity generated onsite. The following improvements were also identified: *(d) Increase the size of the rainwater tank and increase the re-use through hot water connections to all dwellings;* *(e) Increase the size of the solar PV array to generate more solar onsite;* and *(f) Incorporate an energy storage system and battery to utilise more solar power onsite*. It is recommended that all of the above be conditioned on any permit issued. Clause 58.03-3 – Solar access to communal open space (Standard D8) The objective of this standard is to *allow solar access into communal outdoor space*. The location of the communal open space at ground floor lacks access to daylight and sunlight, particularly with Level 02 being partially constructed above this area. There are further concerns regarding vegetation viability with poor access to sunlight.

	Clause 58.03-4 – Safety (Standard D9) The standard recommends that *developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways*. There is no indication of any source of lights on either of the facades, where residential walkways and car parking access are provided. Therefore, in order provide safety and security for both residents and visitors, and to improve the integration between the development and the street, it is recommended that a condition require wall-mounted sensor lighting to be provided to all pedestrian entrances, including the internal courtyard areas. Standard conditions are recommended to be imposed to ensure the lights are appropriately baffled and shielded to prevent light spill. Clause 58.05-3 – Private open space (Standard D20) This Standard specifies if a cooling or heating unit is located on a balcony, the balcony should provide an additional area of 1.5sqm. The plans do not show the location of cooling or heating units for any of the apartments. It is recommended to include a condition requiring the plans to show the location of cooling/heating units and for all apartments to meet this standard. Clause 58.06-3 – Waste and recycling (Standard D24) A Waste Management Plan has not been provided. Without a WMP, Council's City Works Branch have stated the following: *Unable to assess whether a suitable waste system has been planned for the site, including considerations for adequate space allocation and appropriate collection arrangements. It appears that diverter chute systems are proposed; however, these are generally not supported due to their limited effectiveness in achieving satisfactory waste separation outcomes. Dual chute systems are preferred as they offer improved separation and compliance with best practice waste management standards.* It is recommended that a condition be included recommending the provision of a WMP, including a dual chute system. A standard condition will also require waste collection to be private unless the with approval from Council. Clause 58.07-1 – Functional layout (Standard D26) The living rooms of Apartments 2.01 and 3.01 appear to include the dining tables and chairs to meet the Standard. This appears to be a clerical error. The required 12sqm should exclude the dining area. This is required to be corrected by way of condition.
Carparking & traffic	**Conditions required** Council's Development Engineering Team has no objection to the reduction in the car parking requirements for this site.

	Clause 52.06-9 (Design standards for car parking) relates to the design of car parking areas and contains 7 standards and requirements relating to access way, car parking spaces, gradients, mechanical parking, urban design, safety and landscaping. Council's Development Engineering Unit reviewed the above against the architectural plans and were satisfied with the layout of the car parking area. Whilst they were generally supportive of the car access from the western ROW, limited information has been provided, and it has been recommended that the following matters be addressed by way of conditions: (a) Dimension the depth of the car spaces; (b) Dimension the depth of the tandem spaces; (c) Provide a vertical ground clearance check for the laneway and car park entrance using the B99 design vehicle; (d) Provide a vertical ground clearance check for the widened vehicle crossing using the B99 design vehicle; (e) Liaise with the relevant Service Authority regarding the power pole in Alfred Street and submit a letter of consent; (f) Liaise with the relevant Service Authority to prevent light spillage into habitable rooms of the subject site along the Rae Street and Alfred Street frontages and submit a letter from the relevant Service Authority confirming the streetlights are compliant; (g) Delete on the plans all proposed (new) on-street car spaces and include a notation to read "On-street Car Spaces for Council's Consideration and Approval"; (h) Delete the proposed kerb extension and traffic islands; (i) Include a notation confirming that the "Proposed Street Tree for Council's Consideration and Approval"; and (j) The telecom pit to be flush with the vehicle crossing pavement and provide a heavy duty cover to accommodate the weight of vehicles traversing over the pit. Update the relevant drawings accordingly and provide a note for the telecom pit to be flush with the vehicle crossing. The above are recommended to be required by way of condition. An additional condition is recommended to number the car parking spaces. Several engineering conditions relating to civil works, road asset protection, and construction management, impacts of assets on the proposed development, reinstatement of redundant vehicle crossings and modification to car parking signage have been recommended. These conditions are considered standard and should also be included on any permit issued.
Bicycle provision	**Conditions required** Pursuant to Clause 52.34 of the Scheme, the proposed development is required to provide three visitor bicycle spaces. The proposal provides a total of 12 visitor bicycle spaces (6 spaces on-site and 6 spaces along Rae Street). Council's Urban

	Design Unit and Civil Engineering Unit have recommended the relocation of the visitor bicycle parking within the site. There appears to be ample room within the communal area to accommodate this recommendation and can be addressed by condition. Council officers have carried out a general assessment of the proposed bicycle areas. It is also recommended the following be included by way of condition: (a) Dimension bicycle parking spaces and access paths in accordance with the requirements of AS2890.3 and the Yarra Planning Scheme Clause 52.34; (b) Details of the proposed access path for bicycles to the basement bicycle parking area is required to be defined, including: (i) Details and internal dimensions of the lift to confirm if this is a suitable size to contain a bicycle to the basement; (c) Details of how the traffic light system proposed to be used along the basement ramp from the western ROW will be activated by a bicycle to ensure that vehicle / bicycle conflicted is not created along the basement ramp; (d) Provide a locking mechanism to the bike rooms to limit access to authorised personnel only.
Any other matters	Land contamination The site is located within an Environmental Audit Overlay. Pursuant to *Clause 45.03* of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development on any permit issued.
Net community benefit	**Conditions required** Pursuant to *Clause 71.02-3* Integrated Decision Making, outcomes should be balanced in favour of net community benefit. Subject to condition, this application as currently proposed would provide housing diversity, sustainable development and public realm improvements for the benefit of present and future generations.

Declaration

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.