

Agenda

Planning Decisions Committee Meeting

6:30 pm, Tuesday 9 December 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 Sharron Harrison — Deputy Mayor
- Cr Evangeline Aston
- Cr Edward Crossland
- Cr Andrew Davies
- Cr Kenneth Gomez
- Cr Meca Ho
- Cr Sophie Wade

Apology

- Cr Sarah McKenzie

Council staff:

- Mary Osman — General Manager City Sustainability and Strategy
- Danielle Connell — Manager Statutory Planning (Acting)
- Ally Huynh — Senior Coordinator Statutory Planning
- John Theodosakis — Principal Planner
- Nish Goonetilleke — Principal Statutory Planner
- Kyle Everett — Senior Strategic 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 25 November 2025 be confirmed.

5. Planning Committee Reports

5.1. – PLN25/0361 - 20 Coate Avenue, Alphington

Author	Joshua Broberg – Senior Planner Statutory Planning
Authoriser	General Manager City Sustainability and Strategy

Executive Summary



Property	20 Coate Avenue, Alphington
Ward	Yarra Bend
Application number	PLN25/0361
Proposal	Construction of 11 townhouses and a reduction in the visitor car parking requirement
Zoning & Overlay/s	- Neighbourhood Residential Zone – Schedule 3 - Special Building Overlay - Development Contributions Plan Overlay – Schedule 1
Strategic setting	- Low Rise Residential Area - Minimal Change Area
Submissions	12 objections
Key reasons for support	- The proposal complies with the majority of Clause 55 'deemed to comply' provisions. Where variations are proposed, the proposal complies with the objective. - Proposed reduction of two visitor car spaces will not result in unreasonable offsite impacts. - Works within SBO supported by Melbourne Water, subject to conditions.

Recommendation	That Council issues a Notice of Decision to Grant a Planning Permit, with conditions. Key conditions include: - Tree protection measures to ensure viability of all neighbouring trees and street trees to be retained. - Realignment of front fence to protect street tree 3. - Street tree contribution for loss of street tree 4. - Modify render finishes to reduce reflectivity. - Removal of retaining wall from within SBO area.
Contact Officer	Joshua Broberg, Senior Statutory Planner

Officer Recommendation

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant Planning Permit PLN25/0361 at 20 Coate Avenue, Alphington for:

Control	Clause	Matter for which the permit has been granted
Neighbourhood Residential Zone	32.09-7	To construct two or more dwellings on a lot
Special Building Overlay	44.05-2	To construct a building or to construct or carry out works
Car Parking	52.06-3	To reduce the number of car parking spaces required under Clause 52.06-5

subject to the following 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 Taouk Architects and dated August 2025, but modified to show:

   (a) All permeable paving clearly noted on plans;

   (b) The proposed front fence alignment amended to allow for the retention of tree 3;

   (c) Dimension the headroom clearances of the garage doorways;

   (d) Nominate the location of external lighting to the internal accessways;

   (e) All fencing within the area of subject land located within the Special Building Overlay area to be timber paling;

   (f) All boundary fencing to have a maximum visual transparency of 25%;

   (g) A notation of all reuse connections on each rainwater tank;

   (h) Materials palette to ensure the render finishes are not too reflective;

(i) Any changes in accordance with Conditions 5-9 (Melbourne Water);

(j) Any changes in accordance with Condition 10 (Water Sensitive Urban Design Report);

(k) Any changes in accordance with, Condition 12 (Landscape Plan);

(l) Any changes in accordance with Condition 14 (Tree Management Plan); and

(m) Any changes in accordance with Condition 17 (Waste Management Plan).

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. 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.

Melbourne Water Conditions (Conditions 5-9)

5. Prior to the endorsement of plans under this permit, amended plans to the satisfaction of Melbourne Water and Council must be submitted to and approved by Melbourne Water and Council. The plans must be generally in accordance with the plans submitted with the application but modified to include:

   (a) The deletion or relocation of the proposed retaining wall outside of the Special Building Overlay.

6. The dwellings must be constructed with finished floor levels set no lower than 21.66 metres to Australian Height Datum (AHD), which is 300mm above the applicable flood level of 21.36 metres to AHD.

7. The garages must be constructed with finished floor levels set no lower than the applicable flood level of 21.36 metres to Australian Height Datum (AHD).

8. The layout of buildings and works as shown on the plans must not be altered without prior written consent from Melbourne Water.

9. Any new fencing or gates must be of an open/permeable style (minimum 50% permeable) or of a timber paling construction to allow for the passage of floodwater.

Water Sensitive Urban Design Report

10. Concurrent with the submission of Condition 1 Plans, an amended Water Sensitive Urban Design Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Water Sensitive Urban Design Report will be endorsed and will form part of this permit. The amended Water Sensitive Urban Design Report must be generally in accordance with the Water Sensitive Urban Design Report prepared by Melbourne Sustainability Consultants and dated 12 May 2025 but modified to include:

    (a) Any changes required under Condition 1.

11. The provisions, recommendations and requirements of the endorsed Water Sensitive Urban Design Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Landscape Plan

12. 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 John Patrick Landscape Architects and dated 21 July 2025 but modified to include:
    (a) Any changes required under Condition 1;
    (b) The proposed canopy cover calculations to exclude any canopy areas beneath a cantilevered or overhanging built form or structure;
    (c) Deep soil area calculations to exclude hard-paved surfaces; and
    (d) More detailed information on maintenance and irrigation.
13. 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.

Tree Management Plan

14. Concurrent with the submission of Condition 1 Plans, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must be prepared in accordance with the recommendations within the Arboricultural Assessment and Report by Stem Arboriculture, dated 21 July 2025, and include recommendations for:
    (a) Any changes required under Condition 1;
    (b) the protection of all neighbouring trees and street trees (except tree 4):
        (i) pre-construction;
        (ii) during construction; and
        (iii) post construction;
    (c) protection measures in relation to the proposed footpath upgrade.
    (d) the provision of any barriers;

(e) any pruning necessary; and

(f) watering and maintenance regimes,

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, the permit holder must make a one-off contribution of $5,366 (inclusive of GST and subject to annual CPI increase) to the Responsible Authority to be used for replacement street tree plantings that are required as a result of the development.

Waste Management Plan

17. 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 Traffix Group and dated July 2025, but modified to include:

(a) Any changes required under Condition 1.

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

Engineering and Infrastructure

19. Before the buildings are occupied or by such later date as approved in writing by the Responsible Authority, the footpath along the property's Coate Avenue frontage must be reconstructed in concrete:

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

(b) to the satisfaction of the Responsible Authority.

20. 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.

21. Before the buildings 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.

22. Before the buildings 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.

23. Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.

24. 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.

Construction Management Required

25. 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.

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.

General Conditions

26. 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.

27. 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.

28. Any new dwelling 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.

29. 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.

30. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating internal accessways 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.

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

    (a) Monday-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.

Permit Expiry

32. This permit will expire if:

    (a) The development is not commenced within three years of the date of this permit; or

    (b) The development is not completed within five 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:

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.

A local law permit may be required for tree removal. Please contact Council's Compliance Branch on 9205 5555.

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 property owners or occupiers and all future businesses (whether as owners, lessees/tenants, 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.

In accordance with the Yarra Planning Scheme, an 8.65% public open space contribution will apply in the event of the subdivision of the land.

Engineering Notes

The site stormwater must be directed to the nominated legal point of discharge (LPD) and shall be limited to equivalent pre-development levels or 70% impervious coverage, whichever is lowest, for a 20% AEP rainfall event.

The development must detain onsite, at a minimum, the 10% AEP storm event. For cases where a safe overland flow path cannot be provided or where flows exceeding pipe capacity may impact the development or adjacent, upstream, or downstream properties, the requirement will be to detain the 1% AEP storm event.

For the submission of plans pursuant to Condition 20, please submit these to info@yarracity.vic.gov.au marked attention to Engineering Services.

All redundant property drain outlets are to be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost.

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.

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.

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.

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

History and Background

1. The subject site has no planning history.

Amendment VC267

2. Amendment VC267 was gazetted on 6 March 2025 and became operational on 31 March 2025. The amendment introduced new provisions and 'deemed to comply' standards under Clause 55 of all planning schemes, which remove third-party appeal rights where those standards are satisfied.

3. An application where Clause 55 applies is now exempt from the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the *Planning and Environment Act* 1987 (the Act) if all the applicable standards under clauses 55.02, 55.04-1, 55.04-2, 55.04-3, 55.04-4 and 55.05-2 are met.

4. Under the new 'deemed to comply' provisions, where a development meets a standard of Clause 55 the corresponding objective is deemed to be met, and the Responsible Authority is not required to consider the corresponding decision guidelines. If a development does not meet a standard, the responsible authority must consider the applicable decision guidelines in determining whether the corresponding objective is met.

5. For applications where the new Clause 55 clause applies, the Responsible Authority is exempt from and is not required to consider:

   (a) The Municipal Planning Strategy and Planning Policy Framework, unless an applicable decision guideline specifies otherwise;

   (b) The purpose or decision guidelines of the relevant zone, unless an applicable decision guideline specifies otherwise; and

   (c) The decision guidelines in Clause 65, unless an applicable decision guideline specifies otherwise.

6. If there is any inconsistency between the requirements of Clause 55 and another provision of this planning scheme, Clause 55 prevails.

7. An application to which Clause 55 applies is also exempt from the requirements of:

   (a) Section 60(1)(b), (e), (f), (1A) and (1B) of the Act; and

   (b) Section 84B(2)(b) to (jb) of the Act.

Melbourne Water Updated Flood Mapping

8. Melbourne Water has recently released draft flood mapping for the City of Yarra as part of its Greater Melbourne Flood Information Program, which is currently open for public consultation. Although this mapping does not yet have formal status and is not incorporated into the Yarra Planning Scheme, Melbourne Water has provided referral advice to the applicant based on the draft data. Given its draft status, these recommendations are not mandatory but are strongly encouraged. The recommendations are outlined in this report.

Site Context

9. The subject site is on the west side of Coate Avenue in Alphington, approximately 250m southwest of the Heidelberg Road and Chandler Highway intersection. The site is

rectangular in shape, with a 60.35m frontage to Coate Avenue, a maximum depth of 43.84m, with a site area of 2,620.85sqm.

10. An existing dwelling straddles the boundary with a second title lot to the north (Lot 1/TP131795), which has an area of 442sqm and forms part of the broader landholding at No. 20 Coate Avenue. However, this northern title is excluded from the land that comprises the subject site. The demolition of the dwelling situated across both titles does not require a planning permit.



Figure 1 - Subject site frontage, viewing west from Coate Avenue. The existing dwelling was in the process of being demolished (Source: Planning Officer, 11 November 2025).



Figure 2 - Subject site, viewing northwest from Coate Avenue (Source: Planning Officer, 11 November 2025)



Figure 3 - Northern parcel (Lot 1/TP131795) which forms part of the broader landholding at No. 20 Coate Avenue (Source: Planning Officer, 11 November 2025)

11. The subject site is otherwise vacant, with the exception of fencing of various heights and materials along all perimeters. The topography falls from the east to west by approximately 4.5m. A gravel vehicle crossover provides vehicular access from the southeast.

12. The site contains a range of small to medium trees of generally low amenity value. These include several small fruiting and ornamental species around the dwelling, two modest Melaleucas to the west, and a mixed cluster of suckers and young growth in the rear that has arisen from a large neighbouring Elm. Young Eucalypts line the northern and southern boundaries, and a small self-sown Peppercorn is located near the western boundary. Overall, none of the onsite vegetation is of significant value.

Title

13. The subject site is identified as Lot 1 on Title Plan TP68035BU, which corresponds to the southern portion of No. 20 Coate Avenue. The title does not contain any easements, covenants or restrictions.

Surrounds

14. The subject site is located within a low-rise residential area, 150m west of the Alphington Paper Mill mixed-use area and 250m south of the Heidelberg Road Neighbourhood Activity Centre.



Figure 4 – Aerial Map of the subject site and surrounds. Source: Nearmap.com (15 October 2025)

15. Properties along Coate Avenue are located within the Neighbourhood Residential Zone and generally comprise a mix of single dwellings, townhouses and multi-unit development, ranging between one and two storeys.



Figure 5 - Viewing south down Coate Avenue, subject site on right (Source: Planning Officer, 11 November 2025)

16. At the southern end of Coate Avenue is Coate Park, which has frontage to the Yarra River and connections to broader walking trails.

17. The site is 250m south of bus routes 546 and 609 along Heidelberg Road, and bus routes 305 and 609 along Chandler Highway. Fairfield Train Station is approximately 800m northwest.

Interfaces:

18. To the north side boundary of Lot 1/TP131795, is No. 22 Coate Avenue, a contemporary double-storey dwelling, constructed circa 2015. This dwelling is setback 6.44m from the front boundary, with secluded private open space (SPOS) to the rear.



Figure 6 - 22 Coate Avenue (Source: Planning Officer, 11 November 2025)

19. To the west rear boundary are five properties at Nos. 2-8 Tower Avenue and 1 Margaret Grove. Nos. 2-8 Tower Avenue comprise four, single storey detached dwellings, each with rear SPOS which interface with the common boundary, and rear setbacks of between 8-12 metres. No. 1 Margaret Grove comprises a double-storey dwelling, with a side setback of approximately 1.7m and three habitable room windows which interface with the subject site.

20. To the south side boundary is land which forms part of No. 1 Margaret Grove. This land has a frontage to Coate Avenue and generally comprises a private open space area and concrete and gravel driveways.



Figure 7 - Coate Avenue frontage of 1 Margaret Grove (Source: Planning Officer, 11 November 2025)

21. To the east, on the opposite side of Coate Avenue, are Nos. 23 Coate Avenue and 17 Coate Avenue. No. 23 Coate Avenue comprises a multi-unit development with 43 single-storey dwellings. No. 17 Coate Avenue comprises a single Federation-era dwelling, set back approximately 17m from the street.



Figure 8 - Unit development at No. 23 Coate Avenue, opposite the subject site (Source: Planning Officer, 11 November 2025)



Figure 9 – No. 17 Coate Avenue (Source: Planning Officer, 11 November 2025)

Proposal

22. The proposal is for construction of eleven (11) two-storey townhouses with details as follows:

    (a) Full demolition of the existing dwelling (no permit required);

    (b) Removal of all on-site vegetation, including a street tree (Tree 4) (no permit required);

    (c) Buildings and works associated with the construction of eleven (11) two-storey townhouses, comprising 5 x four-bedroom dwellings, 5 x three-bedroom dwellings and 1 x two-bedroom dwelling;

    (d) The floor plans of the townhouses comprise the following:

        (i) Townhouses 1 – 4, which front Coate Avenue and contain:

            a. At ground level, a bedroom with ensuite, W/C, laundry, study nook and kitchen/living/dining area; and

            b. At first floor, three bedrooms, one with ensuite, shared bathroom and a retreat;

(ii) Townhouse 5, which fronts Coate Avenue and contains:

a. At ground level, a bedroom with ensuite, W/C, laundry, study nook and kitchen/living/dining area; and

b. At first floor, three bedrooms, one with ensuite, shared bathroom, study nook and a retreat;

(iii) Townhouses 6, 8-11, which front the internal accessway, and contain:

a. At ground level, a study, W/C, laundry, kitchen/living/dining area; and

b. At first floor, three bedrooms, one with ensuite, shared bathroom and a retreat;

(iv) Townhouse 7, which fronts the internal accessway, and contains:

a. A study, W/C, laundry and kitchen/living/dining area; and

b. At first floor, two bedrooms, one with ensuite, a shared bathroom and retreat;

(e) Townhouses 1-3 and 6-11 will contain a single garage with a tandem parking space within a driveway. Townhouses 4 and 5 will contain double garages.

(f) Four new vehicle crossovers are proposed onto Coate Avenue, comprising:

(i) Single crossovers to both Townhouses 1 and 5;

(ii) A combined double-crossover to Townhouses 2 and 3; and

(iii) A double crossover to provide access to the remaining dwellings via an internal accessway.

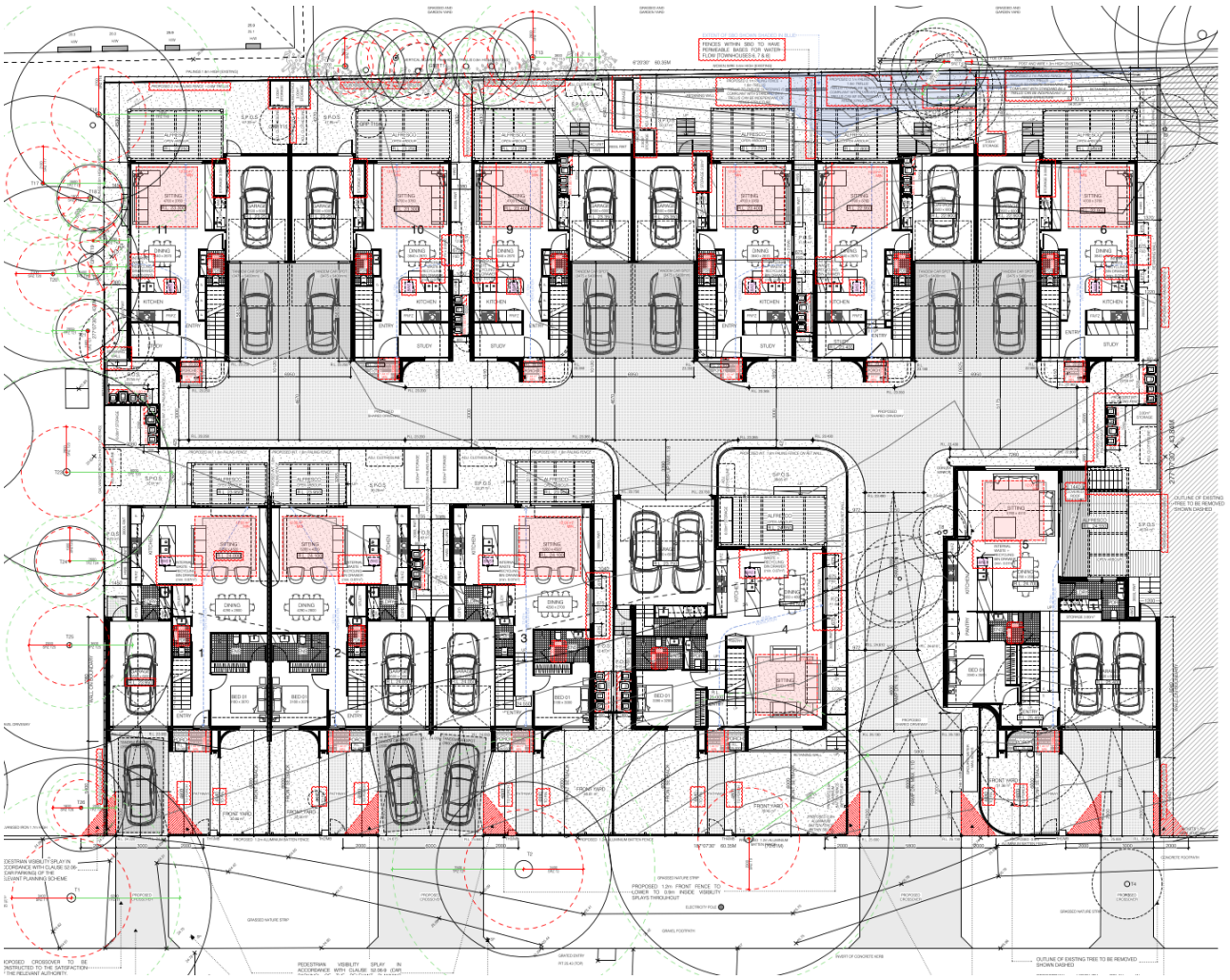

Figure 10 - Site layout (Proposed Ground Floor Plan)

(g) A 1.2m high aluminium batten fence is proposed along the front boundary;

(h) The development will have a maximum height of 8.5 metres (Townhouse 5);

(i) The townhouses will provide the following boundary walls/setbacks:

  (i) At ground level, the townhouses will be built to the northern boundary for a length of 8.04m, with the remaining walls setback between 1.22m to 1.37m;

  (ii) From the rear boundary, the townhouses are set back between 4.27m and 5.37m;

  (iii) A 7.08m long wall along the southern boundary, with the remaining walls setback between 1.3m to 1.45m;

  (iv) The townhouses provide a minimum street setback of 4.44m; and

  (v) At first floor, the townhouses provide a minimum north side setback of 1.92m, a minimum rear setback of 4.53m, a minimum south side setback of 2m, and a minimum street setback of 6.15m;

(j) The townhouses adopt a contemporary design, featuring upper level setbacks and a mixed materials palette which includes cream and grey brickwork, light render, timber-look battens, and light vertical cladding;

(k) The landscape plan includes 24 canopy trees;

(l) 2.1m high side boundary fencing is proposed along the north (with part 0.9m high paling fence adjacent Coate Avenue) and west boundaries, with 0.6 – 1.7m high trellis along the rear boundary; and

(m) Each dwelling will include a 2,000L or 3,000L water tank in accordance with water sensitive urban design requirements. North-facing windows are provided with fixed shading devices.



Figure 11 - 3D Visualisation (Townhouses 1-4)



Figure 12 - 3D Visualisation (Townhouse 5)

Statutory controls

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

24. The following Clauses of the Yarra Planning Scheme (the Scheme) are also relevant to the proposal:

(a) **Clause 32.09 – Neighbourhood Residential Zone – Schedule 3 (NRZ3)** – Pursuant to Clause 32.09-7 of the Scheme, a permit is required to construct two or more dwellings on a lot. A development must meet the requirements of Clause 55 (Two or more dwellings on a lot).

Pursuant to Clause 32.09-4 of the Scheme, an application to construct a dwelling on a lot of more than 650sqm must provide a minimum garden area of 35%. The proposal provides 35.5% of the lot as garden area to meet this requirement.

Pursuant to Clause 32.09-11, a dwelling must not exceed 9 metres in height and must contain no more than 2 storeys at any point. The proposed development will not exceed the mandatory height limit.

An application under the NRZ3 is exempt from the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act if all the applicable standards under clauses 55.02, 55.04-1, 55.04-2, 55.04-3, 55.04-4 and 55.05-2 are met.

(b) **Clause 44.05 – Special Building Overlay (SBO)** – a permit is required to construct a building or to construct or carry out works within the area of the site affected by the SBO, including:

- A fence.
- A pergola or verandah, including an open-sided pergola or verandah to a dwelling or small second dwelling with a finished floor level not more than 800mm above ground level and a maximum building height of 3 metres above ground level.
- A deck, including a deck to a dwelling or small second dwelling with a finished floor level not more than 800mm above ground level.

The extent of proposed works within the SBO comprises a retaining wall, boundary fencing, a storage shed and sections of deck within the rear setbacks of Townhouses 6-8.



Figure 13 - the area of the subject site affected by the SBO (Source: VicPlan)

(c) **Clause 45.06 – Development Contributions Plan Overlay – Schedule 1 (DCPO1)** - the DCPO1 sets out mandatory development contributions for specific types of development. As the proposal includes eleven (11) new dwellings. the requirements of DCPO1 apply and the Community and Development Infrastructure Level will be included by condition;

(d) **Clause 52.06 - Car Parking** - requires that before the number of dwellings is increased, the required car parking spaces must be provided on the land as set out at Clause 52.06-5. The proposal includes ten (10) new, three- and four-bedroom townhouses, each of which generates a requirement for two car parking spaces, and a single two-storey townhouse which generates a requirement for one car parking space. Each dwelling is provided with two on-site car parking spaces within separate garages and tandem parking, meeting the minimum car parking requirement. The proposal provides no visitor parking, which for developments of 11 dwellings outside of the principal public transport network area represents a shortfall of two (2) visitor parking spaces under the statutory requirement;

(e) **Clause 52.34 - Bicycle facilities** - sets out requirements for bicycle facilities. The provision of bicycle facilities is only required where the floor area of an existing use is increased or for dwelling developments of four or more storeys. Accordingly, the proposal does not require the provision of any bicycle facilities;

(f) **Clause 53.18 - Stormwater management and Urban development** - This clause applies to an application under a provision of a zone to construct a building or construct or carry out works and sets out certain requirements to be met. This is addressed in the ESD assessment;

(g) **Clause 55 - Two or more dwellings on a lot and residential buildings** - This clause applies to an application for two or more dwellings less that are less than four storeys in a Neighbourhood Residential Zone.

As discussed at the outset of this report, Amendment VC267 was gazetted on 6 March 2025 and became operational on 31 March 2025. The amendment introduced new provisions and 'deemed to comply' standards under Clause 55 which remove third-party appeal rights where those standards are satisfied.

If a development meets a standard of Clause 55, the corresponding objective is deemed to be met and the responsible authority is not required to consider the corresponding decision guidelines. If a development does not meet a standard, the responsible authority must consider the applicable decision guidelines in determining whether the corresponding objective is met.

Subject to the exemptions within Clause 55, the responsible authority is exempt from and is not required to consider:

- The Municipal Planning Strategy and Planning Policy Framework, unless an applicable decision guideline specifies otherwise.
- The purpose or decision guidelines of the relevant zone, unless an applicable decision guideline specifies otherwise.
- The decision guidelines in Clause 65, unless an applicable decision guideline specifies otherwise.

(h) **Clause 65 - Decision Guidelines** – With the exception of considerations under Clause 55, these guidelines set out the relevant matters to be considered, as appropriate, before deciding on an application or approval of a plan.

Internal and External Consultation

Advertising

25. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act* 1987 by 128 letters sent to surrounding owners and occupiers and by two (2) signs displayed on the site's frontage to Coate Avenue.

26. The following components of the application are exempt from notice and review requirements:

    (a) Buildings and works under the SBO1 is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

27. With respect to the application as it relates to Clause 55, as the proposal does not meet the standards under Clauses 55.02-6 (Access Objective), Clause 55.02-7 (Tree Canopy Objectives) and Clause 55.04-4 (Overlooking Objective), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act apply.

28. Council received twelve (12) objections, on the following key grounds:

    (a) Lack of strategic response to site-specific conditions, prioritising development yield over context-sensitive design;

    (b) Overdevelopment and excessive scale relative to neighbourhood character;

    (c) Visual bulk and massing inconsistent with established streetscape;

    (d) Overshadowing impacts, including potential loss of solar access to neighbouring dwellings and solar panels;

    (e) Loss of privacy and overlooking into neighbouring properties;

    (f) Waiver of visitor parking spaces and resulting pressure on on-street parking;

    (g) Increased traffic volumes and associated pedestrian/road safety risks;

    (h) Landscaping concerns, including species selection and height impacting solar access;

    (i) Insufficient green space and biodiversity loss;

    (j) Removal of established trees and lack of protection for significant vegetation;

    (k) Arborist report disputed – trees classified as low value despite habitat and amenity significance;

    (l) Construction impacts and potential disruption during works;

    (m) Lack of consultation with affected residents regarding landscaping and privacy measures;

    (n) Impact on stormwater flows and local flooding, including inadequate consideration of the SBO and Melbourne Water's draft flood mapping;

    (o) Lack of comprehensive flood modelling and unclear ground level details; and

(p) Permanent structures within the SBO (e.g., decking, retaining walls, storage units) disrupting floodwater passage.

Internal and external referrals

29. The proposal was referred to the following external agencies and internal business units:

External Agency	**Outcome**
Melbourne Water	No objection, subject to conditions which have been included in the recommendation. Pursuant to Melbourne Water's draft flood mapping which has yet to be incorporated into the Yarra Planning Scheme, Melbourne Water strongly encourages the design to account for the increased flood risk affecting the site. Melbourne Water recommends adopting finished floor levels of at least 24.02m AHD for the dwellings and 23.75m AHD for garages. The applicant was informed of these recommendations.
Internal Business Unit/ External consultant	**Comments**
Urban Design	Supports, subject to the following recommended changes (summarised): - Ensure that the render finish isn't too reflective. - Relocate garages fronting Coate Street so they are accessed from the common driveway. - Show how the fencing will be adapted to work around the existing Spotted Gums and root zones. - Realign footpath to ensure easy access to the townhouses whilst accommodating trees and ensure footpaths are a consistent width. - Incorporate any advice from the Open Space Services and Civil Engineering teams in regard to the footpaths and existing Spotted Gums. - Provide a street tree contribution (number of trees to be confirmed once the relocation of driveways and the footpath alignment is confirmed).
Development Engineering	Supports, subject to the footpath along the property's Coate Avenue frontage being reconstructed in concrete. Additional details are also required to be shown on the plans, along with Council's standard engineering

	conditions and notes in relation to vehicle crossings, asset protection, stormwater, parking and infrastructure requirements. The waiver of 2 residential visitor parking spaces is considered appropriate in the context of the development and the surrounding area. The development should not adversely impact on the existing on-street parking conditions in the area.
City Works – Waste Management	Supports.
Environmentally Sustainable Design	Supports, subject to the plans being updated to include a notation of all reuse connections on each rainwater tank.
City Strategy – Open Space Services	Supports, subject to further information/clarification on the following Planning Scheme requirements: - The canopy cover calculations currently achieve the 20% minimum only marginally and do not appear to account for exclusions under the Guidelines. This raises concern that the proposal may fall slightly short of the Clause 55.02-7 objective. - Deep soil areas have been inaccurately calculated, with hard-paved surfaces included. This should be corrected to reflect true deep soil opportunities. - Irrigation and maintenance details are minimal and should be expanded to ensure long-term establishment and survival of proposed plantings.
City Works – Open Space Services	Supports, subject to the following conditions: - Tree Management Plan required to provide protection of neighbouring trees and street trees, including specific requirements for construction methodology. - Front fence to be amended to allow for trunk of Tree 3. - Removal of street tree (tree 4) acceptable, subject to tree bond/replacement. - Onsite trees to be removed are non-significant under local law and accordingly acceptable. - New landscaping should include at least 20 medium canopy trees (min mature height 8m), 4 small canopy trees (min mature height 4m).

	All new trees to be from 50L pots and at least 1.5m high at planting.

Policy Implications

Planning Policy Framework (PPF)

30. Applications under Clause 55 are generally exempt from consideration of the Municipal Planning Strategy and Planning Policy Framework, unless an applicable decision guideline specifies otherwise.

31. Policy considerations are therefore limited to those related to permissions under Clause 44.05 (SBO), the waiver of visitor parking under Clause 52.06 (Car Parking), Clause 53.18 (Stormwater Management in Urban Development), and the varied standards under Clauses 55.02-6 (Access Objective) and Clause 55.02-7 (Tree Canopy Objectives):

- Clause 15 – Built environment and heritage:
  - Clause 15.01-2S – Building Design
  - Clause 15.01-2L – Building Design
  - Clause 15.01-5S – Neighbourhood Character
- Clause 18 – Transport:
  - Clause 18.02-4L-01 – Car Parking
- Clause 19 – Development infrastructure:
  - Clause 19.03-3L – Water Sensitive Urban Design

Officer Assessment

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

(a) Clause 55 (Two or more dwellings on a lot);

(b) Special Building Overlay;

(c) Car parking and traffic;

(d) Water sensitive urban design;

(e) Other matters; and

(f) Objector concerns.

Clause 55 (Two or more dwellings on a lot)

33. Amendment VC267 was gazetted on 6 March 2025 and became operational on 31 March 2025. The amendment introduced new provisions and 'deemed to comply' standards under Clause 55.

34. Under the new ‘deemed to comply’ provisions, where a development meets a standard of Clause 55, the corresponding objective is deemed to be met and the Responsible Authority is not required to consider the corresponding decision guidelines. If a development does not meet a standard, the responsible authority must consider the applicable decision guidelines in determining whether the corresponding objective is met.

35. For applications where the new Clause 55 clause applies, the Responsible Authority is exempt from and is not required to consider:

(a) The Municipal Planning Strategy and Planning Policy Framework, unless an applicable decision guideline specifies otherwise; and

(b) The purpose or decision guidelines of the relevant zone, unless an applicable decision guideline specifies otherwise.

36. Accordingly, when assessing applications for two or more dwellings under the Neighbourhood Residential Zone, all considerations – including amenity, neighbourhood character and policy alignment – are limited to the applicable Clause 55 standards. Only where a Clause 55 standard is *varied* does further assessment against the associated decision guidelines become relevant. And only where those decision guidelines reference the Municipal Planning Strategy and Planning Policy Framework can those policies be taken into consideration.

37. As such, assessment of the proposal for the construction of 11 townhouses within the Neighbourhood Residential Zone is undertaken as a deemed to comply Clause 55 assessment. The key variations are discussed within the body of this report, with a complete Clause 55 assessment provided as an attachment.

38. The proposal has been deemed-to-comply with all provisions of Clause 55, with the exception of the following standards where the proposed variations are acceptable for the following reasons:

(a) Clause 55.02-6 (Access Objectives) – Standard B2-6:

(i) The proposed vehicle crossovers comply with standard requirement in terms of their total length but result in greater than 10% encroachment into the Tree Protection Zones of Street Trees 1 and 2. The variation is acceptable with regard to the objective of Clause 55.02-6 as the applicant has provided Arboricultural advice that the trees will not be adversely affected, and a condition will require a Tree Management Plan (TMP) to ensure works are conducted above the existing soil level, and permeable materials and root sensitive construction methodology will be used; and

(ii) Council's Urban Designer requested that some of the crossovers (and garages) which face Coate Avenue be relocated to the internal accessway to improve streetscape presentation. The relocation of garages was discussed with the applicant (as this change would require a complete redesign), however as the width of crossovers complies with Clause 55, changes are not necessary to the arrangement of garages/accessways;

(b) Clause 55.02-7 (Tree Canopy Objectives) – Standard B2-7:

(i) The area of proposed tree canopy cover will generally comply with the standard requirement, however there are inclusions beneath overhanging built form structures and correct dimensions for deep soil areas have not been included. These will be conditioned to be corrected. The landscape response is acceptable with regard to the objective of Clause 55.02-7;

(c) Clause 55.03-3 (Street Integration Objectives) – Standard B3-3:

(i) The proposal generally complies with the standard requirement but omits details around the location of lighting to external accessways; as such this will be addressed by condition. Subject to this condition, the standard will be met;

(d) Clause 55.03-8 (Room Depth Objectives) – Standard B3-8:

(i) Townhouses 1 and 2 contain living areas which marginally exceed the standard room depth requirement (0.25m). This variation is minor and unlikely to adversely impact onsite amenity. The proposal is generally in accordance with the objective of Clause 55.03-8;

(e) Clause 55.03-11 (Storage Objectives) – Standard B3-11:

(i) Townhouses 1-4, 7, 9 are all shown with 6 cubic metres of externally accessible storage. The remaining townhouses split 6 cubic metres of storage between external areas and internally within garages. This variation from the standard is acceptable and in accordance with the objective of Clause 55.03-11; and

(f) Clause 55.04-4 (Overlooking Objectives) – Standard B4-4:

(i) Due to the slope of the land, ground level windows and deck areas which face the abutting properties to the rear west boundary are not exempt from the overlooking standard. The applicant has nominated trellis atop the rear boundary fencing to limit views. Under the technical application of the standard, trellis is not a formal method of screening. However, the trellis will adequately limit views in accordance with the objective of Clause 55.04-4.

39. A full assessment of the proposal against all relevant Clause 55 standards and objectives has been undertaken provided as an attachment to this report. This assessment demonstrates how the development responds to each requirement.

40. The proposal satisfies all objectives of Clause 55 and achieves an appropriate design response for the site and its context. On this basis, the development is acceptable.

Special Building Overlay

41. A permit is required for buildings and works within the area of the subject site affected by the Special Building Overlay (SBO). This area has been hatched on the application plans and comprises a small section of land within the rear setbacks of Townhouses 6, 7 and 8. Buildings and works within the SBO area comprise deck/arbour structures, fences, outdoor storage, and a retaining wall.

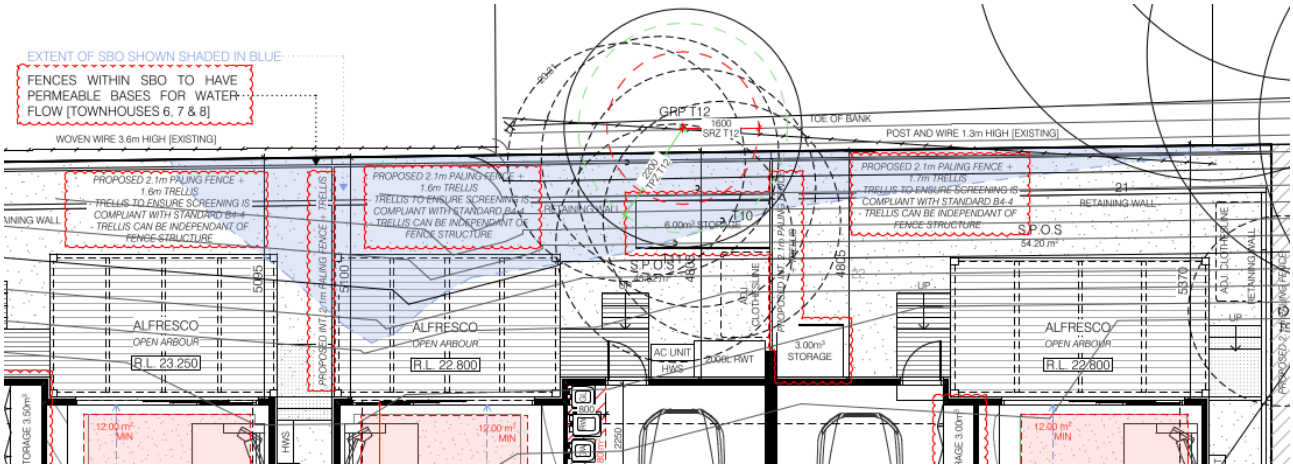

Figure 14 - Extent of subject site affected by the SBO, shown hatched in blue.

42. The application has been referred to Melbourne Water in accordance with Section 55 of the Act. With respect to buildings and works within the SBO, Melbourne Water have

raised no objection, subject to conditions which include the deletion or relocation of the proposed retaining wall outside of the SBO.

43. Melbourne Water also require that any new fencing or gates be of an open/permeable style (minimum 50% permeable) or of a timber paling construction to allow for the passage of floodwater. To ensure that the boundary fences do not result in overlooking, a separate condition of approval is recommended that all fencing within the SBO be timber paling.

44. While a number of objections have raised concerns in relation to flooding impact, applications under the SBO are exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act. Accordingly, Council is unable to consider any grounds of objection that relate to buildings and works under the SBO.

45. As discussed earlier in this report, Melbourne Water has recently released draft flood mapping for the City of Yarra as part of its Greater Melbourne Flood Information Program, which is currently open for public consultation. This mapping does not yet have formal status and is not incorporated into the Yarra Planning Scheme.

46. Melbourne Water "strongly encourages" that the design account for the increased flood risk affecting the site shown within the draft flood mapping. Melbourne Water recommends adopting finished floor levels of at least 24.02m AHD for the dwellings and 23.75m AHD for garages. The applicant has not amended the proposal in response to Melbourne Water's draft flood mapping and discretionary advice.

Car parking and traffic

47. The proposal includes ten (10) new, three- and four-bedroom townhouses, each of which generates a requirement for two car parking spaces, and one (1) two-storey townhouse which generates a requirement for one car parking space. Each dwelling is provided with two on-site car parking spaces within separate garages and tandem parking, meeting the minimum car parking requirement.

48. The proposal provides no visitor parking, which for developments of 11 dwellings represents a shortfall of two (2) visitor parking spaces under the statutory requirement.

49. Council's Development Engineering Unit has advised that the waiver of 2 residential visitor parking spaces is 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.

50. Council's Development Engineering Unit supports the proposed parking layout, subject to the footpath along the property's Coate Avenue frontage being reconstructed in concrete.

51. Additional details are also required to be shown on the plans, along with Council's standard engineering conditions and notes in relation to vehicle crossings, asset protection, stormwater, parking and infrastructure requirements.

Water Sensitive Urban Design

52. The Water Sensitive Urban Design assessment submitted with the application has been reviewed by Council's ESD officer and is generally appropriate, subject to conditions which have been included in the recommendation. Key features include a STORM rating greater than 102% with the inclusion of 3,000L rainwater tanks to townhouses 1-5 and 2,000L rainwater tanks to townhouses 6-11.

Other Matters

53. The proposal includes removing a street tree (Tree 4) to allow for the driveway to Townhouse 5. The tree is a native species approximately 5 metres high and has been assessed in the arboricultural report by Stem Arboriculture as being in good health, structure and form, and of medium retention value. To compensate for its removal, Council's Open Space Services unit has recommended a replacement fee of $5,366. This amount reflects the calculated loss of amenity value associated with the existing tree and the costs of providing a suitable replacement. This will be addressed by condition.

54. The proposed front fence to Townhouse 4 is shown intersecting the trunk of an adjacent street tree (Tree 3). A condition will require the proposed front fence as depicted on the plans to be realigned around the trunk of Tree 3.

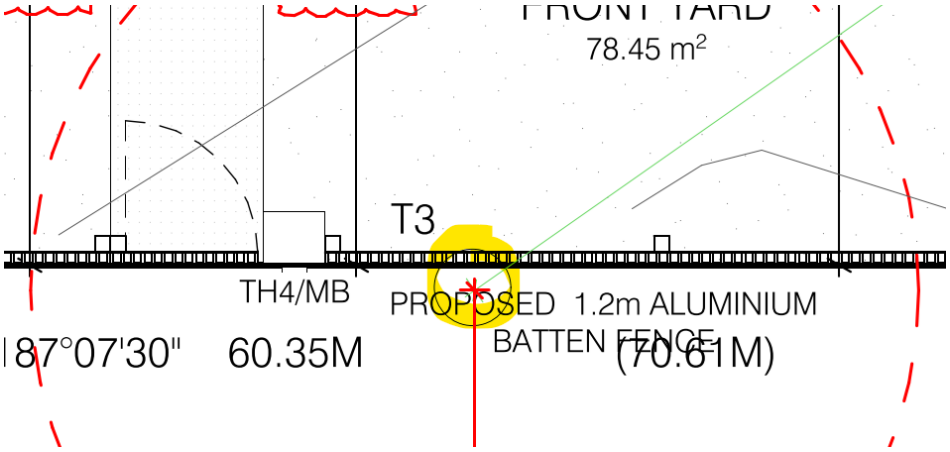

Figure 15 - Proposed fence intersecting the trunk of tree 3

Objector Concerns

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

    (a) Lack of strategic response to site-specific conditions, prioritising development yield over context-sensitive design;

    (b) Overdevelopment and excessive scale relative to neighbourhood character;

    (c) Visual bulk and massing inconsistent with established streetscape;

    (d) Inadequate screening and need for obscured glazing to comply with Clause 55;

    (e) Overshadowing impacts, including potential loss of solar access to neighbouring dwellings and solar panels; and

    (f) Loss of privacy and overlooking into neighbouring properties.

56. Items (a)-(f) above are addressed within the deemed-to-comply Clause 55 assessment at paragraphs 35-40 of this report and associated attachment:

    (a) Waiver of visitor parking spaces and resulting pressure on on-street parking; and

    (b) Increased traffic volumes and associated pedestrian/road safety risks.

57. Council's Development Engineering Unit have deemed the proposed reduction in 2 visitor spaces and associated traffic impacts to be acceptable:

(a) Landscaping concerns, including species selection and height impacting solar access; and

(b) Insufficient green space and biodiversity loss.

58. As detailed within the deemed-to-comply Clause 55 assessment at paragraphs 35-40 of this report and associated attachment, the proposed provision of canopy trees is acceptable with regard to the clause objective. Council's City Strategy – Open Space Services unit have reviewed the landscape plan and deemed it acceptable, subject to conditions. Loss of solar access from vegetation is not a relevant planning consideration:

(a) Removal of established trees and lack of protection for significant vegetation; and

(b) Arborist report disputed – trees classified as low value despite habitat and amenity significance.

59. Council's City Works - Open Space Services have reviewed the arborist report and associated impacts and deemed the proposal acceptable, subject to conditions:

(a) Lack of consultation with affected residents regarding landscaping and privacy measures.

60. The applicant is not required to consult with residents as this is facilitated via the planning application process:

(a) Impact on stormwater flows and local flooding, including inadequate consideration of the SBO and Melbourne Water's draft flood mapping;

(b) Lack of comprehensive flood modelling and unclear ground level details; and

(c) Permanent structures within the SBO (e.g., decking, retaining walls, storage units) disrupting floodwater passage.

61. Considerations under the SBO are exempt from public notice and appeal. Nevertheless, Melbourne Water have raised no objection, subject to conditions. Melbourne Water's draft flood mapping is not part of the planning scheme and is not required to be met:

(a) Construction impacts and potential disruption during works.

62. A construction management plan is recommended as a condition of approval.

Conclusion

63. 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.

64. 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

65. 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.

66. 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 Map
2. 5.1.2 Referral Responses
3. 5.1.3 Decision Plans
4. 5.1.4 PL N 25 0361 - 20 Coate Ave Alphington - Clause 55 Table
5. CONFIDENTIAL -5.1.5 PLN250361 20 Coate Avenue Alphington Submitters List

PLN25/0361 – 20 Coate Avenue, Alphington **Site Context Map**



OFFICIAL

09 October 2025

Joshua Broberg
Yarra City Council
PO BOX 168
Richmond VIC 3121

Dear Joshua,

Proposal: Construction of 11 dwellings
Site location: Lot No 1, 20 COATE AVENUE ALPHINGTON 3078
Melbourne Water reference: MWA-1385101
Council reference: EREF25/00118 PLN25/00118
Date Received: 11/09/2025

Our Decision

The site is subject to flooding from the surrounding underground drainage network. The Special Building Overlay (SBO) affecting the site generally reflects the current adopted flood extent. Melbourne Water is also currently in the process of updated our flood modelling, with updated flood modelling associated with a Climate Change Scenario in the year 2100. This updated model is currently on public consultation with the community.

As per clauses 44.05-5 and 66.03 of the Yarra Planning Scheme, Melbourne Water acknowledges that it is a determining referral authority for the purposes of flooding associated with the current Special Building Overlay (SBO) affecting the site and provide the following below response.

Melbourne Water, pursuant to Section 56(1) of the Planning and Environment Act 1987, does not object to the proposal, subject to the following conditions:

Conditions

1). Prior to the endorsement of plans under this permit, amended plans to the satisfaction of Melbourne Water and Council must be submitted to and approved by Melbourne Water and Council. The plans must be generally in accordance with the plans submitted with the application but modified to include:

a). The deletion or relocation of the proposed retaining wall outside of the Special Building Overlay.

2). The dwellings must be constructed with finished floor levels set no lower than 21.66 metres to Australian Height Datum (AHD), which is 300mm above the applicable flood level of 21.36 metres to AHD.

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
melbournewater.com.au

3). The garages must be constructed with finished floor levels set no lower than the applicable flood level of 21.36 metres to Australian Height Datum (AHD).

4). The layout of buildings and works as shown on the plans must not be altered without prior written consent from Melbourne Water.

5). Any new fencing or gates must be of an open/permeable style (minimum 50% permeable) or of a timber paling construction to allow for the passage of floodwater.

Retaining wall

Pursuant to Condition 1(a), there are concerns with respect to the proposed retaining wall to the rear of Dwellings 6, 7 and 8 (located within the current SBO). This concern relates to a possible reduction of floodplain storage as the retaining wall appears to have sections of it located below the 21.36m AHD (1% AEP) and natural surface level. As such, condition 1(a) was included to delete or relocated the wall outside of the flood extent.

Alternatively, Melbourne Water may accept the retaining wall in its current form, if it can be demonstrated the existing flood storage is maintained behind the retaining wall via cut that is equivalent to the flood storage loss, however the cut must be free draining. If this can be demonstrated, Melbourne Water can reconsider the inclusion of condition 1(a).

New Mapping of 1%AEP Flooding, including Climate change scenario 2100

Melbourne Water understands that, at this time, it is not a determining referral authority for the Climate Change Scenario 2100 (CC 2100) flooding under the Yarra Planning Scheme and provides the below response to Council under Section 52 notice provisions.

Although this new mapping is not adopted at this stage, Melbourne Water *strongly encourages* that the design of the proposal takes into account the significant increases in flooding that affect the site.

The 2100 flood extent is available under the following link: Yarra flood mapping | Melbourne Water

Melbourne Water, pursuant to Section 52 of the *Planning and Environment Act 1987*, does not object to the proposal.

However, Melbourne Water would draw your attention to the advice section below and flood safety and flood damage concerns.

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
melbournewater.com.au

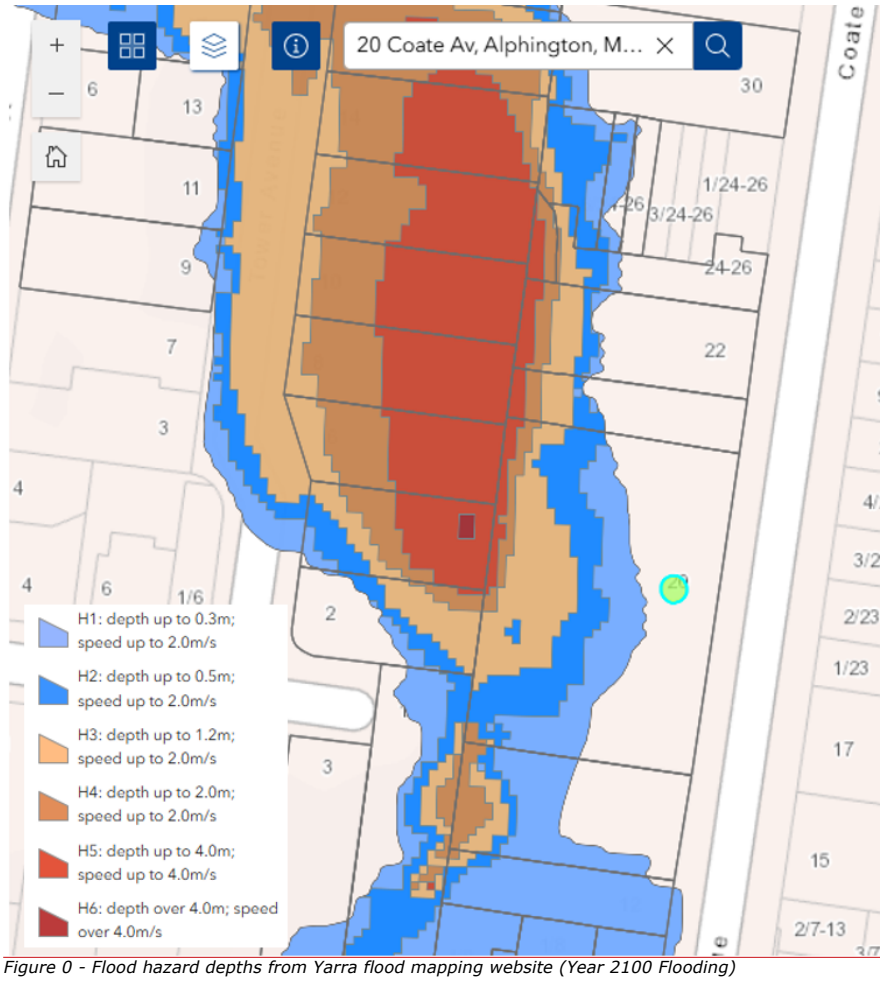

Figure 0 - Flood hazard depths from Yarra flood mapping website (Year 2100 Flooding)

Flood Information

As discussed above, the site is located within an SBO and affected by flooding from the underground drainage network as depicted under the flood extent under the SBO. The site is also subject to future flooding associated with Climate Change Scenario in the year 2100 (CC 2100). The CC 2100 flooding extent is currently under public consultation and has not been adopted by Melbourne Water.

The 1% Annual Exceedance Probability (AEP) flood level associated with Melbourne Water's underground drainage system (SBO) is 21.36 metres to Australian height Datum (AHD).

The property has also been identified as subject to flooding as a result of new modelling associated with Climate Change Scenario in the year 2100 (CC 2100). The predicted year CC 2100 1% Annual Exceedance Probability (AEP) flood level is 23.72m AHD.

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
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It is noted that the CC 2100 year flood level of 23.72m to AHD is the highest applicable flood level at the subject site. Thus, this level will be adopted for setting minimum floor levels and is the applicable design flood level for the subject site.

Melbourne Water, in its role as the relevant floodplain management authority, is required to consider both flood risk arising from the local drainage system as well as natural hazards and climate change, as required by Clause 13.01-1S.

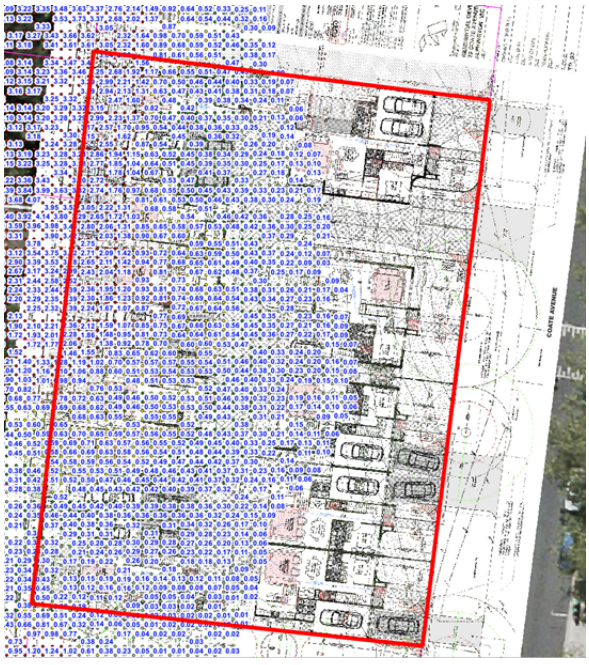
Melbourne Water assesses development applications in accordance with DELWP's ' Guidelines for Development in Flood Affected Areas'. Under these guidelines, development in or adjacent to a floodplain may only be acceptable where the new development is protected from flooding, has safe access to and around the development and does not interfere with the passage and storage of floodwaters.

Advice

Having regard to the *Guidelines for Developments in Flood Affected Areas, 2019*, Melbourne Water can provide the following advice with respect to flood safety and flood damage associated with Climate Change 2100 (CC 2100) impacts.

Flood Safety

The property is subject to flooding, where the depths of floodwater associated with Climate Change 2100 (CC 2100) is up to 3.15 metres on site (to the rear) and up to 0.6 metre within the internal accessway (figure 1). Melbourne Water generally does not support developments where the depths of floodwater affecting site and access to a property is hazardous.



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990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
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Figure 1 - Flood depth for SLR 2100 scenario

For the development of more than one dwelling on a lot, the following safety criteria should be met:

Type	*Maximum depth (D), velocity (V) and product (VD)*		
	D max metres	V max metres/second	VD max metres2/second
Accommodation			
New single dwelling on vacant block	0.5	2.0	0.4
Replacement dwelling - less than 20 square metres increase in footprint	n/a	n/a	n/a
Replacement dwelling - more than 20 square metres increase in footprint	0.5	2.0	0.4
Dwelling extensions less than 20 square metres	n/a	n/a	n/a
Dwelling extensions greater than 20 square metres	0.5	2.0	0.4
Additional dwelling Dependent person's unit Group accommodation Residential building Residential village Retirement village Basement	0.3	2.0	0.3

Figure 2 - Source: Table 3 - Guidelines for developments in flood affected areas, 2019

This requirement is designed to ensure that people moving about on a property or accessing the property during a flood event are not endangered by deep or fast flowing water. The subject property and in particular the internal accessway road will flood to a depth that is unsafe under the guidelines, particularly for a development of this nature. An assessment has identified depths adjacent to the entrances of Dwellings 6 to 10 between 0.4 metres to 0.6 metres. As identified in figure 2 above, depths should not exceed 0.3 metres for development of multiple dwellings.

As such, the proposal is considered to be inconsistent with the *Guidelines for Development in Flood Affected Areas*.

Flood Damage

In assessing flood damage, Melbourne Water assesses applications pursuant to Table 4 of the *Guidelines for Development in Flood Affected Areas*. The guidelines require that a new or replacement dwelling be constructed with finished floor levels that are set at the Nominal Flood Protection Level (NFPL). The NFPL is defined as the 1% AEP flood level plus, the applicable freeboard.

Melbourne Water applies 300mm freeboard to sites which are subject to flooding from the underground drainage network (i.e. Special Building Overlays).

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Melbourne Water would seek that the finished floor level of the dwellings are set at or above 24.02 metres to AHD. The finished floor level for garaging to be set at or above the applicable flood level i.e. 23.72 metres AHD.

Freeboard is the difference between the floor level of a building and the 100-year flood level. Freeboard requirements are designed to ensure that sensitive use buildings, their contents and the people in them are safely above the 100-year flood level

As such, the proposal is considered to be inconsistent with the *Guidelines for Development in Flood Affected Areas*.

To access more information regarding other services or online applications that Melbourne Water offers please visit our website.

For general development enquiries contact our Customer Service Centre on 131 722.

In accordance with Section 66 of the Planning and Environment Act 1987, please ensure an electronic copy of the decision and any endorsed plans (whenever available) are provided to Melbourne Water for our records.

Regards,

Gary O' Reilly
Statutory Referral Permit Services

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990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
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Urban Design
Formal Referral Response

Application Information:

Referral Officer:	Hayley McNicol
Officer:	Joshua Broberg
Council Reference:	PLN25/0361
Address:	20 Coate Ave, Alphington VIC 3078
Proposal:	Construction of 11 dwellings and a reduction in the minimum car parking requirement
Comments Sought:	Click here to view referral memo: Record D25/356202: IREF25/01341 - 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

- Changes are required to make the proposal acceptable from an urban design perspective.

Comment Summary

- Comments have been requested on the following aspects of the development:
  - Architecture and materiality
  - Public realm interface
  - Any footpath upgrades required
- Comments are based on the following drawings:
  - Record D25/355769: PLN25/0361 - 20 Coate Avenue Alphington - S52 Advertised - Plans
  - Record D25/355756: PLN25/0361 - 20 Coate Avenue Alphington - S52 Advertised - Landscape Plans

Façade Design & Materials

- Under 15.01-2L (Building design):
  - *"Reflect and respond to streetscape elements, including:*
    - *Pattern of development.*
    - *Building spacing.*
  - *Make a positive contribution to the streetscape through high quality architecture and urban design.*
  - *Use articulation or massing or change of surface treatment or a combination of these to minimise visual bulk and integrate with the surrounding character."*
- The proposal is arranged as separate two storey townhouses (either detached or semi-detached) and incorporates a harmonious design across all dwellings. The materials include face brickwork at the ground floor and render/cladding at the first

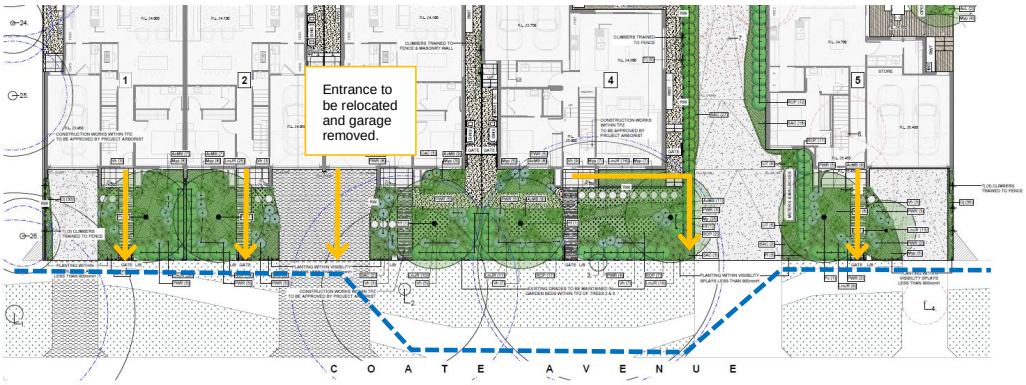
floor, all incorporating similar cream/white/off white tones. The garages facing the street incorporate timber look batten cladding.
- The overall façade design and materials are supported from an urban design perspective. The design should ensure that the render finish isn't too reflective (e.g. using a bright white and smoother finish can be more reflective) – for this reason an off-white may be more appropriate.

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 development is arranged with five dwellings facing the street and an internal driveway that provides access to six dwellings along the western boundary of the site. This is supported in principle from an urban design perspective.
- Four of the five front dwellings provide garage access from Coate Avenue, which dominate the street interface and limit the ability to provide greater activation, landscaping and a high level of pedestrian amenity. It is recommended that the garage access to these front dwellings is provided from the common driveway, to maximise active frontages to Coate Street, allow for greater landscaping within the front setback and improve pedestrian amenity along Coate Street.
- Two mature Spotted Gums are located along the front side boundary, with one of them directly on the boundary. The designs should show how the fencing will be adapted to work around the existing tree and root zones, and this should be referred to Open Space Services.

Streetscape and Capital Works

- The existing site does not include any footpaths along the site frontage. The general arrangement along Coate Street includes a footpath adjacent to the property line and a nature strip between the footpath and kerb and channel.
- From an urban design perspective, it is generally recommended for the footpath to follow the property line to generally align with the access arrangement along Coate Street. However, in this case there are two mature Spotted Gums which are to be retained. The Landscape Plans show a realigned path that goes around the trees and electricity pole (see below). This is supported from an urban design perspective, subject to the following recommendations.
  - The path should have a consistent footpath width (the plan below shows a varying width).
  - The path should hug the property line for some of the stretch to allow for easy access to the individual townhouses and then move around the trees. See markup below of general alignment of the footpath (in blue) and access from the individual townhouses (in yellow).
  - Open Space Services will need to sign off the proposal and advise their requirements. This should include their requirements for planting/mulch around the existing trees.
  - Civil Engineering will need to sign off the proposal and advise their requirements.



- A street tree contribution will be required for this development. The exact number will be advised once the following aspects of the development are confirmed:
    - Recommended relocation of garages from Coate Street to the internal driveway.
    - Footpath arrangement
- There are no known planned / approved capital works around the site being led by the Strategic Projects, Parks and Open Spaces teams

The following changes are recommended to make the proposal acceptable from an urban design perspective:

- Ensure that the render finish isn't too reflective.
- Relocate garages fronting Coate Street so they are accessed from the common driveway.
- Show how the fencing will be adapted to work around the existing Spotted Gums and root zones.
- Realign footpath to ensure easy access to the townhouses whilst accommodating trees and ensure footpaths are a consistent width. Refer to mark ups on plan.
- Incorporate any advice from the Open Space Services and Civil Engineering teams in regard to the footpaths and existing Spotted Gums.
- Provide a street tree contribution (number of trees to be confirmed once the relocation of driveways and the footpath alignment is confirmed).

This does not include advice from the following teams:

- Open Space Services
- Civil Engineering

Urban Designer: Hayley McNicol
Date: 13 October 2025

City of Yarra Planning Referral

Date: 8/10/2025

To: Asher Wedding

From: David Smith
Re: 20 Coate Ave, Alphington PLN25/0361

I have reviewed the supplied plans of proposed works prepared by Taouk Architects dated August 2025 and the arborist report prepared by Stem Arboriculture dated Monday 21 July 2025.

Tree protection zones and protection methods within the recommendations are as per the arborist report.

The site does not have any Planning Overlays that trigger permits for tree works but is covered under Clause 55 as per the following conditions:

- Has a height of at least 5 metres,
- Has a trunk circumference of 0.5 metres (approximate diameter of 16cm) or greater at 1.4 metres above ground level,
- Has a trunk that is located at least 4 metres from proposed buildings.

There are 2 trees (trees 16 and 23) in adjoining properties that are considered as significant trees under Council's General Local Law – 2016. That is, they have a trunk diameter of 40cm or greater at 1.5 metres above ground level.

Street trees (trees 1, 2 and 3) are located within the nature strip and will not be impacted by proposed construction but will require protection and alternative construction methods within the proposed driveways.

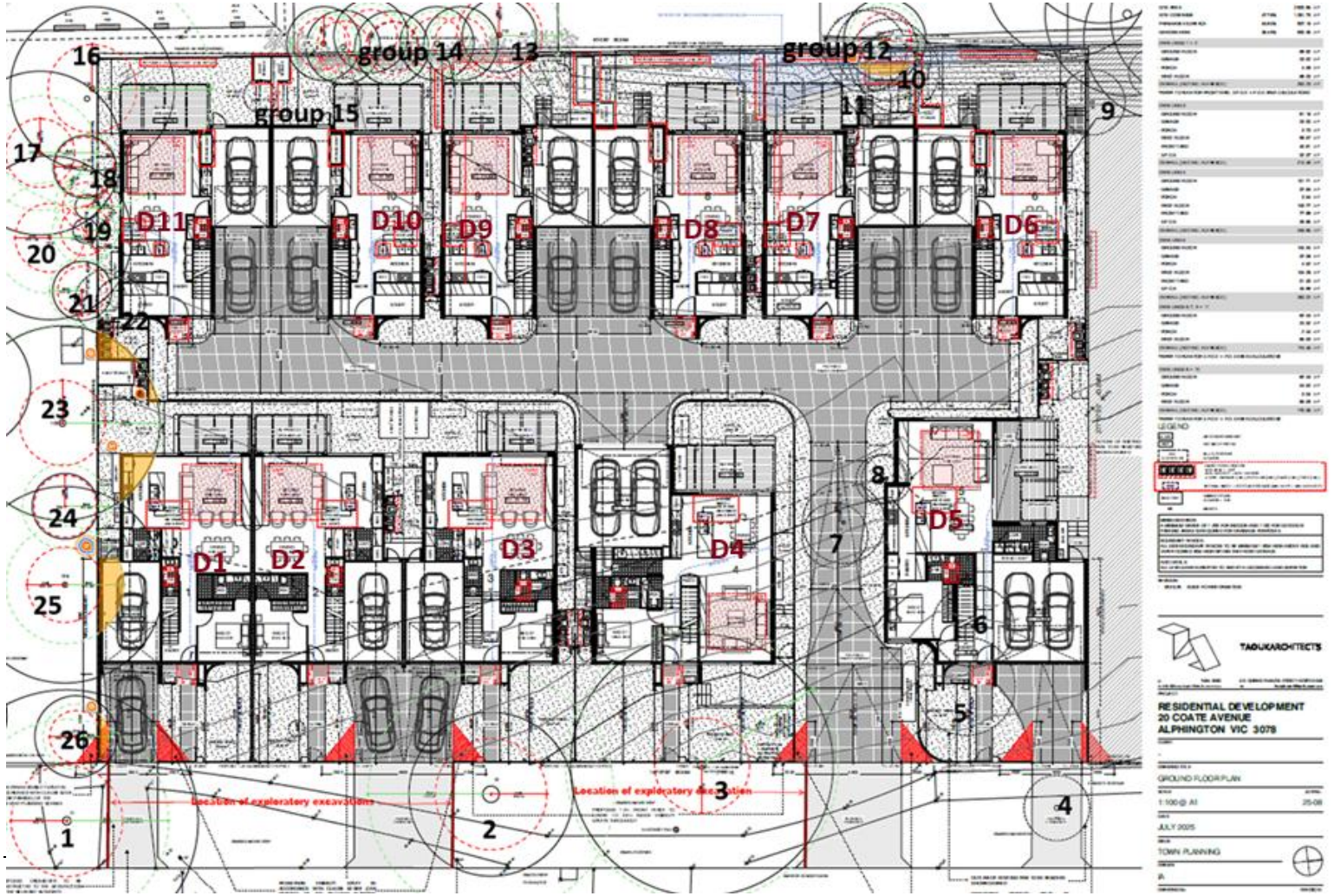
Street tree 4 will require removal to install the proposed crossover.

The following trees will require removal for the proposed construction to proceed; 4 (street tree), 5, 6, 7, 8, 9, 10, 11, most of Group 12, Group 15, 22 & Group 27.

Several trees (13, Group 14, 17, 18, group 19, 20, 21, 23, 24 & 26) are within adjoining properties and will not be affected by proposed construction but will require protection.

Tree 25 (adjoining property) will be affected by the proposed construction and will require alternative construction methods within the TPZ.

City of Yarra Planning Referral



Recommendations/Conditions:

- Street trees (trees 1, 2 and 3) are located within the nature strip and will not be impacted by proposed works but will require protection. The encroachment from the proposed crossovers was shown to be minimal as per NDD results within the arborist report and these works can proceed without damage to the trees. All driveway works within the TPZs are to be constructed above existing soil grade and driveway installed using permeable materials and root sensitive construction methodology, under supervision of a qualified arborist as per arborist report. Encroachment into the TPZ of tree 3 is considered minor for the construction of the proposed building footprint only of dwelling 4. TPZ fencing must be installed around these trees within the nature strip before any works occur; tree 1 (6.2m). tree 2 (7.3m), tree 3 (8.3m).
- Street tree 4 (of medium retention value) will require removal to install the proposed crossover for dwelling 5.
- The following trees within the site will require removal for the proposed construction to proceed; 5, 6, 7, 8, 9, 10, 11, most of Group 12 (those within site), Group 15, 22 & Group 27. None of these trees are considered significant under Council's General Local Law 2016.
- Tree 13 in adjoining property will require a TPZ of 3.8m with fencing to be installed within the subject site.
- Tree group 14 in adjoining property will require a TPZ of 2m with fencing to be installed within the subject site.
- Tree 16 in adjoining property has a minor encroachment within dwelling 11 footprint, which is acceptable for this species. The alfresco area must be built above grade within the TPZ of 7.3m.
- Trees 17, 18, 19, 20, 21, 23 and 24 in adjoining property have minor encroachment only into the TPZs for the proposed building footprint. This encroachment is acceptable for the building footprint only. A TPZ with fencing will need to be installed within the subject site between the proposed building footprint and the fence line for these trees.

    - Tree 25 in adjoining property is encroached by 13%, with the Structural Root Zone (SRZ) also marginally encroached. To mitigate any ill effect to tree health and stability, the garage footing of dwelling 1 must be a slab that is supported above soil grade by a screw pile system. The SRZ must be clear spanned by the piles unless Non-Destructive Digging, supervised by a qualified arborist, proves the location of such piles is clear of significant roots. No bulk excavation, strip footing or edge beams to be located within the TPZ.

- Tree 26 (adjoining property) is within the TPZ of tree 1 and will be protected by measures recommended for tree 1.
- Trees 18 & 25 in adjoining property will require canopy pruning to accommodate the built form and to allow construction access.
- All services must be routed outside 'Tree Protection Zones'. If there is no alternative to passing through the protection zone, the local authority and the consulting arborist must be advised in writing on the need for directional boring beneath the root zone; this must be maintained at a minimum depth of 45cm below existing grade where inside the TPZ of a retained tree.

- All tree protection zones must be observed according to Australian Standard AS4970-2025 **Protection of trees on development sites**. Tree protection zones are to be shown all plans and must be put in place before any works occur on site.

- All pruning recommended is to be carried out to Australian Standards, AS4373-2007 **Pruning of Amenity Trees**. This work should be supervised or carried out by a qualified arborist.

Recommended canopy tree planting (within private open space)

- Twenty (20) medium sized canopy tree with a minimum mature height of 8m.
- Four (4) small sized canopy trees with a minimum mature height of 4m.
- At the time of planting these trees are to be from 50L size pots and at least 1.5m in height.

Regards,

David Smith
Senior Consulting Arborist

ESD Formal Referral Response

Application Information:

Referral Officer:	Euan Williamson
Officer:	Josh Broberg
Council Reference:	PLN16/0434.02
Address:	20 Coate Avenue, Alphington, VIC 3078
Proposal:	Eleven two storey townhouses
Comments Sought:	Click here to view referral memo: Record D25/356045: IREF25/01339 - 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 ESD referral

In assessing this application, the following documents were reviewed:

- Planning Report prepared by Planning and Property Partners dated May 2025
- Architectural drawings prepared by Taouk Architects August 2025
- WSUD Report prepared by Melbourne Sustainability Consultants dated 12th May 2025

Comments

The standard of the submitted ESD documents nearly meets the Environmentally Sustainable Design (ESD) standards of Clause 55, except;

- *Clause 55.05.01Permeability and Stormwater Management objective.*

All other sustainability standards of Clause 55 have been met to a satisfactory standard, including daylight, natural ventilation and waste and recycling objectives.

Permeability & Stormwater Management

- The rainwater reuse connections have not been included on the plans.
  - **Update all plans to include a notation of all reuse connections on each rainwater tank.**

Recommendations

The applicant is encouraged to consider the following:

- Update the plans as requested above.

If you or the applicant would like to discuss this further, please contact me.

Euan.

ESD Advisor: Euan Williamson
Date: 2 October 2025

City Works
Formal Referral Response

Application Information:

Referral Officer:	Atha Athanasi
Officer:	Joshua Broberg
Council Reference:	PLN25/0361
Address:	20 Coate Ave, Alphington VIC 3078
Proposal:	Construction of 11 dwellings and a reduction in the minimum car parking requirement
Comments Sought:	Click here to view referral memo: Record D25/356014: IREF25/01338 - 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 20 Coate Ave, Alphington authored by Traffix Group and dated 23/7/25 is satisfactory from a City Works Branch's perspective.

Waste Management Officer: Atha Athanasi

Signature: Atha Athanasi

Date:2/10/2025

Landscape Architecture Memo

To:	Joshua Broberg	Date:	29/09/2025
Company:	City of Yarra	From:	Hansen Urban Design Team
Re:	20 Coate Avenue, Alphington		

Thank you for the opportunity to review the landscape package for 11 dwellings at **20 Coate Avenue, Alphington**. Following our site inspection, we have reviewed the relevant Planning Scheme provisions, Architectural Plans Rev A prepared by Taouk Architects dated August 2025, Landscape Plans Rev B dated 03 September 2025 by John Patrick Landscape Architects, and Arboriculture Assessment and Report by Stem Arboriculture, dated 21st July 2025 and an analysis of the local context and our own detailed knowledge of the Alphington.

We provide the following assessment in relation to landscape design matters:

Site and context

The subject site is a mid-block parcel with a single street frontage to Coate Avenue .It has pedestrian and vehicular access from Coate Avenue only and an east-west orientation. The lot is regular in shape with Coate Avenue frontage being approximately 60m long and site depth of approcimately 43m. Total site area approximately 2621sqm. It currently contains a dilapidated timber dwelling positioned toward the northern boundary, set within a garden context with scattered canopy trees. The land has a gradual fall west to east (approx. 6m) and gentle fall north to south, with vegetation concentrated around the existing house.

Alphington is an established inner-eastern suburb, located about 7 km from the Melbourne CBD within the municipalities of Darebin and Yarra. The suburb is predominantly residential, comprising detached housing, townhouses, and an increasing presence of medium-density developments.

The Yarra River defines much of Alphington's southern boundary, forming an environmental corridor and providing significant open space assets, including Alphington Park and Yarra Bend Parklands. These features underpin the suburb's leafy character and high level of landscape amenity.

The site is moderately well served by public transport, located approximately 800–900 metres from Alphington and Fairfield Railway Stations, and within walking distance of bus routes 546 and 609 along Heidelberg Road.



Site Context (Nearmap)

The site is also within 100 metres of Coate Park, with further open space along the Yarra River and its adjoining parklands. While these spaces are close by, access is somewhat constrained, requiring navigation through residential streets or crossing the river via the Chandler Freeway.

Alphington Park is situated half a kilometre to the east, while Kew Gardens are located one kilometer to the south.

The key site interface conditions are as follows:

- Immediately **south** of the site is a vacant lot at No. 1 Margaret Court, containing a number of scattered trees and enclosed by a 1.7-metre high fence along Coate Avenue. Further along the street, No. 12 Coate Avenue contains a two-storey dwelling with an open driveway and dense shrub planting that frames the frontage.
  At 6–10 Dove Street, a cluster of two-storey brick dwellings is arranged around a shared driveway within a well-maintained garden setting. South of this development, a pedestrian access path leads to Coate Park, the nearest area of public open space to the subject site.
  Coate Park is located along the embankments of the Yarra River and comprises a mix of native vegetation and exotic plantings. Its defining feature is a distinctive avenue of mature oak trees, which contributes to the park's character and amenity.

- Directly **north** of the subject site is No. 22 Coate Avenue, a contemporary split-level brick and rendered dwelling with a 1.5-metre high architectural front fence and a well-maintained front garden. Further north, Nos. 24–26 Coate Avenue accommodate a series of townhouses with south-facing access driveways and north-facing private open space areas.
  Detached dwellings continue along Coate Avenue towards Heidelberg Road, each set within garden settings and featuring well-maintained front yards that contribute to the established suburban character. On the opposite side of Coate Avenue, additional townhouse developments are clustered around shared driveways, reflecting the mix of housing typologies in the immediate area.

- Along the **eastern** side of the subject site, the footpath, which generally follows the fence line, deviates to accommodate two mature eucalyptus trees located on or near the boundary. Notably, one of these trees is integrated into the fence line itself. The footpath then resumes its regular alignment further along Coate Avenue.
  Nature strips are located on both sides of Coate Avenue and support a diverse mix of tree species. While a distinctive row of plane trees defines much of the streetscape, these are interspersed with mature eucalypts and occasional palm trees, contributing to a varied but established character.
  Directly opposite the subject site is No. 23 Coate Avenue, accessed by a single driveway that services a cluster of single-storey units. A tall front fence provides a clear separation between the dwellings and the street.

- To the **west**, the site adjoins the rear fences of residential properties fronting Tower Avenue and Margaret Court. The subject site is not visible from these streets, and no direct access is provided from this interface.



Subject site, Coate Avenue frontage


View south along Coate Avenue


South – rear of 1 Margaret Court


North – 22 Coate Avenue


East – Opposite the site

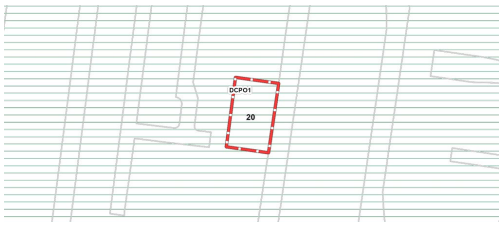
Planning Policy

The subject site is located within the **Neighbourhood Residential Zone (NRZ3)** which seeks to:

- *To recognise areas of predominantly single and double storey residential development.*
- *To manage and ensure that development is responsive to the identified neighbourhood character, heritage, environmental or landscape characteristics.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*



Zones



DCPO

The subject site is located within the Development Contributions Plan Overlay – Schedule 1 (DCPO1). However, these controls have no built form implications and therefore are considered irrelevant from a landscape design perspective.

The subject site is also partially located within the Special Building Overlay (SBO). The purpose of this overlay is:

- *To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.*
- *To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*



SBO

The following State and Local planning policies are considered relevant:

- *Clause 02.03-1 – Settlement;*
- *Clause 02.03-4 – Built Environment & Heritage;*
- *Clause 11 – Settlement;*
- *Clause 15 – Built Environment and Heritage;*
- *Clause 15.01-1S – Urban Design;*
- *Clause 15.01-1L - Urban Design;*
- *Clause 15.01-2S – Neighbourhood Character; and*
- *Clause 55.01-2 – Two or more dwellings on a lot and residential buildings, Design response*
- *Clause 55.02-7 – Two or more dwellings on a lot and residential buildings, Tree Canopy Objectives*



SLO (green) on adjacent to southern boundary.

Other relevant documents include:

- Plan for Victoria (2025);
- Guidance Document: Townhouse and Low-Rise Code Guidelines, Clause 55 Two or more dwellings on a lot and residential buildings (2025)
- AS 4970:2025 – Protection of Trees on Development Sites

Relevant Clauses

Clause 55.01-2 Application requirements Design Response

The design response must explain how the proposed design derives from and responds to the site description.

The design response must include correctly proportioned street elevations or photographs showing the development in the context of adjacent buildings.

The design response must include a landscape plan that details the proposed:

- Retention and planting of canopy trees,
- Planting of other vegetation including location, species, number and size at maturity of vegetation,
- Where required, areas of deep soil and root barriers,
- Irrigation system to support existing and planted vegetation including details of any alternative water supply sources,
- Selection of vegetation that responds to the site's environment and geographic factors,
- A plan showing the location of site services, clothes drying and storage.

Clause 55.02-7 – Two or more dwellings on a lot and residential buildings, Neighbourhood Character, Tree Canopy Objectives

- To provide tree canopy that responds to the neighbourhood character 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 new canopy trees are climate responsive, support biodiversity, wellbeing and amenity, and help reduce urban heat.

Standard B2-7

- Provide a minimum canopy cover as specified in Table B2-7.1.

Table B2-7.1 Canopy cover	
Site area	**Canopy cover**
1000 square metres or less	10% of site area
More than 1000 square metres	20% of site area

- *Existing trees to be retained meet all of the following:*
  - *Has a height of at least 5 metres,*
  - *Has a trunk circumference of 0.5 metres or greater at 1.4 metres above ground level,*
  - *Has a trunk that is located at least 4 metres from proposed buildings.*
- *The minimum canopy cover is met using any combination of trees specified in Table B2-7.2.*
- *Existing trees that are retained can be used in calculating canopy cover*

Table B2-7.2 Tree type, canopy cover, deep soil and planter requirements

Tree type	Minimum canopy diameter at maturity	Minimum height at maturity	Minimum mature canopy cover	Tree in deep soil Area of deep soil	Tree in planter Volume of planter	Minimum depth of planter soil
A	4 metres	6 metres	12.6 sqm	12 square metres (min. plan dimension 2.5 metres)	12 cubic metres (min. plan dimension 2.5 metres)	0.8 metre
B	8 metres	8 metres	50.3 sqm	49 square metres (min. plan dimension 4.5 metres)	28 cubic metres (min. plan dimension 4.5 metres)	1 metre
C	12 metres	12 metres	113.1 sqm	121 square metres (min. plan dimension 6.5 metres)	64 cubic metres (min. plan dimension 6.5 metres)	1.5 metre

- *Provide at least one new or retained tree in the front setback and the rear setback.*
- *Trees are located in either:*
  - *An area of deep soil as specified in Table B2-7.2; or*
  - *A planter as specified in Table B2-7.2.*
- *Any tree required to be planted under this standard must be of species to the satisfaction of the responsible authority, having regard to the location and relevant geographic factors.*

Decision guidelines

Before deciding on an application, the responsible authority must consider:

- *Any relevant neighbourhood character objective, policy or statement set out in this scheme.*
- *The site context and design response.*
- *The extent to which the existing and proposed canopy trees contribute to a greener environment and reduce urban heat.*
- *Whether the growth characteristics of existing trees and proposed canopy trees will provide the required canopy cover.*
- *The suitability of the planting location, deep soil areas and planter soil volume for proposed canopy trees.*
- *Whether the species of canopy tree is suited to the soil conditions of the site.*



Artist render – Coate Avenue interface Townhouse 4



Artist render – internal driveway

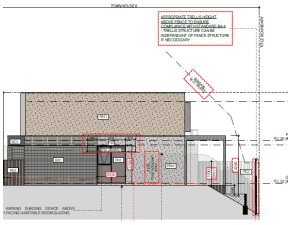


Site level change along Coate Avenue

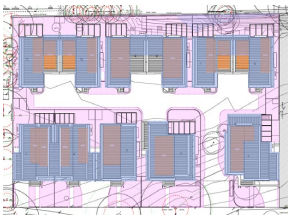
The Proposal

The proposal seeks the construction of an 11 dwellings. Specifically, key components of the proposal are:

- The dwellings are arranged in two rows parallel to the street frontage, with a 6-metre setback from the boundary. The front row contains five dwellings, four of which are accessed via individual driveways, while Dwelling 4 is accessed via the shared driveway.
- The existing crossover on Coate Avenue is proposed to be widened, and three additional crossovers are introduced along the frontage. The shared driveway provides access to one front dwelling and six dwellings located in the rear row.
- Each dwelling is provided with two car spaces (one garage and one open space), except Dwellings 4 and 5, which include double garages.
- All existing street trees within the Coate Avenue nature strip are to be retained. There are new trees proposed under the canopy of the exiting trees.
- A 1.2-metre aluminium batten fence is proposed along the frontage. The rear boundary is to be screened with a 2.1-metre timber paling fence topped with a trellis (ranging from 1.7 metres down to 0.6 metres in height), to provide screening.
- Existing trees located on the adjoining property to the rear are to be retained. Their Structural Root Zones (SRZs) extend into the subject site.



Townhouse 6 north elevation



Architectural drawings – permeable areas

- The western interface involves a level change that is managed through retaining walls in combination with fencing. Additional screening is proposed on top of paling fence, with climbers, resulting in a total screening height of approximately 3.8 metres in the north-west corner of the site.

Landscape Architecture Assessment

Contribution to local character

The **Neighbourhood Residential Zone (NRZ3)** seeks to:

- *To recognise areas of predominantly single and double storey residential development.*
- *To manage and ensure that development is responsive to the identified neighbourhood character, heritage, environmental or landscape characteristics.*

The proposal is consistent with the existing two-storey residential development in the neighbourhood pattern and the proposed material palette is considered appropriate, noting the surrounding context of both modern and older dwellings.

The site's leafy character will be maintained through the retention of mature eucalyptus trees along the site boundaries. Additional canopy trees are also proposed within the front setback, including Blueberry Ash (*Elaeocarpus reticulatus*) and Native Frangipani (*Hymenosporum flavum*), which will contribute positively to the streetscape character and landscape quality.

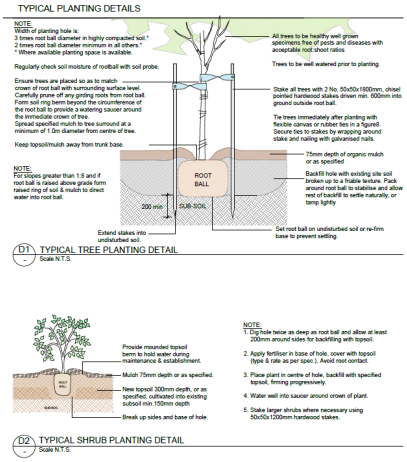
Plant Palette & Materials proposed

SYM	BOTANICAL NAME	COMMON NAME	D/E N/Ex*	HEIGHT X WIDTH AT MATURITY	MIN SUPPLY SIZE	QTY
TREES						
Am	*Acacia melanoxylon*	Blackwood	E/N	12 x 6m	30cm/1.5mH	1
Er	*Elaeocarpus reticulatus*	Blueberry Ash	E/N	9 x 4m	50cm/2.0mH	4
Elc	*Eucalyptus leucoxylon* ssp. *connata*	Melbourne Yellow Gum	E/N	12 x 8m	30cm/1.5mH	1
Hf	*Hymenosporum flavum*	Native Frangipani	E/N	10 x 6m	50cm/2.0mH	3
LxB	*Lagerstroemia* 'Biloxi'	Biloxi Crepe Myrtle	D/Ex	7 x 5m	50cm/2.0mH	4
MgE	*Magnolia grandiflora* 'Exmouth'	Exmouth Bull Bay Magnolia	E/Ex	9 x 5m	50cm/2.0mH	1
Pc	*Pistacia chinensis*	Chinese Pistachio	D/Ex	8 x 6m	50cm/2.0mH	7
TlL	*Tristaniopsis laurina* 'Luscious'	Luscious Water Gum	E/N	7-10 x 5m	50cm/2.0mH	3
					TOTAL	**24**
SHRUBS						
AcL	*Acacia cognata* 'Limelight'	Dwarf River Wattle 'Limelight'	E/N	0.5-1 x 1m	200mm pot	40
CaC	*Correa alba* Compact Form	White Correa	E/N	0.4 x 0.6m	200mm pot	28
CvS	*Callistemon viminalis* 'Slim'	Slim Bottlebrush	E/N	3 x 1.3m	200mm pot	34
GrCV	*Grevillea rosmarinifolia* 'Crimson Villa'	Crimson Villa Rosemary Grevillia	E/N	0.8 x 0.8m	200mm pot	8
Mp	*Murraya paniculata*	Orange Jessamine	E/Ex	1.5 x 0.8-1m (clipped)	200mm pot	25
PWR	*Philotheca* 'Winter Rouge'	Winter Rouge Wax Flower	E/N	0.8 x 0.8m	200mm pot	77
ROP	*Rhaphiolepis indica* 'Oriental Pearl'	Oriental Pearl Indian Hawthorn	E/Ex	1 x 1m	200mm pot	84
SaS	*Syzygium australe* 'Straight & Narrow'	Straight & Narrow Lilly-pilly	E/N	3-5 x 0.8-1m (Clipped)	200mm pot	93
WBG	*Westringia fruticosa* 'Blue Gem'	Blue Gem Coastal Rosemary	E/N	1-1.5 x 0.8m	200mm pot	10
					TOTAL	**399**
GROUNDCOVERS						
AcMB	*Arthropodium cirratum* 'Matapouri Bay'	Renga Lily	E/Ex	0.6 x 0.6m	140mm pot	97
DcB	*Dianella caerulea* 'Breeze'	Breeze Paroo Lily	E/N	0.7 x 0.7m	140mm pot	93
LmJR	*Liriope muscari* 'Just Right'	Just Right Lily-turf	E/Ex	0.5 x 0.5m	140mm pot	175
LiT	*Lomandra longifolia* 'Tanika'	Tanika Mat-rush	E/N	0.6 x 0.6m	140mm pot	78
Myp	*Myoporum parvifolium*	Creeping Boobialla	E/N	0.2 x 1-3m	140mm pot	101
Oj	*Ophiopogon jaburan*	Giant Mondo Grass	E/Ex	0.4 x 0.4m	140mm pot	94
Pl	*Poa labillardieri*	Tussock Grass	E/N	0.8 x 0.8m	140mm pot	21
SAC	*Scaevola* 'Aussie Crawl'	Aussie Crawl Fan Flower	E/N	0.3 x 1m	140mm pot	83
Vh	*Viola hederacea*	Native Violet	E/N	0.15 x Spreading	140mm pot	46
					TOTAL	**788**
CLIMBERS						
HFE	*Hardenbergia violacea* 'Free 'n' Easy'	Free 'n' Easy Coral Pea	E/N	0.15-0.3 x 1.5m	140mm pot	5
Pt	*Parthenocissus tricuspidata*	Boston Ivy	D/Ex	Self-clinging Climber	140mm pot	54
Tj	*Trachelospermum jasminoides*	Star Jasmine	E/Ex	Twining Climber	140mm pot	13
					TOTAL	**72**

*D/E = Deciduous/Evergreen N/Ex = Native/Exotic

The Landscape Plans include a formal plant palette and references to proposed materials. The palette comprises predominantly native evergreen species, complemented by select exotic species for smaller trees and climbers. Overall, the mix of species is well-balanced and considered appropriate for the setting. The trees proposed to be planted under the existing mature Spotted Gums are considered satisfactory. We noted letter in support of those choices.

Landscape Details



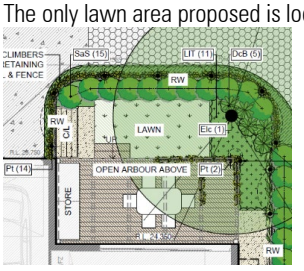
- Typical landscape details have been provided. Those include tree and shrub planting detail as well as typical planting layout plan and typical gravel path cross section. The provided details are considered acceptable.
- Typical specification notes and Tree Protection Notes have been provided within the landscape set of drawings. The provided details are considered acceptable.

Irrigation and Maintenance

The landscape plan doesn't provide any detail on the maintenance. In terms of irrigation only the below note has been provided:

An approved drip irrigation system is to be supplied to all landscape areas. An approved pop-up spray system is to be supplied to all lawn areas. It is the responsibility of the contractor to ensure that all irrigation meets manufacturers specifications. The system is to be connected to mains supply and include a rain-shut off device. All dripline is to be buried with approx. 50mm of topsoil cover and shall be anchored at regular intervals to ensure the tubing cannot be dislodged.

The only lawn area proposed is located within the private open space of dwelling 4.



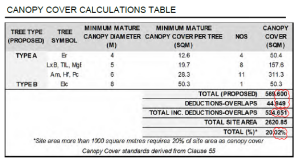
We recommend that landscape plans include detailed information on maintenance and irrigation, which could be required through appropriate permit conditions.

Compliance with Clause 55.01-2 – Design response requirements, as it relates to landscaping

The design response must include a landscape plan that details the proposed:

- *Retention and planting of canopy trees* - the plan provides information about location of trees to be retained and all proposed trees, including proposed species, sizes and quantities.

- *Planting of other vegetation including location, species, number and size at maturity of vegetation* – this information has also been provided, the planting plan details locations, species, sizes and quantities as required.
- *Where required, areas of deep soil and root barriers.* - Areas of deep soil are marked in the context of meeting the planning scheme requirements. No root barriers are proposed. Some clarifications would be required as hard paved areas are often included in deep soil calculations.
- *Irrigation system to support existing and planted vegetation including details of any alternative water supply sources* - A single paragraph regarding irrigation has been provided.
- *Selection of vegetation that responds to the site's environment and geographic factors* - We consider the species selected appropriate, as they include a good mix of native and some exotics, as well as evergreen and deciduous. The surrounding environment contains both native and exotic species.

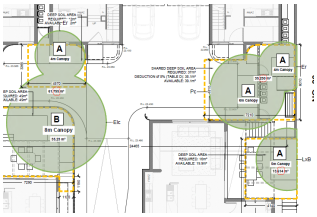


CANOPY COVER CALCULATIONS TABLE

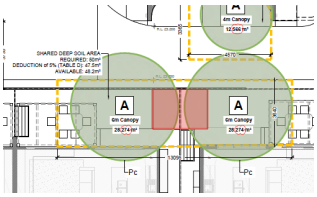
TREE TYPE (PROPOSED)	TREE SYMBOL	MINIMUM MATURE CANOPY DIAMETER (M)	MINIMUM MATURE CANOPY COVER PER TREE (SQM)	NOS	CANOPY COVER (SQM)
TYPE A	Er	4	12.6	4	50.4
	Lx.B, TL, Mgl	5	19.7	8	157.6
	Am, Hf, Pc	6	28.3	11	311.3
TYPE B	Ebc	8	50.3	1	50.3
				TOTAL (PROPOSED)	569.690
				DEDUCTIONS-OVERLAPS	44.949
				TOTAL INC. DEDUCTIONS-OVERLAPS	524.651
				TOTAL SITE AREA	2620.85
				TOTAL (%)*	20.02%

*Site area more than 1000 square metres requires 20% of site area as canopy cover.
Canopy Cover standards derived from Clause 55

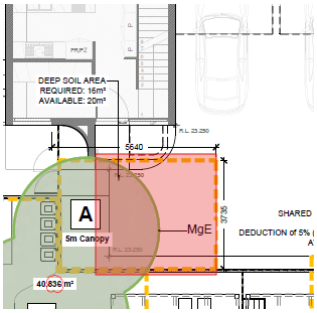
Canopy cover calculation table



Canopy cover plan



Deep soil access marked over storage



Deep soil access marked over impermeable driveways

- *A plan showing the location of site services, clothes drying and storage* - Clothes drying and storage locations are provided, services are not shown.

<u>Clause 55.02-7 Tree Canopy objectives (including canopy and height requirements, deep soil planting</u>

Clause 55.02-7 requires a minimum 20% canopy cover for any site greater than 1,000 sqm. The subject site has a total area of 2,620.85 sqm, resulting in a minimum canopy cover requirement of 524.17 sqm.

According to the calculations provided in the submitted landscape plans, the proposal achieves 524.651 sqm of canopy cover – meeting the requirement only marginally.

The **Townhouse and Low-Rise Apartment Development Guidelines** specify that canopy cover cannot include any portion located beneath a cantilevered or overhanging built form or structure. In this case, no such deductions have been made. Given the absence of any margin, it is likely that the actual canopy cover falls below the required 20% once these exclusions are applied. As such, the current landscape response may not fully satisfy Clause 55.02-7.

Deep soil areas have been marked and dimensioned on the plans. However, in some instances hard-paved surfaces, including driveways and storage areas (likely constructed on a concrete base), have been included within the deep soil calculations. These inclusions are not consistent with the definition of deep soil and will need to be corrected.

It is also noted that sections of driveway designated as permeable paving are not noted as permeable paving on architectural plans.

Conclusion

Overall, the proposed landscape response demonstrates an intent to complement the surrounding neighbourhood character through retention of mature trees, provision of additional canopy planting, and a plant palette that is appropriate to the Alphington context. The inclusion of native and select exotic species is supported and will contribute positively to the streetscape and site amenity.

However, there are several matters that require further clarification or refinement to ensure compliance with the Planning Scheme requirements:

1. The canopy cover calculations currently achieve the 20% minimum only marginally and do not appear to account for exclusions under the Guidelines. This raises concern that the proposal may fall slightly short of the Clause 55.02-7 objective.
2. Deep soil areas have been inaccurately calculated, with hard-paved surfaces included. This should be corrected to reflect true deep soil opportunities.
3. Irrigation and maintenance details are minimal and should be expanded to ensure long-term establishment and survival of proposed plantings.

Subject to resolution of these matters, the landscape response has the potential to provide a satisfactory outcome consistent with the neighbourhood character and relevant landscape objectives of the Yarra Planning Scheme.

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

Landscape Architecture Team 15/09/2025

Development Engineering Formal Referral Response

Application Information:

Referral Officer:	Joshua Broberg
Officer:	Mark Pisani
Council Reference:	PLN25/0361
Referral Number:	IREF25/01335
Address:	20 Coate Avenue, Alphington
Proposal:	Construction of 11 dwellings and a reduction in the minimum car parking requirement
Comments Sought:	Reduction in visitor car parking; access arrangements; internal layout
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
Propoerty & Planning Partners	Town Planning Report		May 2025
Taouk Architects	TP_03 *Ground Floor Plan* TP_04 *First Floor Plan* TP_05 *Elevations* TP_06 *Elevations* TP_07 *Elevations* TP_16 *Garden Area*	A A A A A A	6 August 2025 6 August 2025 6 August 2025 6 August 2025 6 August 2025 6 August 2025
Traffix Group	Swept Path Assessment	A	12 May 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	Dimension the headroom clearances of the garage doorways	Update the drawings.
2	The applicant is to prepare a cross sectional drawing for each proposed vehicle crossing. Information in relation to preparing the vehicle crossing section drawings is appended to this memo (Appendix A). A ground clearance check is to be undertaken for each vehicle crossing using the B85 design vehicle (or B99 design vehicle where applicable) to confirm that vehicles can enter and exit the development without scraping or bottoming out.	Provide a cross sectional drawing for each new vehicle crossing, together with a ground clearance check using the B85 design vehicle or B99 design vehicle (where applicable).
3	Reconstruct the footpath along the Coate Avenue frontage of the property in concrete and with a cross-fall of no steeper than 1 in 40, to Council's satisfaction.	Update the drawings with an annotation to reconstruct the footpath.

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: *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.
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.

Condition related to…	Engineering condition
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 Coate Avenue frontage must be reconstructed in concrete: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).

Condition related to…	Engineering condition
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.

Table 4 - Notes to be included in the Planning Permit

Note related to…	Engineering note
Stormwater: Site discharge	The site stormwater must be directed to the nominated legal point of discharge (LPD) and shall be limited to equivalent pre-development levels *or* 70% impervious coverage, whichever is lowest, for a 20% AEP rainfall event.
Stormwater: Onsite detention	The development must detain onsite, at a minimum, the 10% AEP storm event. For cases where a safe overland flow path cannot be provided or where flows exceeding pipe capacity may impact the development or adjacent, upstream, or downstream properties, the requirement will be to detain the 1% AEP storm event.
Redundant stormwater outlets	All redundant property drain outlets are to be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost.
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.
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.

Note related to…	Engineering note
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.
Existing parking infrastructure	Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.

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
Three-Bedroom Dwelling	11	2.0 spaces per dwelling	22	22
Residential Visitors	11 dwellings	1 space for visitors to every 5 dwellings for developments of 5 or more dwellings	2	0
		Total	**24 spaces**	**22 spaces**

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 Residential Visitors	Peak parking for residential visitors generally occurs on weekday evenings and at weekends. The proposed development would have a visitor car parking demand of two spaces. Coate Avenue contains 2P parking restrictions operating between 7:00am and 7:00pm Mondays to Fridays, along both sides of the street. Visitors to the development should be able to park in Coate Avenue without adversely impacting on existing parking conditions in the street.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of residential visitor parking 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.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The 5.8 metre width of the main development entrance satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	Pedestrian sight triangles have been provided on either side of the development entrance, which satisfy *Design standard 1 - Accessways* of Clause 5206-9.
Individual driveways entrances	The widths of the individual driveway entrances off Coate Avenue (3.0 to 6.0 metres), satisfy Design standard 1.
Headroom Clearance - Garages	The headroom clearances of the garages have not been dimensioned on the drawings.
Car Parking Modules	
Garages and At-Grade Parking Spaces	The dimensions of the garages and at-grade parking spaces satisfy AS/NZS 2890.1:2004.
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	The ramp grade for the fist 5.0 metres inside the main development entrance is 1 in 10, 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.
Swept Path Assessment	
Vehicle Turning Movements Main Development Entrance - Coate Avenue G36595-01A***** Sheet No. 01	The swept path diagrams for two oncoming B99 design vehicles entering and exiting the development entrance via Coate Avenue are considered satisfactory.
Vehicle Turning Movements Individual driveways off Coate Avenue G36595-01A Sheet No. 02	The swept path diagrams of a B85 design vehicle entering and exiting the individual driveways via Coate Avenue are considered satisfactory.
Vehicle Turning Movements Garage of Unit 04 G36595-01A Sheet 03	The swept path diagrams of a B85 design vehicle entering and exiting the garage of unit 04 are considered satisfactory.
Vehicle Turning Movements Garage of Unit 05 G36595-01A Sheet 04	The swept path diagrams of a B85 design vehicle entering and exiting the garage of unit 04 are considered satisfactory.
Vehicle Turning Movements Tandem Spaces - Unit 06 and Unit 07 G36595-01A Sheet 05	The swept path diagrams of a B85 design vehicle entering and exiting the tandem spaces of units 06 and 07 are considered satisfactory.
Vehicle Turning Movements Tandem Spaces - Unit 10 and Unit 11 G36595-01A Sheet 06	The swept path diagrams of a B85 design vehicle entering and exiting the tandem spaces of units 10 and 11 are considered satisfactory.

Item	Assessment
Vehicle Turning Movements Garage of Unit 07 & Garage of Unit 10 G36595-01A Sheet 07	The swept path diagrams of a B85 design vehicle entering and exiting the garages of unit 7 and unit 10 are considered satisfactory.
Other Items	
Vehicle Crossing Ground Clearance	All new vehicle crossings fronting the site must be checked with a vehicle ground clearance check. The applicant is to prepare a cross sectional drawing for each proposed vehicle crossing. Information in relation to preparing the vehicle crossing section drawings is appended to this memo. A ground clearance check is to be undertaken for each vehicle crossing using the B85 design vehicle (and the B99 design vehicle for the main development entrance) to confirm that vehicles can enter and exit the property via Coate Avenue without scraping or bottoming out.

* Traffix Group swept path diagram drawing number.

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
General	
Impact on Council Road Assets during Construction	The construction of the new buildings/retrofitting of existing buildings, the provision of underground utilities and construction traffic servicing and transporting materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site. It is essential that the developer rehabilitates/restores laneways, footpaths, kerbing and other road related items, as recommended by Council, to ensure that the Council infrastructure surrounding the site has a high level of serviceability for employees, visitors and other users of the site.
General	
Coate Avenue Footpath Reconstruction	The footpath along the property's Coate Avenue must be reconstructed in concrete and have a cross-fall of no steeper than 1 in 40.

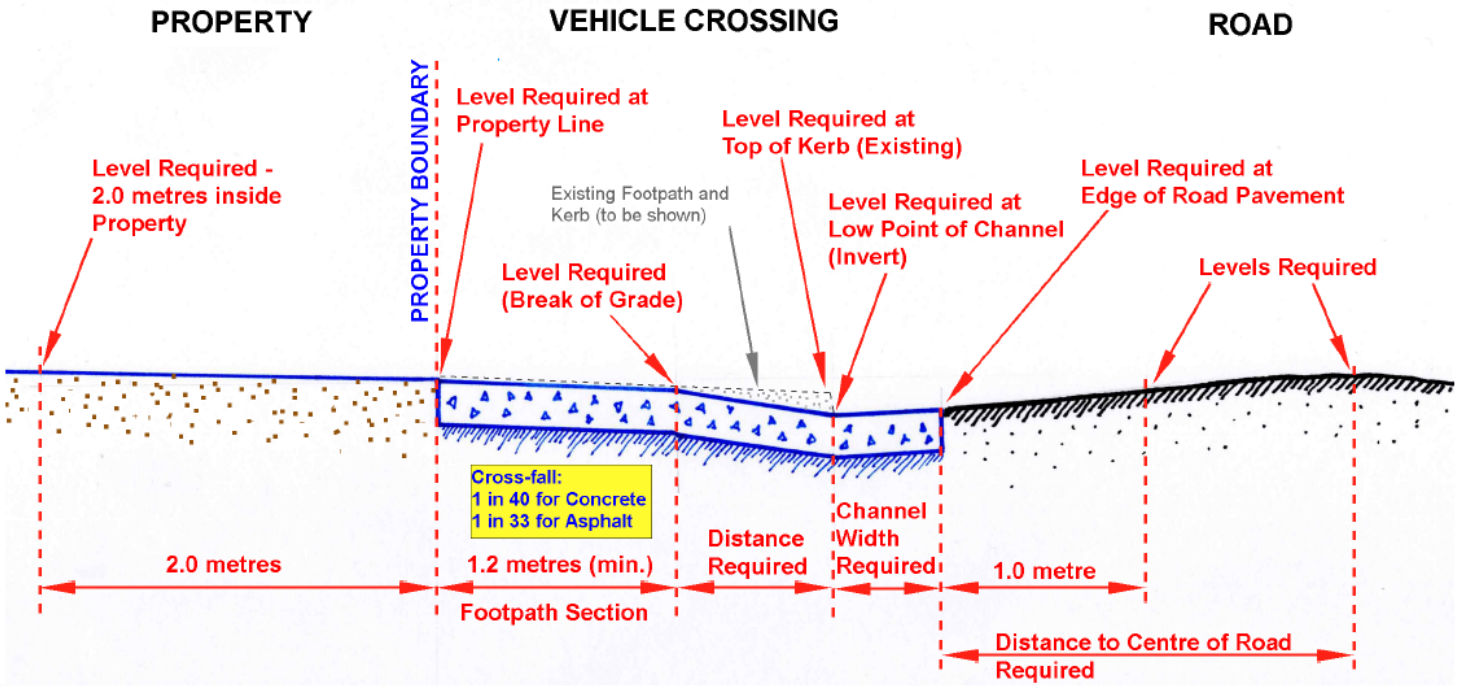
SECTION 4: Acknowledgement

Engineer: Mark Pisani

Signature: 

Date: 7 October 2025

Appendix A - Vehicular Access - Cross Sectional Drawing Information to be Provided



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.

RESIDENTIAL DEVELOPMENT

TOWN PLANNING



AUGUST 2025

3D VISUALISATION

TOWNHOUSES 1 & 2



3D VISUALISATION

TOWNHOUSES 3 & 4



3D VISUALISATION

TOWNHOUSES 1 - 4



3D VISUALISATION

TOWNHOUSE 5



3D VISUALISATION

TOWNHOUSES 1-5



3D VISUALISATION

TOWNHOUSES 6 & 7



3D VISUALISATION

TOWNHOUSES 8 & 9



3D VISUALISATION

TOWNHOUSES 10 & 11



3D VISUALISATION

TOWNHOUSES 7-11



NEIGHBOURHOOD SITE DESCRIPTION PLAN

SITE CONTEXT

THE EXISTING CHARACTER IS GENERALLY FORMED BY BRICK OR WEATHERBOARD SINGLE STOREY DWELLINGS, INTERSPERSED WITH THE OCCASIONAL DOUBLE STOREY BUILDING, WITH GENERALLY HIP AND GABLE TILED ROOFS. GARDENS GENERALLY CONSIST OF SCATTERED TREES AND SHRUBS WITH A LAWN AREA BEHIND FRONT FENCES.

THE SITE ABUTS A RESIDENTIAL ROAD, WHICH HAS CONTRIBUTED TO THE CREATION OF A VARIED BUILT FORM.

EXISTING CONDITIONS + ORIENTATION

- A — SITE HAS A WEST TO EAST ORIENTATION
- B — THE SITE HAS A GRADUAL FALL OF APPROX. 6M FROM WEST TO EAST AND A 1.4M FALL FROM NORTH TO SOUTH OF THE SITE.

VEGETATION

- C — VEGETATION ON THE LAND
- D1 — PEDESTRIAN ACCESS IS AVAILABLE FROM COATE AVENUE.
- D2 — VEHICULAR ACCESS IS AVAILABLE FROM COATE AVENUE
- E1 — EXISTING STREET CROSSOVER

DRAINAGE + SERVICES

- G — SITE HAS ACCESS TO INFRASTRUCTURE (SEWER, WATER SUPPLY, ELECTRICITY, GAS AND COMMUNICATIONS)

FENCING, BOUNDARIES + EASEMENTS

- H1 — BRICK FENCE
- H2 — TIMBER PALING FENCE
- H3 — METAL FENCE
- H4 — GALV. IRON FENCE
- H5 — BRICK & TIMBER INFILL FENCE
- H6 — BRICK & METAL INFILL FENCE
- H7 — NOT FENCED
- H8 — VEGETATED FENCE

LOCATION/USE OF SURROUNDING BUILDINGS

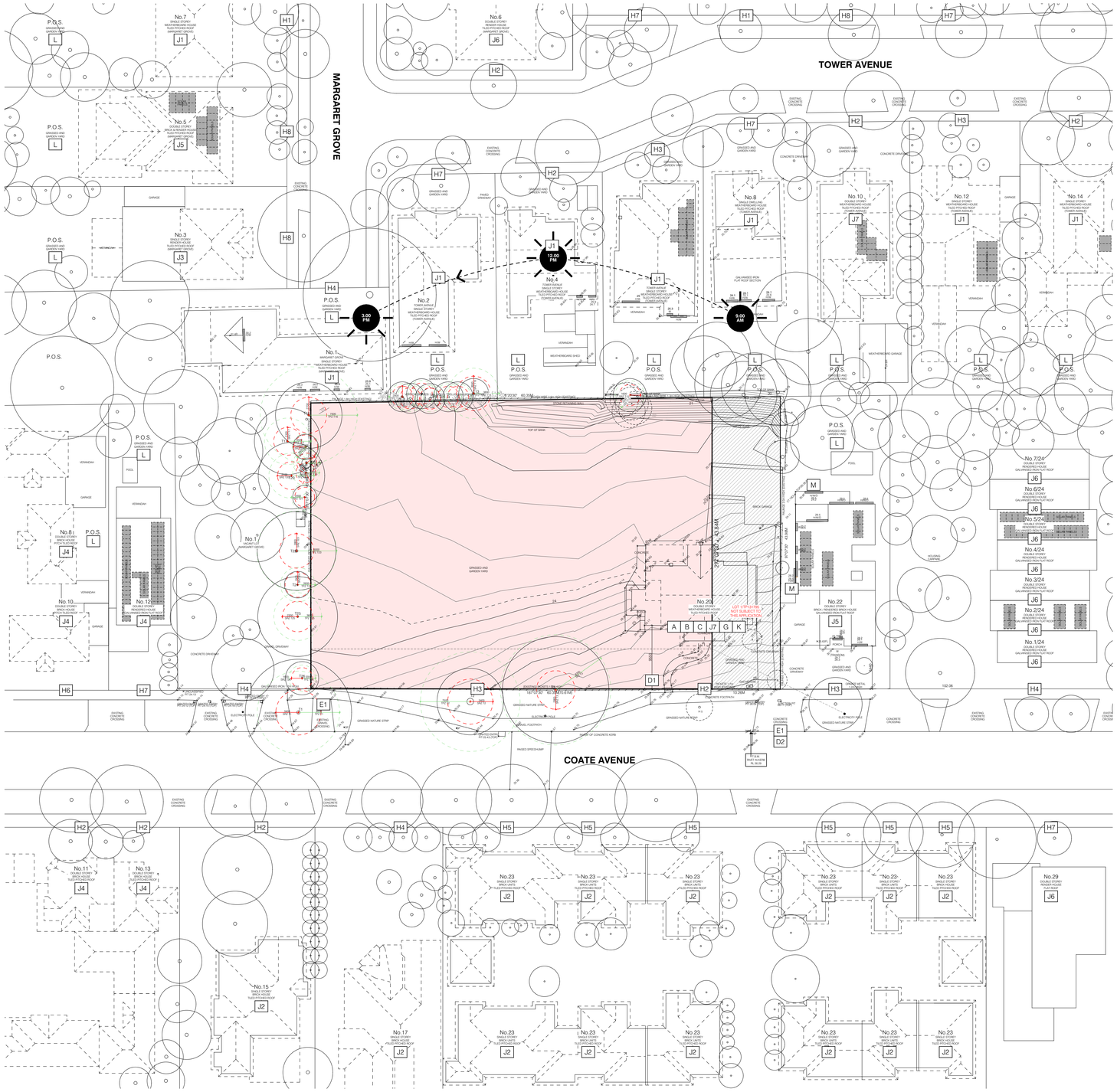
- J1 — SINGLE STOREY WEATHERBOARD HOUSE
- J2 — SINGLE STOREY BRICK HOUSE
- J3 — SINGLE STOREY RENDER HOUSE
- J4 — TWO STOREY BRICK HOUSE
- J5 — TWO STOREY BRICK & RENDER HOUSE
- J6 — TWO STOREY RENDER HOUSE
- J7 — TWO STOREY WEATHERBOARD HOUSE

TOPOGRAPHY OF LAND

- K — LEVELS AT SITE BOUNDARIES FOLLOW TOPOGRAPHY OF THE LAND

S.P.O.S + HABITABLE ROOM WINDOWS

- L — SECLUDED PRIVATE OPEN SPACE ON ADJOINING PROPERTIES
- M — HABITABLE ROOM WINDOWS WITHIN 9M OF THE SITE
- N — POTENTIAL OVERSHADOWING TO ADJOINING PROPERTIES



NEARBY PUBLIC OPEN SPACE

- P1 — COATE PARK (0.180KM WEST)
  - INCLUDES PLAY AREA
- P2 — RUDDER GRANGE (0.35KMWEST)
  - INCLUDES PLAY AREA
- P3 — ALPHINGTON PARK (0.51KM EAST)
  - INCLUDES OVALS
  - INCLUDES PLAY AREA
  - INCLUDES BBQ AREA
  - WALKING/BIKE TRACK
- P4 — KEW GARDENS (1.05KM SOUTH)
  - INCLUDES PLAY AREA

LOCAL SHOPS

- Q1 — WILLSMERE SHOPPING ARCADE (1.59KM SOUTH EAST)
- Q2 — NORTHCOTE PLAZA (2.25KM NORTH WEST)

PUBLIC TRANSPORT

- R1 — BUS ROUTES 546 ON "HEIDELBERG ROAD"

SCHOOLS/EDUCATION

- S1 — ST PAULS SCHOOL (2.52KM SOUTH)
- S2 — SANTA MARIA COLLEGE (2.50KM NORTH WEST)
- S3 — FAIRFIELD PRIMARY SCHOOL (0.75KM NORTH)
- S4 — ALPHINGTON GRAMMAR (1.16KM EAST)

REVISION
- 09.05.25 ISSUE FOR INFORMATION
A 06.08.25 RESPONSE TO COUNCILS RFI

TAOUKARCHITECTS

p. 9486 8080
e. info@taoukarchitects.com.au
410 QUEENS PARADE, FITZROY NORTH 3068
w taoukarchitects.com.au

PROJECT

RESIDENTIAL DEVELOPMENT
20 COATE AVENUE
ALPHINGTON VIC 3078

CLIENT

-

DRAWING TITLE

NEIGHBOURHOOD SITE DESCRIPTION PLAN

SCALE: 1:300 @ A1
JOB No.: 25-08

DATE: AUGUST 2025

ISSUE: TOWN PLANNING

DRAWN: IA

DRAWING No.: **TP_01**
REVISION: A

DESIGN RESPONSE PLAN

THE PROPOSAL

THE SUBJECT LAND IS LOCATED IN ALPHINGTON ON THE WESTERN SIDE OF COATE AVENUE. THE SITE HAS A REGULAR SHAPE WITH A FRONTAGE OF 60.35m AND AN OVERALL AREA OF 2620.85m².

THE PROPOSAL INCLUDES THE DEVELOPMENT OF THE LAND FOR ELEVEN (11) DOUBLE STOREY DWELLINGS. THE EXISTING CROSSOVER ON COATE AVENUE IS TO BE MODIFIED. THREE (3) NEW CROSSOVERS ARE PROPOSED ALONG THE WIDTH OF COATE AVENUE, ONE OF THE FOUR IS TO PROVIDE VEHICULAR ACCESS FOR DWELLINGS 4 AND 6 - 11

DWELLING 1 - 4:

G.F. CONSISTS OF A GUEST BEDROOM WITH ENS & ROBE, POWDER ROOM, LAUNDRY, STUDY NOOK AND LIVING AREAS.

F.F. CONSISTS OF A MASTER BEDROOM WITH ROBE AND ENSUITE, TWO SECONDARY BEDROOMS, BATHROOM AND A RETREAT.

DWELLING 5:

G.F. CONSISTS OF A GUEST BEDROOM WITH ENSUITE AND ROBE, POWDER ROOM, LAUNDRY, WALK IN PANTRY AND LIVING AREAS.

F.F. CONSISTS OF A MASTER BEDROOM WITH ROBE AND ENSUITE, TWO SECONDARY BEDROOMS, RETREAT, BATHROOM AND A STUDY NOOK.

DWELLING 6, 8 - 11:

G.F. CONSISTS OF A STUDY, POWDER ROOM, LAUNDRY, AND LIVING AREAS.

F.F. CONSISTS OF A MASTER BEDROOM WITH WIR AND ENSUITE, TWO SECONDARY BEDROOMS, BATHROOM AND A RETREAT.

DWELLING 7:

G.F. CONSISTS OF A STUDY, POWDER ROOM, LAUNDRY, AND LIVING AREAS.

F.F. CONSISTS OF A MASTER BEDROOM WITH WIR AND ENSUITE, ONE SECONDARY BEDROOMS, BATHROOM AND A RETREAT.

CAR PARKING IS PROVIDED FOR DWELLING 5 IN THE FORM OF TWO DOUBLE CAR GARAGE

CAR PARKING IS PROVIDED TO EACH DWELLINGS 1 - 4, 6 - 11 IN THE FORM OF A SINGLE CAR GARAGE ATTACHED TO THE DWELLING WITH A SECONDARY CARSPACE WITHIN THE DRIVEWAY.

LEGEND

- A — LAND USE AND DENSITY RESPONDS TO:
  - LOCATION WITHIN ESTABLISHED RESIDENTIAL AREA
  - OVERALL AREA OF 2620.85m² WITH A STREET FRONTAGE OF 60.35m
  - ACCESSIBILITY TO PUBLIC TRANSPORT, OPEN SPACE AND LOCAL SHOPPING
- B1 — MINIMAL CUT & FILL IS REQUIRED. THIS IS NOT A DESIGN CONSTRAINT
- B2 — NOT LOCATING GROUND FLOOR A SUBSTANTIAL DISTANCE ABOVE NATURAL GROUND
- C — LOCATING PRIVATE OPEN SPACE TO ENSURE THEY HAVE SUFFICIENT NATURAL DAYLIGHT
- D — PROVIDING LIVING AREAS WITH DIRECT CONNECTION TO PRIVATE OPEN SPACE
- E — PROVIDING SUFFICIENT SETBACKS TO ALLOW GOOD DAYLIGHT ACCESS TO HABITABLE ROOM WINDOWS
- F — THERE IS COMMON PROPERTY
- G — PROVIDING 2 CAR SPACES PER DWELLING
- H1 — EXISTING VEHICULAR CROSSOVER MODIFIED
- H2 — PROPOSED VEHICULAR CROSSOVER

THE PROPOSAL MINIMISES THE IMPACT ON THE ADJOINING PROPERTIES AND INTERNAL DWELLINGS BY:

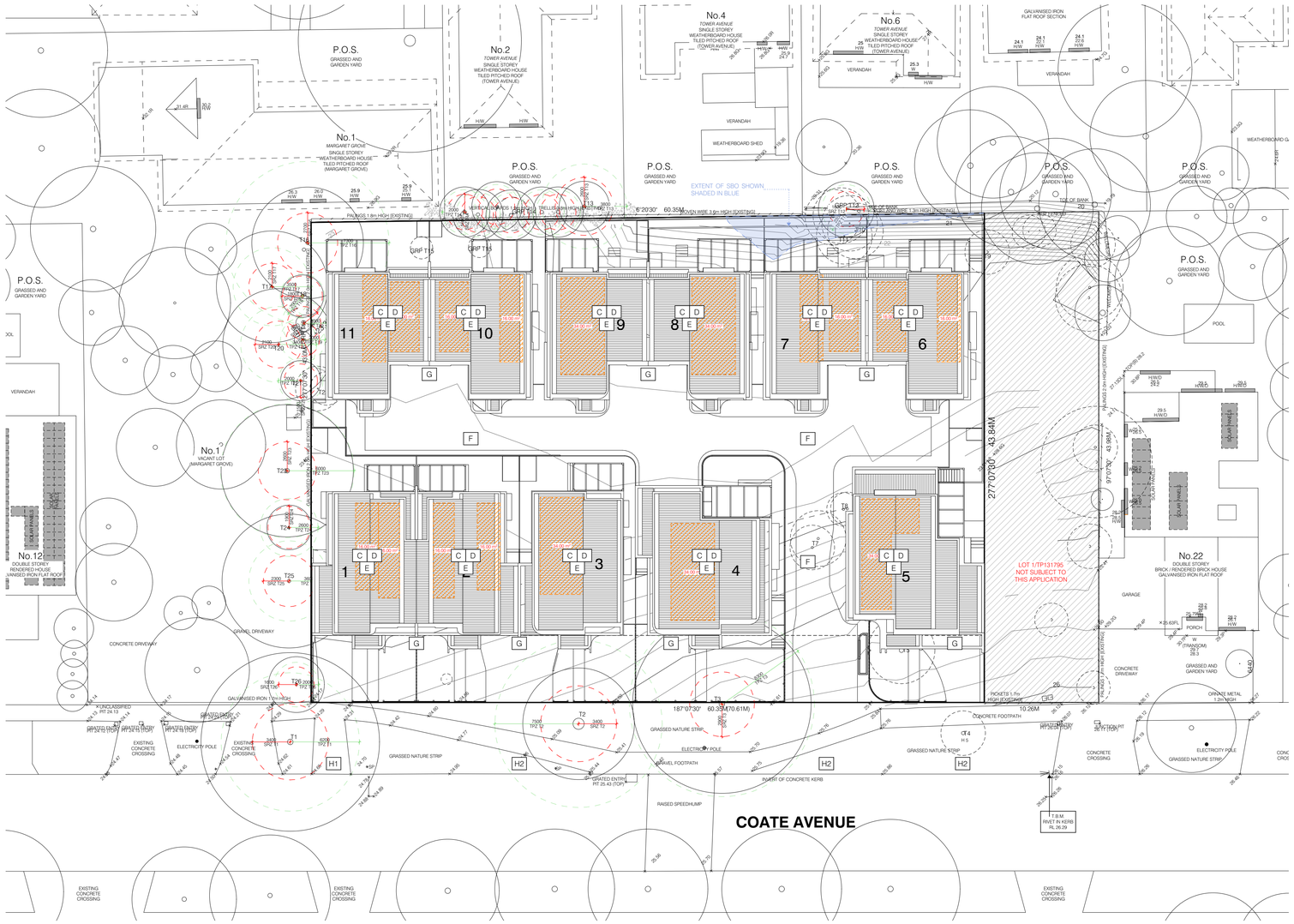
- I — LIMITING POTENTIAL FOR OVERSHADOWING TO ADJOINING PROPERTIES TO THE WEST BY CAREFULLY SITING BUILT FORM AWAY FROM THE TITLE BOUNDARY
- J — LIMITING POTENTIAL FOR OVERLOOKING TO INTERNAL DWELLINGS BY CAREFULLY LOCATED UPPER LEVEL HABITABLE ROOM WINDOWS, USE OF HIGHLIGHT WINDOWS AND SCREENING TO 1.7m ABOVE FINISHED FLOOR LEVEL
- K — PROVIDING BUILDING FORMS WHICH ARE HEAVILY ARTICULATED TO REDUCE BULK
- L — DESIGNING THE UPPER LEVEL SO THAT IT IS A RECESSIVE ELEMENT IN THE COMPOSITION
- M — ENSURING THAT EXTERNAL AREAS ARE LOW MAINTENANCE
- N — ENSURING THAT PRIVATE AREAS AND SPACES ARE MAXIMISED

I J K L M N



B1 B2 S T

STREETSCAPE ELEVATION [COATE AVENUE]



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TAOUKARCHITECTS

p. 9486 8080
e. info@taoukarchitects.com.au
410 QUEENS PARADE, FITZROY NORTH 3068
w taoukarchitects.com.au

PROJECT

RESIDENTIAL DEVELOPMENT
20 COATE AVENUE
ALPHINGTON VIC 3078

CLIENT

-

DRAWING TITLE

DESIGN RESPONSE PLAN

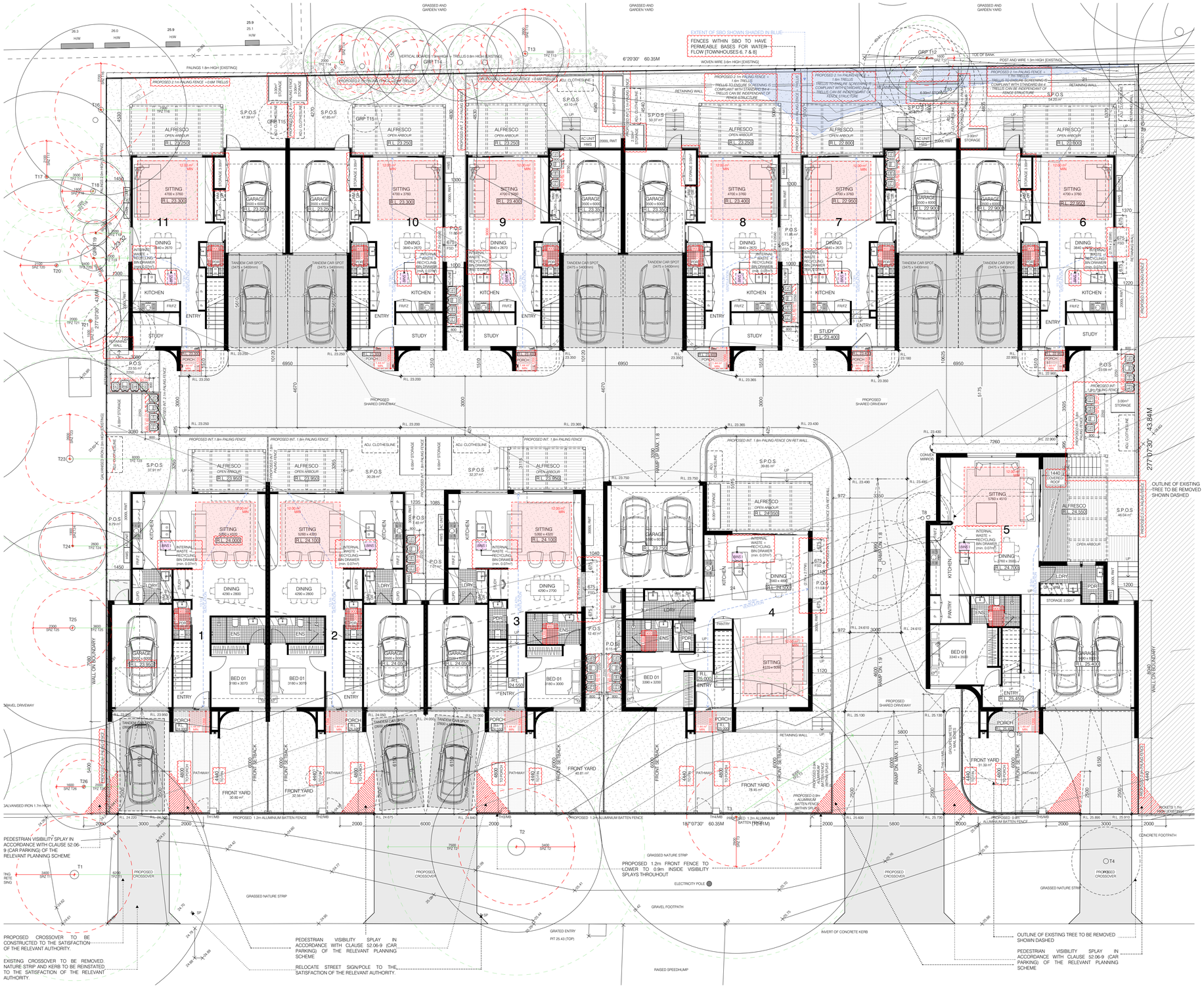
SCALE: 1:200 @ A1
JOB No.: 25-08

DATE: AUGUST 2025

ISSUE: TOWN PLANNING

DRAWN: IA

DRAWING No.: **TP_02**
REVISION: A



AREA ANALYSIS

SITE AREA		2620.85 m²
SITE COVERAGE	47.76%	1251.73 m²
PERMEABLE SURFACE	34.61%	907.23 m²
GARDEN AREA	35.46%	929.36 m²

DWELLINGS 1 + 2	
GROUND FLOOR	86.82 m²
GARAGE	23.02 m²
PORCH	4.06 m²
FIRST FLOOR	88.33 m²
OVERALL [NOT INC. ALFRESCO]	202.23 m²

REFER TO PLAN FOR FRONT YARD, S.P.O.S + P.O.S AREA CALCULATIONS

DWELLING 3	
GROUND FLOOR	91.18 m²
GARAGE	23.00 m²
PORCH	3.73 m²
FIRST FLOOR	96.57 m²
FRONT YARD	40.81 m²
S.P.O.S	32.37 m²
OVERALL [NOT INC. ALFRESCO]	214.48 m²

DWELLING 4	
GROUND FLOOR	101.71 m²
GARAGE	37.63 m²
PORCH	3.54 m²
FIRST FLOOR	103.77 m²
FRONT YARD	78.45 m²
S.P.O.S	39.85 m²
OVERALL [NOT INC. ALFRESCO]	246.65 m²

DWELLING 5	
GROUND FLOOR	104.34 m²
GARAGE	37.08 m²
PORCH	4.52 m²
FIRST FLOOR	104.28 m²
FRONT YARD	31.33 m²
S.P.O.S	46.04 m²
OVERALL [NOT INC. ALFRESCO]	250.22 m²

DWELLINGS 6, 7, 9 + 11	
GROUND FLOOR	62.43 m²
GARAGE	24.52 m²
PORCH	2.44 m²
FIRST FLOOR	85.09 m²
OVERALL [NOT INC. ALFRESCO]	174.48 m²

REFER TO PLAN FOR S.P.O.S + P.O.S AREA CALCULATIONS

DWELLINGS 8 + 10	
GROUND FLOOR	62.43 m²
GARAGE	24.52 m²
PORCH	3.04 m²
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OVERALL [NOT INC. ALFRESCO]	175.08 m²

REFER TO PLAN FOR S.P.O.S + P.O.S AREA CALCULATIONS

LEGEND

- AC UNIT — AIR CONDITIONING UNIT
- HWS — HOT WATER SYSTEM
- ADJ. CLOTHESLINE — ADJ. CLOTHESLINE LOCATION
- BINS — CLAUSE 55 BIN LOCATION
  - MIN. AREA = 1.9m²
  - MIN. 0.9m DEEP + MIN. 1.8m HIGH
  - 4 BINS - GARBAGE [120L], RECYCLING [240L], GLASS [120L], FOGO [120L]
  - INTERNAL WASTE + RECYCLING STORAGE [MIN. 0.07m³ + MIN. 0.25m DEEP]
- 3000LT RWT — RAINWATER TANK LOCATION + SIZE
- MB — MAILBOX

MINIMUM GRADE: A MINIMUM GRADE OF 1:200 FOR INDOOR AND 1:100 FOR OUTDOOR PARKING AREAS IS REQUIRED FOR DRAINAGE PURPOSES
BOUNDARY FENCES: ALL SIDE BOUNDARY FENCES TO BE MINIMUM 1.80M HIGH ABOVE NGL AND TAPER DOWN 0.90M HIGH WITHIN THE FRONT SETBACK.
AHD LEVELS: ALL LEVELS ARE SURVEYED TO AHD BY A LISCENSED LAND SURVEYOR

REVISION

- 09.05.25 ISSUE FOR INFORMATION
- A 06.08.25 RESPONSE TO COUNCILS RFI

TAOUKARCHITECTS

p. 9486 8080
e. info@taoukarchitects.com.au

410 QUEENS PARADE, FITZROY NORTH 3068
w taoukarchitects.com.au

PROJECT

RESIDENTIAL DEVELOPMENT
20 COATE AVENUE
ALPHINGTON VIC 3078

CLIENT

-

DRAWING TITLE

GROUND FLOOR PLAN

SCALE: 1:100 @ A1

JOB No.: 25-08

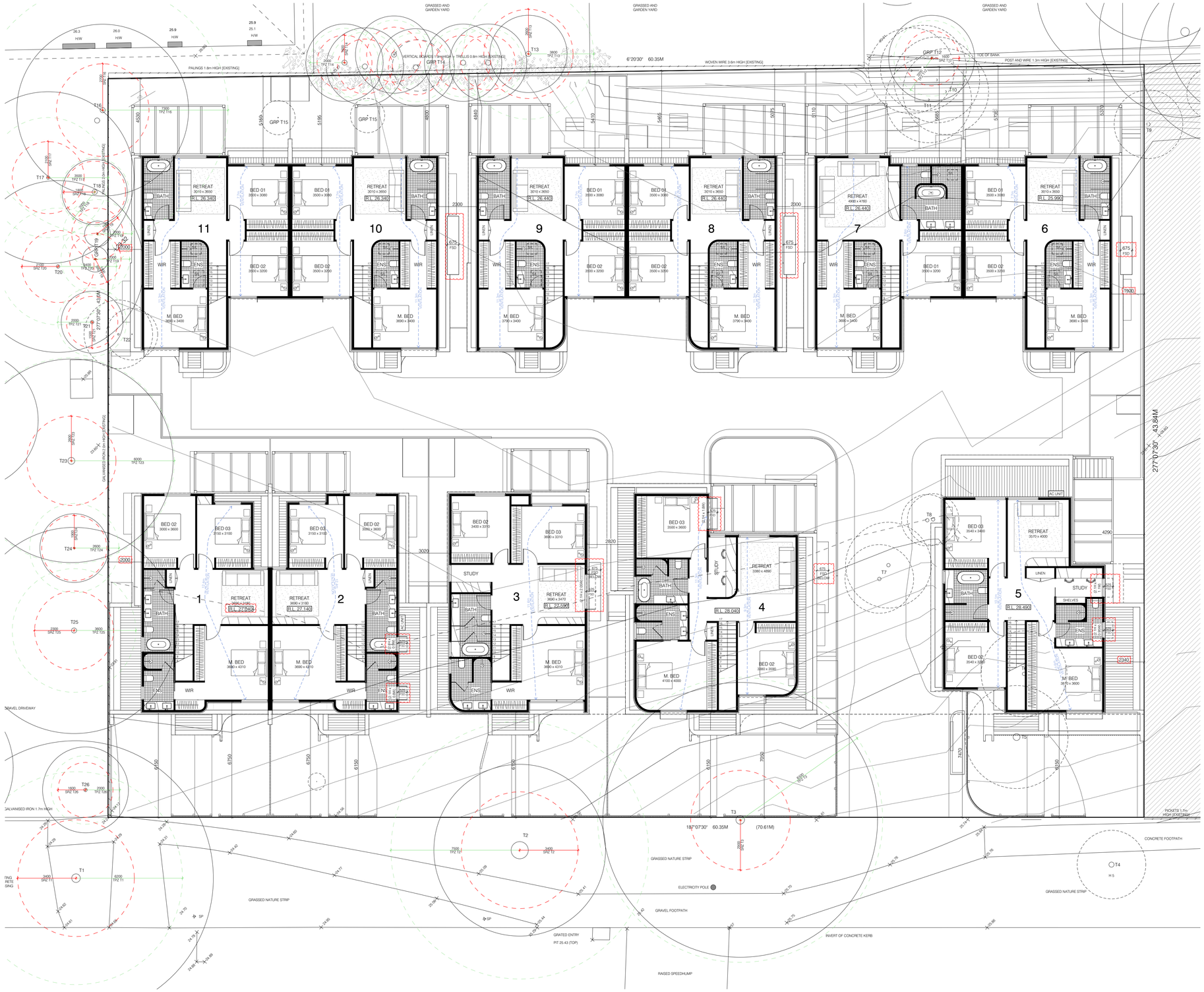
DATE: AUGUST 2025

ISSUE: TOWN PLANNING

DRAWN: IA

DRAWING No.: **TP_03**

REVISION: A



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- HWT — HOT WATER SYSTEM
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p. 9486 8080
e. info@taoukarchitects.com.au
410 QUEENS PARADE, FITZROY NORTH 3068
w taoukarchitects.com.au

PROJECT

RESIDENTIAL DEVELOPMENT
20 COATE AVENUE
ALPHINGTON VIC 3078

CLIENT

-

DRAWING TITLE

FIRST FLOOR PLAN

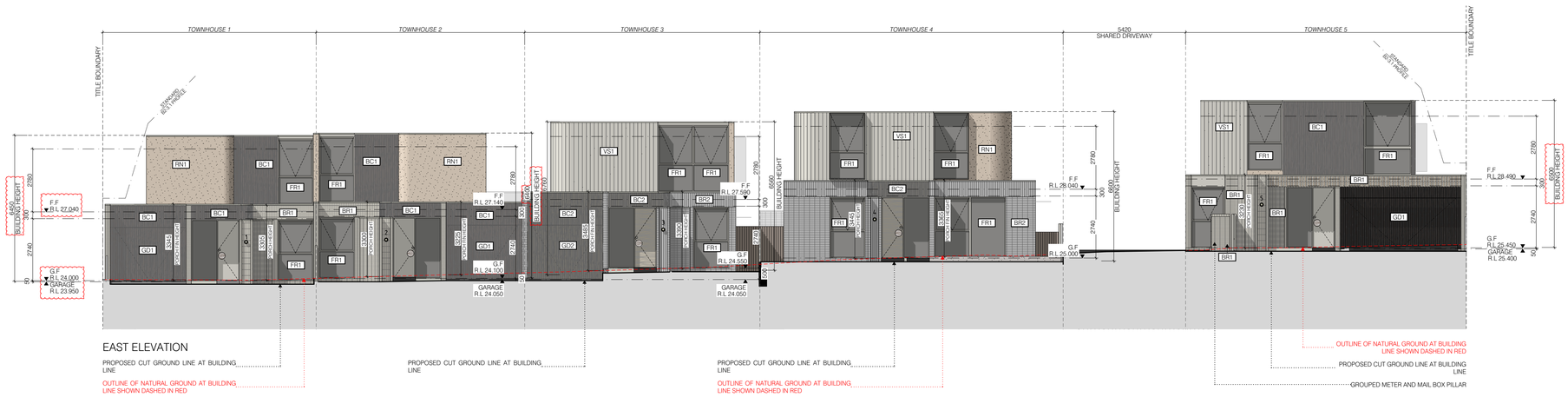
SCALE: 1:100 @ A1
JOB No.: 25-08

DATE: AUGUST 2025

ISSUE: TOWN PLANNING

DRAWN: IA

DRAWING No.: **TP_04**
REVISION: A



EAST ELEVATION

PROPOSED CUT GROUND LINE AT BUILDING LINE

OUTLINE OF NATURAL GROUND AT BUILDING LINE SHOWN DASHED IN RED

PROPOSED CUT GROUND LINE AT BUILDING LINE

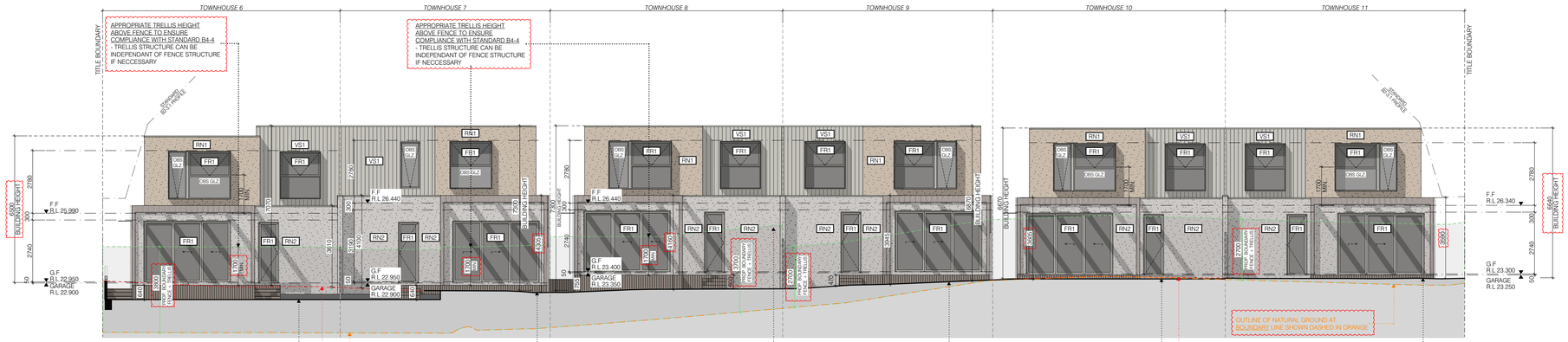
PROPOSED CUT GROUND LINE AT BUILDING LINE

OUTLINE OF NATURAL GROUND AT BUILDING LINE SHOWN DASHED IN RED

OUTLINE OF NATURAL GROUND AT BUILDING LINE SHOWN DASHED IN RED

PROPOSED CUT GROUND LINE AT BUILDING LINE

GROUPED METER AND MAIL BOX PILLAR



WEST ELEVATION

PROPOSED CUT GROUND LINE AT BUILDING LINE

OUTLINE OF NATURAL GROUND AT BUILDING LINE SHOWN DASHED IN RED

OUTLINE OF NATURAL GROUND LINE AT BUILDING LINE

OUTLINE OF NATURAL GROUND AT BOUNDARY LINE SHOWN DASHED IN ORANGE

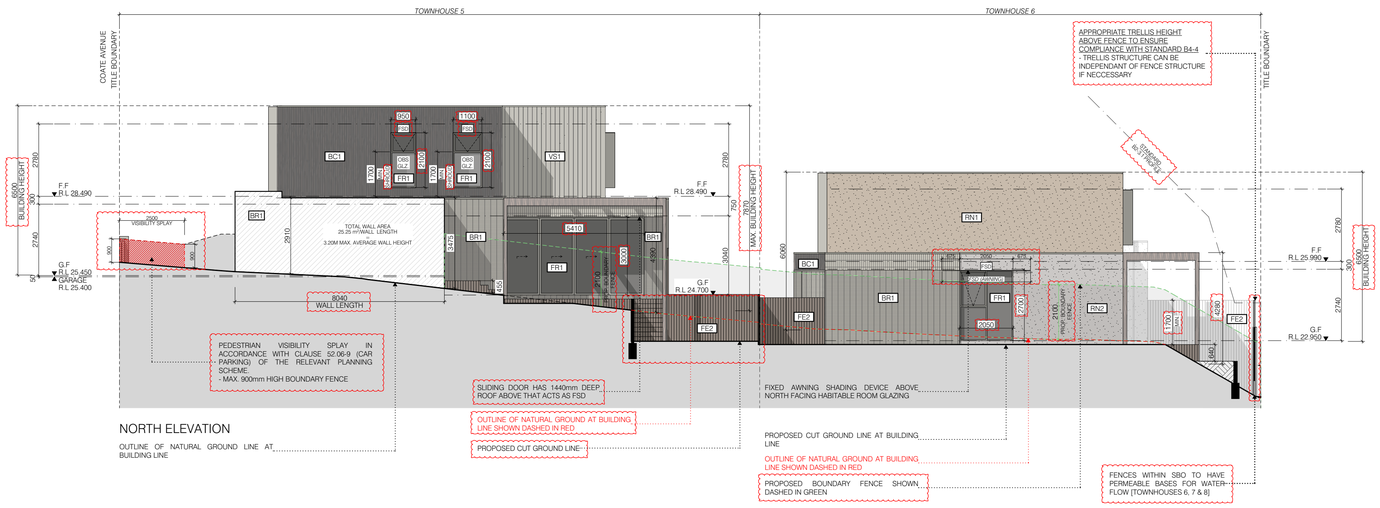
PROPOSED BOUNDARY FENCE SHOWN DASHED IN GREEN

OUTLINE OF NATURAL GROUND LINE AT BUILDING LINE

PROPOSED CUT GROUND LINE AT BUILDING LINE

OUTLINE OF NATURAL GROUND AT BUILDING LINE SHOWN DASHED IN RED

OUTLINE OF NATURAL GROUND LINE AT BUILDING LINE



NORTH ELEVATION

OUTLINE OF NATURAL GROUND LINE AT BUILDING LINE

MATERIALS + FINISHES SCHEDULE:

RN1	ROUGH CAST RENDER: WHITE/OFF WHITE
RN2	RENDER: WHITE/OFF WHITE
BR1	BRICKWORK: OFF WHITE/CREAM FACE BRICKWORK - STACKBOND
BR2	BRICKWORK: GREY FACE BRICKWORK - STACKBOND
OBS. GLZ.	OBSCURED GLAZING: FLUTED/NARROW REEDED GLASS - HORIZONTAL
FE2	BOUNDARY/INTERNAL FENCES: TIMBER PALLING FENCE
BC1 GD1	BATTEN CLADDING: TIMBER LOOK BATTENS - MID-DARK TONE TIMBER COLOUR; GD1 BATTEN CLAD GARAGE DOOR
BC2 GD2	BATTEN CLADDING: TIMBER LOOK BATTENS - LIGHT TONE TIMBER COLOUR; GD2 BATTEN CLAD GARAGE DOOR
VS1	VERTICAL SHIPLAP CLADDING: PAINT FINISH - WHITE/OFF WHITE
FR1 RF1	WINDOWS + DOOR FRAMES: ALUMINIUM FRAMING - POWDERCOATED WHITE/OFF WHITE; ROOFING: ALUMINIUM ROOFING - WHITE/OFF WHITE
FE1	FRONT FENCE: ALUMINIUM BLADE FENCE- WHITE/OFF WHITE

LEGEND

OBS. GLZ. OBSCURE GLAZING

OBSCURE GLAZING TO FIRST FLOOR WINDOWS IN ACCORDANCE WITH CLAUSE 55.04-6 [OVERLOOKING] OF THE RELEVANT PLANNING SCHEME

SCREENED WINDOWS:
ALL SCREENED WINDOWS ARE TO BE FIXED OR RESTRICTED AWNING/OPERABLE TO A HEIGHT OF 1.70M FROM FFL IN ACCORDANCE WITH CLAUSE 55.04-6 [OVERLOOKING] OF THE RELEVANT COUNCIL PLANNING SCHEME

BOUNDARY FENCES:
ALL SIDE BOUNDARY FENCES TO BE MINIMUM 1.80M HIGH ABOVE NGL AND TAPER DOWN 0.90M HIGH WITHIN THE FRONT SETBACK.

AHD LEVELS:
ALL LEVELS ARE SURVEYED TO AHD BY A LISCENSED LAND SURVEYOR

REVISION
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TAOUKARCHITECTS

p. 9486 8080
e. info@taoukarchitects.com.au

410 QUEENS PARADE, FITZROY NORTH 3068
w taoukarchitects.com.au

PROJECT

RESIDENTIAL DEVELOPMENT
20 COATE AVENUE
ALPHINGTON VIC 3078

CLIENT

-

DRAWING TITLE

ELEVATIONS

SCALE 1:100 @ A1

JOB No. 25-08

DATE

AUGUST 2025

ISSUE

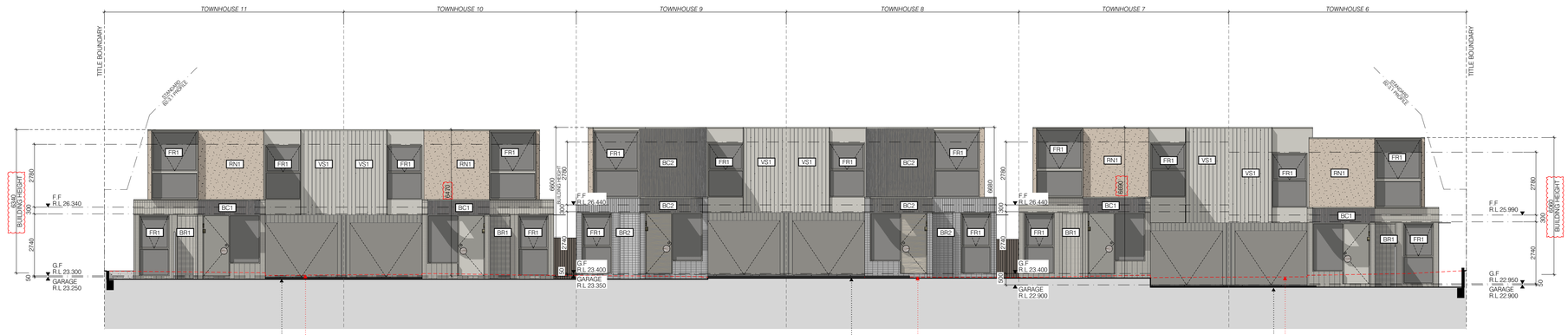
TOWN PLANNING

DRAWN

IA

DRAWING No. TP_05

REVISION A



INTERNAL EAST ELEVATION

PROPOSED CUT GROUND LINE AT BUILDING LINE

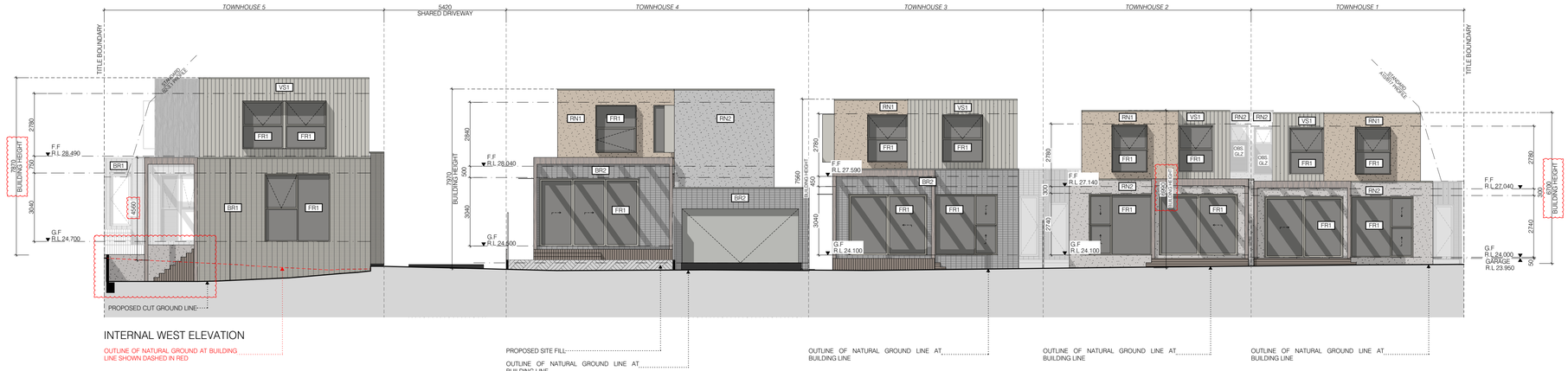
OUTLINE OF NATURAL GROUND AT BUILDING LINE SHOWN DASHED IN RED

PROPOSED CUT GROUND LINE AT BUILDING LINE

OUTLINE OF NATURAL GROUND AT BUILDING LINE SHOWN DASHED IN RED

PROPOSED CUT GROUND LINE AT BUILDING LINE

OUTLINE OF NATURAL GROUND AT BUILDING LINE SHOWN DASHED IN RED



INTERNAL WEST ELEVATION

OUTLINE OF NATURAL GROUND AT BUILDING LINE SHOWN DASHED IN RED

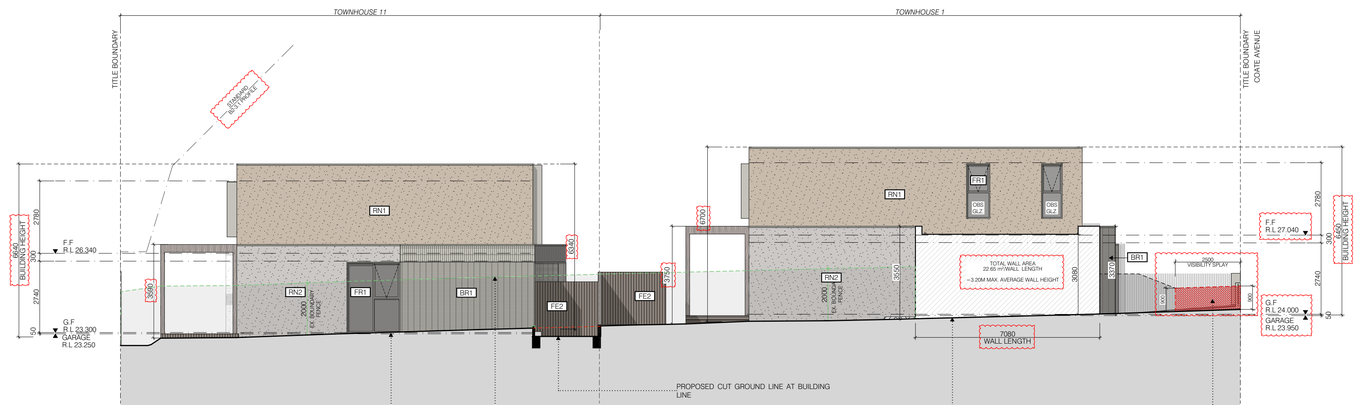
PROPOSED SITE FILL

OUTLINE OF NATURAL GROUND LINE AT BUILDING LINE

OUTLINE OF NATURAL GROUND LINE AT BUILDING LINE

OUTLINE OF NATURAL GROUND LINE AT BUILDING LINE

OUTLINE OF NATURAL GROUND LINE AT BUILDING LINE



SOUTH ELEVATION

OUTLINE OF NATURAL GROUND LINE AT BUILDING LINE

OUTLINE OF NATURAL GROUND LINE AT BUILDING LINE

PROPOSED BOUNDARY FENCE SHOWN DASHED IN GREEN

PEDESTRIAN VISIBILITY SPLAY IN ACCORDANCE WITH CLAUSE 52.06-9 (CAR PARKING) OF THE RELEVANT PLANNING SCHEME.
- MAX. 900mm HIGH BOUNDARY FENCE

MATERIALS + FINISHES SCHEDULE:

RN1 — ROUGH CAST RENDER: WHITE/OFF WHITE

RN2 — RENDER: WHITE/OFF WHITE

BR1 — BRICKWORK: OFF WHITE/CREAM FACE BRICKWORK - STACKBOND

BR2 — BRICKWORK: GREY FACE BRICKWORK - STACKBOND

OBS. GLZ — OBSCURED GLAZING: FLUTED/NARROW REEDED GLASS - HORIZONTAL

FE2 — BOUNDARY/INTERNAL FENCES: TIMBER PALLING FENCE

BC1 GD1 — BATTEN CLADDING: TIMBER LOOK BATTENS - MID-DARK TONE TIMBER COLOUR

GD1 — BATTEN CLAD GARAGE DOOR

BC2 GD2 — BATTEN CLADDING: TIMBER LOOK BATTENS - LIGHT TONE TIMBER COLOUR

GD2 — BATTEN CLAD GARAGE DOOR

VS1 — VERTICAL SHIPLAP CLADDING: PAINT FINISH - WHITE/OFF WHITE

FR1 RF1 — WINDOWS + DOOR FRAMES: ALUMINIUM FRAMING - POWDERCOATED WHITE/OFF WHITE

ROOFING: ALUMINIUM ROOFING - WHITE/OFF WHITE

FE1 — FRONT FENCE: ALUMINIUM BLADE FENCE- WHITE/OFF WHITE

LEGEND

OBS. GLZ. OBSCURE GLAZING

OBSCURE GLAZING TO FIRST FLOOR WINDOWS IN ACCORDANCE WITH CLAUSE 55.04-4 [OVERLOOKING] OF THE RELEVANT PLANNING SCHEME

SCREENED WINDOWS:
ALL SCREENED WINDOWS ARE TO BE FIXED OR RESTRICTED AWNING/OPERABLE TO A HEIGHT OF 1.70M FROM FFL IN ACCORDANCE WITH CLAUSE 55.04-6 [OVERLOOKING] OF THE RELEVANT COUNCIL PLANNING SCHEME

BOUNDARY FENCES:
ALL SIDE BOUNDARY FENCES TO BE MINIMUM 1.80M HIGH ABOVE NGL AND TAPER DOWN 0.90M HIGH WITHIN THE FRONT SETBACK.

AHD LEVELS:
ALL LEVELS ARE SURVEYED TO AHD BY A LISCENSED LAND SURVEYOR

REVISION
- 09.05.25 ISSUE FOR INFORMATION
A 06.08.25 RESPONSE TO COUNCIL'S RFI

TAOUKARCHITECTS

p. 9486 8080
e. info@taoukarchitects.com.au
410 QUEENS PARADE, FITZROY NORTH 3068
w taoukarchitects.com.au

PROJECT

RESIDENTIAL DEVELOPMENT
20 COATE AVENUE
ALPHINGTON VIC 3078

CLIENT

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DRAWING TITLE

ELEVATIONS

SCALE: 1:100 @ A1
JOB No.: 25-08

DATE: AUGUST 2025

ISSUE: TOWN PLANNING

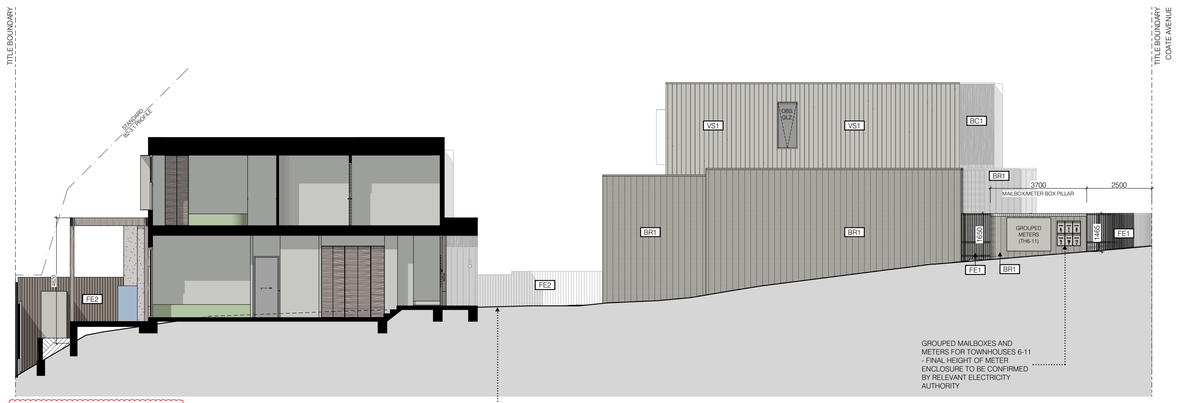
DRAWN: IA

DRAWING No.: **TP_06**
REVISION: A



EAST FENCE ELEVATION

OUTLINE OF NATURAL GROUND AT BOUNDARY LINE



SOUTH FENCE ELEVATION

OUTLINE OF NATURAL GROUND AT BUILDING LINE

FIXED SHADING DEVICE (FSD):

ALUMINIUM - POWDERCOATED WHITE/OFF WHITE TO MATCH WINDOW FRAMES

ALL NORTH FACING GLAZING TO HAVE FIXED SHADING DEVICES. FIXED *SHROUDS* (AROUND ENTIRE GLAZED PANEL) AND FIXED *AWNINGS* (ABOVE GLAZED PANEL) HAVE BEEN NOMINATED TO ALL NORTH FACING GLAZING AT APPROPRIATE DEPTHS.
DEPTH OF SHROUD/AWNING = 0.25 x GLAZING HEIGHT

FIXED *AWNINGS* ARE TO EXTEND BEYOND GLAZING. EXTENSION DIMENSION TO MATCH DEPTH DIMENSION



IMAGE EXAMPLE (FIXED AWNING AT NOMINATED DEPTH/WIDTH)



IMAGE EXAMPLE (FIXED SHROUD AT NOMINATED DEPTH)

MATERIALS + FINISHES SCHEDULE:

RN1 — ROUGH CAST RENDER: WHITE/OFF WHITE

RN2 — RENDER: WHITE/OFF WHITE

BR1 — BRICKWORK: OFF WHITE/CREAM FACE BRICKWORK - STACKBOND

BR2 — BRICKWORK: GREY FACE BRICKWORK - STACKBOND

OBS. GLZ — OBSCURED GLAZING: FLUTED/NARROW REEDED GLASS - HORIZONTAL

FE2 — BOUNDARY/INTERNAL FENCES: TIMBER PALLING FENCE

BC1 GD1 — BATTEN CLADDING: TIMBER LOOK BATTENS - MID-DARK TONE TIMBER COLOUR

GD1 — BATTEN CLAD GARAGE DOOR

BC2 GD2 — BATTEN CLADDING: TIMBER LOOK BATTENS - LIGHT TONE TIMBER COLOUR

GD2 — BATTEN CLAD GARAGE DOOR

VS1 — VERTICAL SHIPLAP CLADDING: PAINT FINISH - WHITE/OFF WHITE

FR1 RF1 — WINDOWS + DOOR FRAMES: ALUMINIUM FRAMING - POWDERCOATED WHITE/OFF WHITE

ROOFING: ALUMINIUM ROOFING - WHITE/OFF WHITE

FE1 — FRONT FENCE: ALUMINIUM BLADE FENCE- WHITE/OFF WHITE

LEGEND

OBS. GLZ. OBSCURE GLAZING

OBSCURE GLAZING TO FIRST FLOOR WINDOWS IN ACCORDANCE WITH CLAUSE 55.04-4 [OVERLOOKING] OF THE RELEVANT PLANNING SCHEME

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ALL LEVELS ARE SURVEYED TO AHD BY A LISCENSED LAND SURVEYOR

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TAOUKARCHITECTS

p. 9486 8080 410 QUEENS PARADE, FITZROY NORTH 3068
e. info@taoukarchitects.com.au w taoukarchitects.com.au

PROJECT

RESIDENTIAL DEVELOPMENT
20 COATE AVENUE
ALPHINGTON VIC 3078

CLIENT

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ELEVATIONS

SCALE 1:100 @ A1

JOB No. 25-08

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DRAWING No. **TP_07**

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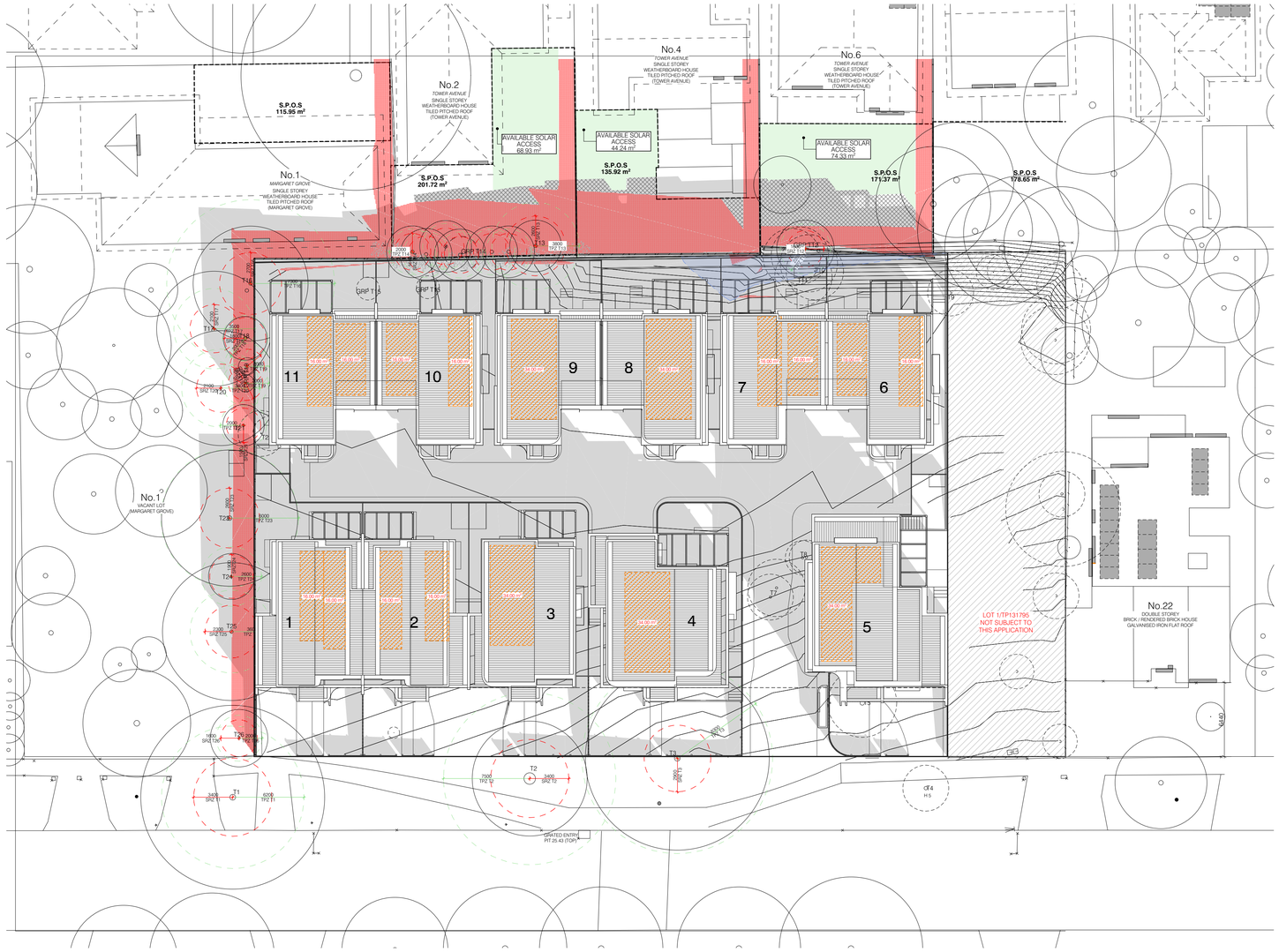

9:00 AM

LEGEND

SHADOW DIAGRAM - 22ND SEPTEMBER [EQUINOX]

PROJECTED SHADOWS FROM PROPOSED DEVELOPMENT

PROJECTED SHADOWS FROM EXISTING FENCE/WALL ON BOUNDARY

S.P.O.S AREAS OF NEIGHBOURING DWELLINGS

AVAILABLE SOLAR ACCESS

ADDITIONAL PROJECTED SHADOWS FROM PROPOSED DEVELOPMENT WITHIN NEIGHBOURING S.P.O.S

OVERSHADOWING ANALYSIS:

SHADOW ANALYSIS - 22ND SEPTEMBER [EQUINOX] 9:00AM 2 TOWER AVENUE	
TOTAL SECLUDED PRIVATE OPEN SPACE (MIN. WIDTH OF 3.0m)	201.72m²
EXISTING OVERSHADOWING AREA (SQM)	95.20m²
PROPOSED ADDITIONAL OVERSHADOWING AREA (SQM)	11.55m²
PROPOSED AVAILABLE SOLAR ACCESS (SQM)	66.93m²

SHADOW ANALYSIS - 22ND SEPTEMBER [EQUINOX] 9:00AM 4 TOWER AVENUE	
TOTAL SECLUDED PRIVATE OPEN SPACE (MIN. WIDTH OF 3.0m)	135.92m²
EXISTING OVERSHADOWING AREA (SQM)	78.19m²
PROPOSED ADDITIONAL OVERSHADOWING AREA (SQM)	9.91m²
PROPOSED AVAILABLE SOLAR ACCESS (SQM)	44.24m²

SHADOW ANALYSIS - 22ND SEPTEMBER [EQUINOX] 9:00AM 6 TOWER AVENUE	
TOTAL SECLUDED PRIVATE OPEN SPACE (MIN. WIDTH OF 3.0m)	171.37m²
EXISTING OVERSHADOWING AREA (SQM)	48.79m²
PROPOSED ADDITIONAL OVERSHADOWING AREA (SQM)	46.77m²
PROPOSED AVAILABLE SOLAR ACCESS (SQM)	74.33m²

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TAOUKARCHITECTS

p. 9484 8080
e. info@taoukarchitects.com.au
410 QUEENS PARADE, FITZROY NORTH 3068
w taoukarchitects.com.au

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RESIDENTIAL DEVELOPMENT
20 COATE AVENUE
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SHADOW DIAGRAM ANALYSIS 9AM

SCALE: 1:200 @ A1
JOB No.: 25-08

DATE: AUGUST 2025

ISSUE: TOWN PLANNING

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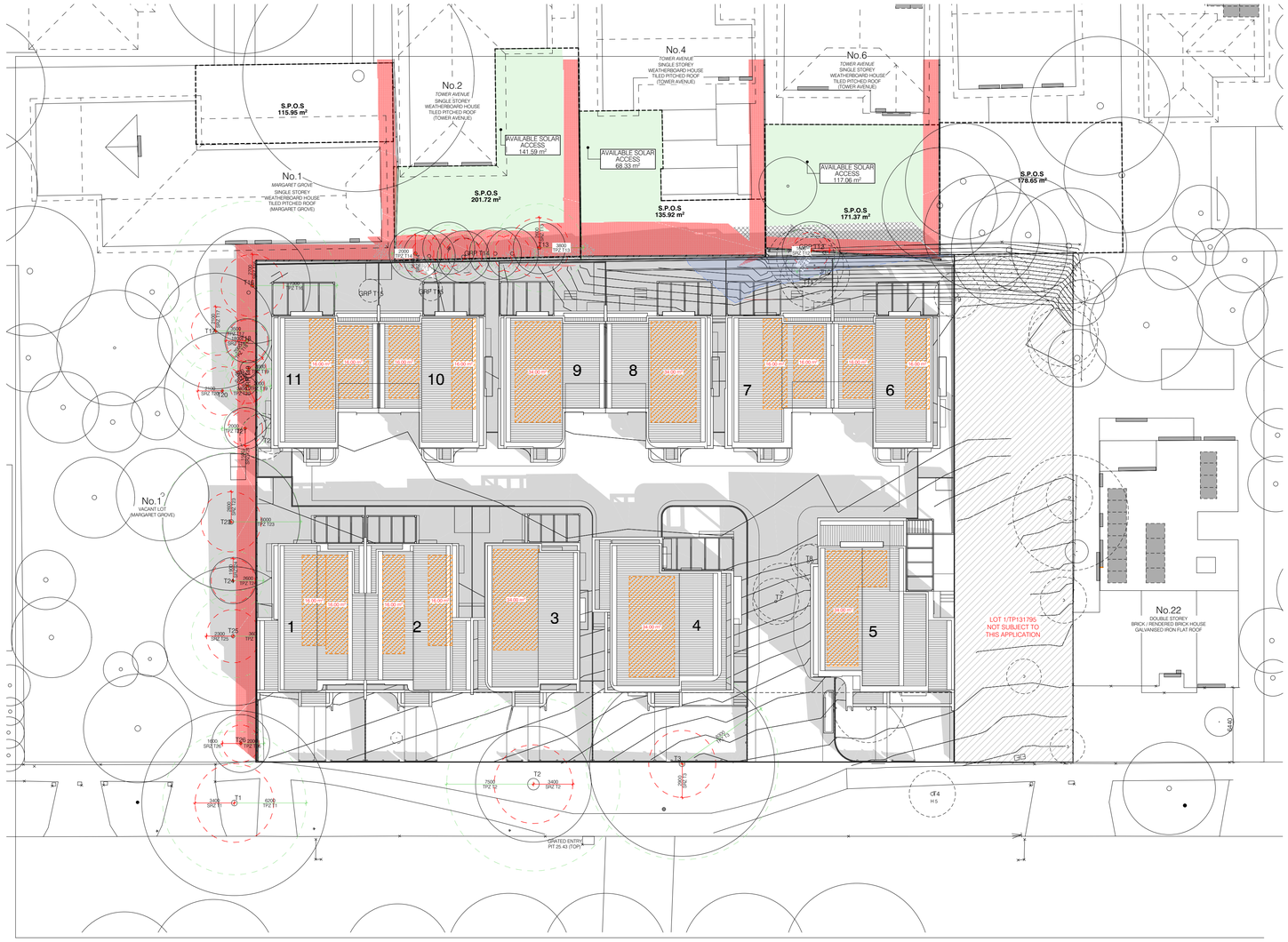
DRAWING No.: **TP_08**
REVISION: A



10:00 AM

LEGEND

SHADOW DIAGRAM - 22ND SEPTEMBER [EQUINOX]

PROJECTED SHADOWS FROM PROPOSED DEVELOPMENT

PROJECTED SHADOWS FROM EXISTING FENCE/WALL ON BOUNDARY

S.P.O.S AREAS OF NEIGHBOURING DWELLINGS

AVAILABLE SOLAR ACCESS

ADDITIONAL PROJECTED SHADOWS FROM PROPOSED DEVELOPMENT WITHIN NEIGHBOURING S.P.O.S

OVERSHADOWING ANALYSIS:

SHADOW ANALYSIS - 22ND SEPTEMBER [EQUINOX] 10:00AM 2 TOWER AVENUE	
TOTAL SECLUDED PRIVATE OPEN SPACE (MIN. WIDTH OF 3.0m)	201.72m²
EXISTING OVERSHADOWING AREA (SQM)	58.14m²
PROPOSED ADDITIONAL OVERSHADOWING AREA (SQM)	0m²
PROPOSED AVAILABLE SOLAR ACCESS (SQM)	141.59m²

SHADOW ANALYSIS - 22ND SEPTEMBER [EQUINOX] 10:00AM 4 TOWER AVENUE	
TOTAL SECLUDED PRIVATE OPEN SPACE (MIN. WIDTH OF 3.0m)	135.92m²
EXISTING OVERSHADOWING AREA (SQM)	45.57m²
PROPOSED ADDITIONAL OVERSHADOWING AREA (SQM)	0.91m²
PROPOSED AVAILABLE SOLAR ACCESS (SQM)	68.33m²

SHADOW ANALYSIS - 22ND SEPTEMBER [EQUINOX] 10:00AM 6 TOWER AVENUE	
TOTAL SECLUDED PRIVATE OPEN SPACE (MIN. WIDTH OF 3.0m)	171.37m²
EXISTING OVERSHADOWING AREA (SQM)	36.87m²
PROPOSED ADDITIONAL OVERSHADOWING AREA (SQM)	17.83m²
PROPOSED AVAILABLE SOLAR ACCESS (SQM)	117.06m²

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TAOUKARCHITECTS

p. 9484 8080
e. info@taoukarchitects.com.au
410 QUEENS PARADE, FITZROY NORTH 3068
w taoukarchitects.com.au

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RESIDENTIAL DEVELOPMENT
20 COATE AVENUE
ALPHINGTON VIC 3078

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SHADOW DIAGRAM ANALYSIS 10AM

SCALE: 1:200 @ A1
JOB No.: 25-08

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AUGUST 2025

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DRAWING No.: **TP_09**
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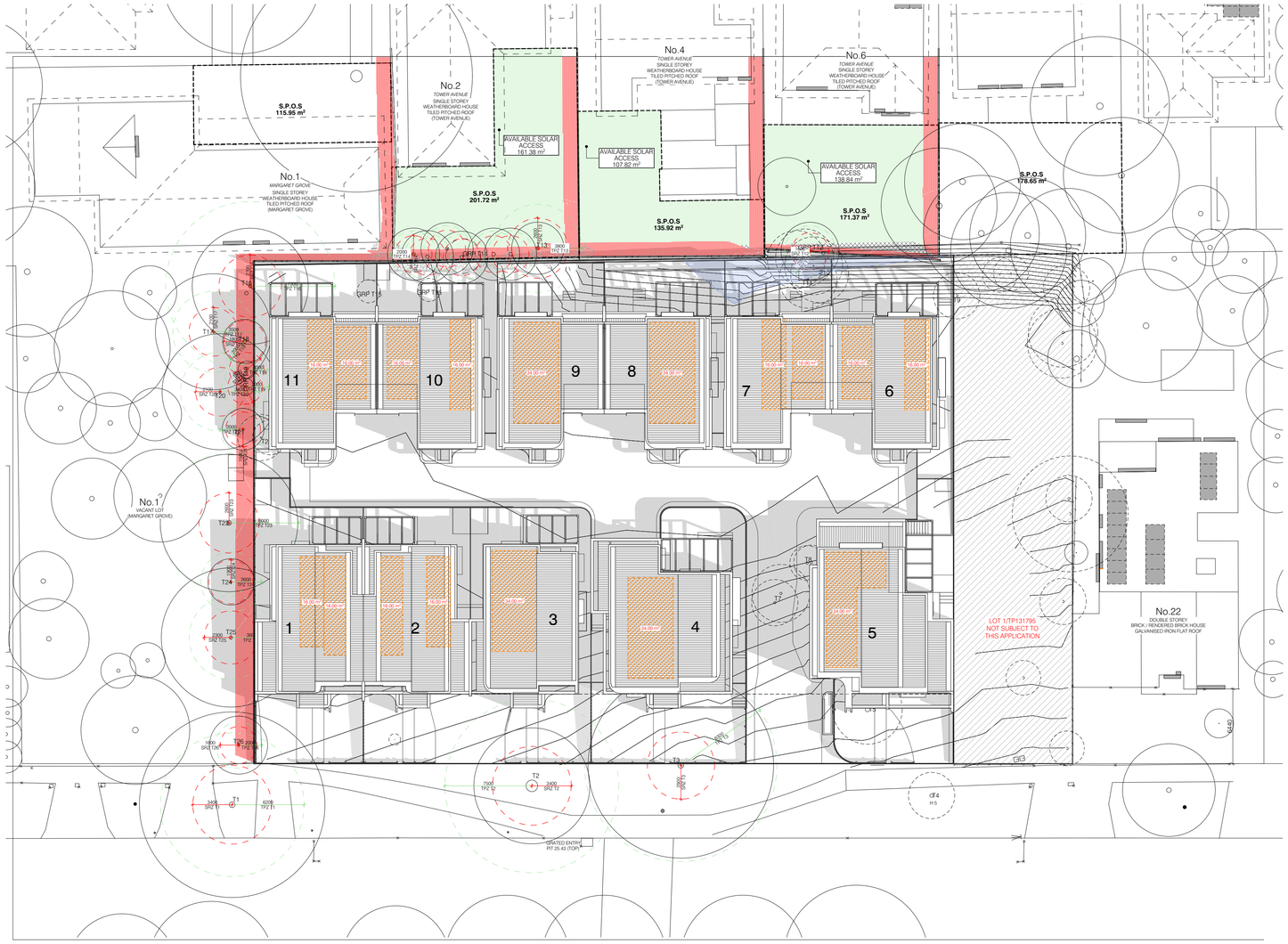

11:00 AM

LEGEND

SHADOW DIAGRAM - 22ND SEPTEMBER [EQUINOX]

PROJECTED SHADOWS FROM PROPOSED DEVELOPMENT

PROJECTED SHADOWS FROM EXISTING FENCE/WALL ON BOUNDARY

S.P.O.S AREAS OF NEIGHBOURING DWELLINGS

AVAILABLE SOLAR ACCESS

ADDITIONAL PROJECTED SHADOWS FROM PROPOSED DEVELOPMENT WITHIN NEIGHBOURING S.P.O.S

OVERSHADOWING ANALYSIS:

SHADOW ANALYSIS - 22ND SEPTEMBER [EQUINOX] 11:00AM 2 TOWER AVENUE	
TOTAL SECLUDED PRIVATE OPEN SPACE (MIN. WIDTH OF 3.0m)	201.72m²
EXISTING OVERSHADOWING AREA (SQM)	37.68m²
PROPOSED ADDITIONAL OVERSHADOWING AREA (SQM)	0m²
PROPOSED AVAILABLE SOLAR ACCESS (SQM)	161.38m²

SHADOW ANALYSIS - 22ND SEPTEMBER [EQUINOX] 11:00AM 4 TOWER AVENUE	
TOTAL SECLUDED PRIVATE OPEN SPACE (MIN. WIDTH OF 3.0m)	135.92m²
EXISTING OVERSHADOWING AREA (SQM)	23.96m²
PROPOSED ADDITIONAL OVERSHADOWING AREA (SQM)	0.16m²
PROPOSED AVAILABLE SOLAR ACCESS (SQM)	107.82m²

SHADOW ANALYSIS - 22ND SEPTEMBER [EQUINOX] 11:00AM 6 TOWER AVENUE	
TOTAL SECLUDED PRIVATE OPEN SPACE (MIN. WIDTH OF 3.0m)	171.37m²
EXISTING OVERSHADOWING AREA (SQM)	26.10m²
PROPOSED ADDITIONAL OVERSHADOWING AREA (SQM)	6.08m²
PROPOSED AVAILABLE SOLAR ACCESS (SQM)	138.84m²

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TAOUKARCHITECTS

p. 9484 8080 410 QUEENS PARADE, FITZROY NORTH 3068
e. info@taoukarchitects.com.au w taoukarchitects.com.au

PROJECT

RESIDENTIAL DEVELOPMENT
20 COATE AVENUE
ALPHINGTON VIC 3078

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SHADOW DIAGRAM ANALYSIS 11AM

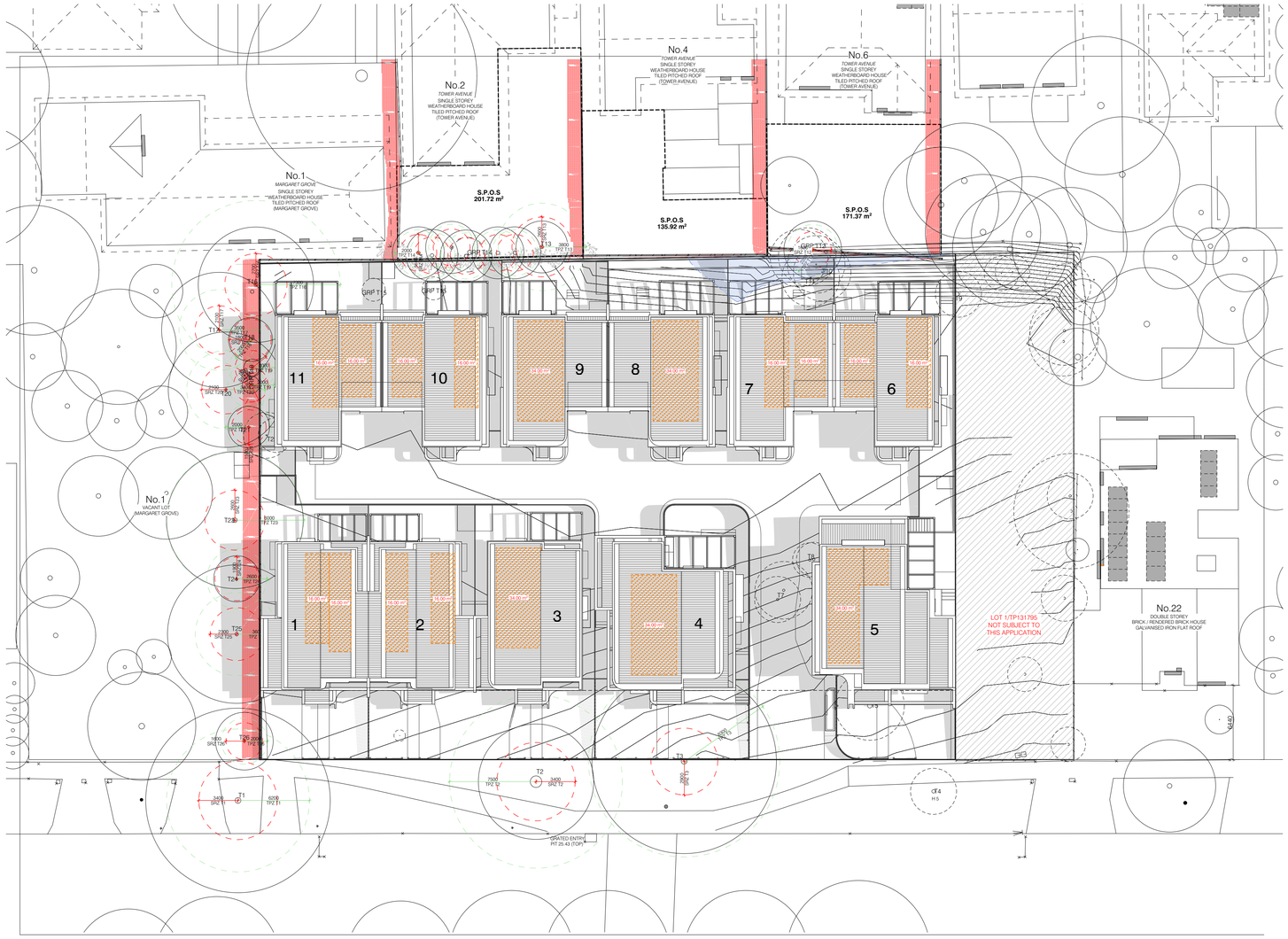
SCALE: 1:200 @ A1 JOB No.: 25-08

DATE: AUGUST 2025

ISSUE: TOWN PLANNING

DRAWN: IA

DRAWING No.: **TP_10** REVISION: A



12:00 PM

LEGEND

SHADOW DIAGRAM - 22ND SEPTEMBER [EQUINOX]

PROJECTED SHADOWS FROM PROPOSED DEVELOPMENT

PROJECTED SHADOWS FROM EXISTING FENCE/WALL ON BOUNDARY

S.P.O.S AREAS OF NEIGHBOURING DWELLINGS

AVAILABLE SOLAR ACCESS

ADDITIONAL PROJECTED SHADOWS FROM PROPOSED DEVELOPMENT WITHIN NEIGHBOURING S.P.O.S

REVISION
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TAOUKARCHITECTS

p. 9484 8080
e. info@taoukarchitects.com.au
410 QUEENS PARADE, FITZROY NORTH 3068
w taoukarchitects.com.au

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RESIDENTIAL DEVELOPMENT
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DRAWING TITLE

SHADOW DIAGRAM ANALYSIS 12PM

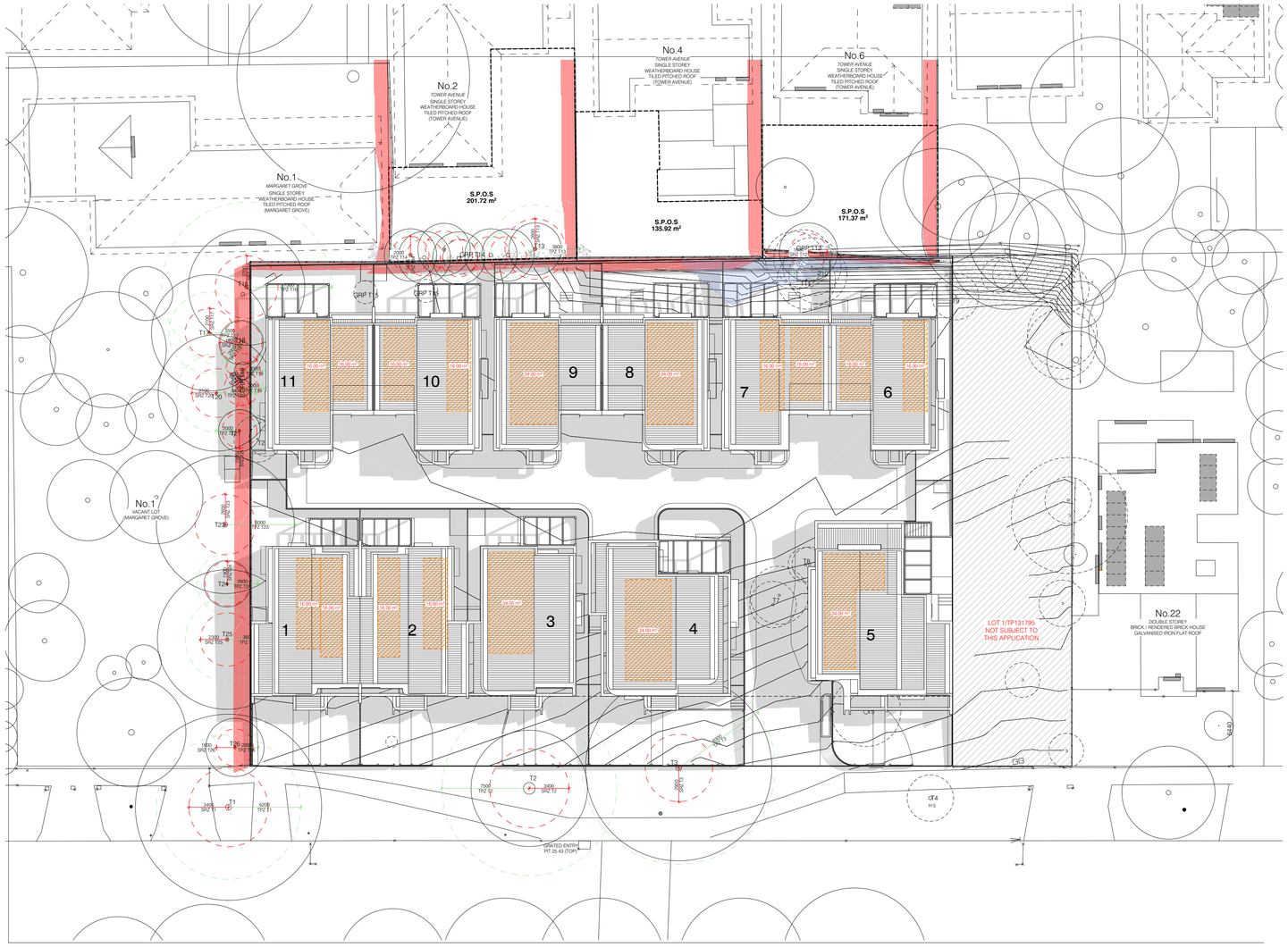
SCALE: 1:200 @ A1
JOB No.: 25-08

DATE: AUGUST 2025

ISSUE: TOWN PLANNING

DRAWN: IA

DRAWING No.: **TP_11**
REVISION: A



1:00 PM

LEGEND

SHADOW DIAGRAM - 22ND SEPTEMBER [EQUINOX]

PROJECTED SHADOWS FROM PROPOSED DEVELOPMENT

PROJECTED SHADOWS FROM EXISTING FENCE/WALL ON BOUNDARY

S.P.O.S AREAS OF NEIGHBOURING DWELLINGS

AVAILABLE SOLAR ACCESS

ADDITIONAL PROJECTED SHADOWS FROM PROPOSED DEVELOPMENT WITHIN NEIGHBOURING S.P.O.S

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TAOUKARCHITECTS

p. 9484 8080
e. info@taoukarchitects.com.au
410 QUEENS PARADE, FITZROY NORTH 3068
w taoukarchitects.com.au

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RESIDENTIAL DEVELOPMENT
20 COATE AVENUE
ALPHINGTON VIC 3078

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DRAWING TITLE

SHADOW DIAGRAM ANALYSIS 1PM

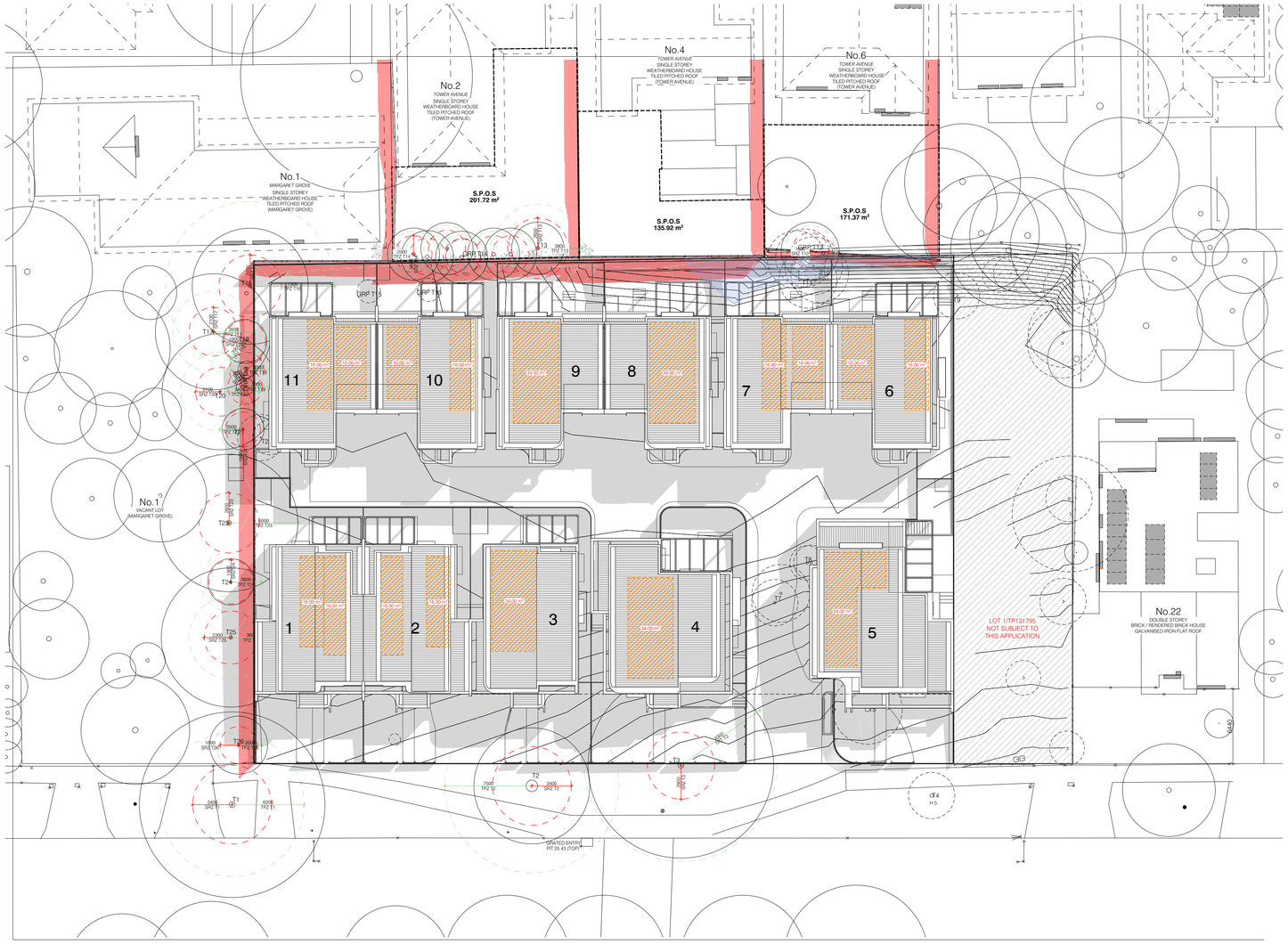
SCALE: 1:200 @ A1
JOB No.: 25-08

DATE: AUGUST 2025

ISSUE: TOWN PLANNING

DRAWN: IA

DRAWING No.: **TP_12**
REVISION: A



2:00 PM

LEGEND

SHADOW DIAGRAM - 22ND SEPTEMBER [EQUINOX]

PROJECTED SHADOWS FROM PROPOSED DEVELOPMENT

PROJECTED SHADOWS FROM EXISTING FENCE/WALL ON BOUNDARY

S.P.O.S AREAS OF NEIGHBOURING DWELLINGS

AVAILABLE SOLAR ACCESS

ADDITIONAL PROJECTED SHADOWS FROM PROPOSED DEVELOPMENT WITHIN NEIGHBOURING S.P.O.S

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TAOUKARCHITECTS

p. 9484 8080
e. info@taoukarchitects.com.au
410 QUEENS PARADE, FITZROY NORTH 3068
w taoukarchitects.com.au

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RESIDENTIAL DEVELOPMENT
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SHADOW DIAGRAM ANALYSIS 2PM

SCALE: 1:200 @ A1
JOB No.: 25-08

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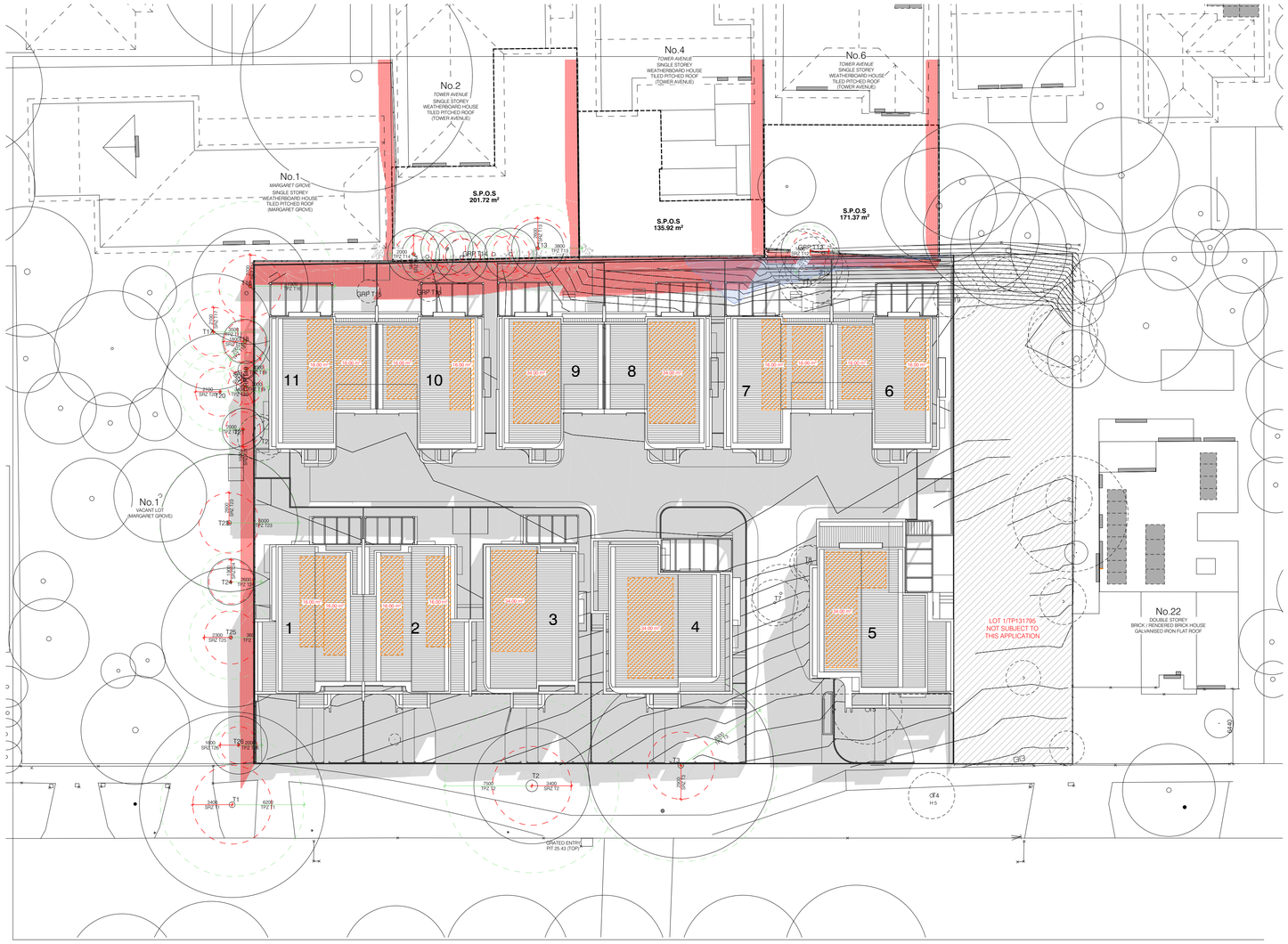
DRAWING No.: **TP_13**
REVISION: A



3:00 PM

LEGEND

SHADOW DIAGRAM - 22ND SEPTEMBER [EQUINOX]

PROJECTED SHADOWS FROM PROPOSED DEVELOPMENT

PROJECTED SHADOWS FROM EXISTING FENCE/WALL ON BOUNDARY

S.P.O.S AREAS OF NEIGHBOURING DWELLINGS

AVAILABLE SOLAR ACCESS

ADDITIONAL PROJECTED SHADOWS FROM PROPOSED DEVELOPMENT WITHIN NEIGHBOURING S.P.O.S

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p. 9484 8080
e. info@taoukarchitects.com.au
410 QUEENS PARADE, FITZROY NORTH 3068
w taoukarchitects.com.au

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20 COATE AVENUE
ALPHINGTON VIC 3078

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SHADOW DIAGRAM ANALYSIS 3PM

SCALE: 1:200 @ A1
JOB No.: 25-08

DATE: AUGUST 2025

ISSUE: TOWN PLANNING

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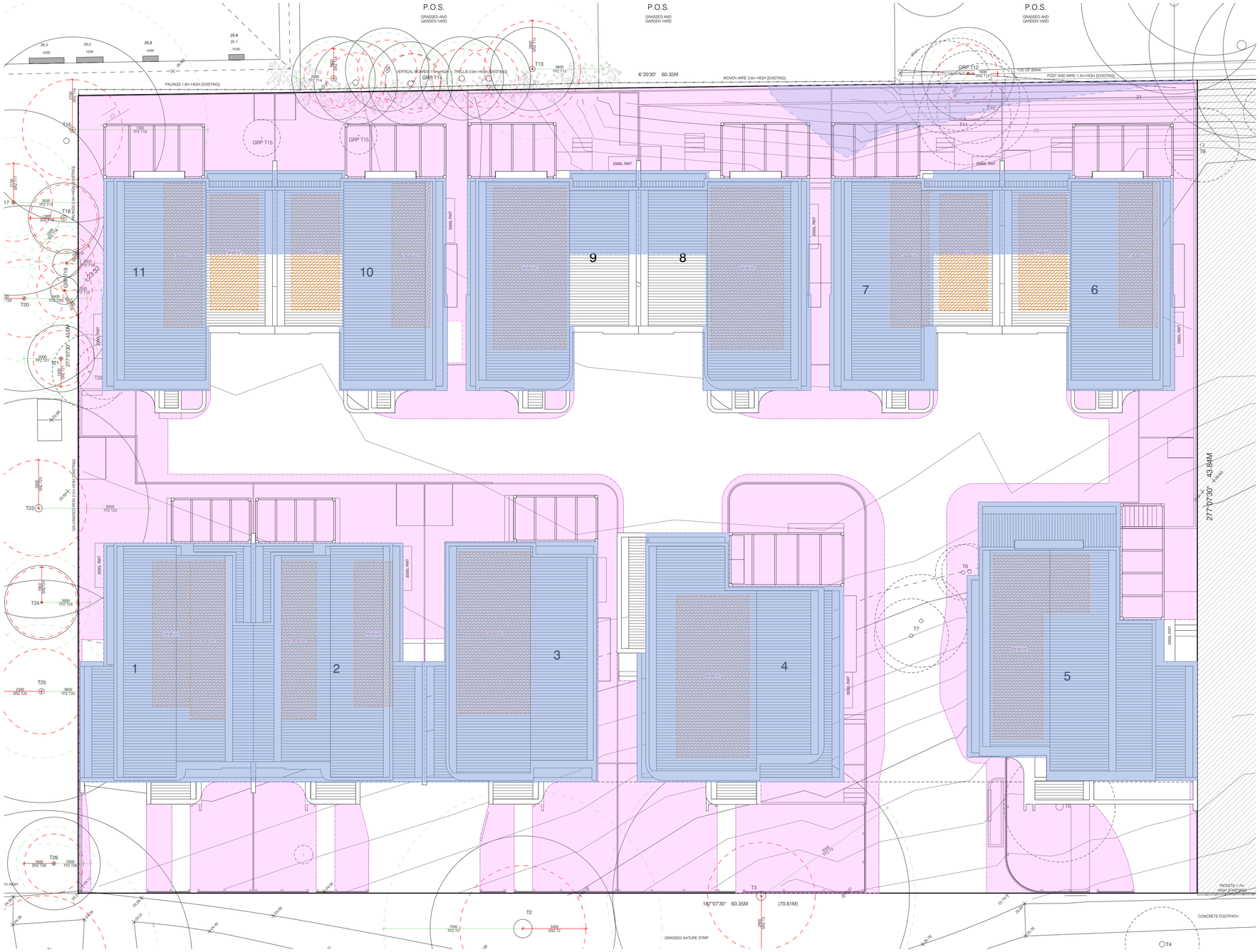
DRAWING No.: **TP_14**
REVISION: A



ROOF/WSUD PLAN

AREA ANALYSIS

SITE AREA		2620.85 m²
SITE COVERAGE	47.76%	1251.73 m²
PERMEABLE SURFACE	34.61%	907.23 m²
GARDEN AREA	35.46%	929.36 m²

AREA PROVISION FOR SOLAR PANELS LOCATED ON ROOF. PANELS TO BE ANGLED TOWARDS NORTH.

ALL DWELLINGS:	
AREA PROVISION FOR SOLAR PANELS	26.00m²

WSUD CATCHMENT

DENOTES ROOF CATCHMENT AREA FOR EACH DWELLING

DENOTES PERMEABLE AREAS

RAINWATER TANKS:

DWELLING 1: ROOF CATCHMENT AREA (110.00m²) IS TO BE COLLECTED INTO A 3000LT RWT. THE RAINWATER WILL BE USED FOR TOILET FLUSHING AND LAUNDRY

DWELLING 2: ROOF CATCHMENT AREA (108.80m²) IS TO BE COLLECTED INTO A 3000LT RWT. THE RAINWATER WILL BE USED FOR TOILET FLUSHING AND LAUNDRY

DWELLING 3: ROOF CATCHMENT AREA (113.80m²) IS TO BE COLLECTED INTO A 3000LT RWT. THE RAINWATER WILL BE USED FOR TOILET FLUSHING AND LAUNDRY

DWELLING 4: ROOF CATCHMENT AREA (123.90m²) IS TO BE COLLECTED INTO A 3000LT RWT. THE RAINWATER WILL BE USED FOR TOILET FLUSHING AND LAUNDRY

DWELLING 5: ROOF CATCHMENT AREA (150.00m²) IS TO BE COLLECTED INTO A 3000LT RWT. THE RAINWATER WILL BE USED FOR TOILET FLUSHING AND LAUNDRY

DWELLING 6: ROOF CATCHMENT AREA (83.10m²) IS TO BE COLLECTED INTO A 2000LT RWT. THE RAINWATER WILL BE USED FOR TOILET FLUSHING AND LAUNDRY

DWELLING 7: ROOF CATCHMENT AREA (83.10m²) IS TO BE COLLECTED INTO A 2000LT RWT. THE RAINWATER WILL BE USED FOR TOILET FLUSHING AND LAUNDRY

DWELLING 8: ROOF CATCHMENT AREA (83.10m²) IS TO BE COLLECTED INTO A 2000LT RWT. THE RAINWATER WILL BE USED FOR TOILET FLUSHING AND LAUNDRY

DWELLING 9: ROOF CATCHMENT AREA (83.10m²) IS TO BE COLLECTED INTO A 2000LT RWT. THE RAINWATER WILL BE USED FOR TOILET FLUSHING AND LAUNDRY

DWELLING 10: ROOF CATCHMENT AREA (83.10m²) IS TO BE COLLECTED INTO A 2000LT RWT. THE RAINWATER WILL BE USED FOR TOILET FLUSHING AND LAUNDRY

DWELLING 11: ROOF CATCHMENT AREA (83.10m²) IS TO BE COLLECTED INTO A 2000LT RWT. THE RAINWATER WILL BE USED FOR TOILET FLUSHING AND LAUNDRY

IF CHARGED PIPE SYSTEM IS REQUIRED, NO PIPEWORK IS TO RUN UNDERNEATH THE BUILDING FOOTPRINT.

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TAOUKARCHITECTS

p. 9486 8080 410 QUEENS PARADE, FITZROY NORTH 3068
e. info@taoukarchitects.com.au w taoukarchitects.com.au

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RESIDENTIAL DEVELOPMENT
20 COATE AVENUE
ALPHINGTON VIC 3078

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WSUD PLAN

SCALE: 1:100 @ A1

JOB No.: 25-08

DATE: AUGUST 2025

ISSUE: TOWN PLANNING

DRAWN: IA

DRAWING No.: **TP_15**

REVISION: A



GARDEN AREA PLAN

AREA ANALYSIS

SITE AREA		2620.85 m²
SITE COVERAGE	47.76%	1251.73 m²
PERMEABLE SURFACE	34.61%	907.23 m²
GARDEN AREA	35.46%	929.36 m²

GARDEN AREA:
GREEN HATCH DENOTES THE EXTENT OF GARDEN AREA WITHIN THE DEVELOPMENT.

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p. 9486 8080
e. info@taoukarchitects.com.au
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w taoukarchitects.com.au

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DRAWING TITLE
GARDEN AREA

SCALE 1:100 @ A1
JOB No. 25-08

DATE
AUGUST 2025

ISSUE
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DRAWING No. **TP_16**
REVISION A

Attachment – Clause 55 Assessment

The operation of Clause 55 specifies:

- A development must meet all of the applicable objectives contained in this clause.
  If a development meets a standard:
  - The corresponding objective is deemed to be met;
  - The responsible authority is not required to consider the corresponding decision guidelines.

  If a development does not meet a standard, the responsible authority must consider the applicable decision guidelines in determining whether the corresponding objective is met.

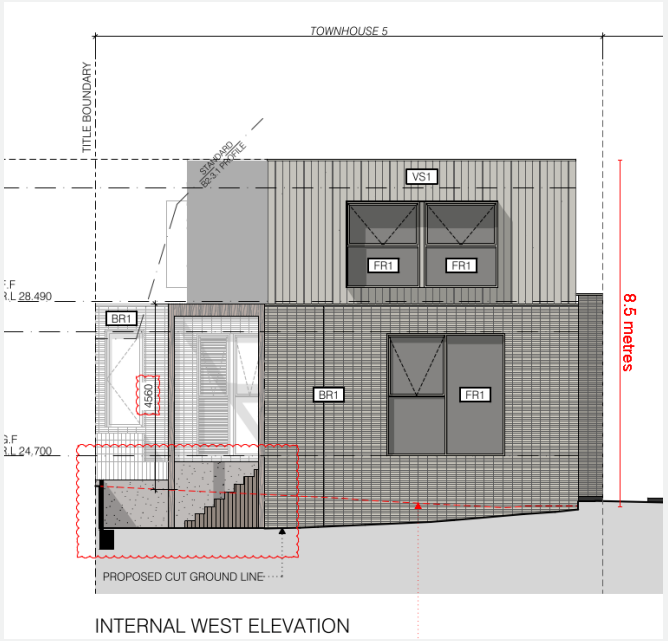
Pursuant to Clause 32.09-13 (Exemption from Notice and Review):

- An application under clause 32.09-7 is exempt from the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act if all the applicable standards under clauses 55.02, 55.04-1, 55.04-2, 55.04-3, 55.04-4 and 55.05-2 are met (applicable clauses indicated by **blue** [standard met] or **red** [standard not met] text within assessment).
- **As the proposal <u>does not</u> meet the standards under Clauses 55.02-6 (Access Objective), Clause 55.02-7 (Tree Canopy Objectives) and Clause 55.04-4 (Overlooking Objective), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act apply.**

The proposal complies with the following standards/objectives of Clause 55 as set out in the table below.

Clause 55 Objective and Standard	Complies with Standard or Objective Achieved?
Clause 55.02 – Neighbourhood Character	
Clause 55.02-1 – Street setback *To ensure that the setbacks of buildings from a street respond to the existing or preferred neighbourhood character and make efficient use of the site* **Standard B2-1**	**Standard Met** Complies with front street setback and variation required from side street setback, as follows: • There are no existing dwellings on either adjoining allotment fronting the same street (1 Margaret Grove and Lot 1/TP131795), accordingly a minimum setback of 4m is required from Coate Avenue. • The proposal has a minimum street setback of 4.44m and accordingly complies with both the standard and objective.

There is no existing building on either of the abutting allotments facing the same street, and the site is not on a corner, the minimum setback from the front street is 6 metres for streets in a Transport Zone 2 and 4 metres for other streets. **Porches, pergolas and verandahs that are less than 3.6 metres high and eaves may encroach not more than 2.5 metres into the setbacks of this standard.*	
Clause 55.02-2 – Building Height *To ensure that the height of buildings respond to the existing or preferred neighbourhood character.* **Standard B2-2** *The maximum building height does not exceed the maximum height specified in the zone, schedule to the zone or an overlay that applies to the land.* *If no maximum height is specified in the zone, schedule to the zone or an overlay, the maximum building height does not exceed 9 metres, unless the slope of the natural ground level at any cross section wider than 8 metres of the site of the building is 2.5 degrees or more, in which case the maximum building height does not exceed 10 metres.*	**Standard Met** The maximum height specified in the NRZ3 is 9m. The proposed building has a maximum height of 8.50m and therefore complies with the standard and objective.



INTERNAL WEST ELEVATION

Clause 55.02-3 – Side and rear setbacks

To ensure that the height and setback of a building from a boundary responds to the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings or small second dwellings.

Standard B2-3

A new building not on or within 200mm of a boundary is set back from side or rear boundaries in accordance with either B2-3.1 or B2-3.2.

Standard B2-3 is met if the building is set back in accordance with either B2-3.1 or B2-3.2, rather than needing to comply with both of these provisions:

- *B2-3.1:*

Standard Met

The application applies B2-3.1 as per the diagrams superimposed on the elevations. The following table provides an assessment against the Standard:

The building is set back at least 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.

- *B2-3.2:*

If the boundary is not to the south of the building, the building is set back at least 3 metres up to a height not exceeding 11 metres and at least 4.5 metres for a height over 11 metres.

If the boundary is to the south of the building, the building is set back at least 6 metres up to a height not exceeding 11 metres and at least 9 metres for a height over 11 metres between south 30 degrees west to south 30 degrees east.

Sunblinds, verandahs, porches, eaves, facias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services may encroach not more than 0.5 metres into the side and rear setbacks.

Landings that have an area of not more than 2 square metres and less than 1 metre high, stairways, ramps, pergolas, shade sails and carports may encroach into the side and rear setbacks.

Wall	Maximum height (~indicates measured)	Required Setback (B2-3.1)	Proposed Setback (~indicates measured)	Compliant ?
Northern walls				
Ground floor powder room/arbour to Townhouse 5	~4.45m	1.26m	~1.78m	**Yes**
First floor master bedroom-study to Townhouse 5	~7.25m	2.34m	2.34m	**Yes**
First floor retreat to Townhouse 5	~7.75m	2.84m	4.29m	**Yes**
Ground floor study-kitchen to Townhouse 6	~3.20m	1.00m	1.22m	**Yes**
Ground floor dining-sitting to Townhouse 6	~3.38m	1.00m	1.37m	**Yes**
Ground floor arbour* to Townhouse 6	4.28m	1.20m	1.37m	**Yes**
First floor master bedroom-bathroom to Townhouse 6	6.50m	1.87m	1.92m	**Yes**

Western walls				
Arbour* – Townhouse 6	~3.62m	1.01m	~2.27m	**Yes**
First floor retreat/bathroom to Townhouse 6	~6.52m	1.88m	5.37m	**Yes**
First floor bedroom 01 to Townhouse 6	~7.18m	2.27m	5.74m	**Yes**
Arbour* – Townhouse 7	4.31m	1.21m	~2.03m	**Yes**
First floor retreat/bathroom to Townhouse 7	7.30m	2.39m	5.11m	**Yes**
Arbour* – Townhouse 8	~4.29m	1.21m	~1.95m	**Yes**
First floor retreat/bathroom to Townhouse 8	7.30	2.39m	5.08m	**Yes**
Arbour* – Townhouse 9	3.95m	1.11m	~1.77m	**Yes**
First floor retreat/bathroom to Townhouse 9	~7.04m	2.13m	4.84m	**Yes**
Arbour* – Townhouse 10	3.61m	1.00m	~1.75m	**Yes**

First floor retreat/bathroom to Townhouse 10	6.67m	1.92m	4.80m	**Yes**
Arbour* – Townhouse 11	3.59m	1.00m	~1.55m	**Yes**
First floor retreat/bathroom to Townhouse 11	6.69m	1.93m	4.53m	**Yes**
Southern walls				
Ground floor laundry-kitchen to Townhouse 1	~3.65m	1.02m	1.22m	**Yes**
First floor ensuite-bedroom 02 to Townhouse 1	6.70m	1.93m	2.00m	**Yes**
Ground floor study-kitchen to Townhouse 11	3.36m	1.00m	1.30m	**Yes**
Ground floor dining to arbour* to Townhouse 11	3.59m	1.00m	1.45m	**Yes**

First floor master bedroom-bathroom to Townhouse 11	6.64m	1.91m	2.00m	**Yes**

*The arbours are the same height as the walls of these dwellings, with all of the walls set back further than the arbours, therefore if compliance for the arbour setback is achieved, compliance with the wall setbacks will clearly be met.

Clause 55.02-4 – Walls on boundaries

To ensure that the location, length and height of a wall on a boundary responds to the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings and small second dwellings.

Standard B2-4

A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of a lot does not abut the boundary for a length that exceeds the greater of the following distances:

- *10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or*
- *The length of existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot.*

A new wall or carport may fully abut a side or rear boundary where slope and retaining walls or fences would result in the effective height of the wall or carport being less than 2 metres on the abutting property boundary.

A building on a boundary includes a building set back up to 200mm from a boundary.

The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary does not exceed an average of 3.2 metres with no part higher than

Standard Met

New walls are proposed along the northern and southern boundaries. These will be assessed in turn below.

Northern boundary (Townhouse 5)

The length of the new northern boundary wall is 8.04m, which complies with the 18.46m maximum length under the standard requirement.

The maximum height of the wall is 3.48m, which complies with the 3.6m maximum height under the standard requirement.

The average height of the wall is 3.20m, which complies with the 3.20m maximum average height under the standard requirement.

Southern boundary (Townhouse 1)

The length of the new northern boundary wall is 7.08m, which complies with the 18.25m maximum length under the standard requirement.

The maximum height of the wall is 3.55m, which complies with the 3.6m maximum height under the standard requirement.

The average height of the wall is 3.20m, which complies with the 3.20m maximum average height under the standard requirement.

As demonstrated above, the proposal complies with the Standard, therefore the objective is deemed to be met.

3.6 metres unless abutting a higher existing or simultaneously constructed wall.	
Clause 55.02-5 - Site coverage *To ensure that the site coverage responds to the existing or preferred neighbourhood character and responds to the features of the site.* **Standard B2-5** *The site area covered by buildings does not exceed:* • *The maximum site coverage specified in a schedule to the zone; or* • *If no maximum site coverage is specified in a schedule to the zone, the percentage specified in Table B2-5.* *If the maximum site coverage is specified in a schedule to a zone, it must be greater than the percentage specified in Table B2-5.*	**Standard Met** Standard B2-5 stipulates a maximum site coverage of 60 per cent for the Neighbourhood Residential Zone. The proposed site coverage is approximately 1251.7sqm (as measured) which equates to approximately 47.8%, therefore the standard and objective are met.
Clause 55.02-6 – Access *To ensure the number and design of vehicle crossovers responds to the neighbourhood character.* **Standard B2-6** *The width of accessways or car spaces (other than to a rear lane) does not exceed:* • *33 per cent of the street frontage; or* • *40 per cent of the street frontage if the width of the street frontage is less than 20 metres.* *The number of access points to a road in a Transport Zone 2 or a Transport Zone 3 is not increased.* *The location of a vehicle crossover or accessway does not encroach the tree protection zone of an existing tree, that is proposed to be retained in a road by more than 10 per cent.*	**Standard Not Met** The proposal introduces four new crossovers onto Coate Avenue; two single crossovers to Townhouses 1 and 5, and two double crossovers: one to Townhouses 2 and 3, and one to the common accessway. The total length of the proposed crossovers is 17.8m which comprises 29.5% of the 60.35m site frontage, in accordance with the 33% maximum under the Standard B2-6 requirement. Additionally, the site does not front a Transport Zone. However, the proposed crossovers result in greater than 10 per cent encroachment into existing street trees that are to be retained, as follows: • The single crossover to Townhouse 1 encroaches 16% (19.5sqm) into the TPZ of Tree 1. • The double crossover to Townhouses 2 and 3 encroaches 23% (31.2sqm) into the TPZ of Tree 2.

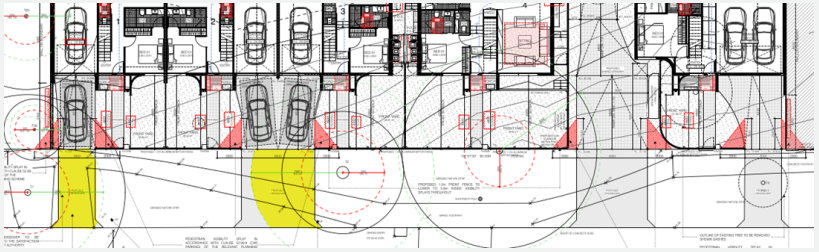


Figure 1 - Proposed crossovers to Coate Avenue. Street Tree TPZ encroachments >10% highlighted in yellow.

Accordingly, the proposal does not comply with Standard B2-6. However, the proposal is deemed acceptable with regard to the objective of Clause 55.02-6 for the following reasons:

The applicant has provided an arboricultural assessment prepared by Stem Arboriculture which included a Non-Destructive Digging (NDD) root investigation of impacted street trees. The report found that the proposed crossovers can be constructed without detrimentally impacting the health of the trees, as the root growth pattern of these trees is relatively deep and the crossovers will be constructed of a permeable material that requires only shallow excavation.

This investigation has been peer reviewed by Council's Open Space Services unit, who agreed with the findings, subject to tree protection requirements which will be implemented by a Tree Management Plan (TMP). The TMP will ensure these works are conducted above the existing soil grade, and permeable materials and root sensitive construction methodology will be used.

Accordingly, the proposed TPZ encroachments are acceptable.

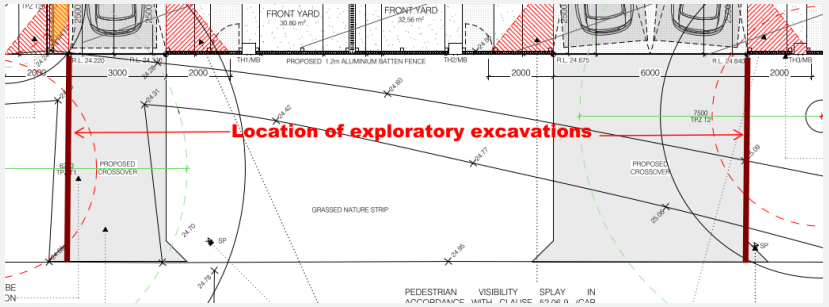


Figure 2 - NDD root investigation locations

The design of the vehicle crossovers therefore responds appropriately to neighbourhood character as they will not adversely impact the viability of all street trees to be retained.

Clause 55.02-7 – Tree Canopy

To provide tree canopy that responds to the neighbourhood character 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 new canopy trees are climate responsive, support biodiversity, wellbeing and amenity, and help reduce urban heat.

Standard B2-7:

Provide a minimum canopy cover as specified in Table B2-7.1.

Existing trees to be retained meet all of the following:

- *Has a height of at least 5 metres,*
- *Has a trunk circumference of 0.5 metres or greater at 1.4 metres above ground level,*
- *Has a trunk that is located at least 4 metres from proposed buildings.*

The minimum canopy cover is met using any combination of trees specified in Table B2-7.2.

Standard Not Met

Pursuant to Standard B2-7, a site with more than 1000 square metres must provide at least 20% of the site area as canopy cover (as specified in Table B2-7.1).

Table B2-7.1 includes 'tree types' which may be selected. For Tree Type A, the following requirements must be met:

- 4m minimum canopy diameter at maturity.
- 6m minimum height at maturity.
- 12.6sqm minimum mature canopy cover.
- For trees planted in soil (not planters), at least 12 square metres of deep soil with a minimum dimension of 2.5m.

For Tree Type B, the following requirements must be met:

- 8m minimum canopy diameter at maturity.
- 8m minimum height at maturity.
- 50.3sqm minimum mature canopy cover.

Existing trees that are retained can be used in calculating canopy cover. *Provide at least one new or retained tree in the front setback and the rear setback.* *Trees are located in either:* • *An area of deep soil as specified in Table B2-7.2; or* • *A planter as specified in Table B2-7.2.* *Any tree required to be planted under this standard must be of species to the satisfaction of the responsible authority, having regard to the location and relevant geographic factors.*	• For trees planted in soil (not planters), at least 49 square metres of deep soil with a minimum dimension of 4.5m. The standard also requires that at least one new or retained tree be provided in the front setback and the rear setback. Any tree required to be planted under the standard must also be of a species to the satisfaction of the responsible authority, having regard to the location and relevant geographic factors. The subject site has a total area of 2,620.85 sqm, resulting in a minimum canopy cover requirement of 524.17 sqm. The submitted landscape plan proposes a total of 23 canopy trees of Type A and one of Type B. According to the calculations provided in the submitted landscape plans, the proposal achieves 524.65 sqm of canopy cover - meeting the requirement only marginally.

CANOPY COVER CALCULATIONS TABLE

TREE TYPE (PROPOSED)	TREE SYMBOL	MINIMUM MATURE CANOPY DIAMETER (M)	MINIMUM MATURE CANOPY COVER PER TREE (SQM)	NOS	CANOPY COVER (SQM)
TYPE A	Er	4	12.6	4	50.4
	LxB, TIL, MgE	5	19.7	8	157.6
	Am, Hf, Pc	6	28.3	11	311.3
TYPE B	Elc	8	50.3	1	50.3
				TOTAL (PROPOSED)	569.600
				DEDUCTIONS-OVERLAPS	44.949
				TOTAL INC. DEDUCTIONS-OVERLAPS	524.651
				TOTAL SITE AREA	2620.85
				TOTAL (%)*	20.02%

*Site area more than 1000 square metres requires 20% of site area as canopy cover

Canopy Cover standards derived from Clause 55

Figure 3 – Proposed canopy coverage table

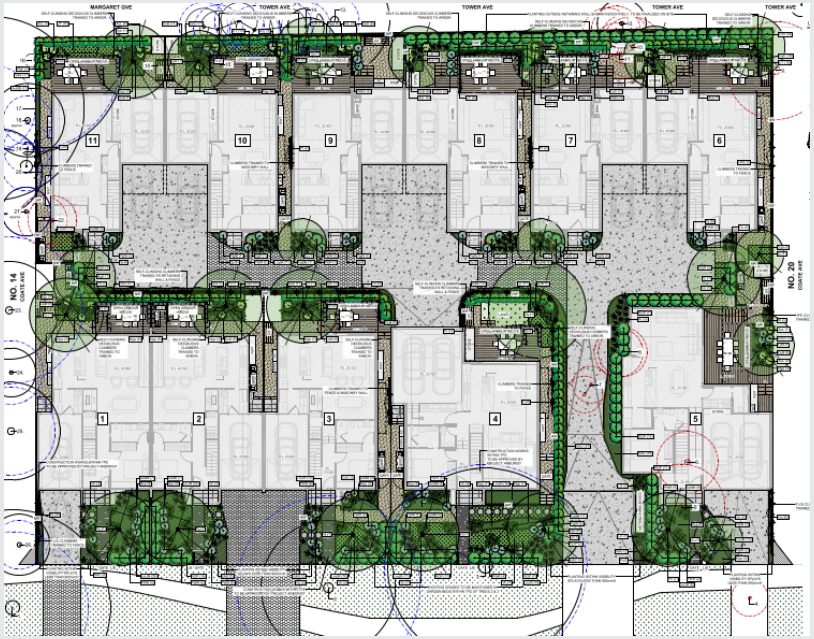


Figure 4 - Proposed landscape plan, prepared by John Patrick Landscape Architects

The proposed canopy trees are of suitable mature size to meet the requirements of Tree Type A and B and their location and species selection has been reviewed by Council's City Strategy - Open Space Services Unit as appropriate.

However, the Townhouse and Low-Rise Code guidelines specify that canopy cover cannot include any portion located beneath a cantilevered or overhanging built form or structure. In this case, no such deductions have been made. Given the absence of any margin, it is likely that the actual canopy cover falls below the required 20% once these exclusions are applied. As such, the current landscape response is unlikely to satisfy the technical requirements of Standard B2-7.

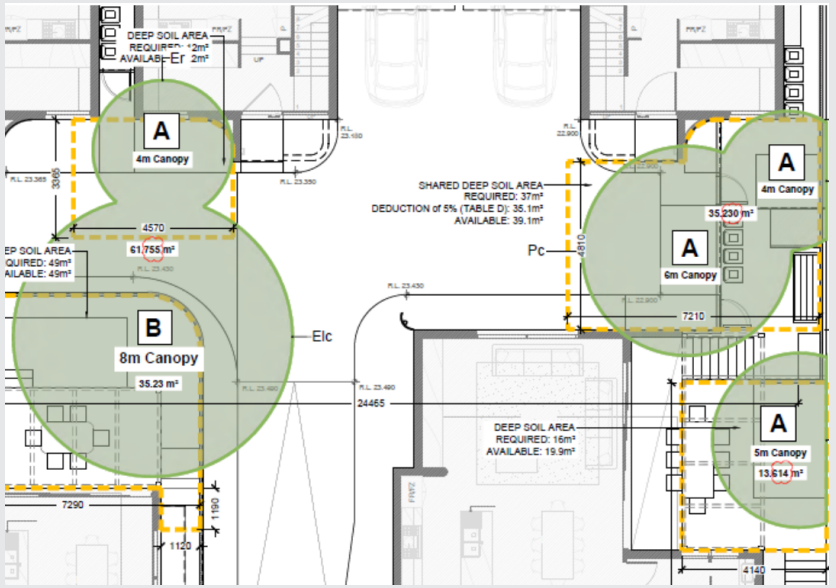


Figure 5 - Proposed canopy trees, some of similar heights to the proposed dwellings (~9m) with canopies that are anticipated to be beneath overhanging or cantilevered structures, e.g. arbours, cantilevered upper level to Townhouse 5.

Deep soil areas have been marked and dimensioned on the plans. However, in some instances hard-paved surfaces, including driveways and storage areas (likely constructed on a concrete base), have been included within the deep soil calculations. These inclusions are not consistent with the definition of deep soil and will need to be corrected. It is also noted that sections of driveway designated as permeable paving are not noted as permeable paving on architectural plans.

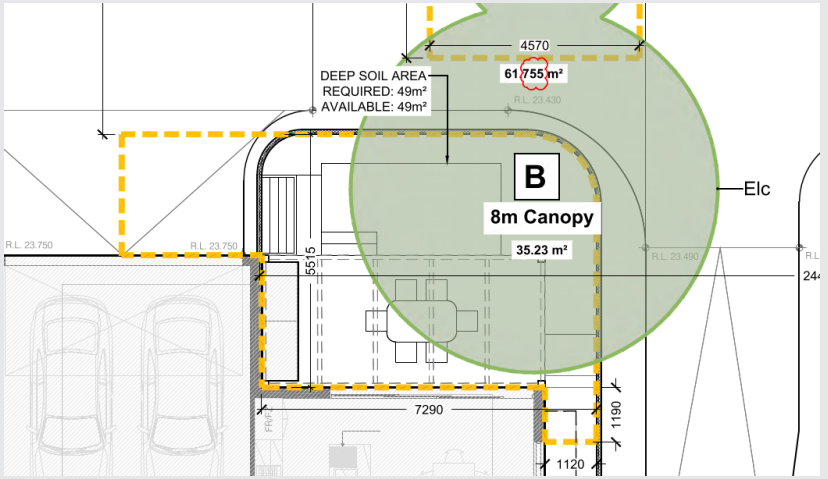


Figure 6 - example of noncompliant deep soil area across impervious surfaces and with dimensions less than the minimum required.

As a recommended condition of approval, the landscape plan would be required to be updated to exclude any canopy cover beneath overhanging built form or structures, and to provide clarification of any hard-paved surfaces within deep soil areas. The architectural plans will also be required to show any permeable paving. A further condition of approval is recommended that irrigation and maintenance details be expanded to ensure long-term establishment and survival of proposed plantings.

Subject to these conditions, and having regard to the decision guidelines, the variation to the Standard is acceptable given that:

- Overall, the proposed landscape response demonstrates an intent to complement the surrounding neighbourhood character through retention of mature trees, provision of additional canopy planting, and a plant palette that is appropriate to the Alphington context. The inclusion of native and select exotic species is supported and will contribute positively to the streetscape and site amenity.

The retention of the two large eucalyptus trees within the frontage (whilst not contributory towards onsite canopy coverage) will ensure the continued

	contribution of mature vegetation to the streetscape and provide an attractive landscape setting for the development.
Clause 55.02-8 – Front Fences *To encourage front fence design that responds to the existing or preferred neighbourhood character.* **Standard B2-8** *A front fence within 3 metres of a street is:* • *The maximum height specified in a schedule to the zone, or* • *If no maximum height is specified in a schedule to the zone, the maximum height specified in Table B2-8.*	**Standard Met** Standard B2-8 stipulates a maximum front fence height of 1.5m for the site. The proposed front fence has a maximum height of 1.2m, therefore the standard and objective are met.
Clause 55.03 – Liveability	
Clause 55.03-1 – Dwelling Diversity *To encourage a range of dwelling sizes and types in developments of ten or more dwellings.* **Standard B3-1** *Developments include at least:* • *One dwelling that contains a kitchen, bath or shower, bedroom and a toilet and wash basin at ground floor level for every 10 dwellings.* • *One dwelling that includes no more and no less than 2 bedrooms for every 10 dwellings.* • *One dwelling that includes no more and no less than 3 bedrooms for every 10 dwellings.*	**Standard Met** The proposal includes 11 dwellings and complies with the standard and objective as follows: - Townhouses 1-5 include a kitchen, shower, bedroom and a toilet and wash basin at ground level. - Townhouse 7 comprises 2 bedrooms. - Townhouses 6 and 8-11 comprise 3 bedrooms.
Clause 55.03-2 – Parking Location *To minimise the impact of vehicular noise within developments on residents.*	**Standard Met** The proposal complies with the standard and objective as follows

Standard B3-2 *Habitable room windows with sill heights of less than 3 metres above ground level are setback from accessways and car parks by at least:* • *1.5 metres; or* • *If there is a solid fence with a height of at least 1.5 metres between the accessway or car park and the window, 1 metre; or* • *1 metre where window sills are at least 1.5 metres above ground level.* *This standard is met if an accessway or relevant car parking space is used exclusively by the resident of the building with the habitable room.*	- North-facing dining room window to Townhouse 4 is separated from the adjacent accessway by a solid 1.8m high fence and a 1.12m setback. - West-facing sitting room window to Townhouse 5 has a sill height of at least 1.5 above proposed ground level and is setback from the accessway 1.0m (rounded up from 0.995m). - East-facing studies to Townhouses 7-10 are set back from the accessway by 1.51m. - All west-facing windows of Townhouses 1-4 are separated from the internal accessway by 1.8m high fences, with minimal setbacks of 3.1m.
Clause 55.03-3 – Street Integration *To integrate the layout of development with the street to support the safety and amenity of residents.* **Standard B3-3** *Where a development fronts a street, a vehicle accessway or abuts public open space:* • *Passive surveillance is provided by a direct view from a balcony or a habitable room window to each street, vehicle accessway and public open space.* • *The total cumulative width of all site services to be located within 3 metres of a street, do not take up more than 20 per cent of the width of the frontage and are screened from view from the street or located behind a fence. Screens or fences are to provide no more than 25 per cent transparency.* *Lighting is provided to all external accessways and paths.* *Mailboxes are provided for each dwelling and can be communally located.*	**Standard Met, subject to condition** The proposal general complies with the standard requirements, in particular: • Passive surveillance is provided by habitable room windows with direct views towards Coate Avenue and the internal accessway. • Mailboxes (with numbering) are adjacent entrance gates for dwellings fronting Coate Avenue. • Site services and mailboxes to the rear townhouses are otherwise limited to a grouped meters cabinet adjacent to the accessway entrance, not facing the street. However, the plans do not nominate the location of lighting to external accessways, as such this is recommended as a condition of approval.
Clause 55.03-4 – Entry Objectives	**Standard Met**

To provide each dwelling, apartment development or residential building with its own sense of identity. To provide entries with weather protection, safe design, natural light and ventilation. **Standard B3-4** *Each dwelling and each residential building has a ground level entry door that:* • *Has a direct line of sight from a street, accessway or shared walkway.* • *Is not accessed through a garage.* • *Has an external covered area of at least 1.44 square metres with a minimum dimension of least 1.2 metres over the entry door.*	Each dwelling has an entry porch directly visible to the respective street frontage or accessway and are not accessed through a garage. The minimum area/dimensions for covered entrance porches are all dimensioned and clearly met. Complies with the Standard and the objectives are therefore deemed to be met.
Clause 55.03-5 – Private Open Space *To provide adequate private open space for the reasonable recreation and service needs of residents.* **Standard B3-5** *A dwelling or residential building has private open space of an area and dimensions specified in a schedule to the zone.* *If no area or dimension is specified in a schedule to the zone, a dwelling or residential building has private open space with direct access from a living area, dining area or kitchen consisting of:* • *An area of 25 square metres of secluded private open space, with a minimum dimension of 3 metres width; or* • *A balcony with at least the area and dimensions specified in Table B3-5; or* • *An area on a podium or similar of at least 15 square metres, with a minimum dimension of 3 metres width; or* • *An area on a roof of at least 10 square metres, with a minimum dimension of 2 metres width.*	**Standard Met** In this instance, all secluded private open space is provided at ground level at the rear and therefore Table B3-5 is not applicable. Each dwelling has ground level rear secluded private open space (partly roofed) which has a minimum area of 25 square metres and a minimum dimension of over 3m. Each private open space area has a northerly aspect and is accessible from the living room or kitchen. Each dwelling also has an area for drying clothes specified on the plans. Complies with the Standard and therefore the objectives are deemed to be met.

If a cooling or heating unit is located in the secluded private open space or private open space the required area is increased by 1.5 square metres. *Where ground level private open space is provided an area for clothes drying is provided.*	
Clause 55.03-6 – Solar access to open space *To allow solar access into the secluded private open space of new dwellings and residential buildings.* **Standard B3-6** *The southern boundary of secluded private open space is set back from any wall on the north of the space at least (2 + 0.9h) metres, where 'h' is the height of the wall.*	**Standard Met** The layout of the proposed development has appropriately sited all secluded private open space areas away from any northern boundary walls. Accordingly, all secluded private open space areas will receive adequate solar access in accordance with the Standard and Objective requirements.
Clause 55.03-7 – Functional layout *To ensure dwellings provide functional areas that meet the needs of residents.* **Standard B3-7** *Bedrooms:* • *Meet the minimum internal room dimensions specified in Table B3-7.1; and* • *Provide an additional area of at least 0.8 square metres to accommodate a wardrobe.* *Living areas (excluding dining and kitchen areas) meet the minimum internal room dimensions specified in Table B3-7.2.*	**Standard Met** The proposal otherwise complies with the standard and objective as follows: - All main bedrooms propose minimum dimensions of 3.69m x 3.4m - All other bedrooms contain minimum dimensions of 3.3m x 3m. - All bedrooms contain a wardrobe with an area greater than 0.8 square metres. - All living areas contain a minimum area of 19.1sqm and a minimum width of 3.6m.
Clause 55.03-8 – Room depth *To allow adequate daylight into single aspect habitable rooms.* **Standard B3-8**	**Objective Met** Townhouses 7 and 9 contain kitchen/living/dining areas that are both single aspect and provide maximum depths to the ground level living areas of 9m.

The depth of a single aspect habitable room does not exceed 2.5 times the ceiling height measured from the external surface of the habitable room window to the rear wall of the room. *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; and* • *The kitchen is located furthest from the window; and* • *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; and* • *An overhang extends no more than 2m beyond the window of the single aspect habitable room.* *In Clause 55.03-8 a single aspect habitable room is a habitable room with windows on only one wall.*	However, both townhouses satisfy the 9m room depth criteria, and accordingly comply with the standard. Townhouses 1 and 2 contain kitchen/living/dining areas that are both single aspect and provide maximum depths to the ground level living areas of 7.1m, where a maximum depth of 6.85m is required under the standard. The living areas do not satisfy the 9m room depth criteria as the kitchens are not located furthest from the window. Accordingly, the depth of the living areas to Townhouses 1 and 2 result in a 0.25m variation from the standard. However, this variation is minor and generally in accordance with the standard requirement. The extent of west-facing glazing provided to these living areas is substantial; it is considered that a good degree of natural daylight will be available to these dwellings.
Clause 55.03-9 – Daylight to new windows *To allow adequate daylight into new habitable room windows.* **Standard B3-9** *A window in an external wall of the building is provided to all habitable rooms.* *Habitable rooms in a dwelling have a window that faces:* • *An outdoor space clear to the sky or a light court with a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky, not including land on an abutting lot; or* • *A verandah provided it is open for at least one third of its perimeter; or* • *A carport provided it has two or more open sides and is open for at least one third of its perimeter.*	**Standard Met** All habitable rooms have at least one window which face an outdoor space clear to the sky and/or a veranda that is open for at least one third of its perimeter (including fixed awnings). The standard and objective are therefore met.
Clause 55.03-10 – Natural ventilation *To encourage natural ventilation of dwellings.*	**Standard Met**

To allow occupants to effectively manage natural ventilation of dwellings. **Standard B3-10** *Dwellings have openable windows, doors or other ventilation devices in external walls of the building that provide:* • *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 size.* *The breeze path is measured between the ventilation openings on different orientations of the dwelling.*	The plans demonstrate adequate breeze paths to each dwelling, both at ground and first floor. The standard and objective are therefore met.
Clause 55.03-11 – Storage *To provide adequate storage facilities for each dwelling* **Standard B3-11** *Each dwelling has exclusive access to at least 6 cubic metres of externally accessible storage space.*	**Objective Met** Townhouses 1-4, 7, 9 are all shown with 6 cubic metres of externally accessible storage. The remaining townhouses split 6 cubic metres of storage between external areas and internally within garages. This variation from the standard is acceptable and in accordance with the objective of Clause 55.03-11, ensuring that adequate storage facilities are provided for each dwelling.
Clause 55.03-12 – Accessibility for apartment developments *To ensure the design of dwellings meets the needs of people with limited mobility* **Standard B3-12** *At least 50 per cent of dwellings in or forming part of an apartment development have:* • *A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom.* • *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.*	**Not applicable** Clause 55.03-12 is not applicable as the proposal does not include any apartments.

• *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 B3-12.*	
Clause 55.04 – External Amenity	
Clause 55.04-1 – Daylight to existing windows *To allow adequate daylight into existing habitable room windows.* **Standard B4-1** *Buildings opposite an existing habitable room window provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky. The calculation of the area may include land on the abutting lot.* *Walls or carports more than 3 metres in height opposite an existing habitable room window are set back from the window at least 50 per cent of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window.* *Where the existing window is above ground floor level, the wall height is measured from the floor level of the room containing the window.*	**Standard Met** The proposal interfaces with three east-facing habitable room windows at 1 Margaret Grove, set back approximately 1.8m from the common boundary. The nearest wall is the west elevation of Townhouse 11, which has a height of 6.64m and a setback to the existing windows of approximately 6.33m. To meet the standard, a setback of 3.32m would be required. The standard and objective is therefore met.
Clause 55.04-2 – Existing north-facing windows *To allow adequate solar access to existing north-facing habitable room windows.* **Standard B4-2** *A new building is to be set back from the boundary by at least 1 metre, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. This setback is to be provided for a distance of at least 3 metres from the edge of each side of the window.* *For new buildings that meet the Standard B2-3.2 setback, the building is set back from the boundary by at least 6 metres up to a height not exceeding 11*	**Not Applicable** Clause 55.04-2 is not applicable as the proposal does not interface with any existing north facing habitable room windows.

metres and at least 9 metres for a height over 11 metres between south 30 degrees west to south 30 degrees east. This setback is to be provided for a distance of at least 3 metres from the edge of each side of the window. *For this standard a north-facing window is a window with an axis perpendicular to its surface oriented from north 20 degrees west to north 30 degrees east.*	
Clause 55.04-3 – Overshadowing secluded open space *To ensure buildings do not significantly overshadow existing secluded private open space.* **Standard B4-3** *The area of secluded private open space that is not overshadowed by the new development is greater than 50 per cent, or 25 square metres with a minimum dimension of 3 metres, whichever is the lesser area, for a minimum of five hours between 9 am and 3 pm on 22 September.* *If existing sunlight to the secluded private open space of an existing dwelling or small second dwelling is less than the requirements of this standard, the amount of sunlight will not be further reduced.*	**Standard Met** The proposal results in additional overshadowing to the rear secluded private open space areas of 4 and 6 Tower Avenue between 9am and 11am, the rear secluded private open space area of 2 Tower Avenue at 9am, and to 1 Margaret Grove throughout all hours of the day. However, all impacted properties are situated on generously size lots with large areas of secluded private open space. As demonstrated within the submitted overshadowing diagrams, each property will continue to receive five hours of daylight between 9am and 3pm to an area more than 25 square metres with a minimum dimension of 3 metres. Accordingly, the Standard is met, therefore the objective is deemed to be met.
Clause 55.04-4 – Overlooking *To limit views into existing secluded private open space and habitable room windows.* **Standard B4-4** *In Clause 55.04-4 a habitable room does not include a bedroom.* *A habitable room window, balcony, podium, terrace, deck or patio is located and designed to avoid direct views into the secluded private open space of an existing dwelling or small second dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views are measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level.*	**Standard Not Met** <u>Southern Interface</u> At the southern interface with the secluded private open space of 1 Margaret Grove, all ground-floor habitable room windows and deck areas have finished floor levels less than 0.8m above natural ground level at the boundary and are screened by a 2m high boundary fence, providing a visual barrier exceeding 1.8m. Accordingly, these areas are exempt from the overlooking standard. No first-floor habitable room windows are proposed with outlook to the south. <u>Northern Interface</u> The northern interface adjoins a currently vacant lot. Nevertheless, all ground-floor habitable room windows and deck areas have finished floor levels less than 0.8m above natural ground level at the boundary and are screened by a 2m high boundary fence, providing a visual barrier exceeding 1.8m. These areas are

A habitable room window, balcony, terrace, deck or patio that is located with a direct view into a habitable room window of an existing dwelling or small second dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio: • *Is offset a minimum of 1.5 metres from the edge of one window to the edge of the other; or* • *Has sill heights of at least 1.7 metres above floor level; or* • *Has fixed, obscure glazing in any part of the window below 1.7 metre above floor level; or* • *Has permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25 per cent transparent; or* • *Has fixed elements that prevent the direct view, such as horizontal ledges or vertical fins.* *Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard.* *Screens used to obscure a view are:* • *Perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels.* • *Permanent, fixed and durable.* • *Designed and coloured to blend in with the development.* *This standard does not apply to a new habitable room window, balcony, terrace, deck or patio which faces a property boundary where there is a visual barrier at least 1.8 metres high and the floor level of the habitable room, balcony, terrace, deck or patio is less than 0.8 metres above ground level at the boundary.*	therefore exempt from the standard. One first-floor habitable room window within Townhouse 5 faces north; this window is screened with fixed, obscure glazing to a height of 1.7m above finished floor level in accordance with the standard. <u>Western Interface</u> The predominant potential for overlooking occurs along the rear western boundary, where properties face existing habitable room windows at 1 Margaret Grove and the secluded private open space areas of 2–8 Tower Avenue. At first-floor level, all habitable room windows (excluding bedrooms) are shown with obscure glazing to a height of 1.7m above finished floor level, meeting the standard requirement (pursuant to the recent changes to the overlooking standard, bedroom windows no longer need to be screened). Ground-floor habitable room windows and deck areas to Townhouses 10 and 11 have finished floor levels less than 0.8m above natural ground level at the boundary and are screened by a proposed boundary fence exceeding 1.8m in height, and are therefore exempt. Due to the significant fall towards the western boundary, the finished floor levels of ground-floor habitable rooms and deck areas to Townhouses 6–9 will exceed 0.8m above natural ground level at the property boundary, triggering the overlooking requirement. A high paling fence is proposed along the western boundary, ranging between 3.8m and 2.7m in height, including trellis. This paling fence and trellis will generally limit views to a height of 1.7m above the finished floor level of the deck areas, although it dips slightly below this measurement in some sections (Townhouses 7 and 9). As the fence is set back from deck areas and rear habitable room windows, the extent of screening will remain greater than a fixed external screen at the perimeter of the balcony when projecting downward views (see figure below). While the proposal does not strictly meet the standard, the combination of fence height and trellis is considered to provide a reasonable level of privacy consistent with the overlooking objective. A permit condition can ensure that this fencing/trellis has a maximum transparency of 25%.

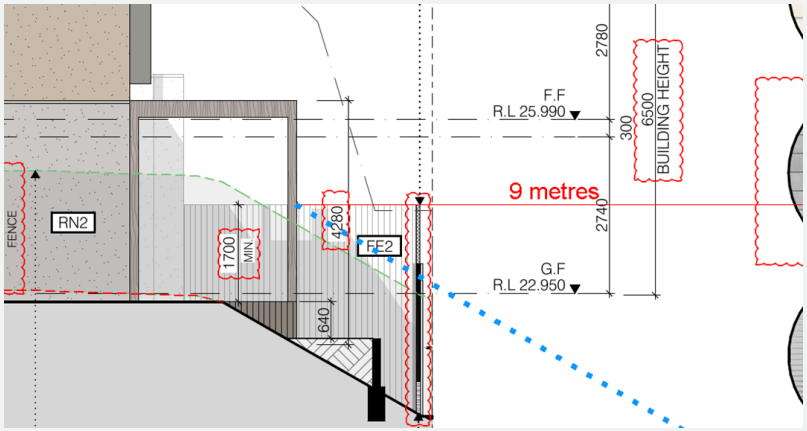


Figure 7 - Outlook from rear deck area of Townhouse 6 toward adjacent secluded private open space.

Clause 55.04-5 – Internal views *To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development.* **Standard B4-5** *In Clause 55.04-5 a habitable room does not include a bedroom.* *Within the development, a habitable room window, balcony, terrace, deck or patio that is located with a direct view into the secluded private open space of another dwelling:* • *Is offset a minimum of 1.5 metres from the edge of the secluded private open space; or* • *Has a sill height of at least 1.7 metres above floor level; or* • *Has a fixed, visually obscure balustrade to at least 1.7 metre above floor level; or*	**Standard Met** All first floor habitable room windows (excluding bedrooms) include fixed glazing to a height of 1.7m above finished floor levels. All common boundaries between secluded private open space areas are fenced to a height of at least 1.8m above natural ground level. Additionally, the dwellings that are relatively close to each other have no interfacing windows and the other dwellings are separated by generous internal accessway. Accordingly, the standard and objective are met.

• *Has permanently fixed external screens to at least 1.7 metres above floor level; or.* • *Has fixed elements that prevent the direct view, such as horizontal ledges or vertical fins.* *Direct views are measured at a height of 1.7 metres above floor level and within:* • *A 45 degree horizontal angle from the edge of the new window or balcony.* • *A 45 degree angle in the downward direction.* *Screens provided for overlooking are no more than 25 per cent transparent. Screens may be openable provided that this does not allow direct views as specified in this standard.*	
Clause 55.05 – Sustainability	
Clause 55.05-1 – Permeability and stormwater management *To reduce the impact of increased stormwater run-off on the drainage system and downstream waterways.* *To facilitate on-site stormwater infiltration.* *To encourage stormwater management that maximises the retention and reuse of stormwater.* *To contribute to urban cooling.* **Standard B5.1** *The site area covered by the pervious surfaces is at least 20 percent of the site.* *The development includes a stormwater management system designed to:* • *Meet the best practice quantitative performance objectives for stormwater quality specified in the Urban stormwater management guidance (EPA Publication 1739.1, 2021) of:* ○ *Suspended solids 80% reduction in mean annual load.*	**Standard Met** The proposed development provides 34.6% pervious surfaces. A Water Sensitive Urban Design response has been provided including a STORM rating report which achieves a best practice score of 102%. Accordingly, the standard and objective are met.

○ *Total phosphorus and Total Nitrogen 45% reduction in mean annual load.* ○ *Litter 70% reduction of mean annual load.* *Note:* *A certificate generated from a stormwater assessment tool including Stormwater Treatment Objective - Relative Measurement (STORM), Model for Urban Stormwater Improvement Conceptualisation (MUSIC) or an equivalent product accepted by the responsible authority may be used to demonstrate the performance objectives for stormwater quality are met.* • *Direct flows of stormwater into treatment areas, garden areas, tree pits and permeable surfaces, with drainage of residual flows to the legal point of discharge.*	
Clause 55.05-2 – Overshadowing domestic solar energy systems To ensure that the height and setback of a building from a boundary allows reasonable solar access to existing domestic solar energy systems on the roofs of buildings. **Standard B5-2** *Any part of a new building that will reduce the sunlight at any time between 9am and 4 pm on 22 September to an existing domestic solar energy system on the roof of a building on an adjoining lot be set back from the boundary to that lot by at least 1 metre at 3.6 metres above ground level, plus 0.3 metres for every metre of building height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.* *This standard applies to an existing building in a Township Zone, General Residential Zone or Neighbourhood Residential Zone.* *In Clause 55.05-2 domestic solar energy system means a domestic solar energy system that existed at the date the application was lodged.*	**Standard Met** There are no surrounding domestic solar energy systems that will be overshadowed by the proposal. The standard and objective are met.
Clause 55.05-3 - Rooftop solar energy generation area To support the future installation of appropriately sited rooftop solar energy systems for a dwelling.	**Standard Met**

Standard B5-3 *In Clause 55.05-3 rooftop solar energy area means an area provided on the roof of a dwelling to enable the future installation of a solar energy system.* *An area on the roof is capable of siting a rooftop solar energy area for each dwelling which:* • *Has a minimum dimension of 1.7 metres.* • *Has a minimum area in accordance with Table B5-3.* • *Is oriented to the north, west or east.* • *Is positioned on the top two thirds of a pitched roof.* • *Can be a contiguous area or multiple smaller areas.* • *Is free of obstructions on the roof of the dwelling within twice the height of each obstruction (H), measured horizontally (D) from the centre point of the base of the obstruction to the nearest point of the rooftop solar energy area.*	All dwellings provide at least 34 square metres of area for future rooftop solar energy in accordance with Standard B5-3. The standard and objective are met.
Clause 55.05-4 – Solar protection to new north-facing windows *To encourage external shading of north facing windows to minimise summer heat gain.* **Standard B5-4** *North facing windows are shaded by eaves, fixed horizontal shading devices or fixed awnings with a minimum horizontal depth of 0.25 times the window height.*	**Standard Met** All ground and first floor north facing windows are provided a shroud of between 0.5m and 0.68m in depth in accordance with the standard requirement. The standard and objective are met.
Clause 55.05-5 – Waste and Recycling *To ensure dwellings are designed to facilitate waste recycling.* *To ensure that waste and recycling facilities are accessible and are of sufficient size to manage organic and general waste, and mixed and glass recycling.*	**Standard Met** All dwellings are provided an individual bin storage area of at least 1.8 square metres, with adequate depth and height dimensions. Each dwelling also includes

To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity.
 	
Standard B5-5
The development includes an individual bin storage area for each dwelling, or a shared bin storage area for use by each dwelling, of at least the applicable area, depth and height specified in Table B5-5.1.
If the development includes a shared bin storage area:
• *The shared bin storage area:*
  ○ *Is located within 40 metres of a kerbside collection point.*
  ○ *Includes a tap for bin washing.*
• *There is a continuous path of travel free of steps and obstructions from dwellings to the bin storage area.*
Where access is provided for private bin collection on the land the design of access ways must allow the vehicle to enter and exit in a forward direction.
Each dwelling includes an internal waste and recycling storage space of at least 0.07 cubic metres with a minimum depth of 250 millimetres.
	an internal waste and recycling storage space of at least 0.07 cubic metres with a minimum depth of 250mm.

Clause 55.05-6 - Noise impacts *To minimise the impact of mechanical plant noise located in the development.* **Standard B5-6** *Mechanical plant, including mechanical car storage and lift facilities are not located immediately adjacent to bedrooms of new or existing dwellings or small second dwellings, unless a solid barrier is in place to provide a line of sight barrier to transmission of noise and the location of all relevant bedrooms.*	**Standard Met** There is no mechanical plant (air conditioning units and hot water services) located immediately adjacent to bedrooms of the new dwellings. The standard and objective are met.
Clause 55.05-7 – Energy efficiency for apartment developments *To minimise the impact of mechanical plant noise located in the development.*	**Not Applicable** Not applicable – the proposal does not include apartments.

Standard B5-7 *Dwellings in or forming part of an apartment development located in a climate zone identified in Table B5-7 do not exceed the maximum NatHERS annual cooling load.*	

6. DTP Applications

6.1. – PPE25/0455 - 433 Smith Street, Fitzroy North

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

Executive Summary

Property	433 Smith Street, Fitzroy North (Parcels B and C) (known as the former Fitzroy Gasworks Site)
Ward	Nicholls
Application number	PPE25/0455 (Council Ref) PA2503852 (Parcel B) and PA2503853 (Parcel C) (DTP Ref)
Proposal	Construction of 11, mixed use buildings across Parcels B and C, comprising dwellings, food and drinks premises, offices and shops (planning permit not required for dwelling use), creation of easements and a reduction in the statutory car parking requirements
Zoning & Overlay/s	• Mixed Use Zone • Development Plan Overlay – Schedule 16 • Special Building Overlay • Specific Controls Overlay – Schedule 4 • Environmental Audit Overlay • Development Contributions Plan Overlay – Schedule 1
Strategic setting	Major Regeneration Area High Change Area Neighbourhood Activity Centre This application was made to the Minister for Planning under the Clause 53.22 Significant Economic Development
Submissions	DTP have not undertaken public notice pursuant to Clause 43.04-3 of the Scheme.
Key reasons for recommendation	- The site is suitable for re-development and accommodating high housing density - This is supported by the Fitzroy Gasworks Development Plan which sets out policy to guide future development - However, the proposed development of Parcels B and C is not generally in accordance with the Development Plan, and changes are required to ensure an acceptable design response, as outlined in the Recommendation.

Recommendation	That Council write to the DTP outlining the following concerns with the proposed development of Parcels B and C – Fitzroy Gasworks are required to be addressed prior to any approval being granted: - Building height upper-level setbacks that are not generally in accordance with the Development Plan - Shadow impacts across the eastern side of Smith Street and internal to the site across the western side of Parcel C Notwithstanding this, the recommended conditions will be provided and should be included on any approval should the Department of Transport and Planning be of a mind to approve the development. Key conditions include: - A reduction in building height and increase to upper level setbacks - Public Realm Plans - Traffic Engineering Report
Contact Officers	John Theodosakis & Erryn Megennis – Principal Planners

Officer Recommendation

That Council:

1. Note the officer report and the application material.
2. Write to the DTP outlining the following concerns with the proposed development of Parcels B and C – Fitzroy Gasworks required to be addressed prior to any approval being granted:
   (a) The proposed building heights and setbacks are not generally in accordance with the Development Plan and will have unreasonable amenity impacts on the existing and future public realm;
   (b) The sheer design of the buildings and inappropriate massing will result in unacceptable overshadowing and visual bulk impacts on the surrounding and proposed public realm;
   (c) There are unresolved vehicle access and safety issues as detailed in the Traffic Engineering referral comments;
   (d) The current proposed public ownership of Gore Street extension is not supported given the extensive issues raised with its current deign. The Gore Street extension road reserve must be redesigned in accordance with Council's standards. If not, Gore Street extension to be privately owned and managed;
   (e) The public realm response is deficient and requires further improvement, in accordance with the recommended public realm plan conditions;

(f) There are unresolved drainage issues as detailed in the Engineering referral comments which will need to be addressed prior to the submission of Condition 1 Plans;

(g) Wind Impacts – The wind report should be independently reviewed and should confirm acceptable wind conditions (i.e. standing comfort at minimum) to Wurundjeri Biik and other areas of the public realm);

(h) A detailed assessment against Clause 58 – Apartment Developments is required to ensure satisfactory amenity for future occupants; and

(i) Noise impacts – The acoustic reports should be independently reviewed to ensure compliance with the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021 for proposed dwellings as well as existing dwellings.

3. Notwithstanding the above, if the Department of Transport and Planning is of the mind to issue a permit, then the following conditions should be included:

Conditions

Development Conditions

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 and generally in accordance with the decision plans prepared by Fieldwork, Revision D dated 7 November 2025 (Parcel B) and Architectus (in collaboration with Studio Bright, Fieldwork, Kennedy Nolan, Breathe, Woods Bagot and Freadman White), Revision TP01 dated 1 July 2025 (Parcel C):

   (a) Provide a copy of the survey plan, including a features and levels survey and title reestablishment surveys;

   (b) Maximum building heights for Parcel B, Buildings SE and SW and Parcel C, Buildings A, B, E and F reduced to achieve full compliance with the endorsed Development Plan (DP);

   (c) Maximum building heights, from natural ground level dimensioned on all elevations;

   (d) All buildings provided with upper level setbacks and podium heights in accordance with the DP;

   (e) Amended building heights and envelopes for Parcel B, Building NE and Parcel C, Buildings A, B, E and F to achieve the following:

      (i) No overshadowing from the development of Parcels B & C on the eastern footpath of Smith Street from the kerb before 2pm at the September 22 Equinox; and

      (ii) No additional overshadowing from the development of Parcels B & C on the western interfacing Wurundjeri Biik Parklands over that contemplated by the endorsed Development Plan after 10am at the September 22 Equinox.

   (f) Remove basements from underneath all future, Council-owned land;

(g) For Parcel B buildings:

Smith Street frontage:

(i) Provide a 2700mm wide continuous unobstructed pedestrian path along Smith Street, between the edge of footpath tree cut outs and edge of planted areas and bike hoop (clearance space);

(ii) Provide a minimum 5m long clear pedestrian circulation/waiting space (north/south) along the building line to Smith Street back of kerb, at the southern section of Smith Street (by the corner to Alexandra Parade); and

(iii) Provide a splay to the northeast corner of 'NE building' providing a minimum 3000mm wide clear pedestrian connection between Smith Street to Borat Street;

(h) For Parcel C buildings:

Smith Street frontage:

(i) Provide a 2000mm wide continuous unobstructed pedestrian path along the Smith Street interface, between the edge of footpath tree cut outs and edge of planted areas, bike hoop (clearance space) and feature stone edges within the subject site;

Queens Parade frontage:

(i) Provide a continuous ground floor set back minimum 500mm from the title boundary;

(ii) Modify columns (ground floor only) to accommodate 500mm setback from title boundary;

(iii) Setback features within Angpohora Courtyard (central courtyard fronting Queens Pde) minimum 500mm from the title boundary; and

(iv) Modify columns (ground floor only) to accommodate 500mm setback from title boundary;

Wurundjeri Biik frontage:

(i) Ground floor terraces (POT) of Building D and Building C (where no north south path within title is provided) to be flush with the title boundary and have no private entry directly onto public open space; and

(ii) The north south path connection abutting the public open space to have solid surface of unit paving (no individual unit paving set with intermitted ground cover planting) up to the title boundary;

East-west link between Wurundjeri Biik & Borat Street:

(i) Provide a continuous, straight, 2.5m wide unobstructed pedestrian link in an east-west direction between Wurundjeri Biik and Borat Street; and

(ii) Relocate the CP air intake away and clear of the pedestrian link

(i) Clear delineation (through surface treatments) of public and private land;

(j) Visitor bicycle parking spaces increased to 275;

(k) Parcel B residential bicycle parking on lower Basement 2 level relocated to ground level;

(l) Further details on bicycle parking spaces as follows:

(i) All visitor bicycle parking spaces clearly identified on the plans, with dimensions;

(ii) Annotate type of bicycle parking space for each of the employee, resident and visitor space, ensuring appropriate mechanisms having regard to AS2890.3;

(iii) Dimension the width of access paths to all bicycle parking areas;

(iv) Justify the 400mm spacing of two-tier bicycle racks in accordance with Clause 3.3 of AS2890.3;

(v) Dimensions of each bicycle storage area including ground level (bicycle store containing 7 floor-mounted bike racks);

(vi) Identify security measures for each bicycle storage area confirming they are lockable compounds; and

(vii) All dimensions to ensure compliance with AS2890.3;

(m) Sightline triangles to the three vehicle access points on Smith Street (Parcel B site access, Borat Street, Parcel C site access), in accordance with the relevant Australian Standards and Guidelines;

(n) Any changes as a result of the Façade Strategy and Materials and Finishes Plan (Condition 4);

(o) Any changes as a result of the amended Public Realm Function Layout Plan (Conditions 5 and 6);

(p) Any changes as a result of the amended Sustainable Management Plan (Conditions 12 and 13);

(q) Any changes as a result of the amended Landscape Plans (Condition 18);

(r) Any changes as a result of the amended Wind Report (Condition 20); and

(s) Any changes a result of the Traffic Engineering Assessment (Condition 39).

2. The uses 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. As part of the ongoing progress and development of the site, Fieldwork (Parcel B & Parcel C, Building B); Studio Bright Architects (Parcel C, Building A); Kennedy Nolan (Parcel C, Building C); Breathe (Parcel C, Building D); Woods Bagot (Parcel C, Building E) & Freadman White (Parcel C, Building F) or another architectural firm to the satisfaction of the Responsible Authority must be engaged to:

(a) Oversee the 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.

Façade Strategy and Materials and Finishes Plan

4. 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 approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this document. This must detail:

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

    (b) Elevations at a scale of 1:20 or 1:50 illustrating typical podium and tower details, entries and doors, bike parking areas, service areas of all buildings;

    (c) Details of all services and design treatment of these to be incorporated into the overall design composition of the building; and

    (d) Provide separate renders for each building, outlining colours, materials and finishes and graffiti proofing of walls to the street, including doors, perforations and upper levels (where necessary) with information about how each façade will be maintained.

Public Realm

5. Concurrent with the submission of Condition 1 plans, or by such later date as approved in writing by Yarra City Council, a Public Realm Function Layout Plan for Parcel B must be prepared, submitted and approved by Yarra City Council. When approved, the plan will be endorsed and will then form part of the permit. The Public Realm Functional Layout Plan must show, but not be limited to, the following:

    (a) Consistency with the Condition 1 Plans and Landscape Plans;

    (b) Re-sheet and demonstrate DDA compliance for all footpaths along all street frontages;

    (c) Wayfinding and signage strategy to be provided and implemented;

    (d) Security gates to be located to ensure all publicly accessible areas have unobstructed view-lines and maximum passive surveillance;

    (e) For the Smith Street frontage:

        (i) Provide ten (10) street trees planted in footpath cut outs along Smith Street back of kerb;

        (ii) Street trees to be planted in footpath cut outs 1000mm wide (from back of kerb) and 1200mm long as per Council Standard Detail YSD803(b);

        (iii) Street tree cut outs to have bonded resin (‘bonded aggregate’) surfacing;

        (iv) Street tree species to be *Tristaniopsis laurina* ‘Luscious’;

        (v) Building awnings at the intersection of Smith Street and Alexandra Parade to have no gaps (awning infill to articulate the architectural intent whilst providing continuous overhead pedestrian weather protection);

        (vi) Ten (10) visitor bike hoops to be relocated from along the building line within title, to be parallel with the kerb and aligned with the street trees. Any clear spaces created along the building line to be kept clear of fixtures or garden beds. No additional bike hoops to be added along the Smith Street interface;

(vii) Cargo bike parking to be located at the main entrance thresholds where space allows and without obstructing pedestrian paths;

(viii) Integrate two (2) timber bench seats (Council standard public domain seats) along the Smith Street frontage, aligned with the street trees;

(ix) Provide a splay to the northeast corner of 'NE building' providing a minimum 3000mm wide clear pedestrian connection between Smith Street to Borat Street;

(x) Borat Street vehicle crossing to be raised and flush with the footpath and have sawn bluestone paving threshold, a clear visual delineation with bluestone, and continue the footpath paving treatment (vehicle grade) across the crossover;

(xi) Vehicle crossover to the basement car park to be designed with pedestrian priority, have clear visual delineation with sawn bluestone paving, and continue the footpath paving treatment (vehicle grade) across the crossover; and

(xii) Clear delineation to be provided between public and private land;

(f) For the Alexandra Parade frontage:

(i) Remove the three western building awnings (along the supermarket street wall).

(ii) Building awnings at the intersection Smith Street to Alexandra Parade to have no gaps (awning infill can articulate the architectural intent whilst providing continuous overhead pedestrian weather protection).

(iii) Paving within setback spaces along the street frontage to be unit paving to create a clear delineation between public and private land.

(iv) Integrate planters along minimum 50% of the length of the street interface.

(g) For the Gore Street extension frontage:

(i) Combine all assumed vehicles swept paths in one consolidated diagram describing all expected vehicle movements along the street including from Parcel A, and provide detailed description of safety measures to mitigate any risk for conflict including but not limited between; vehicles, cyclists and pedestrians;

(ii) The crossovers to the loading dock and basement car park to be combined, providing measures to ensure safe operation between loading vehicles and passenger vehicles;

(iii) Vehicle crossover to the basement car park / loading dock to be designed with pedestrian priority, have clear visual delineation with bluestone, and continue the footpath paving treatment (vehicle grade) across the crossover;

(iv) If vehicle crossover is not raised, provide pram ramps for pedestrians moving across this access point;

(v) Security gates to vehicle entry points to be in line with the title boundary;

(vi) Provide additional planters (with vertical greenery) integrated with built form along the building line within title; and

(vii) Substation doors to open 180 Degrees and have latches to not obstructing footpath;

(h) For the Borat Street frontage:

(i) Redistribute minimum 30% of the proposed visitor bike parking (hoops) from Borat Street to key entrance thresholds within the building (not Smith Street frontage);

(ii) Position bike hoops along Borat Street to ensure parked bikes do not obstruct the minimum 1500mm clear pedestrian path along the building line;

(iii) Remove the narrow angles of garden beds abutting Smith Street and square off corner the corners;

(iv) Set back any fixed features (within title) or planting along 'Gasworks Commons' interface to Borat Street minimum 600mm from the title boundary;

(v) Reconfigure the northwest building setback space, to be open to Borat Street, remove the freestanding seat located along the title boundary and relocate the booster away from this space and integrated the booster within built form, provide door openings from the adjacent F&B tenancy; and

(vi) If the Borat Street interface to Smith Street has a raised threshold, review and adjust accordingly the line marking to avoid having it on the ramp component of the threshold and not on any bluestone or brick pavement material. If not providing a raised threshold, then appropriate pram ramps are to be shown for pedestrians crossing at this intersection;

(i) Bespoke materials must not be used along any of the Council road reserves, existing or proposed, and all materials should be in accordance with Council's standard materials policy;

(j) Provide cross-sectional diagrams every pedestrian entrance interfacing a Public Highway (to include profiles and levels of DDA designed footpaths superimposed with existing footpath profiles); and

(k) Proposed pedestrian and vehicle access points from the public land must be at grade with the existing/proposed public realm finished surface levels.

6. Concurrent with the submission of Condition 1 plans, or by such later date as approved in writing by the Yarra City Council, a Public Realm Function Layout Plan for Parcel C of all public infrastructure improvements must be prepared, submitted and approved by the Yarra City Council. When approved, the plan will be endorsed and will then form part of the permit. The Public Realm Functional Layout Plan must show, but not be limited to, the following:

(a) Consistency with the Condition 1 Plans and Landscape Plans;

(b) Re-sheet and demonstrate DDA compliance for all footpaths along all street frontages;

(c) External visitor bike parking (hoops) layouts and quantities shown on landscape plans take precedence over other documentations;

(d) Wayfinding and signage strategy to be provided and implemented;

(e) Security gates to be located to ensure all publicly accessible areas have unobstructed view-lines and maximum passive surveillance;

(f) Review and coordinate visitor bike parking (hoops) numbers with hoops external to the site, show quantity of visitor bike parking (hoops) on plan to demonstrate coordination;

(g) For the Smith Street frontage:

(i) Provide eight (8) street trees planted in foot path cut outs along Smith Street back of kerb (indicatively; five south of the proposed vehicle crossover and three to the north), coordinated with existing and proposed trees within the subject site street frontage;

(ii) Street tree footpath cut outs to be 1000mm wide and 1200mm long as per Council Standard Detail YSD803(b);

(iii) Street tree cut outs to have bonded resin ('bonded aggregate') surfacing;

(iv) Street tree species to be Tristaniopsis laurina 'Luscious';

(v) Ten (10) visitor bike hoops located in the internal courtyard areas within the title to be relocated to the Smith Street frontage, parallel with the kerb and aligned with the street trees. Any clear space created within the site should be landscaped or paved accordingly;

(vi) Integrate two (2) timber bench seats (Council standard public domain seats) along the frontage, aligned with the street trees;

(vii) Borat Street vehicle threshold to be raised and flush with the footpath and have sawn bluestone pitchers, and have clear visual delineation with bluestone, and continue the footpath paving treatment (vehicle grade) across the crossover;

(viii) Vehicle crossover to the basement car park to be designed with pedestrian priority, have clear visual delineation with bluestone, and continue the footpath paving treatment (vehicle grade) across the crossover;

(ix) Clear delineation between public and private land at the threshold between Smith Street and Borat Street;

(x) Integrate additional raised edges and additional bluestone logs (FN01) at all corner garden beds for protection;

(xi) Remove any awning that is not directly protecting any pedestrian;

(xii) Integrate seating elements with back and armrests in the southeast corner threshold within the site; and

(xiii) Re-sheet and make DDA compliant the full extent of the subject site Smith Street footpath frontage;

(h) For the Queens Parade frontage:

(i) Relocate bike hoops at the northeast corner interfacing to Smith Street in lieu of feature element(s) such as an artwork;

(i) For the Wurundjeri Biik frontage:

(i) Any planted area abutting the public open space to have raised edges (no timber edges) and clearly define the title boundary alignment;

(ii) Any planted area abutting the public open space must have maintenance access from within the private title;

(iii) Ground floor terraces (POT) directly abutting the public open space must have integrated planter boxes with vegetation screening to buffer to the public open space; and

(iv) The south-west corner landscape area to have raised edges (not timber) around any planted areas and provide pedestrian connections into and through the public open space linking with the as-built public space layout;

(j) For the Borat Street frontage:

(i) Reconfigure and reduce by 1/3 the length of bike storage wall abutting the street;

(ii) Remove any features protruding into the public footpath, unobstructed width to be minimum 1500mm; and

(iii) Set any landscape fixtures clear a minimum 500mm from edge of footpath within title to prevent overhang and footpath obstructions;

(k) For the east-west link between Wurundjeri Biik & Borat Street:

(i) Reconfigure and reconstruct (at the cost of the applicant) the public space path alignment outside title within the public open space (Wurundjeri Biik) to form clear pedestrian path connections to the sport centre and the school, to ultimate responsible authority satisfaction; alternatively reconfigure building footprints to locate the pedestrian link further north aligning with the built open space east-west pedestrian path connection.

(l) Bespoke materials must not be used along any of the Council road reserves, existing or proposed, and all materials should be in accordance with Council's standard materials policy;

(m) Provide cross-sectional diagrams every pedestrian entrance interfacing a Public Highway (to include profiles and levels of DDA designed footpaths superimposed with existing footpath profiles); and

(n) Proposed pedestrian and vehicle access points from the public land must be at grade with the existing/proposed public realm finished surface levels.

7. 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 Functional Layout Plans (as required by Conditions 5 and 6) addressing all civil and landscape / streetscape works must be submitted to and approved by Council's Civil Engineering and Strategic Project, Parks and Open Space Departments. Once approved, the detailed design drawings will be endorsed and will then form part of the permit.

8. Before the last building of either Parcels B or C (whichever occurs last) is occupied, all associated works shown on the endorsed detailed design plans for the public realm (as required by Condition 7 must be fully constructed and completed to the satisfaction of the Council's Civil Engineering Department and at no cost to the Responsible Authority.

9. Before the buildings are occupied or by such later date as approved in writing by the Responsible Authority, the footpath along the property's Smith Street, Queens Pde and Alexander Pde frontages must be reconstructed in /asphalt:
   (a) At the permit holder's cost; and
   (b) To the satisfaction of the Responsible Authority.
10. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel along the property's Smith Street, Queens Pde and Alexander Pde frontages must be reconstructed:
   (a) At the permit holder's cost; and
   (b) To the satisfaction of the Responsible Authority.
11. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, the road pavement along the property's Smith Street, Queens Pde and Alexander Pde frontages must be reconstructed:
   (a) At the permit holder's cost; and
   (b) To the satisfaction of the Responsible Authority.

Sustainable Management Plan

12. 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 (Parcel B) prepared by Hip V Hype and dated 16 October 2025 but modified to show:
   (a) Consistency with the Condition 1 Plans, as relevant;
   (b) Consistent catchment areas between the Sustainable Management Plan and Stormwater Management Plan, demonstrating best practice in stormwater management;
   (c) Inclusion of a STORM, MUSIC or Blue Factor Report, ensuring catchment areas are consistent with the Stormwater Management Report and demonstrating best practice in stormwater management;
   (d) Volume of rainwater tanks notated on the basement plans and confirmation they will be connected to toilets and irrigation. Ensure volumes of water for toilet flushing and irrigation are consistent with the SMP and Stormwater Management Report; and
   (e) Commitment that prior to development commencing, DTP and Yarra City Council will be provided with written confirmation that the project is on track to achieve a 5 Star Green Certified Rating.
13. In conjunction with the submission of development plans under Condition 1, 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 (Parcel C) prepared by Hip V Hype and dated 2 July 2025 but modified to show:

(a) Consistency with the Condition 1 plans, as relevant;

(b) Bedrooms in Building D which fail to meet BESS daylight standards to have increased window size, or other design improvements, and demonstrate BESS daylight standards are met;

(c) Fresh air delivery rates for all mechanical fresh air supply systems to be at least 50% above the minimum AS1668 rates; and

(d) Inclusion of a STORM, MUSIC or Blue Factor Report, ensuring catchment areas are consistent with the Stormwater Management Report and demonstrating best practice n stormwater management.

14. Before the last building of each Parcels B and C is occupied, 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 plans have been implemented in accordance with the approved plan, including Green Star certification.

15. The provisions, recommendations and requirements of the endorsed Sustainable Management Plans must be implemented and complied with to the satisfaction of the Responsible Authority.

Green Travel Plan

16. Before the buildings are occupied, a Green Travel Plan for Parcel B 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 and resident 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) The types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;

(j) Security arrangements to access the employee bicycle storage spaces;

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

(l) Locations and provision of EV charging for cars and bicycles throughout the development; and

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

17. The provisions, recommendations and requirements of the endorsed Green Travel Plans for both Parcels B and C must be implemented and complied with to the satisfaction of the Responsible Authority.

Landscape Plans

18. Concurrent with the submission of Condition 1 Plans amended Landscape Plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plans will be endorsed and will form part of this permit. The amended Landscape Plans must be generally in accordance with the Landscape Plans for Parcel B dated 2 October 2025 and Parcel C dated 3 November 2025 prepared by Oculus but modified to include (or show):

(a) Consistency with the Condition 1 Plans and Public Realm Functional Layout Plans; and

(b) Drawn to scale and with details that address Yarra City Council's Landscape Plan Requirements – Checklist.

19. Before the last building of each Parcels B and C 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.

Wind Report

20. Concurrent with the submission of Condition 1 Plans, 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 VIPAC and dated 21 October 2025 but modified to include (or show):

(a) Consistency with the Condition 1 Plans, as relevant;

(b) The façade treatments of Parcel C buildings do not result in negative wind speed impacts (to the satisfaction of the Responsible Authority) on the adjoining Wurundjeri Biik Parklands, Queens Parade and Smith Street interfaces; and

(c) Wind amenity is achieved at the south west, north west, and south east interfaces of Parcel B with Alexandra Parade, Wurundjeri Biik Parklands, and Smith Street is suitable for standing.

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

Acoustics

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

23. Before the last building of each Parcels B and C is occupied, Acoustic Reports 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 development (via acoustic tests) with the 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.

24. The uses 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.

Social and Affordable Housing

25. Concurrent with the submission of Condition 1 Plans, an amended Affordable Housing Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Affordable Housing Report will be endorsed and will form part of this permit. The amended Affordable Housing Report must be generally in accordance with the Affordable Housing Report prepared and authored by Assemble (Parcel B), dated July 2025 and Milieu (Parcel C) dated July 2025 but modified to:

    (a) Clarify where the remaining 3.5% of the minimum 20% affordable housing provision will be accommodated in the overall development;

    (b) Outline the procedures and policies to manage eligibility for the social and affordable housing, ensuring that they do not impose burdensome or invasive requirements to validate ongoing eligibility of a resident;

    (c) Details on how increases in household incomes will be managed (i.e. consideration for one-off increases in income that may not be maintained in the following year);

    (d) A long-term commitment that the affordable housing dwellings offered will be provided for a minimum period of 40 years;

    (e) Provide evidence of grant funding or an agreement being entered into for the delivery of social housing;

    (f) Confirm the typology diversity targets of the approved Fitzroy Gasworks Development Plan be clearly met including reducing the provision of studio apartments to more than 25% of the housing offer; and

    (g) A commitment to the provision of an annual report on the build to rent pilot program delivered to the City of Yarra that demonstrates the effectiveness of management policies and procedures, the approach to annual monitoring of

resident eligibility and where improvements to these procedures have been identified.

26. Before the Parcel B development and Parcel C, Building C development are occupied or prior to the issue of a Statement of Compliance under the *Subdivision Act 1988* for any subdivision or stage of subdivision whichever occurs first, the owner must enter into an Agreement with the Responsible Authority pursuant to section 173 of the *Planning and Environment Act 1987* (unless the Owner is legally unable to enter into a Section 173 Agreement in which case the agreement must be a deed) which sets out the terms on which the landowner is required to make a contribution towards affordable housing in accordance with Condition 25 of this permit, to the satisfaction of the Responsible Authority. This may include a staged contribution, subject to the satisfaction of the Responsible Authority. Unless otherwise agreed in writing with the Responsible Authority, the Agreement must provide for an affordable housing contribution as follows:

    (a) The nominated dwellings are to be made available by the owner for purchase or rent by a housing agency which is registered as either a housing association or housing provider under the Housing Act 1983 (Housing Agency) or the like to the satisfaction of the Responsible Authority. The price at which the nominated dwellings are to be made available to the Housing Agency must not exceed an amount that is 25% less than the market value as determined by a report from a valuer;

    (b) The nominated dwellings must comprise the mix of dwellings as detailed within the Fitzroy Gasworks Development Plan;

    (c) Parcels B and C must deliver a minimum 16.5% of the required 20% social and affordable housing as detailed within the Fitzroy Gasworks Development Plan;

    (d) If the nominated dwellings are provided on a lease or rent basis, a minimum commitment of 40 years must be provided;

    (e) If the Owner is unable to source a Housing Agency to accept the nominated dwellings, the Owner must make a financial contribution to Yarra City Council equal to the value of the requirement under this provision which is to be applied by Yarra City Council to the provision of affordable housing; and

    (f) All costs associated with the preparation, execution and if the agreement is a section 173 agreement, the recording of the Agreement must be borne by the Owner. The Agreement must if it is a section 173 Agreement be recorded on the title to the land under the Planning and Environment Act 1987.

Waste Management, Loading and Deliveries

27. Concurrent with the Submission of Condition 1 Plans, a Loading Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Loading Management Plan will be endorsed and will form part of this permit. The Loading Management Plan must address, but not be limited to, the following:

    (a) Consistency with the Condition 1 Plans, as relevant;

    (b) Locations of where all loading, deliveries and waste collections will take place;

    (c) Nominate the largest vehicles to perform deliveries and waste collections; and

    (d) Provide swept path assessments of the largest nominated vehicles.

28. The provisions, recommendations and requirements of the endorsed Waste Management Plans must be implemented and complied with to the satisfaction of the Responsible Authority.
29. The provisions, recommendations and requirements of the endorsed Loading Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
30. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.
31. 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.

Access Management Plan

32. Prior to the occupation of the development, an Access Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority in consultation with Yarra City Council. When approved, the Access Management Plan will be endorsed and will form part of this permit. Unless otherwise agreed by the Responsible Authority, the Access Management Plan should include or provide for:
    (a) Free and unimpeded public access over the pedestrian paths on private property and within the areas of communal open space (Public Spaces collectively) between sunrise and sunset at a minimum, 7 days a week, unless access is required to be restricted for maintenance, events or other matters from time to time, at the Owner's cost;
    (b) Responsibility for all security and risk in the Public Spaces;
    (c) The Public Spaces being kept and maintained at all times in a structurally sound and safe condition to the reasonable satisfaction of Yarra City Council;
    (d) Regular cleaning of Public Spaces;
    (e) The Public Spaces complying with all appliable laws and legal requirements;
    (f) Indemnify Yarra City Council for any damage to the development by reason of, or in connection with, the use of Public Spaces by the public;
    (g) Not making any claim for damages or loss of any kind against Council for any damage or injury caused to the Public Spaces or to any person using the Public Spaces;
    (h) Maintenance of public liability insurance for the use of Public Spaces; and
    (i) Maintenance of the Public Spaces in accordance with the endorsed plans and to a standard that is safe and fit for public access to the satisfaction of the Responsible Authority.
33. The provisions, recommendations and requirements of the endorsed Access Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Public Lighting

34. Before the development commences (excluding demotion, bulk excavation and site preparation work), or by such later date as approved in writing by the Responsible Authority, a Public Lighting Plan must be submitted to and approved by Council's Civil Engineering Department. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must be designed:
    (a) Address lighting along Smith Street, Alexandra Parade, Gore Street, Borat Street, entrances to the approved buildings in Parcels B and C, as well as other internal laneways / pedestrian pathways within Parcel C;
    (b) To comply with uniformity, access and maintenance requirements as per standard AS1158.3.1;
    (c) To control light spillage in accordance with the requirements of AS 4282 – 2019," Control of the obtrusive effects of outdoor lighting"; and
    (d) To the satisfaction of the Responsible Authority.
35. The provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.
36. Before any existing public lighting is removed a temporary lighting plan to the satisfaction of the Responsible Authority must be submitted and approved by Council's Civil Engineering Department. The temporary lighting plan is to be installed at the permit holder's cost and must remain operational until a new permanent lighting scheme is installed and operational to the satisfaction of the Responsible Authority.
37. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating the development and surrounding public realm 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.

Car Parking & Vehicle Access

38. Concurrent with submission of Condition 1 plans the or by such later date as approved in writing by the Responsible Authority, vehicle crossing designs for the access points on Gore Street and Smith Street, 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.*
39. Prior to submission of Condition 1 Plans, a Traffic Engineering Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by Yarra City Council's Traffic Engineering Department. Once approved, these will form part of the plans to be endorsed by Condition 1 of the permit. The Traffic Engineering Assessment must address / include:

(a) Clarify if the median opening on Alexandra Parade opposite the Gore Street extension is to remain open or closed, in relation to restricting right-in and right-out movements to and from Alexandra Parade:

  (i) If the median is to remain open or closed at a later period after the Gore Street extension is in operation, then at a minimum, physical measures such as splitter islands/kerbs, signage, and line-marking are to be provided to restrict the right-in and right-out movements to and from the Gore Street extension. Physical measures and signs should not block or impede pedestrian/cyclist activity and infrastructure;

(b) Restriction of right-out vehicle movements from Parcel B and Parcel C to Smith Street:

  (i) At a minimum, physical measures such as splitter islands/kerbs, signage, and line-marking are to be provided. Physical measures and signs should not block or impede pedestrian/cyclist activity and infrastructure. The current physical island is too small and will not be effective. Additional barriers on Smith Street should also be considered;

(c) Restriction of access into Borat Street via Smith Street, including no right-in and right-out movements to/ from Smith Street:

  (i) At a minimum, physical measures such as splitter islands/kerbs, signage, and line-marking are to be provided. Physical measures and signs should not block or impede pedestrian and cyclist activity and infrastructure;

(d) Details on how rat-running between Smith Street and Alexandra Parade, along Borat Street and Gore Street will be managed, including details of any traffic calming measures;

(e) Demonstrate the effectiveness, including the provision of swept path diagrams of the roundabout design on Gore Street having regard to vehicle movements of loading, waste collection and passenger vehicles;

(f) Amended swept path diagrams showing a B99 vehicle and 6.4m long waste truck moving from Gore Street into Borat Street. The loading zone may be relocated or re-adjusted to facilitate vehicle access;

(g) Amended swept path diagrams of a mini rear loading waste collection vehicle turning left into the Parcel B site access from Smith Street, avoiding the kerb and bicycle lane;

(h) Left-in and left-out swept path diagrams for Parcel B and Parcel C access via Smith Street must show the turning movements from the traffic lane and avoid excessive overlap with the future bicycle lane;

(i) Amended swept path diagram for Basement 1 in Parcel C, ensuring no encroachment into car spaces;

(j) Address visibility concerns relating to a car reversing out of the end car space and approaching vehicles from the ramps for Basement 1 in Parcel C;

(k) Clarify if Borat Street and Gore Street are to be a formal shared zone and provide a copy of approval from DTP;

(l) Further clarification on the entry system into Parcel B and Parcel C parking areas and an assessment of the system's impacts to queue lengths on Smith Street and tram services, and how these will be managed;

(m) Address concerns relating to the proximity of the merge taper and right turn lane to Parcel B via Smith Street and potential for unsafe vehicle movements;

(n) Clarify if another vehicle access point is proposed north of the Parcel C car park access, and address concerns relating to intervisibility between vehicles when approaching the exit to turn onto Smith Street, and visibility to pedestrians. If vehicles are not allowed in this laneway, physical barriers such as bollards are to be provided; and

(o) Include the following drawings:

(i) Cross-sections of main ramped accessways (dimensioned and labelled with grades);

(ii) All columns in car parking levels to be dimensioned (depths and offsets from aisles);

(iii) Clearances to walls for adjacent spaces; and

(iv) Existing on-street parking restriction signs to be drawn or identified in a schedule of signs.

40. Before the development commences (excluding demotion, bulk excavation and site preparation work), 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 use;

(b) The number of parking spaces allocated to each dwelling type;

(c) Any tandem parking spaces allocated to a single tenancy/dwelling;

(d) The number and location of car spaces for shared use, including time of shared use;

(e) The management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;

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

(g) The number and allocation of storage spaces;

(h) Policing arrangements and formal agreements;

(i) 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.; and

(j) 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 28.

41. 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.

42. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, the area(s) 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.

43. Before the buildings are occupied or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the Responsible Authority.

44. Before the buildings 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.

45. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and reinstated 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.

Engineering and Infrastructure

46. Concurrent with the submission of Condition 1 plans, a Stormwater Management Report must be submitted and approved by Council's Civil Engineering Department. When approved, the Stormwater Management Report will be endorsed and will form part of this permit. The Stormwater Management Report must include / address:

    (a) Compliance with the overall Gasworks development Stormwater Management Plan (SWMP);

    (b) Discharge of the internal drainage system to the legal point of discharge (LPD) stub provided at the southwestern corner of the property, maintaining a maximum permissible sit discharge (PSD) of 50L / s;

    (c) Details of onsite detention options to achieve allocated PSD;

    (d) Incorporation of any sustainability design requirements under the planning permit; and

    (e) Management of the 1% EAP rain event ensuring the captured water and overland flow is contained within the property boundary and dissipated to the LPD.

47. The provisions, recommendations and requirements of the endorsed Stormwater Management Report must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.

48. 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) 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.

Section 173 Agreements

Gore Street Extension

49. Unless otherwise agreed by the Responsible Authority, prior to the commencement of the development authorised by this permit (excluding retention, bulk excavation and early works), the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987, which provides for the following:

    (a) Before the occupation of the developments approved by this permit, or at a later date to the satisfaction of the Responsible Authority, the Gore Street extension must be substantially completed to the satisfaction of Yarra City Council;

    (b) The cost of any incomplete works (including any associated labour and maintenance) at time of occupation of the development to be reserved as bonds, bank guarantees or similar to the satisfaction of the responsible authority;

    (c) Prior to the occupation of the development approved by this permit, or at a later date to the satisfaction of the Responsible Authority, the Gore Street extension is to be vested with Yarra City Council . The time and cost associated with the change of title process through the relevant statutory bodies is to be borne by the Owner;

    (d) Clear delineation of the public / private interface, with no private infrastructure encroaching into the public areas, above and below (including any basements) the surface;

    (e) Any testing / inspections / plan assessments required as part of the structural evaluation of the infrastructure required by Council is to be borne by the permit holder; and

    (f) The cost of the design and construction of the Gore Street extension, including all landscape works, any park furniture/equipment and drainage is to be borne by the permit applicant.

    The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the Responsible Authority’s costs and expenses (including legal expenses) incidental to the preparation, registration and enforcement of the agreement.

Borat Street

50. Unless otherwise agreed by the Responsible Authority, prior to the commencement of the development authorised by this permit (excluding retention, bulk excavation and early

works), the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987, which provides for the following:

(a) Prior to the occupation of the first completed building in Parcel B or Parcel C (whichever comes first) or a later date as agreed in writing with the Responsible Authority, Borat Street must be delivered, in consultation with the City of Yarra, to the satisfaction of the Responsible Authority and at the permit holder's cost;

(b) The cost of the design and construction of the Borat Street including all landscape works, any park furniture/equipment and drainage is to be borne by the permit applicant;

(c) Provide unimpeded public access to Borat Street 24 hours a day, 7 days a week; and

(d) Address liability for public safety and potential damage to private infrastructure

The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the Responsible Authority's costs and expenses (including legal expenses) incidental to the preparation, registration and enforcement of the agreement.

Land Use Conditions

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

    (a) To be confirmed by DTP.

52. No more than (#) patrons are permitted in the XXX use (DTP to confirm).

53. Emptying of bottles and cans into bins may only occur between 7am and 10pm on Monday to Saturday or between 9am and 10pm on a Sunday or public holiday.

Construction Management

54. 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;

  (v) Other relevant considerations; and

  (vi) Any site-specific requirements.

During the construction:

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

(r) 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;

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

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

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

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.

55. 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

56. 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.

57. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

58. 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.

59. Before the buildings are 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.

60. Before the buildings are 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.

61. Before the buildings are 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 (including by the re-sheeting of the entire Smith Street and Alexandra Parade footpaths for the width of the property frontage

(a) At the permit holder's cost; and

(b) To the satisfaction of the Responsible Authority.

62. 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.

63. 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.

64. This permit will expire if:

    (a) The development is not commenced within three years of the date of this permit; or

    (b) The development is not completed within five years of the date of this permit.

    (c) The uses are not commenced within six 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

For the submission of plans and reports pursuant to Conditions 7, 35, 39, 40 and 48 please submit these to info@yarracity.vic.gov.au marked attention to Engineering Services.

These Food and Drinks 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.

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.

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.

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.

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.

In accordance with the Yarra Planning Scheme, an 8.65% public open space contribution will apply in the event of the subdivision of the land.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5585 for further information.

Engineering Notes

The site stormwater must be directed to the nominated legal point of discharge (LPD) and shall be limited to equivalent predevelopment levels or 70% impervious coverage, whichever is lowest, for a 20% AEP rainfall event.

The development must detain onsite, at a minimum, the 10% AEP storm event. For cases where a safe overland flow path cannot be provided or where flows exceeding pipe capacity may impact the development or adjacent, upstream, or downstream properties, the requirement will be to detain the 1% AEP storm event.

All redundant property drain outlets are to be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost.

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.

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.

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 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.

Background

1. The subject site is covered by Development Plan Overlay – Schedule 16 (DPO16) – 111 Queens Parade and 433 Smith Street, Fitzroy North (Former Fitzroy Gasworks). A Development Plan (DP) forms the basis for the consideration of any planning permit application on the subject site.
2. The site at 433 Smith Street (the site), Fitzroy North (also known as the 'Gasworks site') is bound by Alexandra Parade, Smith Street, Queen's Parade and Gore Street. Most of the site was occupied by the former Gas and Fuel land which has been managed by the Department Treasury & Finance (DTF) with the remainder of the site previously occupied by Council's Fitzroy Depot which was relocated in May 2019.
3. Development Victoria (DV) is delivering the redevelopment of the site on behalf of the State Government with some key outcomes being:
   (a) Approximately 1,200 apartments, 20 per cent of which will be affordable housing;
   (b) Flexible spaces at ground level, capable of accommodating Disability Accommodation, commercial, office and community uses;
   (c) A community facility to be developed in consultation with Council;
   (d) Most long term parking to be located underground;
   (e) Two bicycle spaces per dwelling;
   (f) Eight per cent of the site to be offered as public open space with additional communal space associated with residential development;
   (g) The historic Valve house to be retained and enhanced;
   (h) A 650-student senior high school to provide extra capacity for students from Collingwood College and Fitzroy High School;
   (i) A six court sports facility integrated with the school that caters for a range of sports;
   (j) A new accessible tram stop on Smith Street;
   (k) A new pedestrian crossing and traffic management works on Queens Parade; and
   (l) Relocation and restoration of the Porter Iron Store.
4. The site was remediated as required by a notice from the Environment Protection Authority (EPA).
5. The construction of the Wurun Senior Campus, the new senior school for Collingwood College and Fitzroy High School, was completed in January 2022.
6. Associated traffic works along Queens Parade to provide suitable access to the school were completed in early 2022.
7. Construction of the multi-purpose indoor sports centre was completed in early 2024. The centre comprises multipurpose courts over two levels and a multi-purpose space and gymnasium which integrates with the courts provided within the school.
8. Development Victoria worked on the Development Plan (DP) over 3 years following community consultation in late 2021, Development Victoria submitted a draft DP to the

then named, Department Environment, Land, Water and Planning (DELWP) in February 2022.

9. On 6 September 2022, DELWP advised Council that the Fitzroy Gasworks DP for 433 Smith Street, North Fitzroy was endorsed by the Minister for Planning (endorsed 6 September 2022) (See **Attachment 2**). The DP provides a concept plan and a framework for land use and development on the larger former Fitzroy Gasworks site. The DP divides the site into four (4) development 'parcels', namely Parcels A, B and C, and the school / education facility in the north-west. The current applications before DTP relates to Parcels B and C only.

10. This report provides the Department of Transport and Planning (DTP) with Council's position and provides recommendations and further requirements to be considered by the DTP.

11. Parcel B is located within the south-east corner (bound by Alexandra Parade and Smtih Street) of the of the former Fitzroy Gasworks site and Parcel C is located within the north-east corner (bound by Queens Parade and Smith Street) of the former Fitzroy Gasworks site. Figure 1 demonstrates the overall site, with the eastern half highlighting Parcels B and C affected by the applications made to the DTP.

12. Parcel A has a planning permit for the delivery of 350 dwellings and DV at the time of writing this report, is undergoing a new process for expressions of interest for the delivery of a development that comprises a combination of social and built-to-rent housing.

13. The attached Council Officer Application Assessment Table (see **Attachment** 1) sets out:

    (a) a brief overview of the application;

    (b) the relevant planning framework key aspects of proposal; and

    (c) internal and external consultation undertaken.



Figure 16 - Fitzroy Gasworks staging plan with Parcels B and C outlined in light and dark purple respectively (Development Plan, page 14)

Advertising

Advertising

14. Pursuant to Clause 43.04-3 of the Development Plan Overlay – Schedule 16, if a development plan has been prepared to the satisfaction of the responsible authority, an application under any provision of this planning scheme is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

15. A development plan for the Fitzroy Gasworks site has been prepared and endorsed by the Minister for Planning. As such, the application is exempt from notice.

Referrals

16. The application was referred to following internal business units within Council, whose full advice is attached to this report:

Internal Business Unit	Comments
Strategic and Social Planning (with emphasis on the Social and Affordable Housing aspect)	Supportive of social and affordable housing (SAH) provision for the combined parcels, noting that combined, the parcels achieve 16.5% of the overall SAH target for Gasworks. Need to establish where 3.5% shortfall will be accounted for (Parcels A, B or C).
Urban Design (regarding public realm and open space design)	Significant conditions required to address concerns with the application.
ESD	Supportive of development's ESD commitments, subject to residential bicycle parking being relocated to ground level and further details on stormwater treatment and further demonstration of the development achieving a 5 Star Green certified rating.
City Works – Waste Management	Supportive of waste management plan with no further recommendations
Development Engineering	Concerns with design and number of vehicle access points, issues with vehicle conflicts and safety, particularly within the Gore Street extension. Gore Street extension not in accordance with Yarra's standard engineering requirements.
Traffic Engineering	Concerns raised with vehicle ingress and egress to and from the site, and vehicle movements within the site.
Strategic Transport Unit	Supportive, subject to the provision of visitor bicycle spaces in accordance with CASBE requirements, clearly showing visitor bicycle parking spaces on the plans, notating dimensions of bicycle spaces and storage areas in accordance with AS2890.3.
External Consultants	

Urban Design (Rob McGauran of MGS Architects)	Supportive, subject to changes to achieve wind amenity in surrounding public realm, clearly marked pedestrian crossings to link footpaths, amend scale and setback of buildings to reduce overshadowing and improved access to residential bicycle parking.

Officer Assessment

17. The attached **Council Officer Application Assessment Table - Attachment 1** sets out a high level assessment of the application against the key considerations in the planning scheme.

18. This has led to the recommendation that the proposed developments are not generally in accordance with the Fitzroy Gasworks Development Plan development and that they should be amended in accordance with the conditions outlined at the beginning of this report.

Legal and Legislative Obligations

Conflict of interest disclosure

19. 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.

20. 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 PPE25/0455 - 433 Smith St Fitzroy North - DTP Assessment Table
2. 6.1.2 PPE25/0455 - 433 Smith St Fitzroy North - Endorsed Development Plan Fitzroy Gasworks
3. 6.1.3 PPE25/0455 - 433 Smith Street Fitzroy North - Parcel B General Layout Plans - Part 1
4. 6.1.4 PPE25/0455 - 433 Smith Street Fitzroy North - Parcel B General Layout Plans - Part 2
5. 6.1.5 PPE25/0455 - 433 Smith Street Fitzroy North - Parcel B General Layout Plans - Part 3
6. 6.1.6 PPE25/0455 - 433 Smith Street Fitzroy North - Parcel C General Layout Plans - Part 1
7. 6.1.7 PPE25/0455 - 433 Smith Street Fitzroy North - Parcel C General Layout Plans - Part 2
8. 6.1.8 PPE250/455 - 433 Smith Street Fitzroy North - Parcel C General Layout Plans - Part 3
9. 6.1.9 PPE25/0455 - 433 Smith Street Fitzroy North - Parcel C General Layout Plans - Part 4
10. 6.1.10 PPE25/0455 - 433 Smith Street Fitzroy North - Parcel C General Layout Plans - Part 5
11. 6.1.11 PPE25/0455 - 433 Smith Street Fitzroy North - Parcel C General Layout Plans - Part 6

12. 6.1.12 PPE25/0455 - 433 Smith St Fitzroy North - Affordable Housing Reports
13. 6.1.13 PPE25/0455 - 433 Smith St Fitzroy North - Referral Comments

DTP Application assessment table

Overview	
Property	433 Smith Street, North Fitzroy
DTP Ref & Status/ reason for referral	PA2503852 – Parcel B and PA2503853 – Parcel C Applications received 29 July 2025
Council Ref	PPE25/0455
Proposal	Collectively, each application seeks approval for a mixed-use development comprising residential and commercial uses. The construction includes a suite of buildings across Parcels B and C and a reduction in the car parking requirement at 433 Smith Street, North Fitzroy The proposal is described in the application material.
Site & Context	Described in applicant's planning reports.
Notable application history	The subject site is covered by Development Plan Overlay – Schedule 16 (DPO16) – 111 Queens Parade and 433 Smith Street, Fitzroy North (Former Fitzroy Gasworks). A Development Plan (DP) forms the basis for the consideration of any planning permit application on the subject site. The site at 433 Smith Street (the site), Fitzroy North (also known as the 'former Gasworks site') is bounded by Alexandra Parade, Smith Street, Queen's Parade and Gore Street. Most of the site was occupied by the former Gas and Fuel land which has been managed by the Department Treasury & Finance (DTF) with the remainder of the site that was occupied by Council's Fitzroy Depot which was relocated in May 2019 On 6 September 2022, DELWP (now DTP) advised Council that the Fitzroy Gasworks DP for 433 Smith Street, North Fitzroy was endorsed by the Minister for Planning (endorsed 6 September 2022). The DP provides a concept

	plan and a framework for land use and development on the larger former Fitzroy Gasworks site. The DP divides the site into four (4) development 'parcels', namely Parcels A, B and C, and the school / education facility in the north-west. The current applications before DTP relate to Parcels B and C. This report provides the DTP with Council's position and provides recommendations and further requirements to be considered by the DTP.
Planning Framework	
Zoning & Overlays	Mixed use Zone *Design and Development Overlay (Schedule 2 – Main Roads and Boulevards) (DDO2)* *Development Plan Overlay– Schedule 16 (DPO16)* *Special Building Overlay (SBO)* *Environmental Audit Overlay (EAO)* *Specific Controls Overlay – Schedule 4 (SCO4)*
Statutory controls	The following uses are permit required uses under Clause 32.04-2 (Mixed Use Zone) of the Yarra Planning Scheme: • Food and drink premises (as the leasable floor area exceeds 100sq.m.); • Office (as the leasable floor area exceeds 250sq.m.); • Shop (as the leasable floor area exceeds 150sq.m.) Pursuant to Clause 32.04-7 (Mixed Use Zone) of the Yarra Planning Scheme, a planning permit is required to construct or extend a residential building. A planning permit is also required under Clause 32.04-10 (Mixed Use Zone) of the Yarra Planning Scheme, to construct a building or construct or carry out works for a use in Section 2 of Clause 32.04-2. Clause 43.04 (Development Plan Overlay) of the Scheme states that a permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority. In this instance the responsible authority is DTP. *A permit granted must:*

- *Be generally in accordance with the development plan; and*
- *Include any conditions or requirements specified in a schedule to this overlay.*

A development plan has been prepared and endorsed by the Minister for Planning. This is an attachment. An application is subject to the controls detailed within the endorsed development plan.

Clause 52.06 - Car parking

Pursuant to Clause 52.06-2, before a new use commences or the floor area of an existing use is increased or the measure specified in Column B of Table 1 to Clause 52.06-5 for that use is increased, the required car parking spaces must be provided on the land. The following table summarises the statutory parking requirement and on-site provision for the development. As the site is within the Principal Public Transport Network, Column B parking rates apply at Clause 52.06-5.

Parcel B:

Use	Statutory Rate	On-site requirement	On-site provision
1 & 2 bedroom dwelling (469)	1 per dwelling	469	176 residential spaces
3+ bedroom dwelling (44)	2 per dwelling	88	
Supermarket (3163sqm)	5 to each 100sqm leasable floor area	158	146 retail spaces
Retail tenancies (1465sqm)	3.5 to each 100sqm leasable floor area	51	
Total		766	322
Reduction sought		444	

Parcel C:

Use	Statutory Rate	On-site requirement	On-site provision
1 & 2 bedroom dwelling (469)	1 per dwelling	469	278

	3+ bedroom dwelling (70)	2 per dwelling	140	140
	Office (665sqm)	3 to each 100sqm leasable floor area	19	4
	Retail tenancies (844sqm)	3.5 to each 100sqm leasable floor area	29	6
	Total		657	428
	Reduction sought		229	

Overall, the development requires a total 1423car parking spaces, 750 spaces are provided and a reduction of 673 spaces is required.

Pursuant to Clause 52.06-3 of the Scheme, a permit is required to reduce (including reduce to zero) the number of car spaces required under Clause 52.06-5.

Clause 52.34 – Bicycle Facilities

Applying the statutory rates at Clause 52.34-5, the development of Parcels B and C has a statutory requirement of:

- 211 resident spaces;
- 12 employee spaces; and
- 115 visitor spaces

The development provides a total of:

- 2128 resident / employee spaces
- 187 visitor spaces

In this instance the development significantly exceeds the bicycle requirements.

Relevant planning policies	The former Fitzroy Gasworks is the subject of an approved Development Plan (DP) by the Minister for Planning and it is therefore considered that the requirements of the PPF within the Scheme have also informed the preparation of this document.

Other relevant documents	Building footprints, heights and design elements have been incorporated into the framework of the DP and any new development on the subject parcel of land must be generally in accordance with these. The purpose of this report is to inform Council's response to DTP, being the responsible authority of the subject site.
Internal & External consultation	
Consultation	Council's advice has been sought to assist DTP in their deliberation of the development, noting that there is no formal requirement for notice or referral to Council.
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: • Strategic and Social Planning (with particular emphasis on the Social and Affordable Housing aspect); • Urban Designer (external consultant, Rob McGauran of MGS Architects); • Urban Design Unit (with regard to public realm and open space design); • ESD Advisor; • City Works – Waste management; • Development and Civil Engineering Services Unit; and • Strategic Transport Unit.
Other expertise required	DTP are recommended to obtain expert advice in relation to: - Wind – To review the anticipated wind conditions both within and external to the site; and - Acoustic advice – in relation to potential noise impacts from the proposed use on other surrounding more sensitive land uses. - Flood levels – The site is in the Special Building Overlay and referral is required to Melbourne Water
Key considerations	**Generally Complies**

<table>
<tr><td>Strategic support</td><td>Yes

The endorsed DP has already established a position of strategic support for the redevelopment of the site. The site has undergone significant changes with the clearance of the land, decontamination and remediation works, and the school and sports facility constructed in the north-west. There is strong State policy support for increased density in this area including provision of affordable housing which is referenced within the DP (forming an attachment to this report).</td></tr>
<tr><td>Land use</td><td>Yes

Ground floor commercial uses are encouraged by the DP with flexible uses which are highlighted as potentially including retail, hospitality, office and co-working spaces, affordable workspaces for creative industries, galleries, grocery stores and gyms (Section 5.1). The proposed commercial uses detailed within The Proposal section of this report are consistent with the overall objectives of the DP and are therefore supported.</td></tr>
<tr><td>Social & Affordable Housing</td><td>Yes – Conditions required

In assessing this component of the application it is important to recognise that dwellings do not require a planning permit in the zone. The DP places emphasis on the provision of new housing on a site in a location well serviced by transport, jobs and amenities.

With regard to the delivery of affordable housing, Section 7.1 of the DP requires a targeted delivery of 20% of dwellings within the Gasworks Precinct to be affordable (as defined by the Planning and Environment Act 1987).

In response, the referral application was accompanied by affordable housing reports prepared for Fitzroy Gasworks for Parcel B (by Assemble) and Parcel C (by Milieu Property), both dated July 2025.

The Development Plan allocates ‘affordable’ housing across the Site as follows:

<table>
<tr><th>Parcel</th><th>Parcel A</th><th>Parcel B</th><th>Parcel C</th></tr>
<tr><td>Affordable housing %</td><td>15%</td><td>2.5%</td><td>2.5%</td></tr>
</table>
</td></tr>
</table>

Relevantly, the proposed development will allocate social and affordable housing as follows:

Parcel	No. Affordable Housing units	No. Social Housing units	Total
B (513 dwellings)	43 (8%)	121 (24%)	164 (32%)
C (539 dwellings)	10 (1.8%)	0	10 (1.8%)
Total (1052 dwellings)	53 (5%)	121 (11.5%)	174 (16.5%)

In summary, the combined development of Parcels B and C will deliver 16.5% social and affordable housing.

The affordable housing reports and the values of housing supply were peer reviewed by Council's Social Planner who was supportive of the delivery method anticipated for the affordable housing.

Council's Social Planner identified the following:

Parcel B and Parcel C (combined) – Social and Affordable Housing (SAH)

- *Parcel B provides 32% of housing as SAH, and therefore exceeds the required allocation of the Development Plan that seeks 2.5% of Parcel B as SAH.*
- *Parcel C provides 1.8% of housing as SAH, and therefore does not meet the required allocation of the Development Plan that seeks 2.5% of Parcel C as SAH.*
- *However, together, Parcel B and Parcel C equate to 16.5% of SAH across the two parcels. Regarding DPO16 and the requirement for the provision of up to 20% of dwellings on the site to be SAH, there is a shortfall of 3.5%, which would need to accounted for either in Parcel A, or alternatively, Parcel B or C.*
- *Together, the proposed housing typologies for both Parcel B and Parcel C meet the affordable housing dwelling mix outlined in the Development Plan and appear to meet the need for smaller dwellings as identified by the Victorian Housing Register (see Table 2).*

	• *The procedures and policies to manage eligibility for the social and affordable housing tenancies should treat residents and prospective residents with dignity. Procedures and policies should be careful not to impose burdensome or invasive requirements to validate ongoing eligibility of a resident.* • *No approach is provided in how to manage increases in household incomes (i.e. consideration for one-off increases in income that may not be maintained in the following year).* ***Parcel B – Social Housing (Build to Rent)*** • *Locating all social housing together in one block offers the opportunity to co-locate support services for social housing residents on the ground floor of the block. From site plans and the SAH report for Parcel B, it is unclear whether this opportunity will be used.* • *The affordable housing report for Parcel B indicates social housing will be delivered by the community housing provider, HCA.* • *No evidence has been provided of any grant funding application or agreement being entered into for this arrangement, such evidence would provide more certainty and comfort that the proposal for social housing will proceed and how it will be managed in the longer term (e.g. see comment above regarding provision for once off income rises).* • *Assemble's report states that social housing in Parcel B will be guaranteed for a minimum period of 20 years. While Milieu's report states that social housing in Parcel B will be guaranteed for a minimum period of 40 years. Long term-commitments are encouraged.* • *It is essential that the typology of the affordable housing dwellings offered as build to rent remains diverse and not be skewed towards studio and one-bedroom apartments. It is recommended that typology diversity targets be met by ongoing monitoring and reported on annually.* • *Private developers operating within Yarra are increasingly showing interest in built-to-rent tenures. To assist Council to engage in future discussions with private developers, it would be beneficial to receive annual reports on this BTR program that demonstrate the effectiveness of management policies and procedures, the approach to annual monitoring of resident eligibility and where improvements to these procedures have been identified.*

<table>
<tr><td></td><td>
Parcel B and Parcel C– Affordable Housing (Build to Rent and Built to Sell)

The target cohorts for affordable housing appear to align with the targeted ‘moderate income households’.
It is essential that the typology of the affordable housing dwellings offered as build to rent remains diverse and not be skewed towards studio and one-bedroom apartments. It is recommended that typology diversity targets be met by ongoing monitoring and reported on annually.
A further report for Parcel A confirming how social and affordable housing will be delivered.

The planning permit issued for Parcel A included 191 social and affordable housing units of the 358 total dwellings provided. As part of the overall development, including Parcels B and C (1410 dwellings total), Parcel A will be contributing 13.5% towards the social and affordable housing target. As such, the entire development will be contributing 30% social and affordable housing, which exceeds the DP target of 20%.

The above items will be included as conditions, requiring an updated / amended Affordable Housing Report that addresses the above listed items, as well as requiring a S173 Agreement be entered into to secure the tenure for affordable housing within each parcel.
</td></tr>
<tr><td>Built Form – Development Plan</td><td>
No

The planning permit triggers under the Development Plan Overlay, require any permit granted to be ‘generally in accordance’ with the approved development plan. Therefore, in assessing the current application it is necessary to consider whether the proposal is ‘generally in accordance’ with the Fitzroy Gasworks Development Plan.

Fundamentally, the overall heights as proposed for both Parcels B and C are a significant departure from that envisaged by the DP, with height exceedances of 4 and 6 storeys, and therefore cannot arguably be said to ‘generally in accordance’ with the Fitzroy Gasworks Development Plan.

<u>Maximum building heights</u>
<table>
<tr><th>Building</th><th>DP maximum height</th><th>Proposed maximum height</th><th>Complies ?</th></tr>
<tr><td colspan="4">Parcel B</td></tr>
</table>
</td></tr>
</table>

Building NE & NW	33-35m / 10 storeys	28-29m / 9 storeys	Yes
Building SE		46.5m / 14 storeys	No
Building SW		50m / 15 storeys	No
Building E		30.7m / 9 storeys	Yes
Parcel C			
Building A	33-35m / 10 storeys	37.7m / 11 storeys	No
Building B		39.4m / 12 storeys	No
Building C		31.7m / 9 storeys	Yes
Building D		30.1m / 9 storeys	Yes
Building E		E1: 41.7 / 12 storeys E2: 44.8m / 14 storeys	No
Building F		38m / 11 storeys	No

As shown in the table above, the majority of building heights are not generally in accordance with the DP and are not supported. A condition will require maximum building heights for the above non-compliant buildings to be reduced to fully comply with the DP.

Maximum building heights above natural ground level are not dimensioned for the Parcel B plans and should be required via a condition.

<u>Street walls</u>

The DP prescribes the following street wall heights:

- Smith Street: 4-6 storeys (14m – 20m)

	• Alexandra Parade: 6 storeys (20m) – Corner Smith Street and west towards George Street only • Queens Parade: 6 storeys (20m) <u>Upper level setbacks</u> The DP prescribes the following upper level setbacks above the street wall: • Smith Street (between Queens Parade and Council Street): 8m; • Smith Street (between Council Street and Alexandra Parade): 11.5m; • Alexandra Parade (between Smith Street and Village Street/Gore Street extension): 0m • Queens Parade: 8m. The proposed development does not comply with the setback requirements and instead are designed in the form of sheer, 9 to 14 storey buildings without a clearly defined podium form. This is not generally in accordance with the DP, which requires clearly defined street walls that emphasise the human scale in the surrounding public realm, with upper levels set back further from the street. These design features would ensure that upper levels read more recessively in the public realm. In light of this conditions are recommended to require modifications to building height, upper level setbacks and street walls in accordance with the DP. These design changes will also improve overshadowing impacts in the surrounding public realm, as recommended in the Urban Design advice from MGS Architects.
Built Form – Public realm	**No – conditions required** The DP seeks the following in relation to public realm: • 8.7% of the site as public open space; • Pedestrian-prioritised accessways • Privately owned, publicly accessible communal spaces; • Clearly defined entryways • Street infrastructure that prioritises and encourages walking as the dominant mode of travel <u>Parcel B public realm assessment</u>

Smith Street frontage

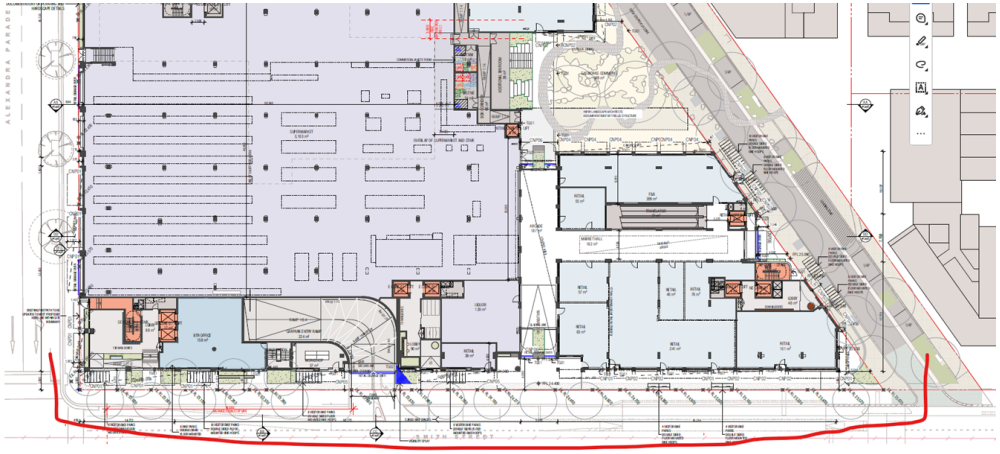


Figure 1: Smith St frontage outlined in red

The Smith Street frontage will comprise:

- 3m – 4.9m building setback at ground level;
- Canopies over the footpath for weather protection;
- Clearly defined entrances into the building, including direct access to retail premises from Smith Street;
- Glazing to retail frontages, providing for street activation and passive surveillance;
- Visitor bicycle parking spaces;
- Planter boxes for urban greening;
- Street tree planting;
- A single vehicle crossover, 7m wide.

Council's Urban Design team are generally supportive of the Smith Street public realm interface, with main concerns relating to pedestrian access and amenity such as at corner interfaces. For example, the corner of Alexandra

	Parade has proposed garden beds and bike hoops placed that will create a pinch point. The building awnings provide protection over areas populated with bike parking and garden beds, with minimal protection provided to pedestrians waiting to cross the intersection. The interface with Borat Street also forms a pinch point for pedestrians and cyclists (assuming that children will be using the footpath riding to the school and sports centre). Both these intersections need to be open to improve the Smith Street pedestrian connection. This is critical given the Gore Street extension as a suitable pedestrian link has been compromised by the dual vehicle crossovers. The street tree configuration is supported and will improve the overall streetscape character. Some infrastructure, such as bike hoops, could be relocated from within the title to be between the street trees. The footpath within the Smith Street frontage is to be re-sheeted and DDA compliant. The Urban Design team have recommended a number of changes to improve the Smith Street public realm. These will be included within the Public Realm Functional Layout Plan (PRFL) condition. A summary of key recommendations is as follows: • Relocation of 10 bicycle spaces from along the building line to be parallel with the kerb and aligned with street trees; • A 2.7m wide continuous, unobstructed pedestrian path; • Further details on street tree planting; • A minimum 5m long clear pedestrian circulation space (north/south) along the building line to the back of the Smith Street kerb, at the southern section of Smith Street (by corner to Alexandra Parade); • No gaps to building awnings on corner of Smith Street and Alexandra Parade • Provision for bench seats • Pedestrian priority vehicle access to basement car park; • DDA compliant footpaths ***Alexandra Parade frontage***

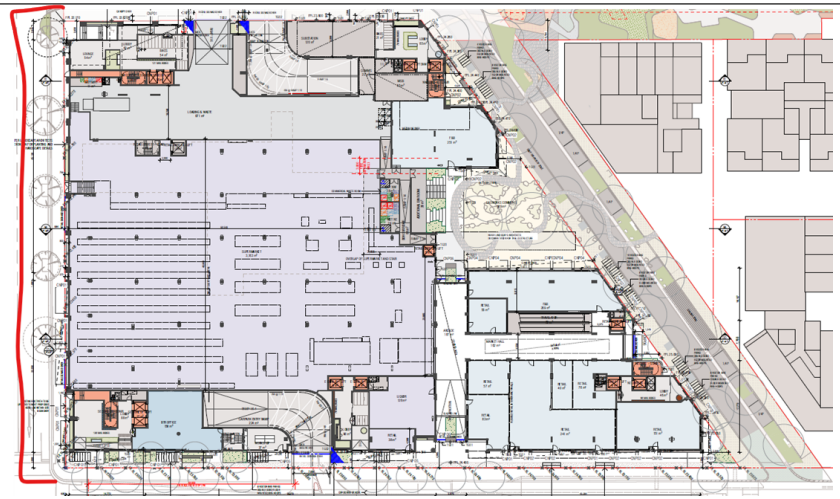


Figure 2: Alexandra Parade frontage outlined in red

The Alexandra Parade frontage will comprise:

- Canopies over the footpath for weather protection,
- Street tree planting;
- Extensive glazing for street activation and passive surveillance

The building awnings proposed along the supermarket frontage at between 4700mm to 5170mm height above ground level may have impact on street trees canopy growth and provides minimal public realm benefits, such as weather protection. The existing surface level fall from north to south over the overall site resulting in the retail car park level (basement 01) exposed along the street interface, creating an extensive length of inactive street frontage. Currently there are three planters proposed (within title) along the street frontage softening the frontage, (planters extending approx. 19% of the site frontage from desk top measure) any opportunity for greenery along the frontage should be maximised. Footpath upgrades such as re-sheeting to achieve DDA compliant footpath conditions should be part of the overall works, creating a holistic high-quality outcome around the full extent of the

site. The Urban Design team have made a number of recommendations to improve the Alexandra Parade public realm, including:

- Remove the three western building awnings (along the supermarket street wall).
- Building awnings at the intersection Smith Street to Alexandra Parade to have no gaps (awning infill can articulate the architectural intent whilst providing continuous overhead pedestrian weather protection).
- Paving within setback spaces along the street frontage to be unit paving to create a clear delineation between public and private land.
- Integrate planters along minimum 50% of the length of the street interface.
- Re-sheet and make DDA compliant the full extent of the subject site Alexandra Parade footpath frontage.

These recommendations will be addressed within the PRFLP condition.

Gore Street extension frontage

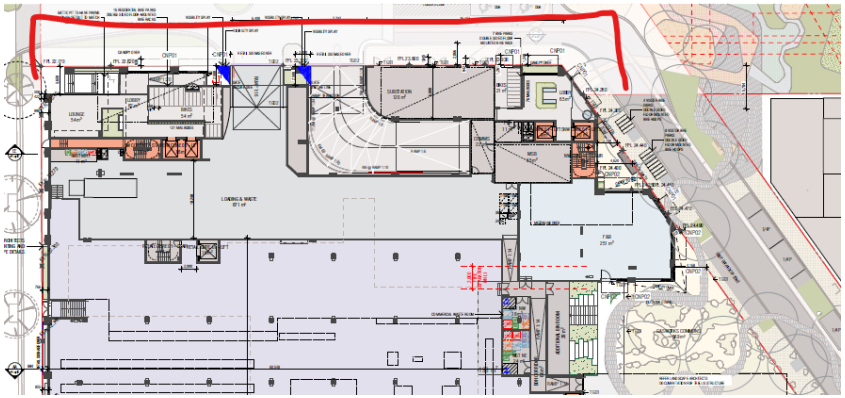
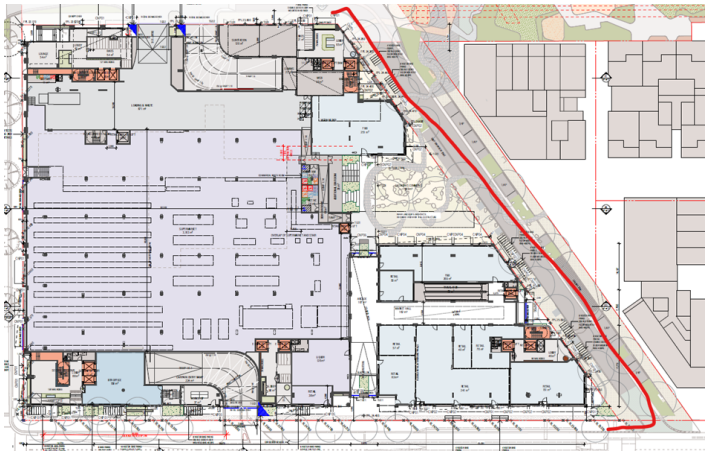


Figure 3: Gore Street frontage outlined in red

The Gore Street frontage will largely consist of site services, vehicle entries into the loading and waste dock and basement car park and bicycle parking. There are two lobbies for the residential entries to the building, located at the northern and southern ends of Gore Street.

	Pedestrian access is impaired by the two proposed vehicle crossovers from Parcel B, noting the Development Plan envisages that Parcel A also will have its main vehicle entry from Gore Street. With the multiple vehicle movements and access points Gore Street functioning as one of the main pedestrian links into the precinct (school and sports centre) is compromised and will create an unsafe pedestrian environment. The proposed location of the secure gates to the car park entries creates setback spaces that further emphasises vehicle priority of the street, gates should be in alignment with the title boundary creating a more legible building shoreline for pedestrians (and cyclists). The proposed substation fronting the street creates an extensive length of inactive frontage and the substation doors when opened will obstruct pedestrian access. To address these issues, Urban Design have recommended the following: • Combine all assumed vehicles swept paths in one consolidated diagram describing all expected vehicle movements along the street including from Parcel A, and provide detailed description of safety measures to mitigate any risk for conflict including but not limited between; vehicles, cyclists and pedestrians. • Vehicle crossover to the basement car park to be designed with pedestrian priority, have clear visual delineation with bluestone, and continue the footpath paving treatment (vehicle grade) across the crossover. • Security gates to vehicle entry points to be in line with the title boundary. • Provide additional planters (with vertical greenery) integrated with built form along the building line within title. • Substation doors to open 180 Degrees and have latches to not obstructing footpath. Council's engineering unit have also raised concerns about pedestrian and vehicle conflicts in the Gore Street extension and does not support the two crossovers adjacent each other to the Parcel B loading and car parking areas. It is acknowledged there is a refuge island between the two crossovers, however, given the total length that pedestrians need to cross and the amount of vehicles entering and exiting from both directions at both crossovers is considered unsafe. There is also no indication that egress movements from the loading dock is restricted to left-out only. Vehicles exiting the loading dock crossover may turn right (avoiding the roundabout) and directly in the path of a vehicle turning left out of the basement car park. As such, Engineering have recommended: • The crossovers are to be combined, but still manage the safe operation between loading vehicles and passenger vehicles. • Pram ramps are to be provided for pedestrians moving across this access point if this section is not raised.

	Both the engineering and urban design recommendations for the Gore Street interface will be addressed via PRFLP conditions. ***Borat Street frontage***  *Figure 4: Borat Street frontage outlined in red* The Borat Street frontage will include a 569sqm area of communal open space, retail tenancy frontages, visitor bicycle parking, street tree planting, a drop-off and pick up zone, loading zone, short term car parking. The Borat Street public realm is in principle supported. However, there are concerns that pedestrian accessibility will be impaired by the large number of proposed visitor bike hoops located along the street, also noting that the quantity of proposed bike hoops will define the functionality of the street, and remove any potential areas for flexible use. The small public square ('Gasworks Commons') with alfresco dining and large feature trees creates a moment of relief along the street, the landscape features of the square directly abut the edge of the footpath and there is

	opportunity to set back elements slightly from the footpath, allowing persons to occupy the edge features and not obstruct the footpath and also create more circulation space adjacent to the drop of and pick up parking bays. The small setback space in the northwest section of the building fronting the western section of Borat Street has minimal activation, including the positioning of the booster that results in an awkward layout and unusable space that may attract loitering. To address these concerns, Urban Design have recommended the following: • Redistribute minimum 30% of the proposed visitor bike parking (hoops) from Borat Street to key entrance thresholds within the building (not Smith Street frontage). • Position bike hoops along Borat Street to ensure parked bike do not obstruct the minimum 1500mm clear pedestrian path along the building line. • Remove the narrow angles of garden beds abutting Smith Street and square off corner the corners. • Set back any fixed features (within title) or planting along 'Gasworks Commons' interface to Borat Street minimum 600mm from the title boundary. • Reconfigure the northwest building setback space, to be open to Borat Street, remove the freestanding seat located along the title boundary and relocate the booster away from this space and integrated the booster within built form, provide door openings from the adjacent F&B tenancy. Council's Engineering unit have also queried whether the Borat Street interface to Smith Street will be provided with a raised threshold. If it is a raised threshold, line-marking may need to be adjusted to avoid having it on the ramp component of the threshold and not on any bluestone or brick pavement material. If not raised, then appropriate pram ramps are to be shown for pedestrians crossing at this intersection. The Engineering and Urban Design recommendations will be addressed via conditions. **Parcel C public realm assessment** Council's Urban Design unit makes the following comments in relation to general public realm matters for Parcel C: • *Minor discrepancies noted between landscape and architectural plans, including locations for external freestanding visitor bike parking (hoops) shown on landscape plans compared to architectural plans.*

	• *The building configuration with multiple different entry points, including the publicly accessible pedestrian links through the site, some with restricted after-hours access, including access to bike storage areas, may result in difficulty and confusion for visitors and residents to navigate through to the desired location, a clear wayfinding and signage strategy should be implements to mitigate any of these potential issues.* • *Any proposed visitor bike parking outside the subject site boundary such as along visitor parking along the interface to Queens Parade Service Lane shown on Development Victorias landscape plans for the street should be included in the overall calculations for external visitor bike parking requirements for this site, this to ensure bike parking are located in logical locations without creating extensive rows of unused bike hoops occupying the public realm.* To address these matters, the following conditions are recommended: • Demonstrated full coordination between architectural and landscape plans. • External visitor bike parking (hoops) layouts and quantities shown on landscape plans take precedence over other documentations. • Wayfinding and signage strategy to be provided and implemented. • Security gates to be located to ensure all publicly accessible areas have unobstructed view-lines and maximum passive surveillance. • Review and coordinate visitor bike parking (hoops) numbers with hoops external to the site, show quantity of visitor bike parking (hoops) on plan to demonstrate coordination. The above public realm works as well as recommendations from Urban Design will be required to be addressed within a public realm functional layout plan as well as detailed design drawings of the public realm functional layout plan. These will be included as conditions in the recommendation to DTP. ***Smith Street frontage***

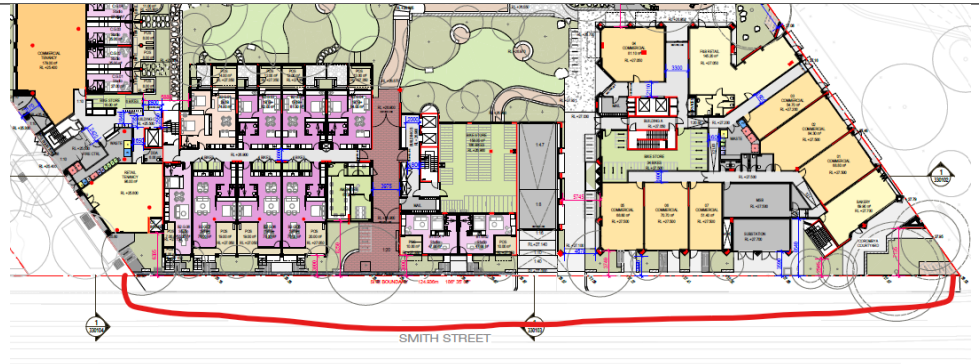


Figure 5: Smith Street frontage outlined in red

The current proposed Smith Street interface provides a green buffer to the ground floor uses within the subject site while providing a 3m wide pedestrian path along the street, this is in line with the Development Plan, however integration of street trees along the kerb line would further improve pedestrian amenity while also strengthen the green buffer along Smith Street for the abutting dwellings. Street trees should be planted along the kerb line in 1000mm wide and 1200mm long tree cut outs, the existing retained trees within the title boundary in the northeast corner are located close to the boundary and as such the footpath width will taper off towards the north.

The ground floor uses propose individual entry thresholds with trees, garden beds, visitor bike hoops and small feature edges by each individual tenancy, building awnings in some locations provide minimal benefit for users while covers planted areas and may conflict with proposed trees.

An approx. 500mm clear zone along the foot path interface offers up a widened footpath, however this zone will be obstructed by parked bikes at the entrance thresholds, due to the positioning of bike hoops not proving adequate surrounding clearance for parked bicycles.

The southeast corner threshold linking into Borat Street, provides an opportunity to create a usable pause point with seating under the large, proposed canopy tree.

	The dual vehicle crossover is not supported in its current form as it creates an excessive distance for pedestrians to traverse, the crossover should be reduced in width and the surface materials emphasise pedestrian priority. Footpath upgrade such as re-sheeting to achieve DDA compliant footpath conditions should be part of the overall works, creating a holistic high-quality outcome around the full extent of the site. Urban Design recommend the following to address these matters: • Provide a 2000mm wide continuous unobstructed pedestrian path along the Smith Street interface, between the edge of footpath tree cut outs and edge of planted areas, bike hoop (clearance space) and feature stone edges within the subject site. • Provide eight (8) street trees planted in foot path cut outs along Smith Street back of kerb (indicatively; five south of the proposed vehicle crossover and three to the north), coordinated with existing and proposed trees within the subject site street frontage. • Street tree footpath cut outs to be 1000mm wide and 1200mm long as per Council Standard Detail YSD803(b). • Street tree cut outs to have bonded resin ('bonded aggregate') surfacing. • Street tree species to be Tristaniopsis laurina 'Luscious'. • Ten (10) visitor bike hoops located in the internal courtyard areas within the title to be relocated to the Smith Street frontage, parallel with the kerb and aligned with the street trees. Any clear space created within the site should be landscaped or paved accordingly. • Integrate two (2) timber bench seats (Council standard public domain seats) along the frontage, aligned with the street trees • Borat Street vehicle threshold to be raised and flush with the footpath and have sawn bluestone pitchers, and have clear visual delineation with bluestone, and continue the footpath paving treatment (vehicle grade) across the crossover. • Vehicle crossover to the basement car park to be designed with pedestrian priority, have clear visual delineation with bluestone, and continue the footpath paving treatment (vehicle grade) across the crossover. • Clear delineation between public and private land at the threshold between Smith Street and Borat Street.

- Integrate additional raised edges and additional bluestone logs (FN01) at all corner garden beds for protection.
- Remove any awning that is not directly protecting any pedestrian.
- Integrate seating elements with back and armrests in the southeast corner threshold within the site.
- Re-sheet and make DDA compliant the full extent of the subject site Smith Street footpath frontage.

Queens Parade frontage



Figure 6: Queens Parade frontage outlined in red

The existing footpath running along Queens Parade (outside this subject site) is intended to function as a shared use path (SUP), based on the latest Development Victoria Plans for the Queens Parade Service Lane. The proposed ground floor configuration directly abutting the path does not fully facilitate the requirements for a shared use path with a 3000mm shared path width and 500mm clearance on either side (4000mm total SUP width).

The configuration of the ground floor F&B retail tenancies has been slightly modified to somewhat address the SUP requirements, especially providing for clear sightlines to reduce risk of conflicts between shared use path users and

	F&B tenancy users. The commercial tenancy interfaces (east section of the site) need to be modified and set back from the title boundary accordingly to create a safe interface and doors must not open onto the shared use path. Suggestion to create a more prominent design intervention at the corner interface to Smith Street in lieu of visitor bike parking currently located in the high-profile corner. Footpath upgrade such as re-sheeting to achieve DDA compliant footpath conditions should be part of the overall works, creating a holistic high-quality outcome around the full extent of the site. Urban Design make the following recommendations to address these issues: • Provide a continuous ground floor set back minimum 500mm from the title boundary. • Modify columns (ground floor only) to accommodate 500mm setback from title boundary. • Setback features within Angpohora Courtyard minimum 500mm from the title boundary. • Relocate bike hoops at the northeast corner interfacing to Smith Street in lieu of feature element(s) such as an artwork. • Re-sheet and make DDA compliant the full extent of the subject site Queens Parade footpath frontage. These will be included in the public realm plan conditions. ***Wurundjeri Biik frontage (linear park)***

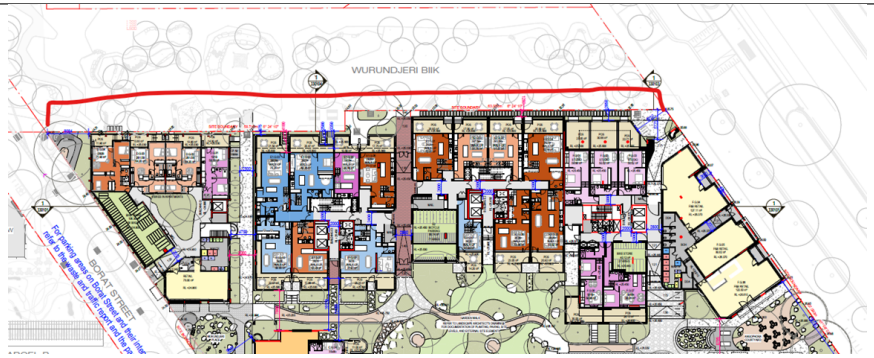


Figure 7: Wurundjeri Biik frontage outlined in red

There is an existing public open space Wurundjeri Biik (the park) abutting the development to the west, this park has been delivered by Development Victoria as part of the overall Gasworks public realm works and the park has been designed with functional considerations based on the high-level overall precinct design layout shown in the Development Plan, such as reliance on a continuous north south pedestrian link along the full extent within Parcel C's interface to the park, including the location of park features such as playground and picnic areas based on ground floor uses set out in the Development Plan.

The proposed ground floor residential terraces (POS) fronting on to the park activates the interface and provides passive surveillance into the public open space. The terraces along the northern interface to the park have private entrances on to a 1280mm wide (north-south) path within title that is proposed to have stepping stones and intermediate groundcover greenery, this interface treatment if built would result in potential accessibility issues and a blurred, undefined maintenance responsibility alignment to the abutting park.

The north-south path terminates halfway along the parcel interface to the park, and the public open pace is proposed to facilitate north-south pedestrian connections.

	The ground floor residential dwellings on the southern interface to the park have terraces fronting onto the park with a narrow-planted sliver of greenery between the terrace and the park, these also have private entrances directly onto the park. The existing park design provides for social gatherings and playground activities close to the ground floor dwellings, to improve amenity for future residents further buffers between the dwellings and the park should be integrated such as generous planter boxes within the subject site. The most southern ground floor interface terminates with a ground floor residential dwelling and landscaping linking to the overall open space design but not acknowledging the main intention of the southern part of the public space as the heart of the precinct. To address these outstanding concerns, Urban Design recommend the following: • Ground floor terraces (POT) of Building D and Building E (where no north south path within title is provided) to be flush with the title boundary and have no private entry directly onto public open space. • The north south path connection abutting the public open space to have solid surface of unit paving (no individual unit paving set with intermitted ground cover planting) up to the title boundary. • Any planted area abutting the public open space to have raised edges (no timber edges) and clearly define the title boundary alignment. • Any planted area abutting the public open space must have maintenance access from within the private title. • Ground floor terraces (POT) directly abutting the public open space must have integrated planter boxes with vegetation screening to buffer to the public open space. • The south-west corner landscape area to have raised edges (not timber) around any planted areas and provide pedestrian connections into and through the public open space linking with the as-built public space layout. ***Borat Street frontage***

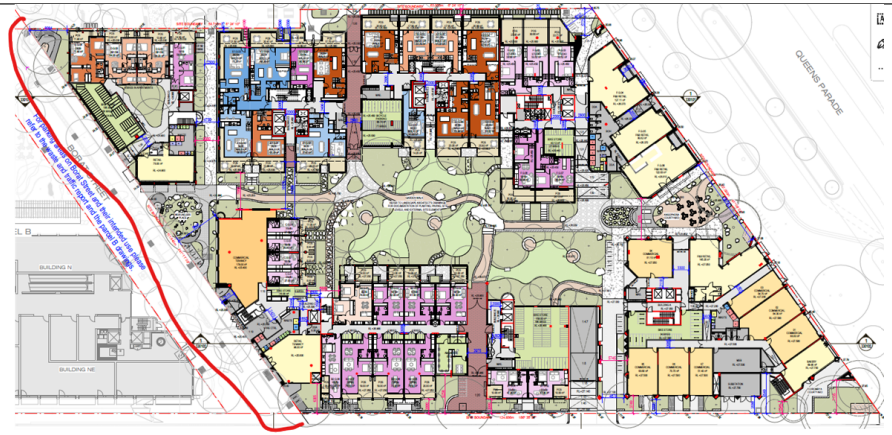


Figure 8: Borat Stret frontage outlined in red

The proposed ground floor uses along Borat Street provides minimal active frontages, however a centrally located entrance threshold provides an open space connecting with the street with a large feature canopy tree, proving some visual interest and opportunity for activation. Building columns directly abut the footpath and entrance thresholds are set back from the title boundary, creating an irregular building shoreline. Some features in the central public space spill into the pedestrian path, potentially reducing the clear unobstructed width of the pedestrian path.

Urban Design recommend the following to address these matters:

- Reconfigure and reduce by 1/3 the length of bike storage wall abutting the street.
- Remove any features protruding into the public footpath, unobstructed width to be minimum 1500mm
- Set any landscape fixtures clear a minimum 500mm from edge of footpath within title to prevent overhang and footpath obstructions.

These will be addressed in the public realm plan conditions.

East-west link between Wurundjeri Biik & Borat Street (between Buildings D and E)

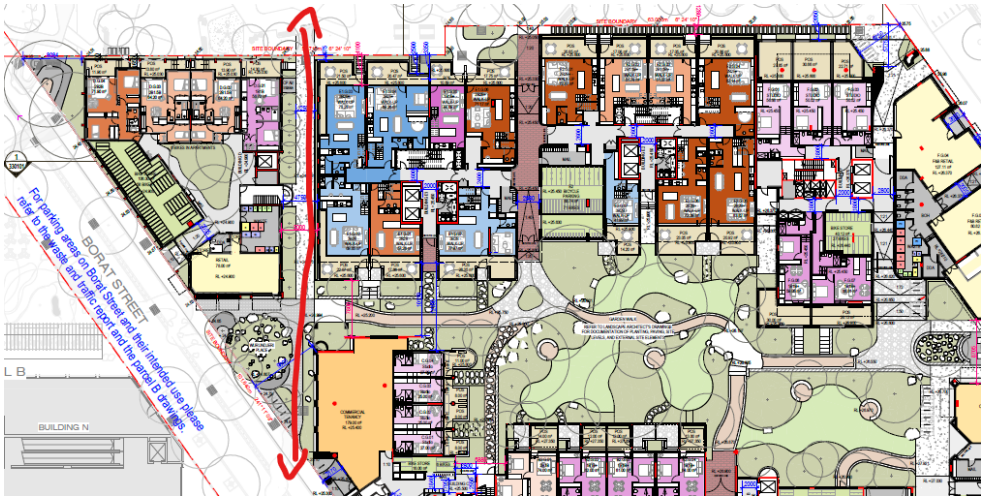


Figure 9: East-west link outlined in red

The proposed building footprint configuration within the parcel provides for an east-west unfettered path link between Borat Street and Wurundjeri Biik, that is generally in accordance with the Development Plan. There are noted issues that diminish the functionality of this crucial path link through the precinct, including but not limited to;

- The constructed landscape design of Wurundjeri Biik provides for an east-west path connection through the open space located further north in comparison to the nominated path link within Parcel C;
- The path link from Parcel C fronts straight on to the playground in the open space, and the open space path layout have angles in directions that do not facilitate logical pedestrian desire lines;
- The path link splits when it meets Borat Street and the east-west path link is narrow and angled and will not adequately facilitate this main east-west pedestrian connection;
- The unfettered 24 hour access will require adequate pedestrian lighting, unobstructed sightlines along the path link within the parcel title.

	To address these concerns, Urban Design recommend the following: • Provide a continuous straight 2500mm wide unobstructed pedestrian link in east-west direction between Wurundjeri Biik and Borat Street. • Provide pedestrian lighting along the link to relevant Australian Standards. • Relocate the CP air intake away and clear of the pedestrian link. • Reconfigure and reconstruct (at the cost of the applicant) the public space path alignment outside title within the public open space (Wurundjeri Biik) to form clear pedestrian path connections to the sport centre and the school, to ultimate responsible authority satisfaction; alternatively reconfigure building footprints to locate the pedestrian link further north aligning with the built open space east-west pedestrian path connection. These will be addressed in the public realm plan conditions.
Public Realm- Public Lighting	The DP seeks for streetscape enhancements including high quality lighting to support night time social and recreational activity, amenity, wayfinding and safety. Lighting should create a public realm that is safe and inviting for users, with well-located lighting that enables the use of public spaces. Council's Engineering Unit have recommended public lighting be provided along all public areas in accordance with Australian Standards to comply with uniformity, maintenance and access requirements as per AS1158.3.1. A condition will therefor require a Public Lighting Plan to be submitted. A further condition will require all external lighting to be appropriately baffled to not result in unreasonable light spill on the surrounding area.
Public Realm - Landscaping	**Yes, subject to conditions** The DP requires a landscape plan to be submitted for each stage / planning permit. The landscape plans must be in accordance with the Landscape Master Plan at Section 5.6 of the DP. Landscape Plans have been submitted for Parcels B and C and show landscaping in areas consistent with the Landscape Master Plan. The Landscape Plan includes details on plant species and quantities, surface materials, typical planting details and cross sections.

	The Landscape Plan for Parcel C is conceptual only and not drawn to scale. This will be required via condition. The Landscape Plans will need to be prepared in accordance with Yarra City Council's Landscape Plan checklist.
Public Realm – Management	**No – conditions required** In addition to the matters raised by Council's Urban Design unit regarding public realm works, Council's Civil Engineering Unit raise the following concerns: • Gore Street & Borat Street ownership: Currently, Gore Street is proposed for public ownership and Borat for private ownership, with public access. This is not supported for the following reasons: o Only services vehicle accessing Parcel A and Parcel B; o The road reserve ends in a private property interface. No opportunity for escape (even though access will be allowed under some form of agreement or easement, it is still not ideal for public usage); o Unlikely any public vehicles will be utilising the through path as a cut through to Smith Street / Alexandra Parade; o Future maintenance issues with the contrast of public and private land and a likely expectation for Council to maintain the area due to ambiguous ownership; o Council does not want to accept bespoke materials and infrastructure, incurring maintenance costs and difficulties in the future; o There are significant concerns with: ▪ Multiple access points to Parcel B, in particular the proximity to each other, for safe vehicle movements, sight lines to pedestrians; ▪ Grade change and material change at certain sections; ▪ Pedestrian movements along the eastern side of Gore Street; ▪ Cross-sectional layout with an offset spoon drain is not to Council's standard. o Gore Street should therefore be privately owned and the full road reserve of Gore Street and Borat Street subject to a Section 173 Agreement between Council and the private owners to allow unimpeded access to the public at all times. This option would allow DV to design and implement any forms of infrastructure within these areas, and they would not be restricted by Council standards and requirements, which are currently in dispute, as outlined above and in the attached referral comments.

	• Basements under future Council-owned land are not supported. All plans are to remove basements from beneath Council land The above issues will be raised in Council's response to DTP. If the Gore Street extension is to be vested in Council, then the road reserve, including footpaths and shared/pedestrian areas must be designed to Council's Standards. A condition will also require basement areas underneath Council-owned land (whether existing or proposed) to be removed. Further, any existing sections of private land to be divested to Council will require the creation and implementation of Section 173 agreements between Council and the private owner that will include (but not be limited to): • Council's expectations/requirements on the physical state of the land being acquired prior to acceptance, i.e. to Council's and minimal performance standards; • Clear delineation of public/private interface with no private infrastructure encroaching into the public areas, above and below the surface; • Any testing/inspections/plan assessments required as part of the structural evaluation of the infrastructure; • Cost, time and labour required to create and implement the Section 173 Agreement to be borne by the private owner. A Section 173 Agreement would also be required for areas of private land, at the interface of public land proposed for both private and public use.
Built Form- Architectural quality/ detail	**No – conditions required** Section 6.2 of the DP sets out the architectural visions for each of the Parcels. For Parcel B: *Parcel B to the South East interface of Alexandra Parade and Smith Street should draw on the character of Collingwood and Fitzroy. Parcel B borrows from the urban industrial heritage of Collingwood and elevates the precinct through the introduction of steel framing and urban greening. The materials and character of Parcel B should reflect Collingwood's urban and 20th Century industrial character. Materials should reference industrial elements, such as the brick warehouses and industrial steel elements. Robust mixed-batch brick should be heavily referenced in this quarter, with red and brown tones complemented by copper*

	green entrances, canopies and other finely crafted details at the ground floor. Moments of vertical greening and roof terraces soften and bring life to an austere base. *Entryways to this precinct should reference the use of brick and structural masonry elements, such as archways. Entryways may also be made of black steel, with steel lettering spelling out the name of the precinct, building names or other important way finding elements.* For Parcel C: *Parcel C to the north-east interface of Queens Parade and Smith Street should draw on the parklands and backyards of Fitzroy North and Clifton Hill. Parcel C links to the Edinburgh and Darling Gardens as a lush, green village that engages with the local community. The materials and character of Parcel C should reflect the leafy character of Fitzroy North and the nearby Edinburgh Gardens, with high-quality materials and finishes throughout. A textured brick base of terracotta and cream is layered with lightweight screens, balconies, walkways, canopies and rooftops, providing ample opportunities to intergrate lush greenery. Entryways to this precinct should incorporate light framework elements that provide opportunities for lush greenery.* Council's external urban design consultant, MGS, is satisfied with the overall materials and design of the developments within Parcels B and C, subject to increased upper level setbacks to improve sunlight to public spaces. However, Council planning officers disagree that the design and architectural expression are generally in accordance with the DP. The quality of materials may infer high-quality buildings but there is evidence of monotonous patterns and themes that extend across the streetscape interfaces. This is exacerbated by the lack of clearly defined podiums and towers, and a lack of upper level setbacks which result in sheer, imposing forms that dominate the surrounding public realm. As previously stated, buildings should have clearly defined podiums that respond to the human scale, with upper levels appearing more recessive to not dominate the public realm. These issues will be raised in Council's response to DTP.

Sustainable development	**No – conditions required** Council's ESD advisor identified that the submitted documentation generally meets Council's ESD standards. **For Parcel B:** 1. The following application deficiencies were identified: (a) *Residential bicycle parking is located on the lower Basement 2 level. This is inconvenient for bicycle users and presents a barrier to the use of active sustainable transport. Recommend relocating bike parking to ground level with ease of access and encourage bicycle use.* 2. The following outstanding information: *(a) The catchment areas for stormwater management are inconsistent across the SMP and the Stormwater Management Plan. Recommend updating both reports with consistent catchment areas that clearly demonstrate best practice in stormwater management.* *(b) The SMP does not include a STORM, MUSIC or Blue Factor report. The MUSIC model in the Stormwater Management Plan does not include the roof/building area catchments. Recommend updating both reports with all catchment areas consistently and clearly demonstrating best practice in stormwater management.* *(c) "RWT Irrigation 41m2" "RWT Toilet Flushing 39m2" can be noted in the basement plans, but no clear volume or toilet connection is included. Recommend update all architectural drawings to ensure that the rainwater tanks (currently 80,000 for toilet flushing and 20,000 for irrigation) and all connections detailed in the SMP and Stormwater Management Plan are clearly labelled and consistent across all documentation.* *(d) Prior to commencement of work recommend that the proponent demonstrate in writing that the project is on track to achieve a 5 Star Green certified rating. Upon completion of the Green Star certified rating, provided confirmation back to DTP and the City of Yarra demonstrating that all ESD measures have been implemented including the Green Star certification*

	For Parcel C: 1. The following deficiencies were identified: • Building D has unsatisfactory daylight to bedrooms as only 65% of bedrooms meet the BESS daylight standards. However all of these bedrooms have small glazed window areas and are therefore likely to pass with increased window sizes. ▪ Recommend bedrooms in Building D which fail to meet BESS daylight standards have increased window size, or other design improvements, and demonstrate BESS daylight standards are met. • Where ventilation is required by mechanical means, fresh air delivery rates are minimum AS1668 standard only. In order to demonstrate best practice and to be consistent with Parcel B; ▪ Recommend that fresh air deliver rates for all mechanical fresh air supply systems are at least 50% above the minimum AS1668 rates. • The total number of bike parking spaces is unsatisfactory and fails to demonstrate best practice in sustainable transport. At a building level, Buildings B, C and E2 have satisfactory numbers of bike parks. Building E1 has no bike parking at all. ▪ Recommend a minimum of one secured residential bike space per dwelling located in each building, in a suitable and convenient location. 2. The following outstanding information: • No MUSIC model has been provided to demonstrate that claims in the SMP relating to meeting the EPA stormwater pollution reduction targets has been provided. ▪ Recommend updating the SMP with a MUSIC model for the whole precinct demonstrating that best practice in stormwater management can be met. These deficiencies and outstanding information items will be addressed in the recommended conditions. The recommendation for the bicycle parking in Parcel C will not be adopted, considering Council's Strategic Transport Unit are satisfied with the on-site provision for residents.

Off-site amenity impacts	**No – conditions required** Council officers are at odds with the overall building heights for both parcels and it is considered that the development should be required to be further redesigned to align with the DP. A reduced building envelope as detailed in the building height and setbacks assessment above will ensure that the development results in acceptable amenity impacts to the surrounding area, including through visual bulk, overshadowing and daylight access. The required reduction in built form will also address overshadowing concerns of Wurundjeri Biik and the Smtih Street public realm (eastern footpath) raised in the external urban design advice from MGS. Specifically, the western interface of Parcel C requires some further tempering through greater setbacks to reduce the shadow cast into Wurundjeri Biik in the morning hours cast by levels 8 – 12, and shadows cast over Smith Street by levels 10-11 in the afternoon. MGS have recommended that the building height and envelope of the following Buildings modified: **Parcel B** • Building NE **Parcel C** • Building A • Building B • Buildings E1 and E2 • Building F to achieve the following: • *No overshadowing from the development of Parcels B & C on the eastern footpath of Smith Street from the kerb before 2 pm at the September 22nd Equinox; and*

	• *No additional overshadowing from the development of Parcels B & C on the western interfacing Wurrundjeri Biik Parklands over that contemplated by the endorsed Development Plan after 10 am at the September 22nd Equinox.* These recommendations will be included in the conditions. In relation to wind impacts, DTP should seek their own independent review of the applicant's wind impact assessment. The wind impact should ensure (as advised in the urban design advice from MGS): • The façade treatments of Parcel C buildings do not result in negative wind speed impacts on the adjoining Wurundjeri Biik Parklands, Queens Parade and Smith Street interfaces; • Wind amenity is achieved at the south west, north west, and south east interfaces of Parcel B with Alexandra Parade, Wurundjeri Biik Parklands, and Smith Street is suitable for standing given their key entry, crossing and waiting roles. In relation to noise impacts, DTP should arrange an independent review of the applicant's acoustic reports to ensure there are no unreasonable noise impacts on nearby sensitive uses, arising from the development. Noise levels should comply with the limits set by the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021. It is also recommended that acoustic testing be undertaken prior to the buildings being occupied, to confirm compliance. These recommendations will be raised in Council's response to DTP and included in the conditions.
Internal amenity	**DTP assessment required** DTP are required to undertake an assessment of the development against Clause 58. Council recommends DTP ensure that the majority of apartments fully comply with the internal amenity standards of Clause 58. In addition, MGS have raised concerns about potential overlooking between apartments. This concern will be included in Council's response to DTP.
Carparking & traffic	**No – conditions required** ***Car parking reduction***

	Council's Traffic Engineering unit have concerns with the provision of on-site car parking for the commercial and residential uses and have requested additional information, in the form of parking surveys, to justify the on-site parking provision. However, a reduction in car parking can be supported given: • The development provides in excess of the Scheme's bicycle parking requirements – 2315 spaces provided (minimum 338 required) to encourage alternative transport modes; • The site is well connected to key cycling corridors; • The site is well serviced by public transport, including Smith Street trams, St Georges Road/Brunswick Street trams and Queens Parade/Alexandra Parade buses; • The car parking provision is consistent with Council's Strategic Transport objectives which seek to discourage private motor vehicle use; • Occupants, including both residents and commercial tenants, that have a high reliance on car parking would seek alternative locations for housing / commercial leases. Overall, the site is strategically placed to accommodate the car parking reduction proposed. ***Vehicle access*** Parce B vehicle access is proposed via: • Smith Street to basement car park: Left-in & right-in / left-out; • Proposed Gore Street extension: Left-in / left-out via proposed Alexandra Parade deceleration lane; • Borat Street (new internal road): Left-in / left out via Smith Street. Parcel C vehicle access is proposed via: • Smith Street to basement car park and laneway: Left-in / left-out and right-in / right-out Council's Traffic and Civil Engineers have raised a significant number of concerns with the proposed vehicle access arrangements both to and from, as well as within the site. These concerns relate to swept paths, ingress and egress to/from Smith Street and Alexandra Parade and safety concerns for both vehicles and pedestrians. These issues and the information requested to address them will be raised in Council's response to DTP and addressed as

	conditions for a Traffic Management Plan. Conditions will also require additional diagrams to demonstrate satisfactory ground clearances for vehicles entering the development from public roads. ***Loading & Waste Collection*** • Loading and waste collection for Parcel B will take place at ground level, via the Gore Street, there are also loading zones provided in Basement 2 for residential use as well as on Borat Street; • For Parcel C, loading demands are proposed to be accommodated on-street, including within the designated loading area on the Development Plan located within the Queens Parade service road. The laneway between Buildings A and B is also proposed to accommodate infrequent maintenance activities, as is Borat Street. • Waste collection for Parcel C will occur in the basement car park for the residential use, except for Buildings C and D where it is proposed to use Borat Street. Commercial waste collection will occur at ground level from the Queens Parade service road and Borat Street. Council's Traffic Engineering unit have reviewed these loading and access arrangements, and have raised concerns about the submitted swept path diagrams, given the vehicle movements overlap with bicycle lanes and kerbs. These issues will be raised in Council's response to DTP. Council's Civil Engineering unit does not support the use of public road reserves for loading and waste collection of the commercial tenancies. These activities must be undertaken within the development site. However, Council's Waste Management Unit are satisfied with the location of waste collection. Further, the DP includes provision for a designated loading zone within the Queens Parade service road. A condition will require a loading management plan to be submitted, in accordance with the Engineering advice.
Bicycle provision	**Yes – conditions required** The on-site bicycle parking provision substantially exceeds the minimum statutory requirements (2315 spaces provided, minimum 338 required). Council's Strategic Transport unit recommends increasing the visitor bicycle parking provision in line with the rate set by the Council Alliance for the Sustainable Built Environment (CASBE) to 275 visitor spaces (increase of 88 spaces). This recommendation will be adopted as it will ensure the visitor bicycle parking provision meets best practice.

	Council's Strategic Transport unit requests the following additional information to be shown on the plans as part of any approval: • All visitor bicycle parking spaces clearly identified on the plans; • Annotate type of bicycle parking space for each of the employee, resident and visitor bicycle parking spaces, ensuring appropriate mechanisms having regard to AS2890.3; • Dimensions of visitor bicycle parking spaces, • Dimension the width of access paths to all bicycle parking areas; • Justify the 400mm spacing of two-tier bicycle racks in accordance with Clause 3.3 of AS2890.3; • Dimensions of each bicycle storage area including at ground level (bicycle store containing 7 floor-mounted bike racks); • Identify security measures for each bicycle storage area confirming they are lockable compounds. • All dimensions to ensure compliance with AS2890.3. These recommendations will be included as conditions. *Green Travel Plan* Section 9.1.8 of the DP encourages the development of a Green Travel Plan (GTP). Council's Strategic Transport Unit have reviewed the GTP for Parcel C and advised it is satisfactory and can be endorsed. A GTP for Parcel B has not been submitted, and will be required via condition.
Civil Engineering – Drainage	Council's Civil Engineering Unit require the following drainage matters are to be addressed as part of any approval • Provide details and computations on how the 1% EAP rain event will be managed to ensure water does not encroach on any inhabitable areas and/or public realm areas; • Stormwater management to be consistent with the overall Gasworks Development Stormwater Management Plan. The Development SWMP allocates a single legal point of discharge (LPD) location at the south-western corner of the site, with the public drainage system capacity being designed accordingly. • Borat Street drainage was not designed to receive flows from Parcel B. Provide computations associated with the calculations. The capacity check must be done on the downstream system, accordingly

	• The provided catchment plans do not show sufficient details of what proportion of Parcel B is contributing to which discharge. Provide a more detailed catchment plan indicating the contributing areas to each LPD and ensure it correlates to the indicated discharge rates. Provide computations for clarification of the details • Provide clarification the Smith Street drainage system can manage the discharges coming from the two proposed LPD locations. Clarify the contributing catchment amounts and the proposed discharge rates expected at each location; • Provide a new layout for drainage infrastructure for Borat Street now that it is proposed for private ownership; and • The proposed drainage along the southern side of Borat Street is not required for capturing surface runoff due to its position on the high side. Clarify why it is proposed across the full length of the development's northern boundary. The LPD should be the commencement of the drainage line directed towards the public infrastructure downstream along Borat Street. These recommendations will be addressed in the condition for a stormwater management plan.
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 conditions, including for a reduced built form, the development would provide housing diversity, housing affordability, sustainable development and public realm improvements for the benefit of the present and future generations. The development will also contribute towards social and affordable housing, with 53 affordable housing units and 121 social housing units to be delivered across Parcels B and C. This equates to 16.5% of the overall 20% target sought by the Development Plan. In combination with the 13.5% social and affordable housing contribution for Parcel A, the overall development will exceed the 20% target of the DP

PLANNING and ENVIRONMENT ACT
YARRA PLANNING SCHEME

Fitzroy Gasworks Development Plan

ENDORSED PLAN
Sheet 1 of 90

Signed: for
MINISTER FOR PLANNING
Date: 06/09/2022

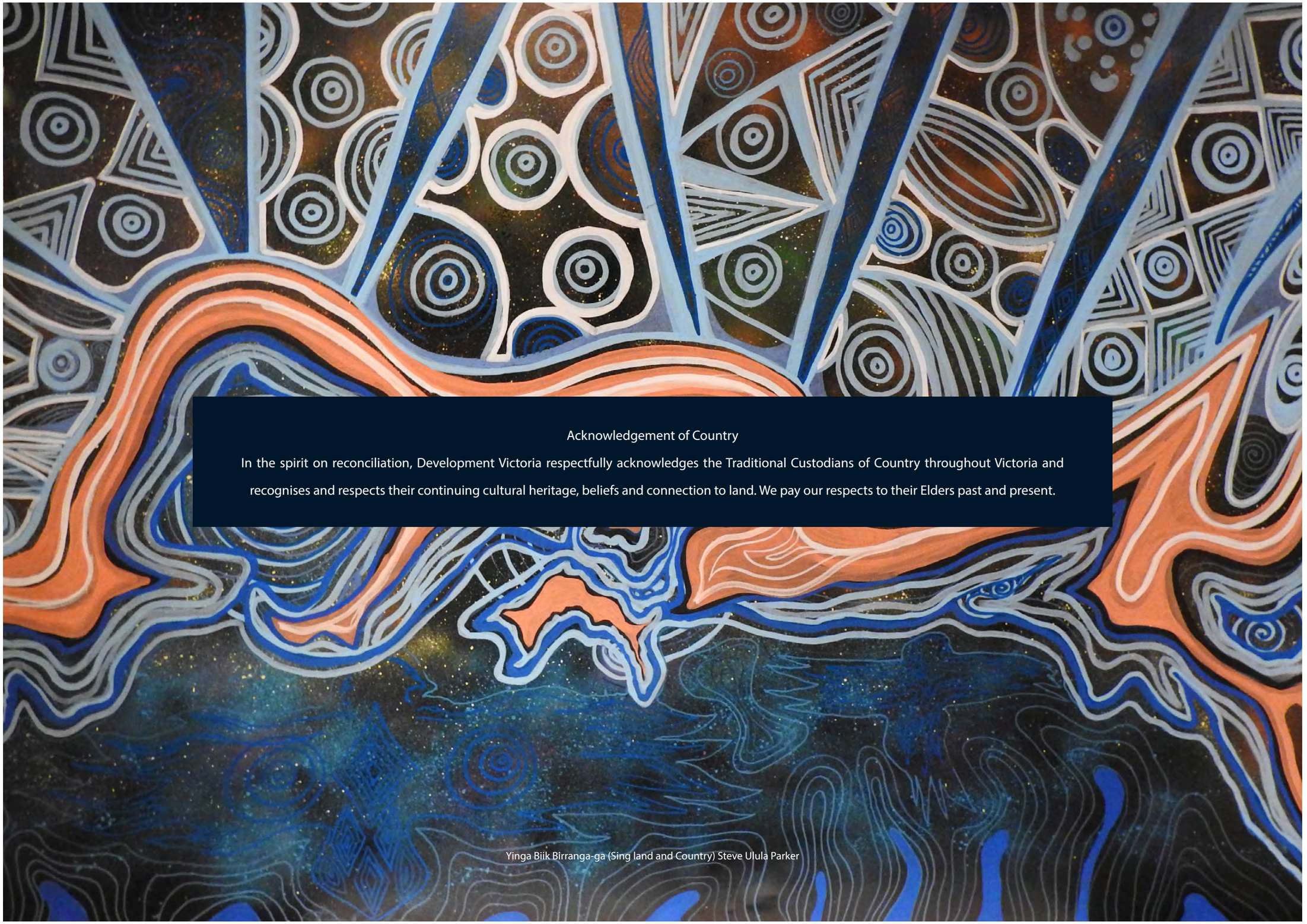
FITZROY GASWORKS

Development Plan

433 Smith Street, North Fitzroy 3068

DEVELOPMENT VICTORIA

VICTORIA State Government



Acknowledgement of Country

In the spirit on reconciliation, Development Victoria respectfully acknowledges the Traditional Custodians of Country throughout Victoria and recognises and respects their continuing cultural heritage, beliefs and connection to land. We pay our respects to their Elders past and present.

Yinga Biik Birranga-ga (Sing land and Country) Steve Ulula Parker

Contact

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ETHOS URBAN

ABN 13 615 087 931 ACN 615 087 931

Level 8 30 Collins Street VIC 3000

T. +61 3 9419 7226 W. ethosurban.com

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Glossary

Term	Definition
Amenity	Physical components of development that provide inherent environmental, social and economic advantages. This can include building quality, provision of services and open spaces and an increased sense of community.
Active Frontage	Refers to a street frontage where there is an active visual engagement between people in the street and those within the building, particularly on the ground floor level.
Affordable Housing	As defined under Section 3 of the Planning and Environment Act 1987, Affordable Housing is "housing, including social housing, that is appropriate for the housing needs of very low, low and moderate income households". Maximum income bands for each household group are published annually by the State Government. Affordable Housing must be appropriate for a very low, low or moderate income household's needs, which is established by Governor in Council Order as requiring consideration of a range of matters including housing need, affordability, dwelling type, tenure, location, allocation, integration and longevity of benefit.
Affordable Housing Report	Refers to a report to be submitted by an Applicant that addresses how a proposal meets the Affordable Housing objectives and aligns to the Development Plan.
Built Form	A physical description of a development that can include building mass and height, cohesiveness with surrounding character, setbacks, fencing and parking structures.
Communal Area	An area within a private site providing for informal recreation activities for common use by building occupants and, in some cases, visitors. It is distinct from private open space.
Development Plan Site	Refers to the area of land bounded by Alexandra Parade, Queens Parade, Smith Street and George Street that is subject to the requirements of DPO16.
DPO16	Yarra Planning Scheme, Clause 43.04 - Development Plan Overlay, Schedule 16: 111 Queens Parade and 433 Smith Street, Fitzroy North (former Fitzroy Gasworks).
Dwelling Diversity	Refers to the different types of residential dwellings that are provided as part of the development. Specific to the Fitzroy Gasworks Development, dwelling diversity refers to apartments of differing sizes (e.g. 1, 2 & 3 bedrooms).
Environmentally Sustainable Design	Components of a development that reduce negative impacts on the environment, improve the health and comfort of building occupants as well as overall building performance.
Equivalent Value	Equivalent value refers to the value that is equal to or greater than the contribution the landowner would otherwise make if 20 per cent of dwellings were provided as Moderate Affordable Housing.
Eligible Household	An Eligible Household is a household whose gross annual income by household type is within the Affordable Housing income ranges as prescribed under Section 3AB of the Planning and Environment Act 1987 (P&E Act) from time to time, with reference to their family status at the point of dwelling allocation (sale or rent).
Family Friendly Housing	Housing that is suitable for households with one or two adults and child(ren) and comprises of two or more bedrooms.
FGW	Fitzroy Gasworks.
Public Open Space	Under the Subdivision Act 1988 – SECT 18, public open space is intended as a place of public resort or recreation to be vested in Council. A public open space may be provided as a plaza, park and square.
Public Realm	Spaces that are open to the public including parks, plazas, footpaths and roads.
Registered Housing Agency	A not-for-profit charitable organisation regulated by the Victorian Housing Registrar with a purpose to own, manage and/or develop affordable rental housing. An organisation may be registered as a Housing Association or a Housing Provider.
Setbacks	Refers to the distance that a building is constructed from either a front, side or rear boundary. Building setbacks can also be implemented in upper levels of multi-storey developments.
School Site	The north-western portion of the Development Plan Site that is owned by the Department of Education and Training and which is to be developed by the Victorian School Building Authority.
Social Housing	Social Housing is housing owned and/or managed by the State Government (public housing) or a Registered Housing Agency where the dwelling is allocated to households that meet the Victorian Housing Register eligibility requirements.
SRI	Solar Reflectance Index.
Victorian Housing Register	The Victorian Housing Register is a register of households that have applied for Social Housing in Victoria. Income and asset tests apply.

Not in Use

Fitzroy Gasworks will be a whole of government approach to Urban Renewal, delivering an integrated, sustainable and thriving urban village that showcases the revitalisation of a strategic inner-city site for a growing Melbourne.





01 ARTIST'S INTERPRETATION (INDICATIVE ONLY)

Development Plan Response

Part 1.0 Introduction

1.1 Vision

This Development Plan applies to land known as the former Fitzroy Gasworks (FGW) at 111 Queens Parade, and 433 Smith Street, Fitzroy North (Crown Allotments A5, A7 and 2025, Parish Jika Jika, County of Bourke). The FGW site is an important part of Fitzroy North's industrial and social heritage. The four hectare site is bounded by Queens Parade to the north, Smith Street to the east, Alexandra Parade to the south and George Street to the west.

The site is of both state and local significance, presenting as an opportunity to direct urban housing growth to a location with high levels of amenity and access to public transport and surrounding activity centres. At a local level, the site currently exists as a 'blockage' in the urban fabric. The redevelopment and renewal of the site will provide an opportunity to establish links to missing connections, open space and a safe and welcoming environment. The general vision and intent of the DP will be adhered to however may be further updated and refined by more detailed submissions at time of planning application lodgment based on the market and learnings at the time.

The revitalisation of the precinct will include:

- Approximately 1,200 apartments, 20 per cent of which will be Affordable Housing.
- Flexible spaces at ground level, capable of accommodating Disability Accommodation (SDA), commercial, office and community uses.
- A community facility to be developed in consultation with Council.
- Most long term car parking to be located underground.
- Two bicycle spaces per dwelling.
- Approximately 8.7% per cent of the site to be offered as public open space, with additional communal open space associated with residential development.
- A comprehensive suite of sustainable development features.
- Valve House to be retained and enhanced.

Additional elements will be implemented through separate approval processes:

- A 650-student senior high school campus is being built for Collingwood College and Fitzroy High School, scheduled to open Term 1, 2022.
- A six-court sports facility integrated with the school that caters for a range of sports.
- Planning an accessible tram stop on Smith Street.
- A new pedestrian crossing and traffic management works on Queens Parade.
- Relocation and restoration of the Porter Iron Store.

1.2 About Development Victoria

DevelopmentVictoriaistheVictorianStateGovernmentDevelopment agency and master developer for the Fitzroy Gasworks precinct. Development Victoria will play a key ongoing role in delivering the precinct through its own development, and also partnering with the private sector. When partnering with the private sector to deliver, Development Victoria will use Development Agreements and other processes to reinforce the key principles of the Development Plan to ensure the precinct vision is realised on behalf of the State Government and Community.

1.2.1 Planning Process

Development Victoria has prepared the Development Plan following extensive consultation with key stakeholders, Council and community. Development Victoria will also play a key coordination role as part of future planning permit submissions, including implementing design review processes prior to formal submissions by either Development Victoria, or private sector development partners.

1.2.2 Parcel A Delivery

Development Victoria will lead development of Parcel A which is proposed to include Affordable Build to Rent and Social Housing (Subject to State Government funding). Parcel A will be prioritised for development, and will deliver the majority of the precinct affordable housing requirement, ensuring that this benefit is realised at the earliest opportunity.

1.2.3 Parcels B & C Delivery

DevelopmentVictoria will enter into development agreements with one or more private sector development partners to deliver Parcels B and C. Development Victoria will use the competitive market engagement process to secure design, sustainability, affordability and community development commitments. As part of this process the private sector will be required to submit proposed implementation plans for review by Development Victoria, with final plans to be included in development agreements.

1.2.4 Affordable Housing

Development Victoria will target the majority of the precinct's affordable housing within Parcel A as a priority, including seek funding from Government for Social Housing. Development Victoria will engage with the private sector to confirm proposed models for delivery of affordable housing within Parcels B and C with commitment to be secured in development agreements, ensuring that the overall 20% precinct affordable housing requirement is committed prior to the final planning permit being approved.

1.2.5 Sustainability

DevelopmentVictoria will manage implementation of sustainability commitment made under the 6 Star Green Star Communities rating through to recertification by no later than 2026. Parcel A buildings will achieve a minimum 5 Star Green Star buildings rating, and buildings within Parcels B and C will be certified to an equal or greater equivalent requirement.

1.2.6 Public Realm

Development Victoria will lead delivery of the public realm in accordance with the precinct vision and Council requirements as proposed future land owner. Development Victoria will enter into an appropriate agreement with Council to ensure clear responsibilities are established, including requirements for detailed design.

1.2.7 Governance

Development Victoria will manage implementation of appropriate governance arrangements across the precinct to ensure processes are in place to manage deliver and operation phases. This may include confirming commitments on title where relevant and appropriate.

1.3 Engagement Process

The preparation of this Development Plan has been supported by extensive engagement that has taken place since the inception of the project in 2016.

1.3.1 Community Reference Group

In 2017, a Community Reference Group (CRG) was established with members from a variety of local interest groups. The CRG has played a key role providing input into the formulation of the masterplan and development plan for the site. It is expected that the CRG will continue to play an important role through the life of the development.

1.3.2 Referral Authorities

In preparing the Development Plan, Development Victoria has engaged heavily with numerous referral authorities including, DepartmentofTransport,CityofYarra,HeritageVictoria,Department of Environment, Land, Water and Planning, Melbourne Water, Yarra Trams and the Department of Education and Training.

1.3.3 Community Engagement (2016)

In 2016, the initial vision for the Fitzroy Gasworks Site was taken out to the community, where they were given the opportunity to provide important feedback on the planning process. Key themes emerging from this initial round of engagement included:

- Recreation and open space
- Built form and land use mix
- Community facilities and amenity
- Transport and permeability
- Heritage
- Environment
- Planning and engagement processes

1.3.4 Community Engagement (2017)

In response to the exhibition of the draft Master Plan in 2017, the following feedback was received from the community:

- Community members regard open space as crucial to the future design. They would like opportunities for recreation.
- Concerns were heard relating to density and over development. Community members would like to see the height of buildings restricted to keep with the character of the local area.
- Active transport is highly valued by community members. Engagement participants have strongly advocated for a design that facilitates walking and cycling. There is a desire to see the design connect with existing public transport.
- The proposed community facilities and spaces are valued by community members. Aged care/supporting living and childcare/kindergarten were most frequently cited as 'essential' or 'important' in survey results.



02 2019 COMMUNITY ENGAGEMENT

1.3.5 Draft Development Plan Engagement (2019)

In October 2019, community feedback was provided for the draft Development Plan via an online survey, pop-up information sessions, and two drop-in sessions. Key findings included:

- A need for careful consideration of parking provisions to both manage impacts on surrounding residential areas and to increase active transport use.
- A desire to see strong connections between existing communities and public spaces to the site with participants recognising the challenges associated with the site being bounded by major road networks.
- Public art is considered a key opportunity to activate the site and to be considered in the future use of the Valve House.
- Height and building mass are a concern for some local residents and the impact it will have on the existing neighbourhood character, however many participants were in support of the building heights having been reduced from what was presented as part of the initial concept plans for the site in 2017.
- Much support was received for the increase and design of the public open space to allow greater use by the broader community.



03 ENGAGEMENT TIMELINE



04 ARTIST'S INTERPRETATION (INDICATIVE ONLY)

1.4 Overview

This Development Plan has been prepared in accordance with the requirements of Development Plan Overlay - Schedule 16 (DPO16) encompassed by the Yarra Planning Scheme. The document sets out the overall vision and addresses the key requirements of DPO16. At a high level, the Development Plan responds to the following requirements:

1.4.1 Development of a Mixed-Use Precinct

The proposed land use mix will consist of both residential and flexible Specialist Disability Accommodation (SDA), commercial and community uses, to ensure the creation of a vibrant mixed-use precinct that offers a variety of housing typologies, community facilities and opportunities for open space.

1.4.2 Responding to the Significance of Queens & Alexandra Parade

Development will ensure that the appropriate consideration is given to existing built form and vegetation that contribute to the heritage and character significance of Queens Parade and Alexandra Parade. This will include the stepping back of built form from the boundary line, as well as heights that vary to avoid creating a dominant wall of development. Active land uses will front both Queen Parade and Alexandra Parade to ensure that the pedestrian amenity and transparency of the ground level interface enhances the significance of both boulevards.

1.4.3 Enhancing Public Transport & Pedestrian Amenity on Smith Street

The development plans to include a new tram stop adjacent to the site entry along the Smith Street corridor to encourage use of existing tram services in connection with the development. Proposed works in Smith Street and Queens Parade sit outside the Development Plan Overlay and will be subject to separate community engagement and approval processes.

1.4.4 Create Useable and Safe Public Spaces & Pedestrian Links

A network of public and private open spaces across the precinct, connected by internal pedestrian pathways will guarantee useable, safe and accessible public spaces that will meet local needs and improve overall resident amenity and usability. Key pedestrian routes and integrated bicycle parking and additional on-road bicycle parks situated along internal roads will ensure that pedestrian and bicycle access into and through the precinct will support the proposed development and integrate activity with the surrounding neighbourhoods.

1.4.5 Provision of Affordable Housing

The Development Plan stipulates that 20% of dwellings (or equivalent) will be Affordable Housing. In response to the high and growing percentage of lone-person and couple without children households across the City of Yarra, a mix of studios, 1, 2 and 3 bedroom dwellings should be provided. This dwelling mix would be expected to cater towards a diversity of household structures including singles, couples, small families and share houses.

1.4.6 Community Infrastructure

The development will include a dedicated space for community infrastructure and other associated uses. Located immediately adjacent to the school site, this space will enable additional community infrastructure to be delivered as part of this proposed development. It will also ensure that any associated community uses complement the adjoining indoor sports courts and educational facility.

1.4.7 Sustainable Design

The development will include a number of key sustainable design features that aim to address water management, solar access and energy saving. The Green Star Communities rating tool has been applied to the precinct, and a 6 Star Certification has been achieved. This will be recertified every five years, being maintained until whole of precinct completion. Buildings delivered by Development Victoria will achieve a minimum 5-Star Green Star Buildings certified rating (or equivalent). Green Star will not be mandated as a rating tool for private developments, however certification to a 5-Star Green Star equivalent will be required, with the selection of final rating tools to be adopted for each building to be locked into Development Agreements.

Development Victoria will manage implementation of the 6 Star Green Star Communities rating commitments across the precinct.

1.4.8 Development Staging

The site will be delivered by a variety of parties over time. Public open space and community facilities will be delivered as part of each stage in accordance with the staging plan. This will ensure that the infrastructure required for each stage to operate is delivered without reliance on subsequent stages. One or more planning applications / consents may be required to secure the required approvals for each stage.

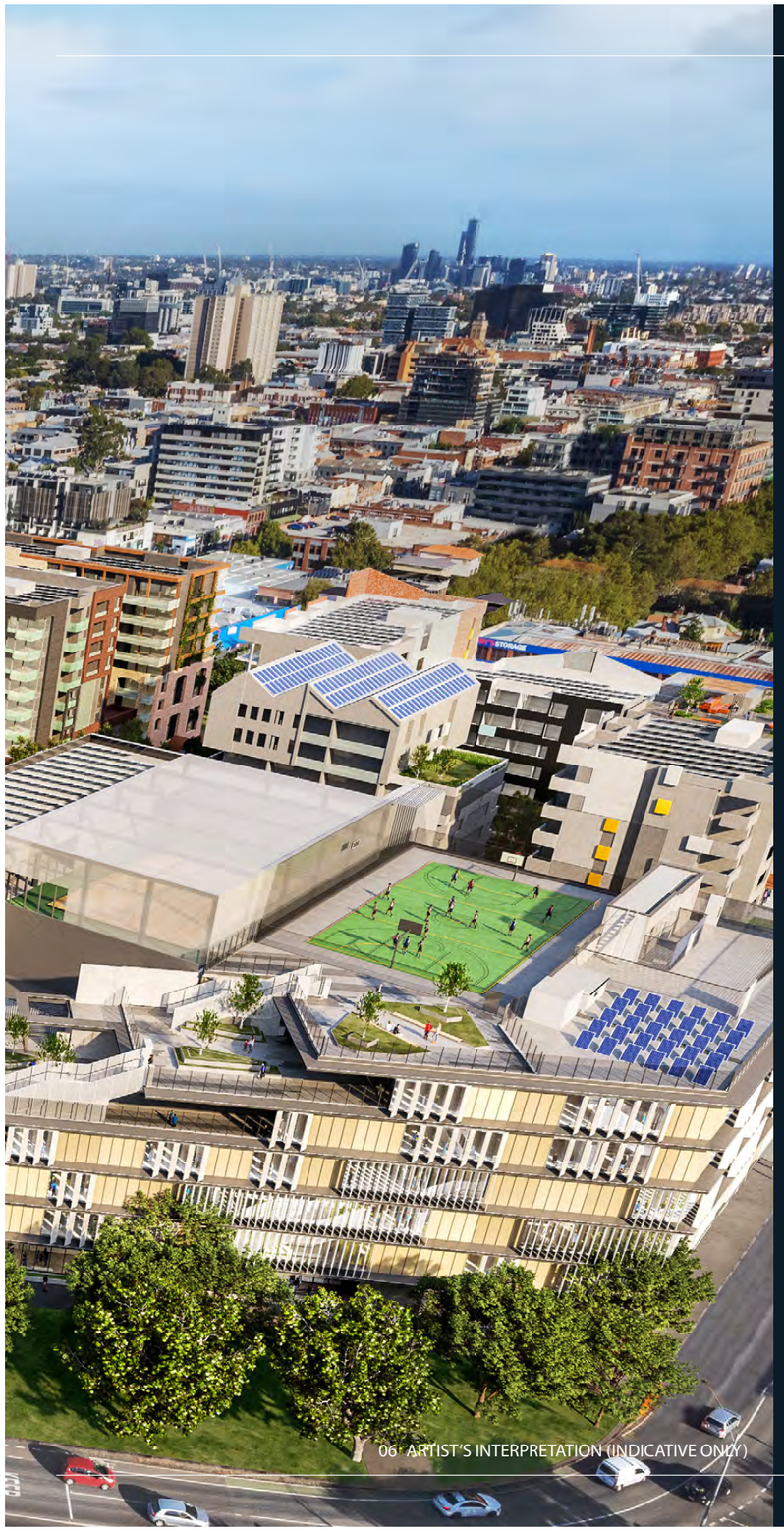
Please refer to section 1.2 for an overview of Development Victoria's role and vision for the Fitzroy Gasworks and how this relates to staging and securing policy outcomes for the precinct. Development Victoria will target delivery of affordable housing within Parcel A as a priority, including seeking funding from State Government for Social Housing. Development Victoria will engage with the private sector to confirm proposed models for delivery of affordable housing within Parcels B and C with commitment to be secured in development agreements, ensuring that the overall 20% precinct affordable housing requirement is committed as a condition of the final planning permit being approved.

Plan 05 provides an overview of proposed four project stages, with approximate inclusions for each stage in accordance with the table below.

Stage	1	2	3	4	Total
Affordable Housing %	0%	15%	2.5%	2.5%	20%
GFA (sqm)	0%	31,023	42,859	49,142	123,024
Car Spaces (No.)	0%	260	260	270	790
POS Vested in Council (m2)	2,645	790	0	0	3,435
Urban Greening %	25%	25%	25%	25%	100%







06 ARTIST'S INTERPRETATION (INDICATIVE ONLY)

Development Plan Response

Part 2.0 Planning Considerations

2.1 Overview

This Development Plan has been prepared in accordance with the requirements of Schedule 16 to the Development Plan Overlay within the Yarra Planning Scheme (DPO16).

This plan outlines an overarching master plan and design framework that will guide future development of the Fitzroy Gasworks site. Any future permit applications may slightly deviate from the DP. Where this is the case, expert reports will be provided to set out how the proposed deviation from the DP will not compromise the delivery of the DP Vision captured under 1.1 and 1.3 respectively. The document provides a guidance for future landowners and other stakeholders about the land uses, built form, landscaping, movement and infrastructure required on the site. This plan addresses the requirements of DPO16 in relation to;

- Development plan components; Site design and land use, Built form; and Movement.

This Development Plan has been informed by background documents that were prepared in accordance with DPO16:

- Community Engagement Strategy.
- Site Analysis and Design Response.
- Planning Report.
- Heritage Assessment.
- Landscape and Public Realm.
- Integrated Transport Plan.
- Environmentally Sustainable Design Strategy.
- Community Needs Assessment.
- Services and Infrastructure Plan.
- Stormwater and Flooding Management Strategy.
- Dwelling Diversity and Affordable Housing Report.



2.2 Planning Zones

This section provides a summary of the Planning Zones and Overlays that apply to the Fitzroy Gasworks site.

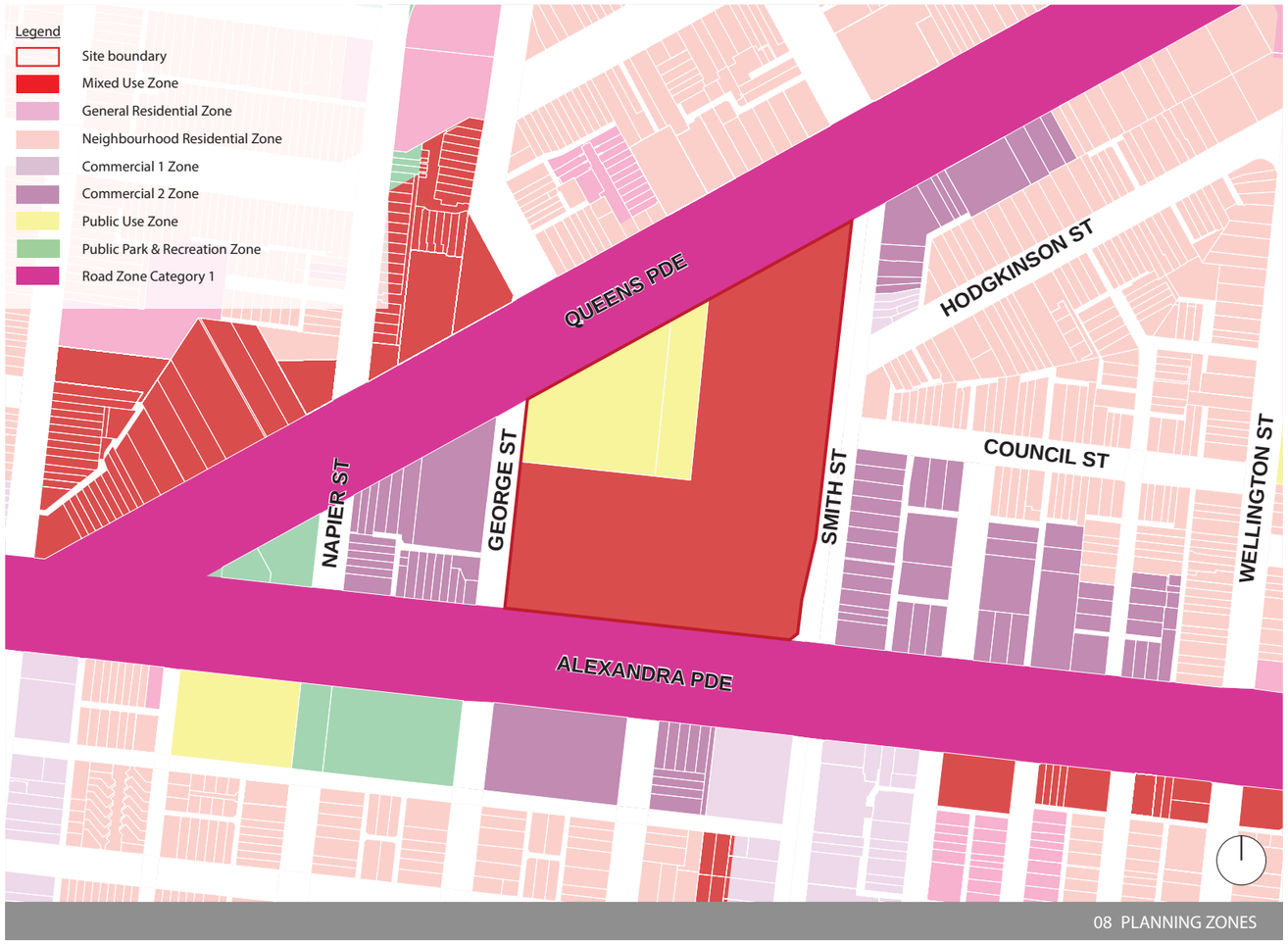
2.1.1 Mixed Use Zone (MUZ)

The MUZ provides for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality, as well as providing for housing at higher densities. The zone also encourages development that responds to the existing or preferred neighbourhood character of the area. The MUZ applies to south western, south, eastern and north-eastern parts of the subject site.

2.1.2 Public Use Zone - Schedule 2 (PUZ2)

The PUZ2 recognises public land use for public utility and community services and facilities. PUZ2 outlines the intent of the land to be used for the purposes of education.

The PUZ2 applies to the north-western portion of the site and is the location for the development of the recently constructed school.



08 PLANNING ZONES

2.3 Planning Overlays

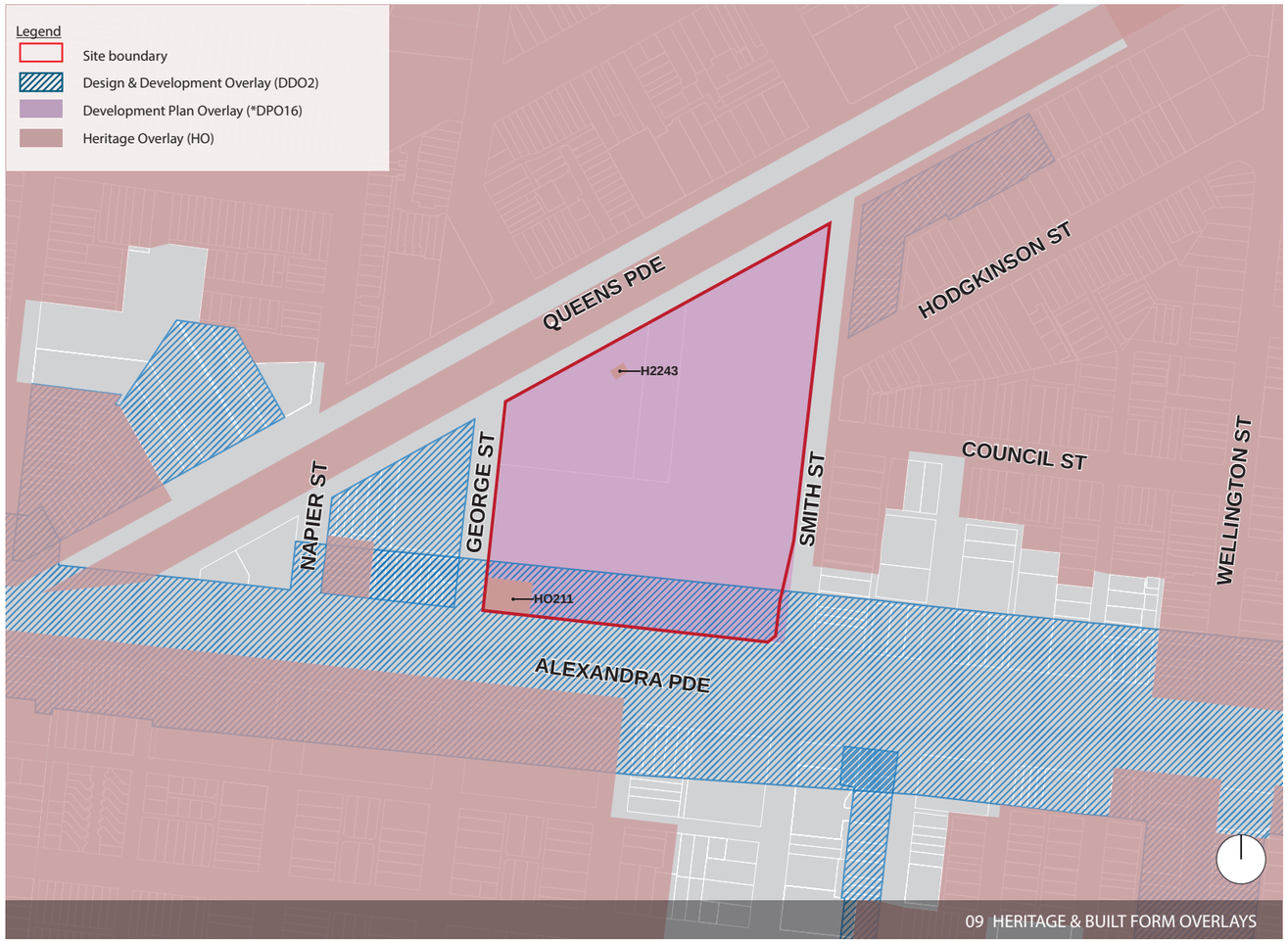
2.3.1 Heritage Overlay (HO)

The HO seeks to conserve and enhance heritage places of natural or cultural significance. It also ensures that development does not adversely affect the significance of heritage places.

Schedule HO211 identifies the Former Fitzroy Gasworks Valve House and Store, including an incorporated plan under the provisions of Clause 43.01. Work is underway to update the Planning Scheme to remove reference to the "Store" (H2243) as this has since been removed from the site.

2.3.2 Design & Development Overlay - Schedule 2 (DDO2)

DDO2 applies along the southern boundary of the site, along Alexandra Parade. This overlay seeks to recognise the importance of main roads to the image of the City and to retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.



2.3.3 Environmental Audit Overlay (EAO)

The EAO applies to the whole site. This overlay seeks to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination. Site decontamination is currently underway, and will be completed prior to the development of any sensitive uses on site.

Remediation will require excavation and removal of soil to a depth of up to 10 metres in some areas of the site. Excavation works will be conducted via a staged approach, across the entire site. An estimated 50,000m3 of gasworks impacted materials will be removed from the site. Remediation works are ongoing and will be completed prior to construction.

2.3.4 Special Building Overlay (SBO)

The SBO applies to the western and southern boundaries of the site. This overlay seeks to identify land in urban areas susceptible to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority. The SBO also ensures that development maintains the free passage and temporary storage of flood-waters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.

Where measures are required to address local flooding, the proposed design response should aim to:

- Maximise the publicly accessible area where possible.
- Where vertical flood barriers are required, explore options to maximise public realm integration including materials selection and incorporation into other landscape and/or built form elements.



- Minimise visual obstructions to provide visual connection to internal spaces and promote activation.
- Ensure level changes occur within the building envelope and enable active uses to connect to the street at ground level where possible. Ensure disabled access is provided from internal street or courtyard

Floor and basement levels of proposed buildings will need to be designed to respond to flooding (particularly in relation to the Special Building Overlay which affects part of the subject site). Details of floor levels (AHD) and indicative cross sectional details will need to be provided as part of the detailed design at Planning Permit Stage to ensure buildings are well designed and integrated into the overall development to provide accessibility, activation and connection with the street and other key public interfaces.

2.3.5 Specific Controls Overlay (SCO) & Development Contributions Plan Overlay (DCPO)

The Special Controls Overlay (SCO) and Development Contributions Plan Overlay do not apply to the project site.

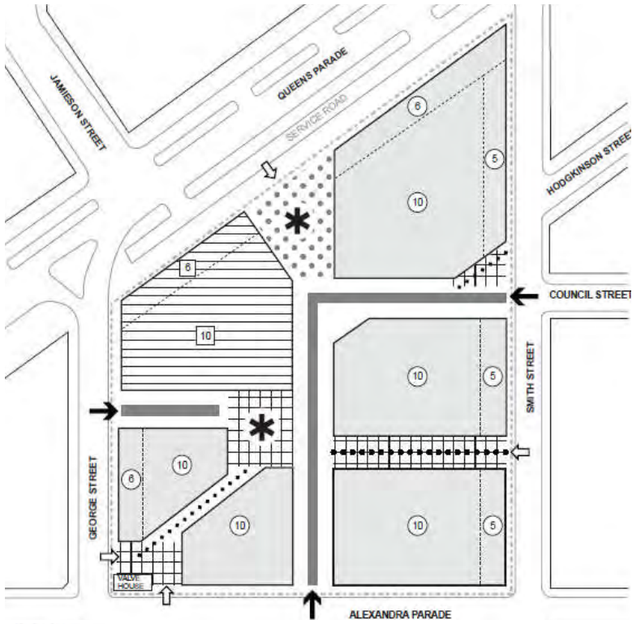
2.3.6 Development Plan Overlay - Schedule 16 (DPO16)

DPO16 sets out the requirements of this Development Plan and its relevant background documents. The Summary table in Part 10.0 Development Plan Requirements outlines each of the requirements and explains how the plan and documents address them. Overall, the components of this Development Plan as required by DPO16 are to:

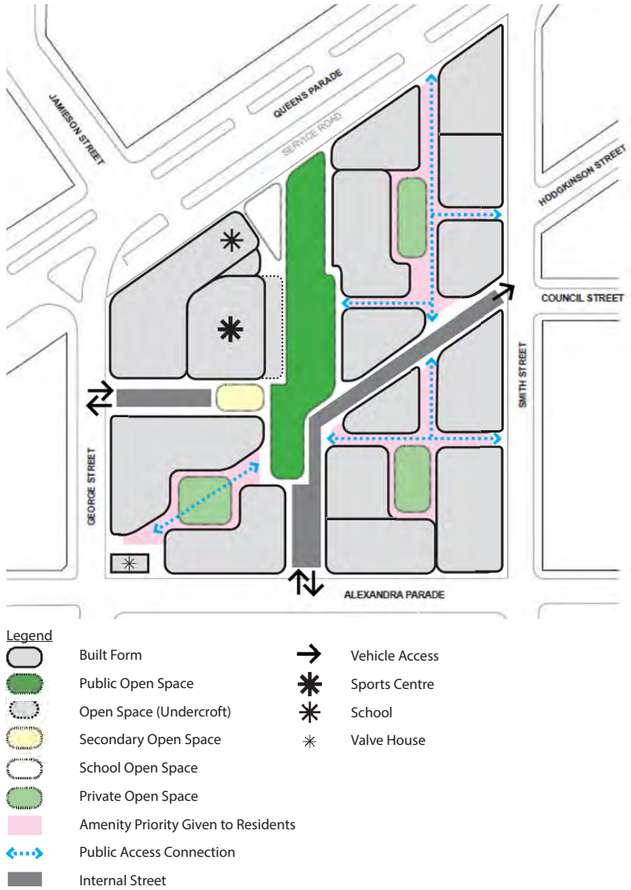
- Develop a mixed use precinct comprising a variety of housing types, community facilities and public open space.
- Respond to the significance of Queens Parade and Alexandra Parade with built form that considers the design, height and visual bulk of the development in relation to surrounding land uses and developments and contributes to their significance as formal boulevards. It is noted that DPO16 requires the Development Plan to be 'generally in accordance with the building height and setback requirements outlined within the schedule.
- Address Smith Street to strongly encourage the use of tram services in connection with development of the site, and to contribute to the streetscape character and vitality of the activity strip along the length of Smith Street.
- Create useable, safe and accessible public spaces to meet local needs and improve resident amenity and usability.
- Create pedestrian and bicycle access into and through the precinct to support its development and integrate activity in the area with surrounding neighbourhoods.
- Provide a range of dwelling types to cater for a variety of housing needs including the provision of 20% of dwellings as Affordable Housing (as defined at section 3AA of the Planning and Environment Act 1987).
- Provide community infrastructure to service the needs of the local area ensuring they compliment the adjoining proposed indoor sports courts and integration of the site with the adjoining proposed education facility.
- Incorporate sustainable design features to address water management, solar access and innovative energy saving initiatives.

The following sections of this Development Plan demonstrate how these requirements will be met. For a full list of all DPO16 requirements, refer to the DPO16 Requirements Summary Table at the end of the document.

The Concept Plan located at Clause 3.0 of DPO16 is shown in Figure 11. The design of the Development Plan has evolved to respond to this Concept Plan, as outlined in Figure 12. Full details of the design response are provided in the following sections of this Development Plan.



11 DEVELOPMENT PLAN - SCHEDULE 16 MAP



12 MASTERPLAN

Development Plan Response

Part 3.0 Context & Site Analysis





13 ARTIST'S INTERPRETATION (INDICATIVE ONLY)

3.1 Neighbourhood Context

3.1.1 Neighbourhood Features

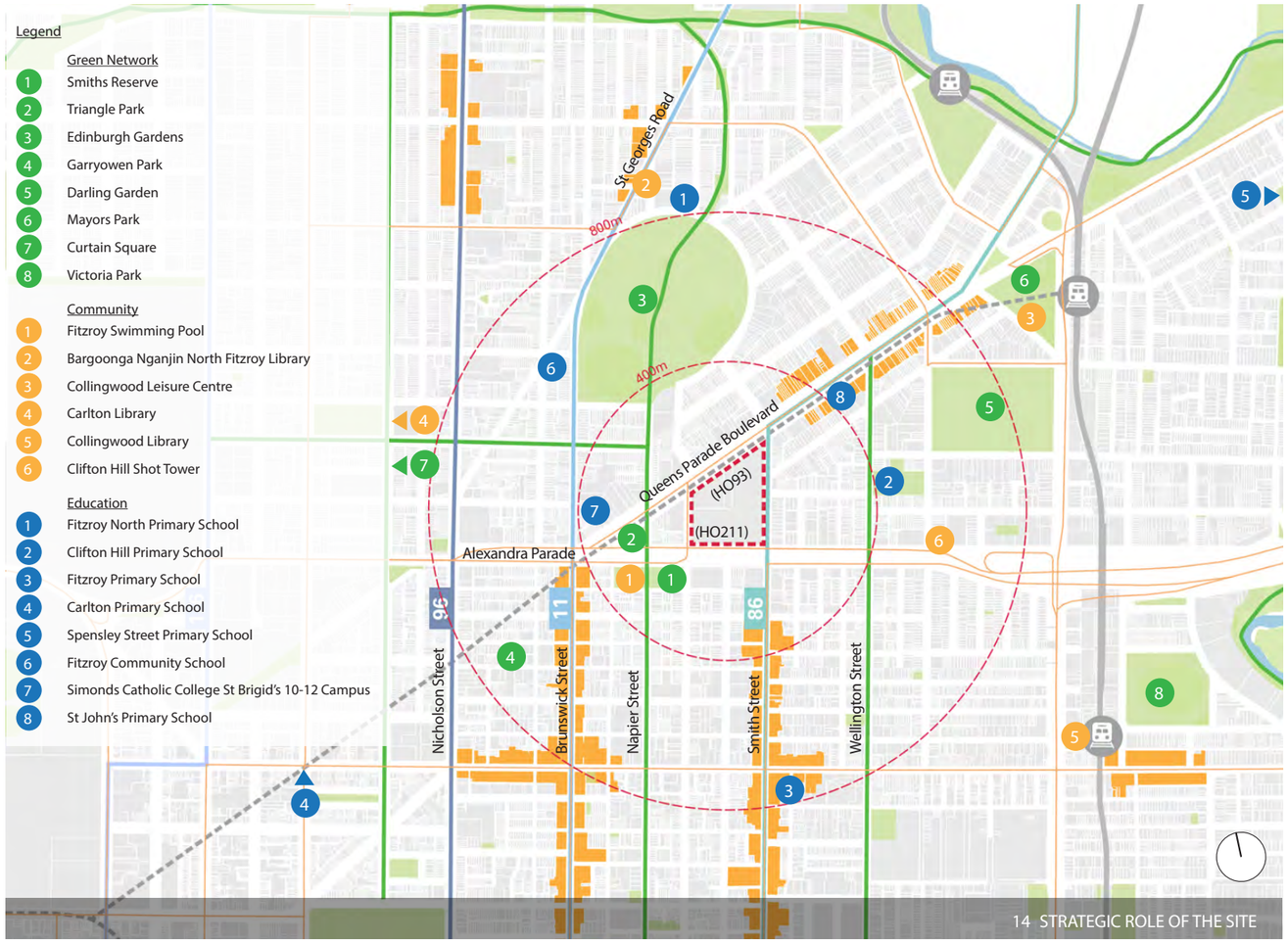
The site is located in a high-amenity area at the intersection of Fitzroy, Collingwood, Fitzroy North and Clifton Hill. Within a 800m walking radius, the site has four primary schools, and one year 10-12 campus. The site is within easy walking distance to the major parks such as Edinburgh Gardens and its associated facilities. It is also close to the Fitzroy Pool and Bargoonga Nganjin North Fitzroy Library. The site benefits from its proximity to the well-established shopping and hospitality neighbourhood centres of Smith Street, Brunswick Street, St Georges Road and Queens Parade.

3.1.2 Built Form & Heritage Context

The site is located in a rich and fine-grain urban context, with a variety of building typologies and building heights in the surroundings areas. Queens Parade Boulevard (HO93) creates a significant heritage interface at the northern boundary of the site, notable for its established street trees and diversity of architecture. This heritage context is further strengthened by the emporium character of Smith Street and a number of 20th Century brick warehouses located close to the site. The Fitzroy Gasworks Valve House (HO211) is located within the site, and the Clifton Hill Shot Tower is a local landmark in the vicinity of Fitzroy Gasworks.

3.1.3 Transport

The site is located in an active and public transport rich area. It is close to two major cycling corridors - along Napier and Wellington Streets. Whilst not in walking distance of a train station, it is close to tram 86 (Smith Street), tram 11 (Brunswick Street) and tram 96 (Nicholson Street). Whilst the site has a rich range of destinations within walking distance, the immediate vicinity of the site is dominated by major roads, such as Alexandra Parade, creating a barrier for pedestrians.



14 STRATEGIC ROLE OF THE SITE

3.2 Areas of Change

While the surrounding neighbourhoods are generally characterised as fine-grain heritage built form, in recent years new development has occurred on larger sites, such as new apartment buildings at 416 and 450 Smith Street. Several large sites within 400m of the site have received planning approval to redevelop. 25-58 Queens Parade has a permit for three apartment buildings of up to 10 storeys in height. Developments have also been approved for 81-89 Queens Parade and The Foundry (600 Smith Street) immediately adjacent to the site. They both comprise a mix of uses - each proposing a supermarket, hospitality and office. Other large sites have the potential to be redeveloped in the near future, such as Fye's Storage to the south of the site.

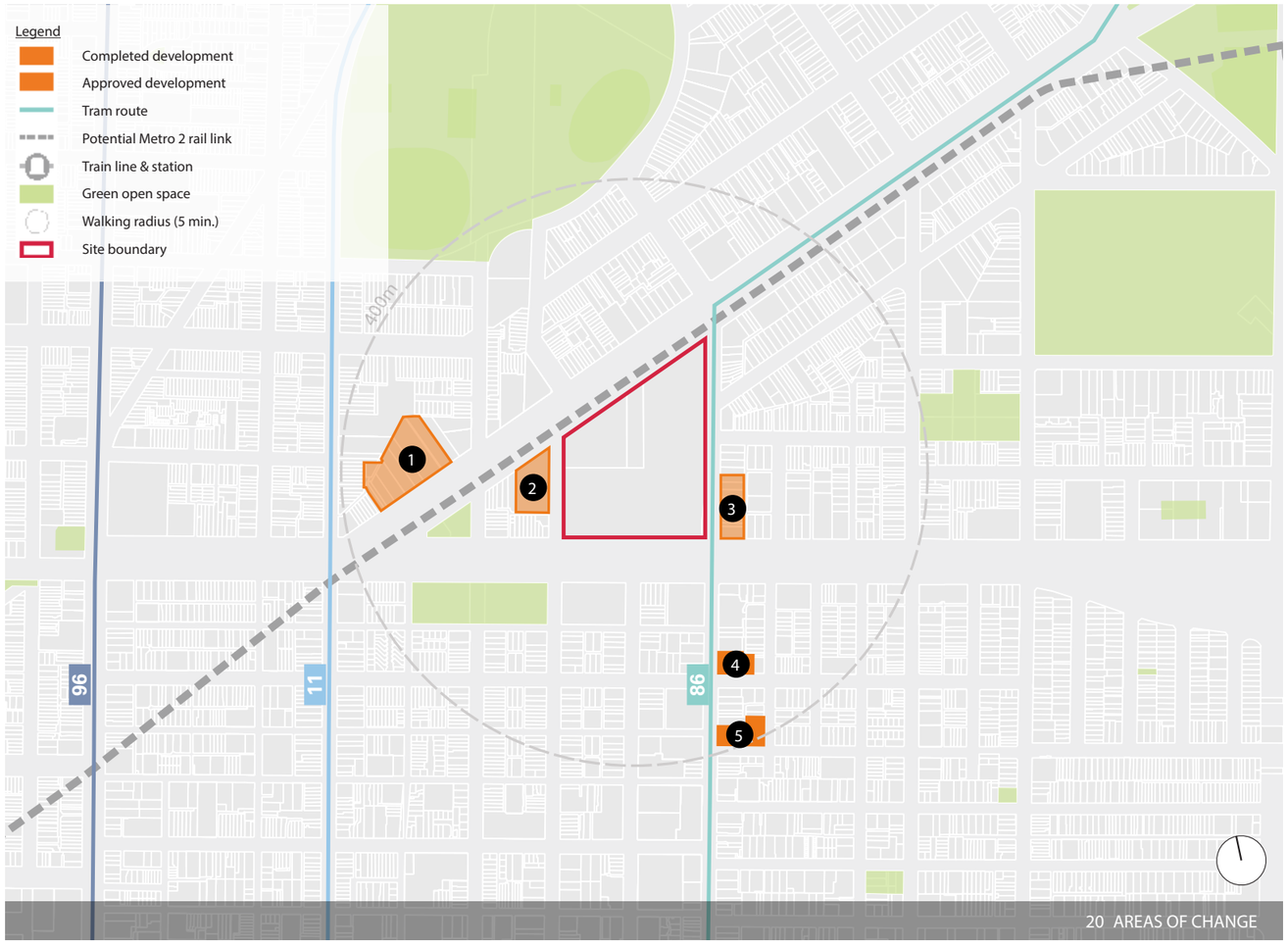










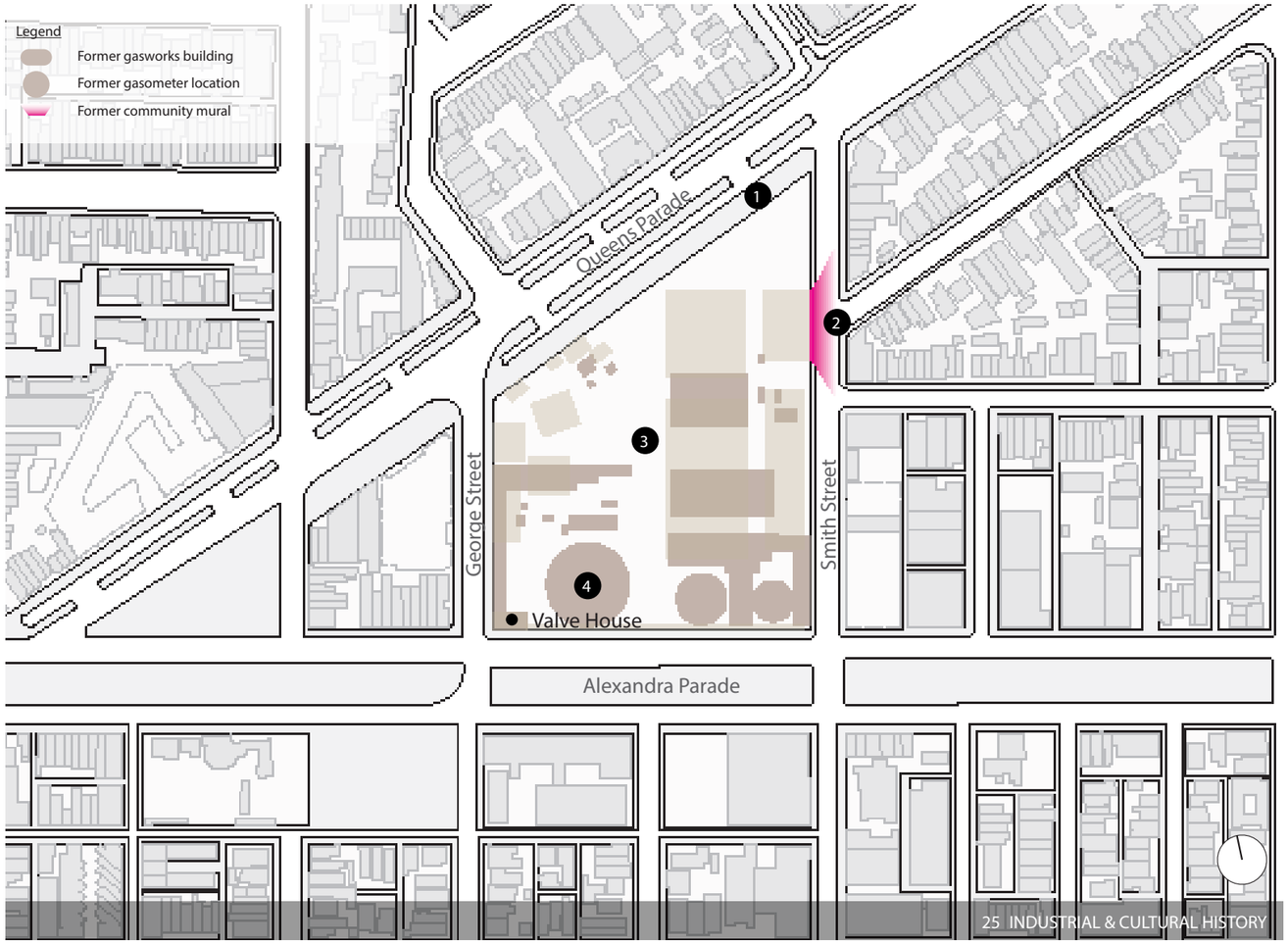


3.3 Cultural History

The traditional owners of the site are the Wurundjeri people of the Kulin Nation, who have an ongoing and living connection to the country on which the site is situated.

The former gasworks on the site was established in 1860 and was an important part of Melbourne's gas infrastructure. Gas production ceased in 1927, with the three large gasometers remaining local landmarks. These were demolished following conversion to natural gas in the 1970s. As part of remediation works the Fitzroy Gasworks Valve House (HO211) was retained on site, while the former Porter Shed was relocated to Fairfeld Park.

In 1986, Eve Glenn and Megan Evans painted the feminist mural Bomboniere to Barbed Wire on a Smith Street building facing Hodgkinson Street. It remained a local landmark until the 2010s when it was severely defaced by vandals. The building and mural were ultimately demolished during remediation works.











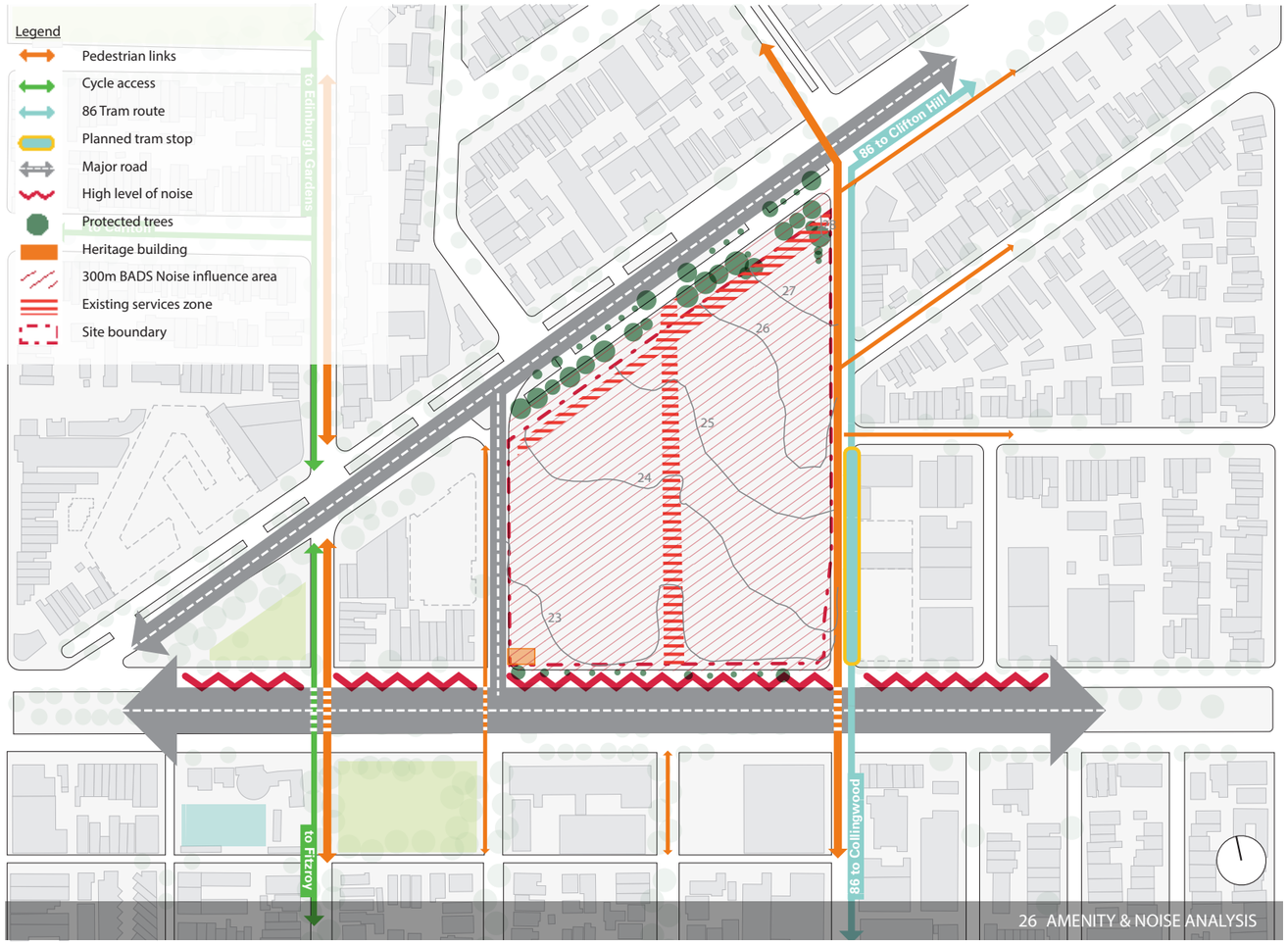
3.4 Traffic, Noise & Amenity

The site acts as an 'island' between the major roads of Alexandra Parade, Smith Street, Queens Parade and George Street. These streets are currently dominated by cars, with narrow footpaths, few street trees and low amenity pedestrian crossings.

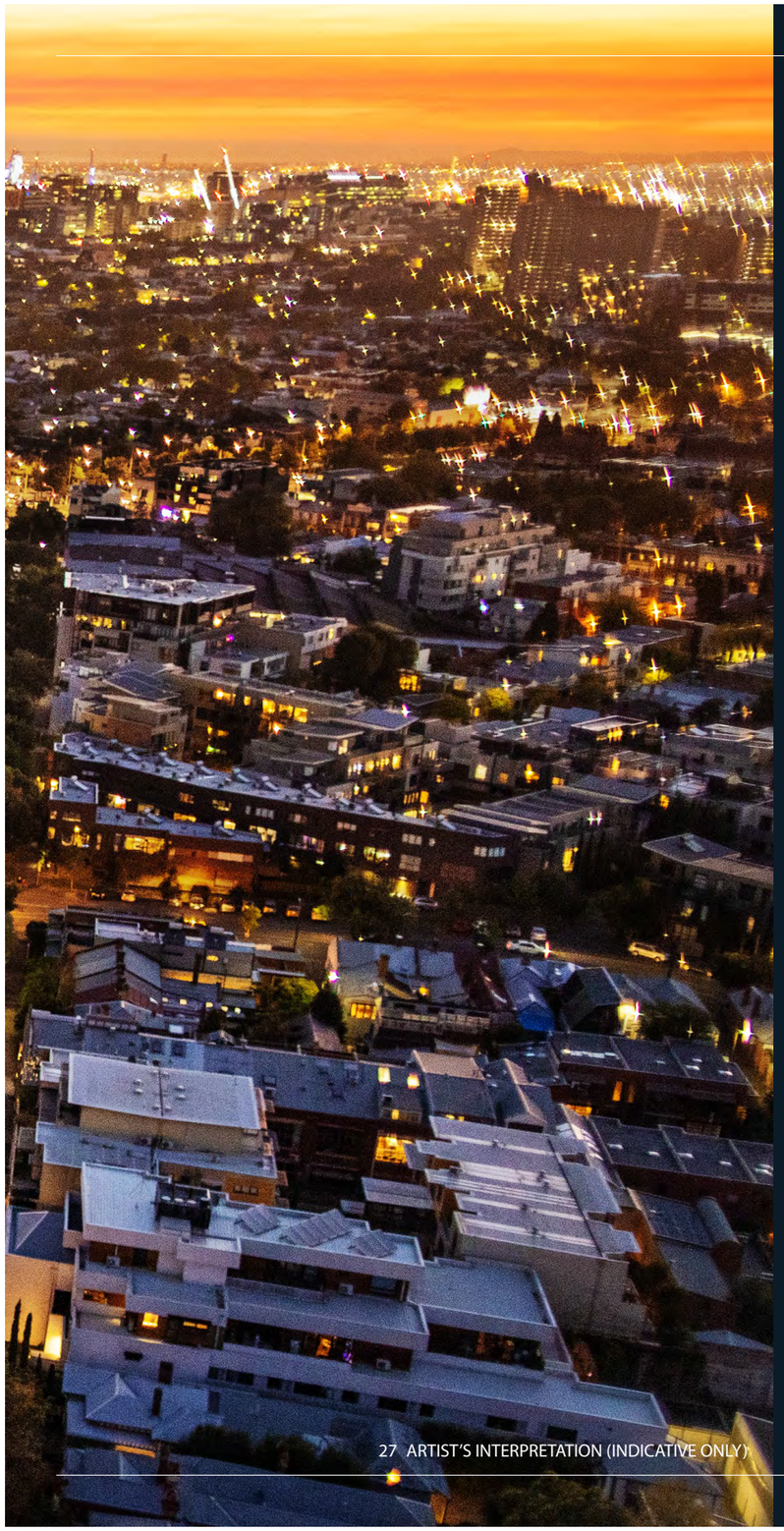
The Better Apartment Design Standards (BADS) defines a building to be within a 'noise influence area' if it is within 300m of a freeway or tollway, or 300m of another road that is carrying 40,000 Annual Average Daily Traffic Volume. Buildings within this area typically require an acoustic report and should mitigate noise through the design. In 2019 the streets surrounding the site had the following Annual Average Daily Traffic Volumes:

- Alexandra Parade: 65,000.
- Smith Street: 7,200.
- Queens Parade: 13,000.
- George Street: 17,000.

Only Alexandra Parade meets the BADS definition of a 'noise influence area', however the entire site falls within 300 metres and therefore noise mitigation is a consideration throughout.




DEVELOPMENTVICTORIAFITZROYGASWORKSDEVELOPMENTPLAN
29



27 ARTIST'S INTERPRETATION (INDICATIVE ONLY)

Development Plan Response

Part 4.0 Design Principles

4.1 Design Principles

A number of design principles have informed the design concepts that underpin the development plan. The community engagement process played an important role in identifying and refining these principles. The principles set out below are indicative and design responses are subject to further testing at the planning permit application stage.

4.1.1 Context

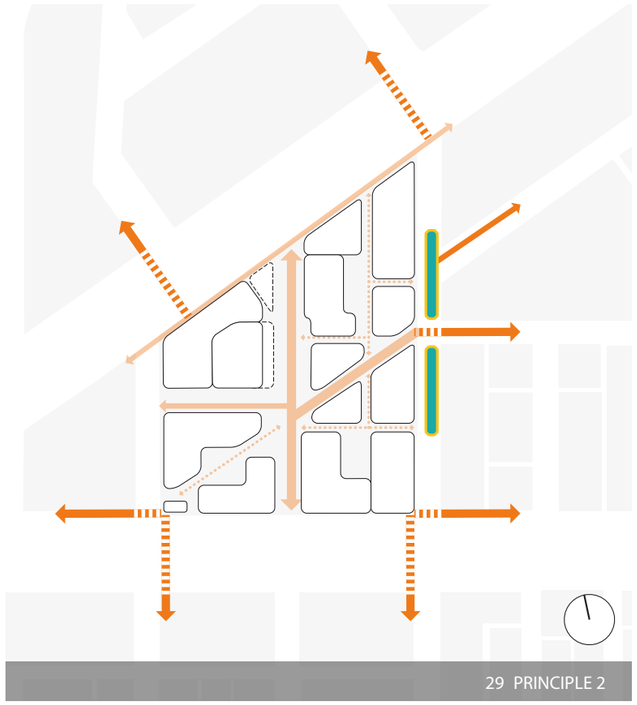


28 PRINCIPLE 1

Speak the local language in terms of built form, materiality and uses. A materials palette that is suited to the local character and context will be used across the precinct.

Legend

- School and Sports
- Village relating to Clifton Hill
- Village relating to Fitzroy
- Village relating to Collingwood

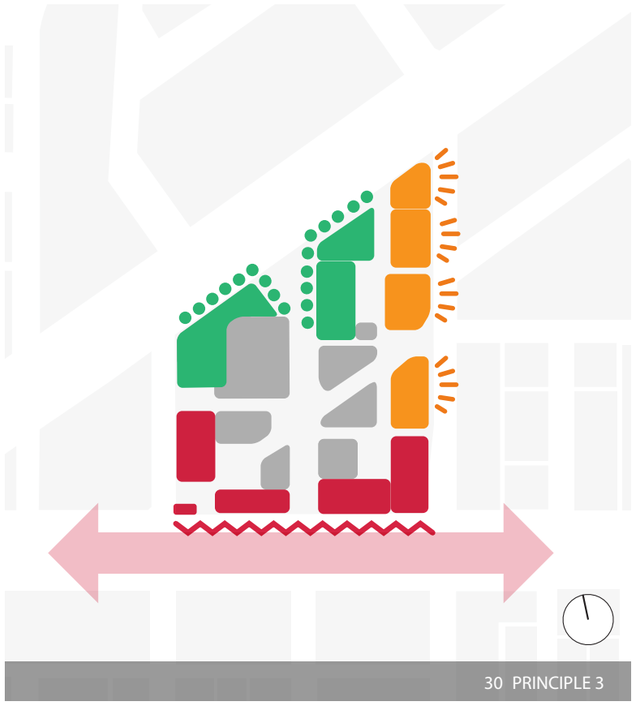


29 PRINCIPLE 2

Create high-quality pedestrian and tram links that stitch into the surrounding community. Encourage permeability through fine-grain pedestrian connections and lane ways.

Legend

- Tram stop
- Pedestrian crossing
- Pedestrian connection
- Primary Pedestrian Route
- Secondary Pedestrian Route



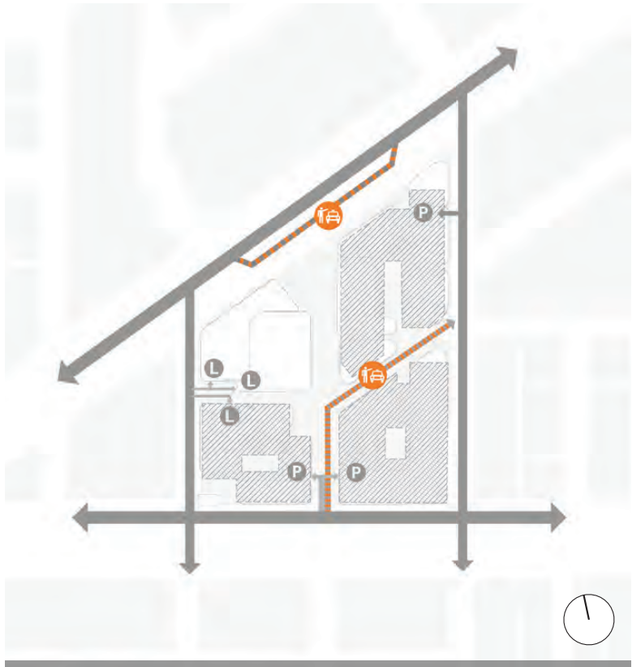
30 PRINCIPLE 3

Respond to the local amenity conditions, such as the noise from surrounding streets.

Legend

- Queens Parade green interface
- Mitigate noise on Alexandra Parade
- Mitigate tram noise on Smith Street

4.1.2 Access

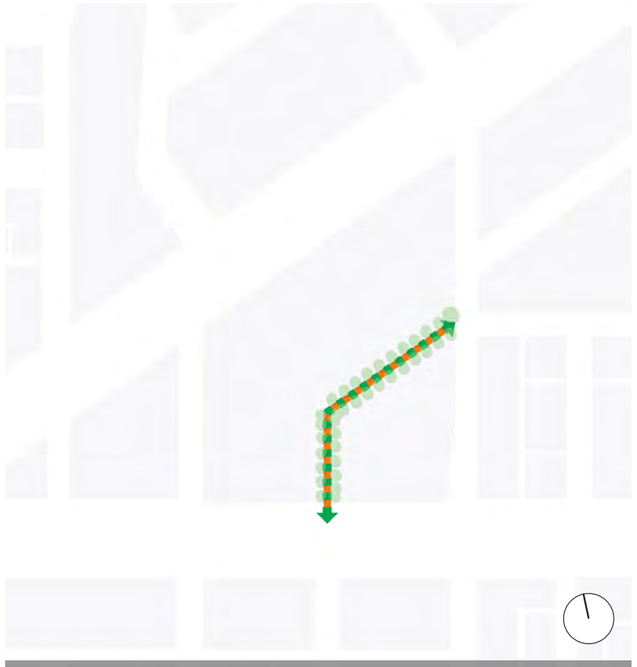


31 PRINCIPLE 4

Create a pedestrian priority neighborhood with consolidated car parking and minimal reliance on private vehicles.

Legend

Major road
Underground carpark entrance
Shared pedestrian street
Drop-off point



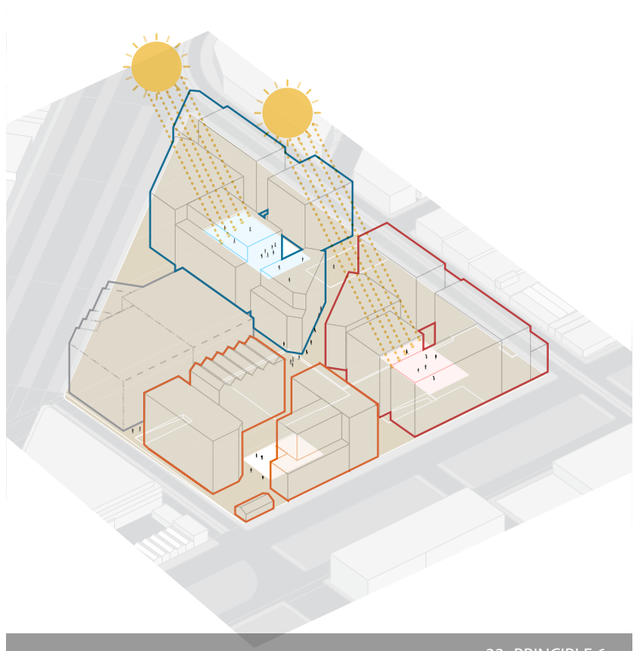
32 PRINCIPLE 5

Create a high-quality 'Village Street' at the heart of the precinct for bicycles, pedestrians and vehicular pick up and drop off.

Legend

Pedestrian connection
Trees
Village Street

4.1.3 Public Realm & Landscape

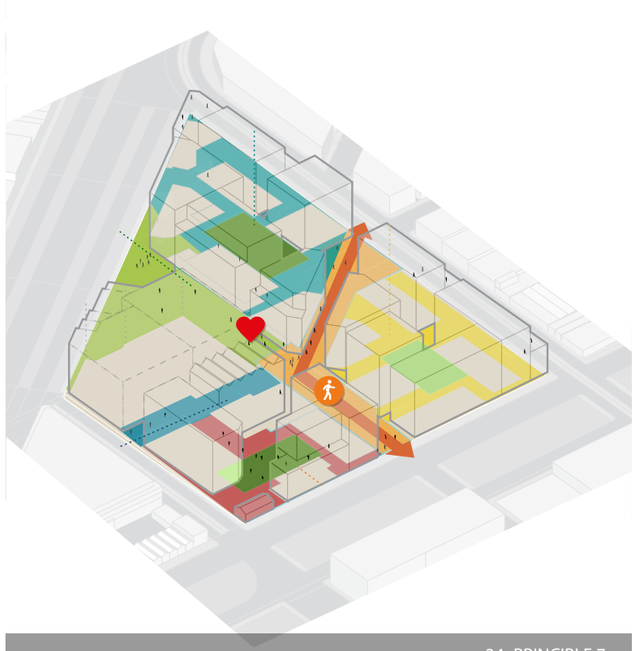


33 PRINCIPLE 6

Create publicly accessible courtyards at the heart of each parcel and maximise solar access to these spaces.

Legend

- Parcel A open space
- Parcel B open space
- Parcel C open space



34 PRINCIPLE 7

Establish a central community heart linking together diverse public spaces with places to play.

Legend

- Shared pedestrian street
- Village heart



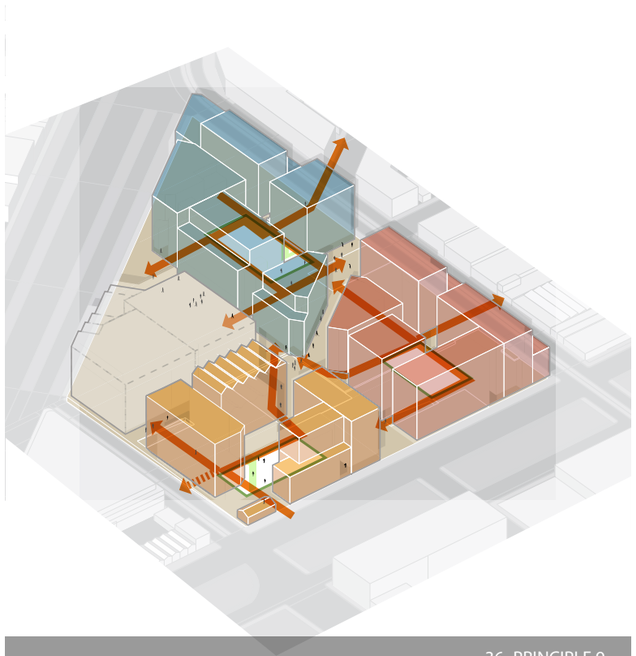
35 PRINCIPLE 8

Maximise urban greening by introducing trees, ground cover, vertical and roof top vegetation.

Legend

- Shared Street
- Vertical greening
- Canopy tree planting area

4.1.4 Built Form & Use



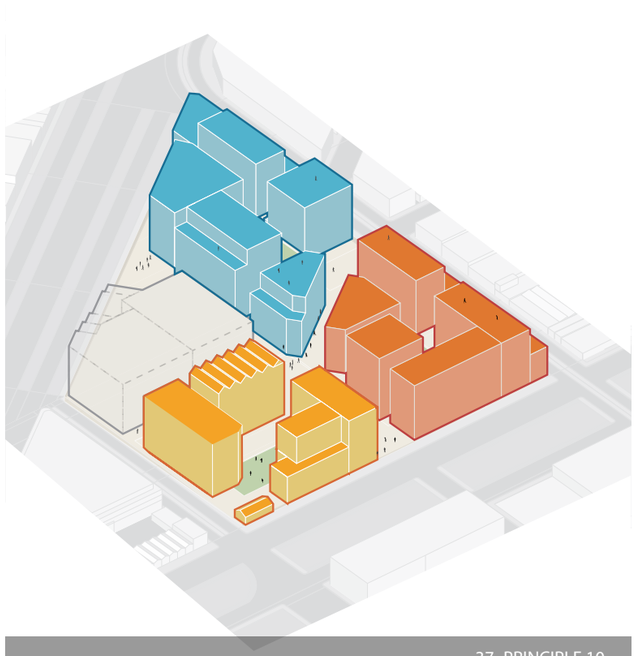
36 PRINCIPLE 9

Create open perimeter block forms that respond to local context and ensure permeability through the site.

Legend

Pedestrian connection

Local open space



37 PRINCIPLE 10

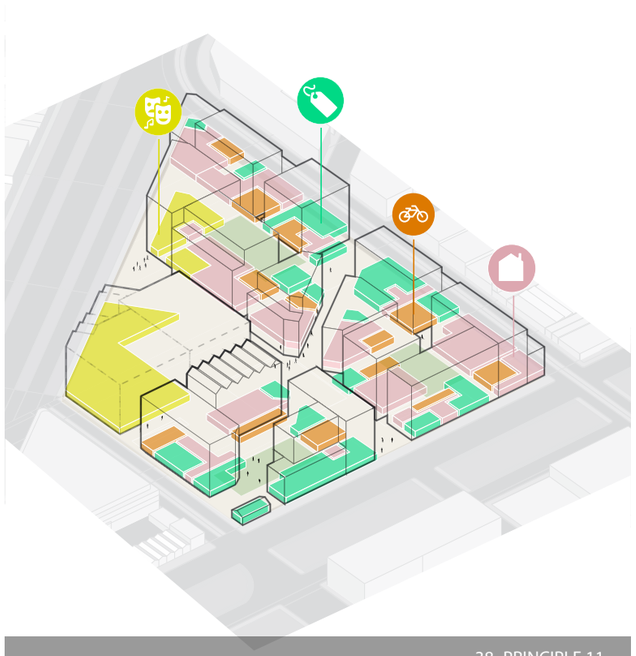
Encourage variety in building heights, forms and materiality in keeping with each parcel's identity.

Legend

Parcel A

Parcel B

Parcel C



38 PRINCIPLE 11

Curate ground floor uses that showcase a variety of activities and that emphasise interaction and the human scale.

Legend

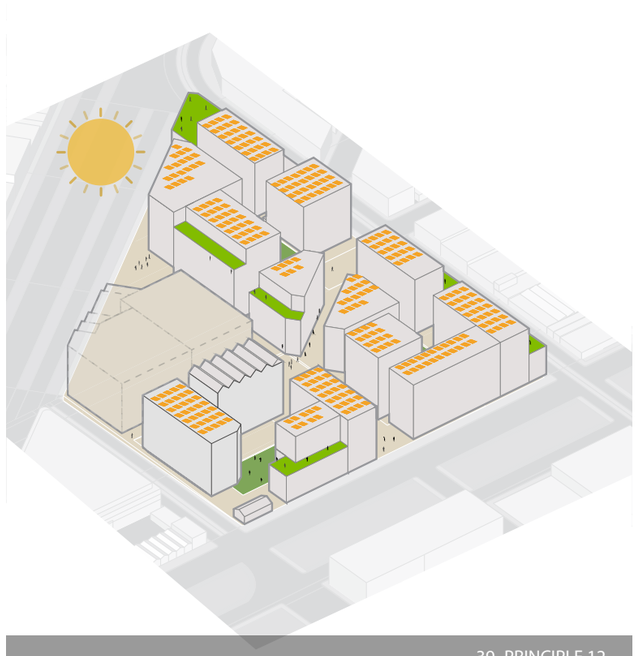
Community facilities

Bike parking

Flexible space (including retail and common spaces)

Residential

4.1.5 Sustainability



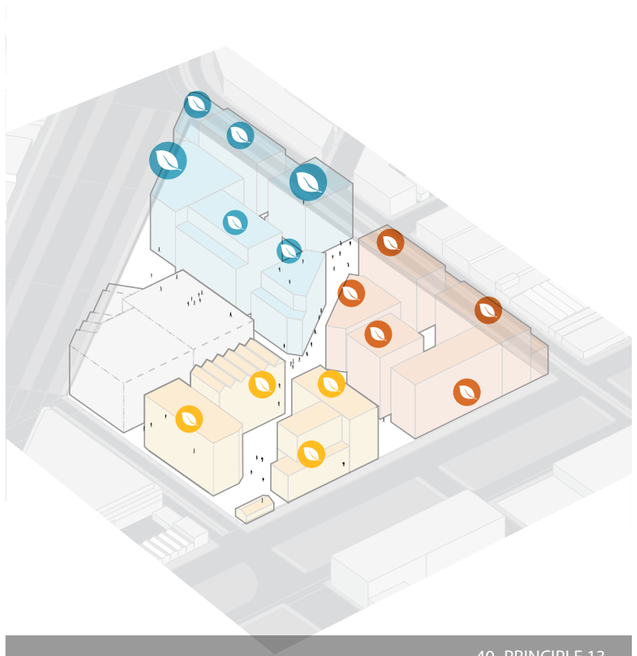
39 PRINCIPLE 12

Maximise potential for energy generation on site, with solar panels to most rooftops.

Legend

Rooftop garden

Solar panels

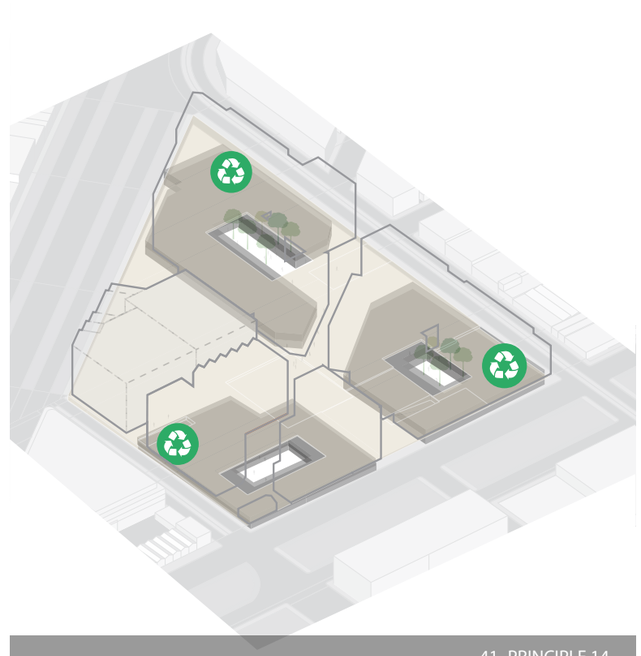


40 PRINCIPLE 13

Maximise thermal performance of buildings for lower living costs over time.

Legend

Cost saving through increased thermal performance



41 PRINCIPLE 14

Minimise waste produced on site, with consolidated collection points and diversion targets.

Legend

Local recycling

Not in Use

Development Plan Response

Part 5.0 Land Use

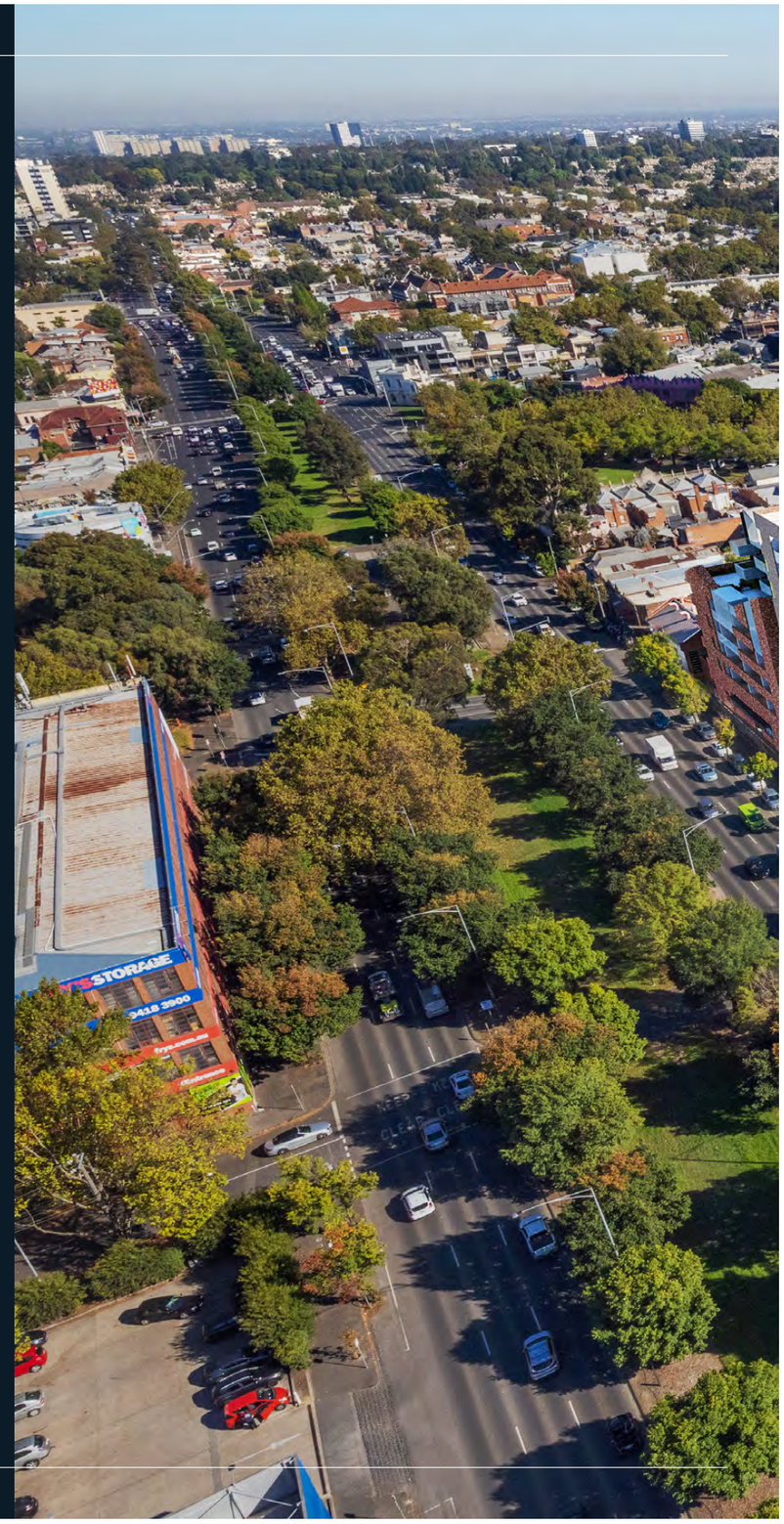
This section outlines how the Development Plan responds to the following requirements of DPO16:

Development Plan Components

- Develop a mixed use precinct comprising a variety of housing types, community facilities and public open space.
- Address Smith Street to strongly encourage the use of tram services in connection with development of the site, and to contribute to the streetscape character and vitality of the activity strip along the length of Smith Street.
- Provide community infrastructure to service the needs of the local area ensuring they complement the adjoining proposed indoor sports courts and integration of the site with the adjoining proposed education facility.
- Create usable, safe and accessible public spaces to meet local needs and improve resident amenity and usability.
-

Site Design and Land Use

- Develop a coherent and identifiable precinct.
- Design to address and activate the public realm, without privatising its amenity.
- Approximately 8.7% of the site to be provided as public open space.
- Position the school to front Queens Parade and centre the sports courts on the site as a key community node with ease of access to public transport.
- Support retail, office and other uses at street level.
- Promote urban legibility and high quality public access to and through the site including clear site lines and a choice of routes.
- Minimise over shadowing effects within the site and on adjoining land.
- Design public open spaces to have good solar amenity, good passive surveillance.
- Avoid buildings that disproportionately overwhelm public spaces.
- Provide landscaping to reduce the visual impact of development, improve liveability and mitigate impacts of the urban heat island effect.
- Provision of street trees, high quality lighting and other streetscape enhancements.
- Retain the visual prominence of at least the top third of the individually significant Shot Tower from primary views when viewed from or through the site.
- Provide wind climate design to ameliorate wind conditions at street level, public spaces, balconies and adjoining properties.
- Provide acoustic design treatments that addresses the impact of existing and potential noise particularly from road traffic and trams.





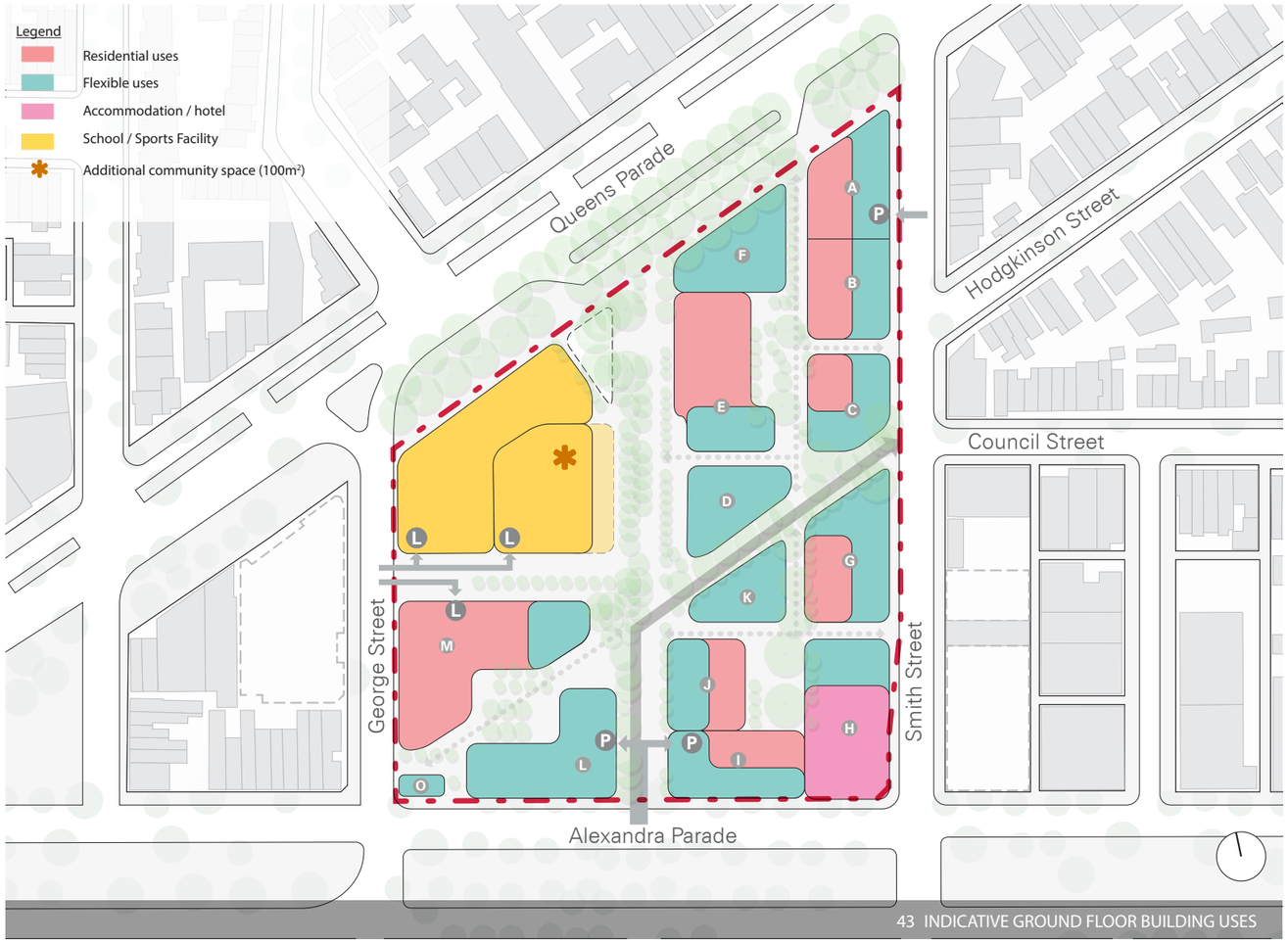
42 ARTIST'S INTERPRETATION (INDICATIVE ONLY)

5.1 Ground Floor Uses

Development will be designed to create a mixed use precinct that comprises a variety of housing types, community facilities and public open space. This section outlines how this will be achieved in accordance with requirements of DPO16. The location and type of uses should be generally in accordance with the indicative uses plans. The location and mix of uses across the site can only be varied if market demand exists for a different mix of uses so as to avoid vacant tenancies.

All ground floor spaces will have high floor to ceilings to allow for a variety of public-facing uses to occur. Flexible spaces have been located for ease of access and in locations that have increased foot traffic. These spaces may include retail, hospitality, office and co-working spaces, affordable workspaces for creative industries, galleries, grocery stores and gyms. There is the potential to partner with organisations to curate creative workplace and exhibition spaces. In addition, there is an opportunity to provide community-oriented spaces, including for child care, maternal and child health, and for small events, such as children's birthday parties or neighbourhood group meetings. Within Development Agreements for each site, developer partners will specify how vacant spaces will be avoided through programming of spaces and reduced rent for creative and community uses. Flexible uses may include up to 50% communal residential uses, provided that these uses are not for individual dwellings or allow for the provision of Specialist Disability Accommodation (SDA). An opportunity for a hotel or short-stay accommodation is located at the corner of Alexandra Parade and Smith Street, with public facing facilities on the ground floor, activating this prominent corner.

Flexible ground floor uses will contribute to the vitality and activation of Smith Street and Village Street, which will encourage pedestrian activity. Residential entrances will be located on the ground floor, with individual access to ground floor apartments activating select locations that are quiet and more protected.



43 INDICATIVE GROUND FLOOR BUILDING USES

Where possible, residential entrances along Smith Street should provide direct visual connections to internal courtyards, all of which contribute to the urban legibility, passive surveillance and high quality public access to and through the site, while contributing to the streetscape character and vitality of Smith Street. Foyer-type spaces should be minimised. There is a preference for bicycle parking to be accommodated on the ground floor where viable to prioritise this mode of transport. These consolidated bicycle parking areas for each apartment will be secure but visible on the ground floor.

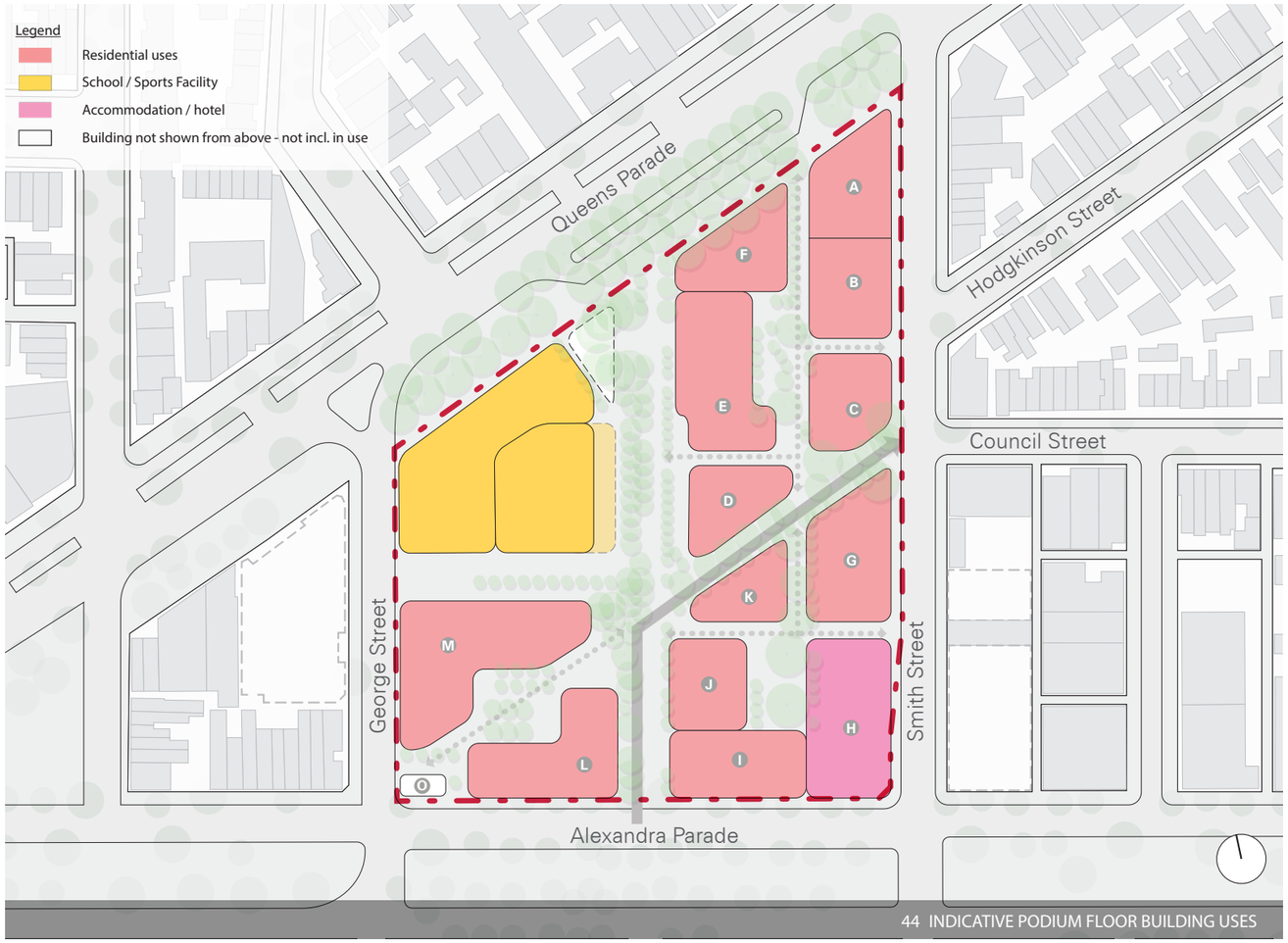
The school site, identified in yellow in Figure 43 and Figure 44, will be positioned in the north-western corner of the site to appropriately address Queen's Parade, as required by DPO16. An additional 100m^2 community space, beyond that provided by the School Site and Sports Courts will be provided as shown on Figure 43.

5.2 Podium & Upper Level Uses

The podium level uses of the buildings are primarily residential use. Subject to the commercial viability, Building H, on the corner of Alexandra Parade and Smith Street is identified as a potential opportunity for a hotel or short-stay accommodation.

The upper levels of the buildings are predominantly residential uses, with some shared common spaces on rooftops. There is also an option for a hotel or short-stay accommodation on upper levels of the building on the corner of Alexandra Parade and Smith Street.

Upper levels have also been designed to have consideration of views to and from the significant Shot Tower, where possible.



44 INDICATIVE PODIUM FLOOR BUILDING USES

The below table outlines the approximate GFA by building and development parcel, based on the building envelopes available for future development in accordance with Figure 75 Indicative Heights Diagram. The indicative total GFA provides for a total apartment yield of approximately 1,200.

Final yield for each building will be determined at Planning Permit stage based on more developed design in response to the Development Plan.

Building	GFA (sqm.)		
	Residential / Hotel / Accom.	Flexible	Total
A	3,805	120	3,925
B	8,919	90	9,009
C	7,860	720	8,580
D	6,823	140	6,963
E	11,385	210	11,895
F	8,034	736	8,770
Sub-total Parcel C	46,826	2,016	49,142
G	9,013	1,000	10,013
H	11,390	570	11,960
I	5,619	650	6,269
J	7,195	150	7,345
K	7,177	95	7,272
Subtotal Parcel B	40,394	2,465	42,859
L	10,810	1,035	11,845
M	18,274	760	19,034
O	-	144	144
Sub-total Parcel A	29,084	1,939	31,023

45 APPROXIMATE BUILDING GFA

5.3 Cultural (Industrial) Heritage

Valve House will be retained and enhanced as part of the Development Plan. This will be achieved by designing spaces and sight lines to highlight the structure within the development.

A detailed plan of the interpretation scheme (Conservation Management Plan) of the Valve House will be prepared and included at the Parcel A Planning Permit stage of the development. A Maintenance Plan to support the Conservation Management Plan, will be a planning permit condition prior to construction commencement. This should include explanatory principles behind the scheme and an indication of the form, content and locations of interpretation elements. The site's layered history will be celebrated through appropriate material selections. New development should include integration and inclusion of historical and cultural interpretation. These interpretative elements should also serve as way finding elements that orient and direct users through the site.

5.4 Community Infrastructure

The key piece of community infrastructure that will be delivered is the school and indoor sports facility located on the school site in the north-western corner of the development site. This development process is being run concurrently by the Victorian School Building Authority, the Department of Education and Training and the Department of Transport. Construction of the school is now in the final stages and government funding for the sports facility has been confirmed, including a provision for on-grade parking improvement.

A dedicated space to be made available for use by Yarra City Council for community use will be provided within the Development Plan Site. Additionally, flexible spaces have been allowed for throughout the ground level of the proposed development may accommodate further community uses. Generous public open space areas will be provided throughout the development, with the highly permeable building layout providing access to the surrounding community. All of which contribute to servicing the needs of the site and the surrounding local area.



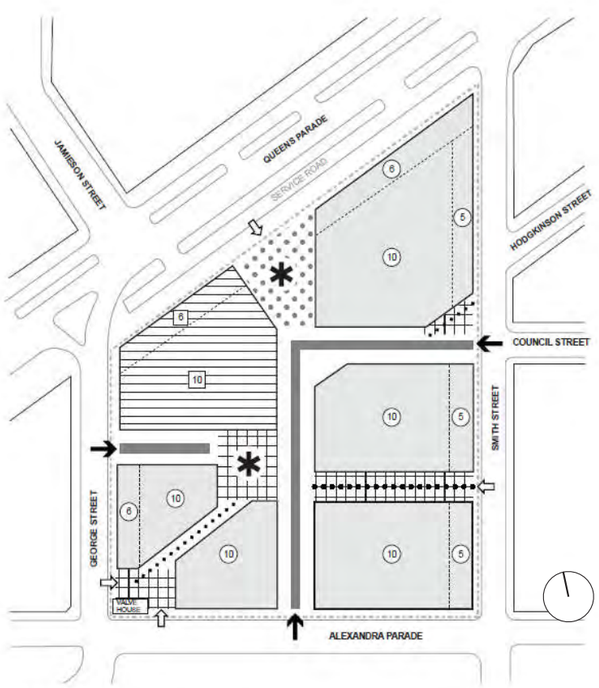
46 INDICATIVE SENIOR SCHOOL DESIGN (VSBA)

5.5 Public Realm

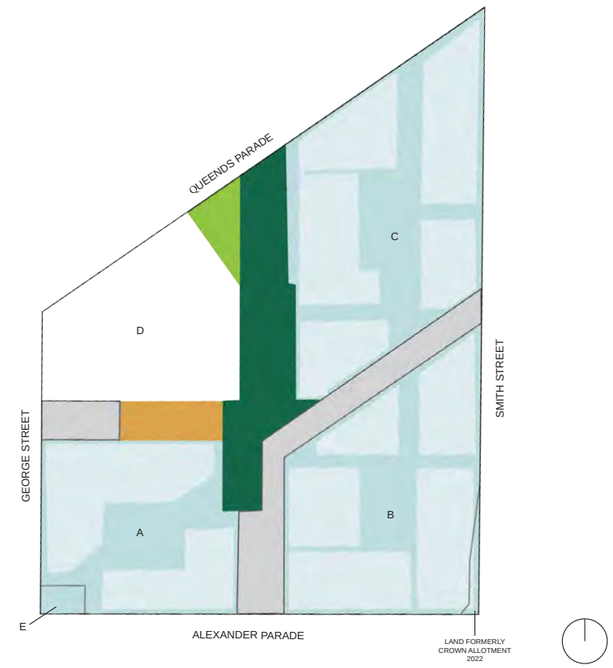
The public realm strategy for the site seeks to integrate the rich surrounding neighbourhood context through a layering of indigenous, pre-colonial and industrial histories. The Development Plan will deliver approximately 8.7% of the site as new public open space that will be vested in Yarra City Council. All public spaces are designed to be safe and accessible to meet the needs of the local area. The dedicated areas of public open space will be supplemented by:

- Pedestrian prioritised access ways throughout the site and beyond to designated public transport nodes.
- Privately owned communal spaces that will be accessible to the community.
- Entryways and landscape treatments, clear sight lines and way finding signage.
- Furniture and fixtures in the public realm that will be robust and easy to maintain.
- Access pathways to primary building entries must be provided from within Parcels or adjacent streets and not directly off public open spaces. Secondary entries and entries to flexible spaces may address public open space without encumbering its use. Where provided, threshold areas or private open space associated with secondary entries and flexible uses must be provided within the Parcel.
- With the exception of Emergency Vehicle and Maintenance access, all vehicles are prohibited from entering Public Open Space.
- The proposed public open space and streets will have opportunity for canopy tree planting.

Areas designated as Secondary Open Space are to include planting and uses that appropriately response to poor solar access.



47 DPO16 Concept Plan



LEGEND	Approx %	Approx m²	Ownership
Primary Public Open Space	8.7%	3,435	Council
Secondary Open Space	1.4%	550	DET
Secondary Open Space	3.4%	1,336	Council
Road	6.5%	2,579	Council
Private Development	66.0%	25,900	Private
School & Sports	14.0%	5,500	DET
	100%	**39,300**	

48 PUBLIC REALM PLAN

Planting of vegetation within the public realm should be done in consultation with the City of Yarra. Public realm lighting will support night-time social and recreational activity, amenity, way finding and safety.

Where ground floor building setbacks are provided within parcels adjacent to public realm, the design response should aim to:

- Integrate pavement materials so that this reads as a single widened footpath
- Ensure public/private transitions meet universal design principles in terms of surface levels and grading
- Minimise the impacts of flood mitigation measures on the public realm including pedestrian access where possible
- Minimise visual obstructions to provide visual connection to internal spaces and promote activation.

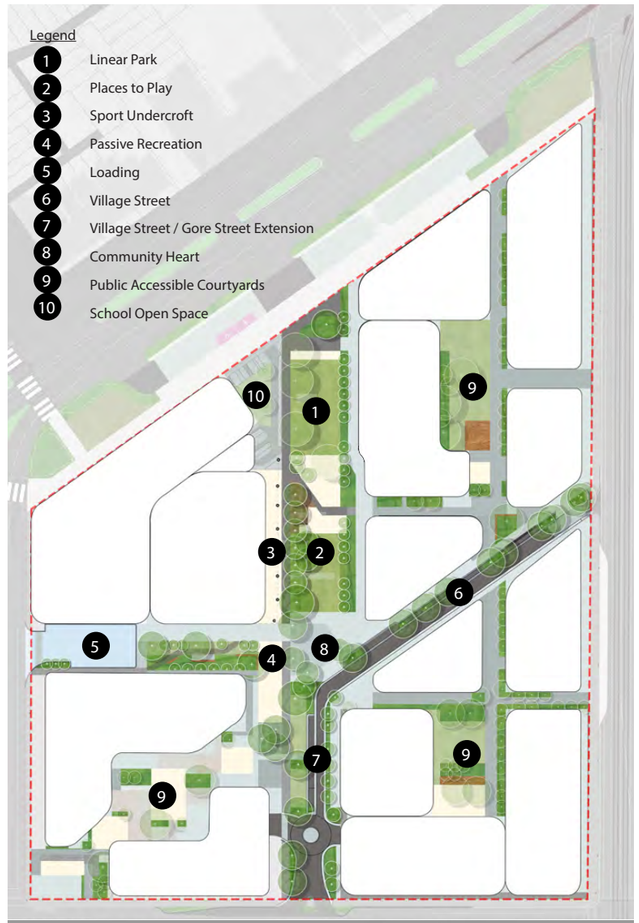
5.6 Landscape Master Plan

The Landscape Master Plan describes a series of key public and private spaces that together form the open space network for the Fitzroy Gasworks site.

These spaces comprise:

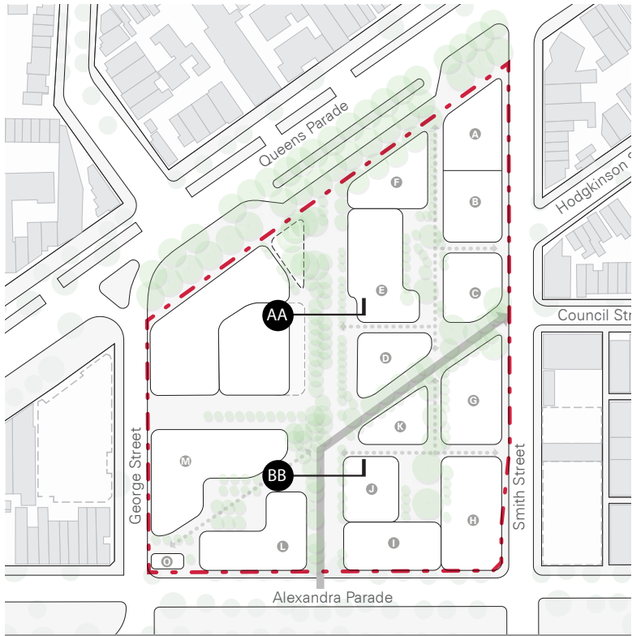
- Village Green - A proposed linear park to the north of the site interfacing with Queens Parade, the High School, and the north eastern development lot.
- Community Heart - A community plaza in the centre of the site that links the public realm across the site.
- Places to Play - Play area located to the east of the school within the public realm as a primary place for play activities.
- Streets for People - Pedestrian priority shared streets allowing for slow vehicle access.
- Permeable Lanes and Publicly Accessible Courtyards - Private laneways between developments providing permeability, blurring the line between the public and private realm and offering pedestrian connections to the broader development during the day combined with central courtyards for communal use.
- A landscape plan will be provided for each stage / Planning Permit to address how the Public Open Space design responds to the projected demographics of the new community and how it considers other facilities currently provided within the catchment and how it aligns with Yarra's Open Space Strategy 2020 as relevant.

Appropriate vegetation selection will ensure longevity and vitality of planting in the public realm, and the ongoing maintenance of new vegetation will be factored in to landscape design. Throughout the open space network, generous shared user paths will be provided

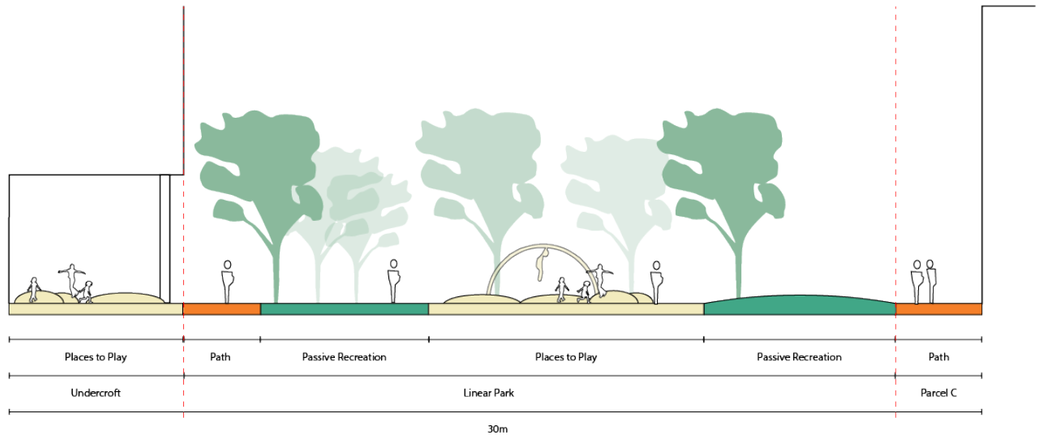


49 LANDSCAPE MASTER PLAN

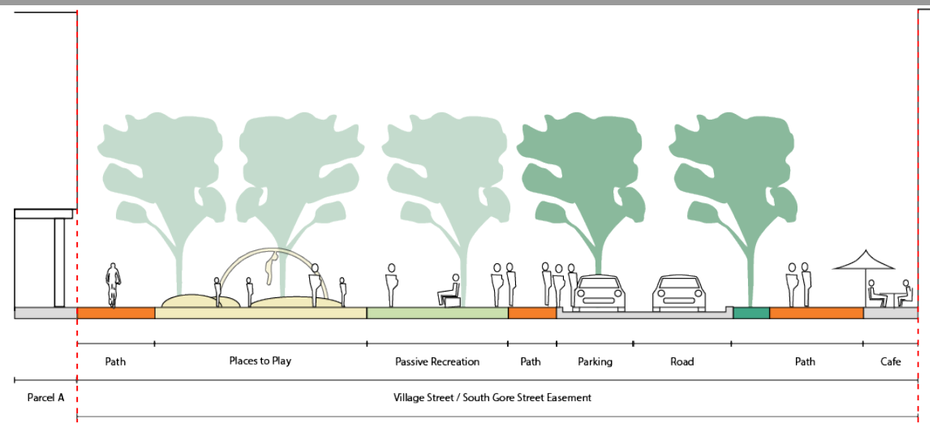
A network of generous paths and limited vehicular access will help reinforce walking as the dominant mode of travel through the site, creating a pedestrian priority neighbourhood. Pedestrian movements will be facilitated through a permeable network of shared streets, shared use footpaths and laneways. The use of well connected internal paths with multiple access points on each street frontage will help to promote active travel to and through the site. Only one public street is provided through the development which will be subject to low vehicle numbers and speeds.



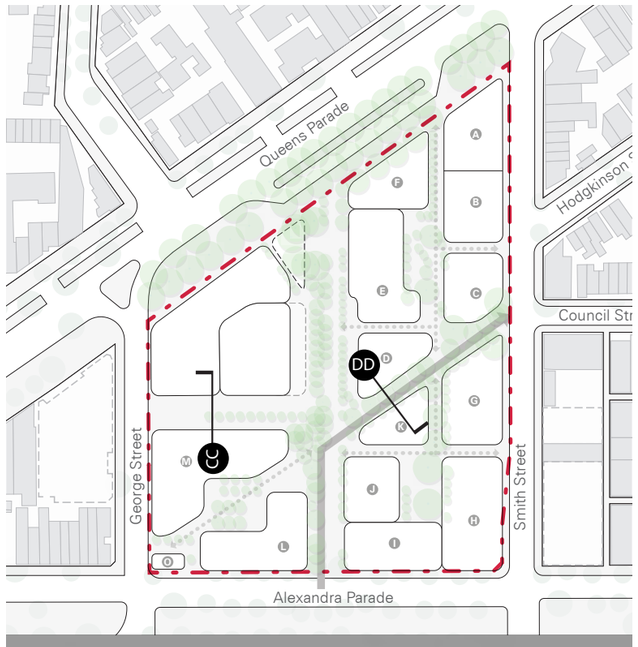
50 SECTION LOCATIONS PLAN



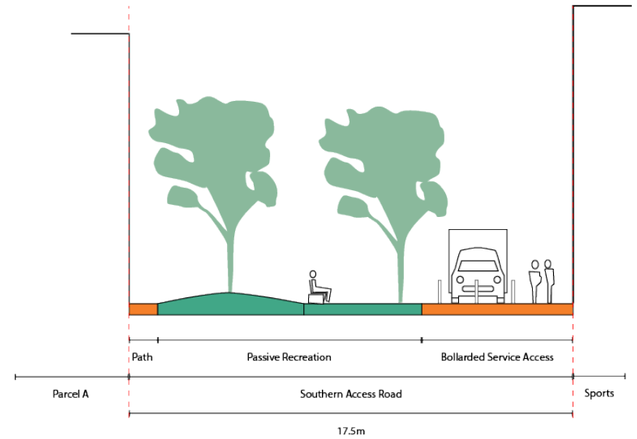
51 SECTION AA: LINEAR PARK



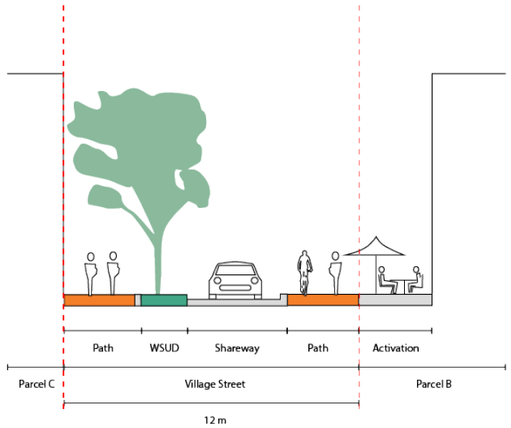
52 SECTION DD: VILLAGE STREET



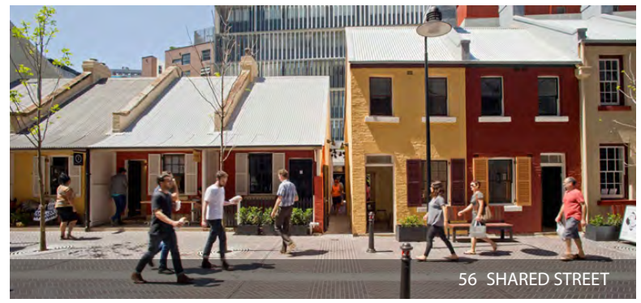
53 SECTION LOCATIONS PLAN



54 SECTION CC: SOUTHERN ACCESS ROAD

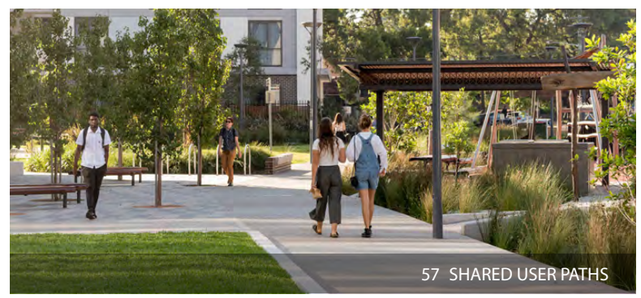


55 SECTION DD: VILLAGE STREET



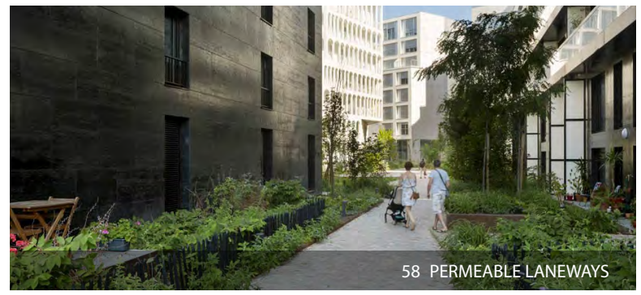
56 SHARED STREET

Kensington Street by Turf Design Studio



57 SHARED USER PATHS

Hudson Street Park by Arcadia Landscape Architecture



58 PERMEABLE LANEWAYS

Boulogne Billancourt by Mutabilis Landscape Architecture

5.7 Laneways & Urban Greening

5.7.1 Laneways

Laneways are to be included as indicatively shown along the developments perimeter, providing access and visual connections from surrounding streets to open spaces within the development which reduces the visual impact of the development and improves liveability. Laneways are a minimum of 3m wide. Entryways will ensure that key points of entry into parcels are framed, allowing views and access into central courtyards and reflecting the identity of that courtyard.

5.7.2 Laneway Maintenance

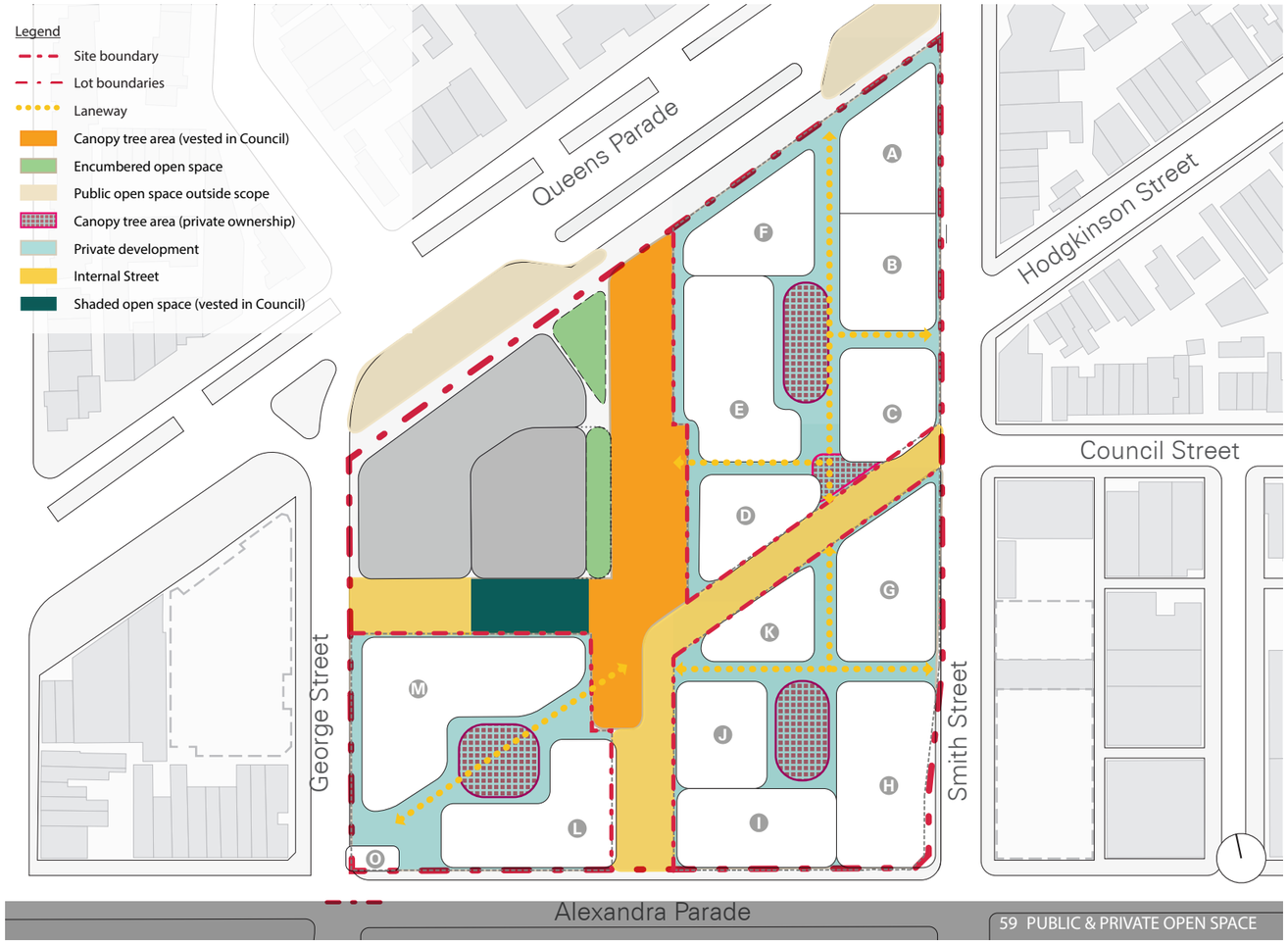
Maintenance of laneways and connections will be formalised in a Section 173 agreement or equivalent. Laneway materials are to be considered as part of an overarching public realm material palette strategy.

5.7.3 Urban Greening

Urban greening has many benefits including reducing urban heat island effect, increasing biodiversity and improving the health and well-being of residents. Minimum standards for urban greening have been targeted, with each parcel achieving a Green Factor rating. One important way to increase urban greening and the Green Factor rating is to provide soil areas that allow for canopy trees, and soil permeability. Indicative areas for canopy tree planting have been shown in Figure 59 with the following requirements:

- A minimum 50% of canopy tree cover is achieved
- Maximise sunlight access
- Canopy trees to have access to soil volume of minimum 1m depth and 1.5m width and with access to water to support plant growth.

Planting of vegetation within the public realm should be done in consultation with the City of Yarra.



59 PUBLIC & PRIVATE OPEN SPACE

5.7.4 Community Garden

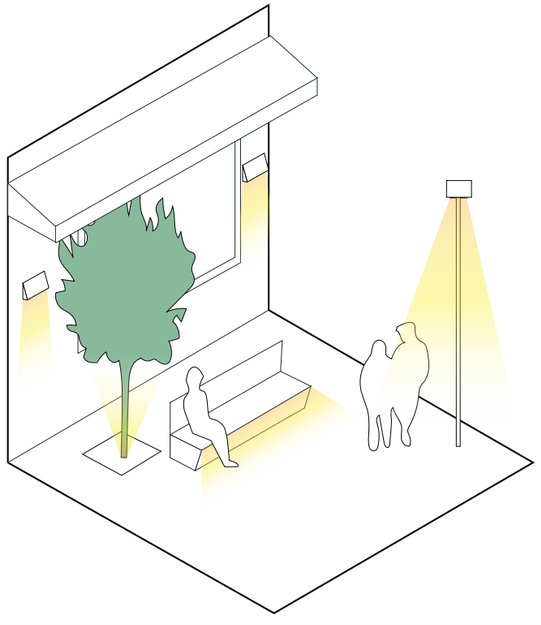
Explore options for a productive community garden(s). This may be spread across public areas or roofs. The community garden will be accessible to the residential community, have access to sunlight throughout the year as well as appropriate drainage.

5.7.5 Light Pollution

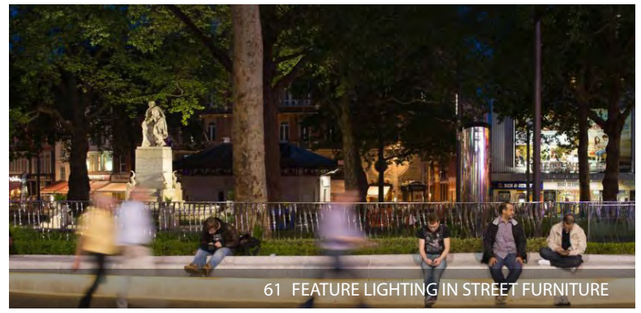
In order to reduce light pollution, 95% of all external public lighting luminaries within the project site boundary have an upward light output ratio less than 5%. Mitigation of light pollution is required in 'Credit 32.1 Light Pollution' as part of the 'Green Star Communities' rating. As part of this credit, a manufacturer's data sheet for each luminaire type will be installed, showing photometric data and illumination diagrams, including horizontal and vertical light distribution.

5.7.6 Lighting

Lighting throughout the precinct will perform a number of functions, from supporting way-finding, orientation and safe movement at night, to providing a decorative effect for building façades, landmarks and paths. Lighting in the precinct should create a public realm that is safe and inviting for users with well located lighting that enables the use of public spaces for active recreation during the evening, especially in winter.



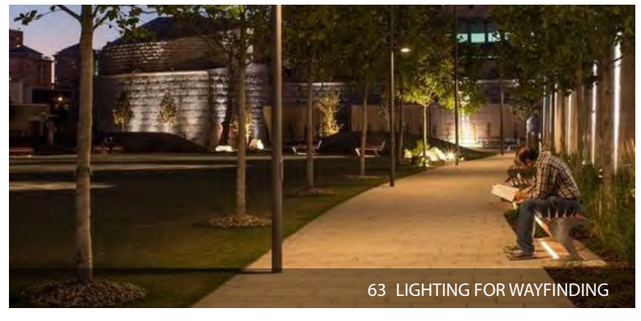
60 INDICATIVE LIGHTING DIAGRAM



61 FEATURE LIGHTING IN STREET FURNITURE



62 LIGHTING SUPPORTING NIGHT TIME ACTIVITY



63 LIGHTING FOR WAYFINDING

5.8 Public & Private Open Space

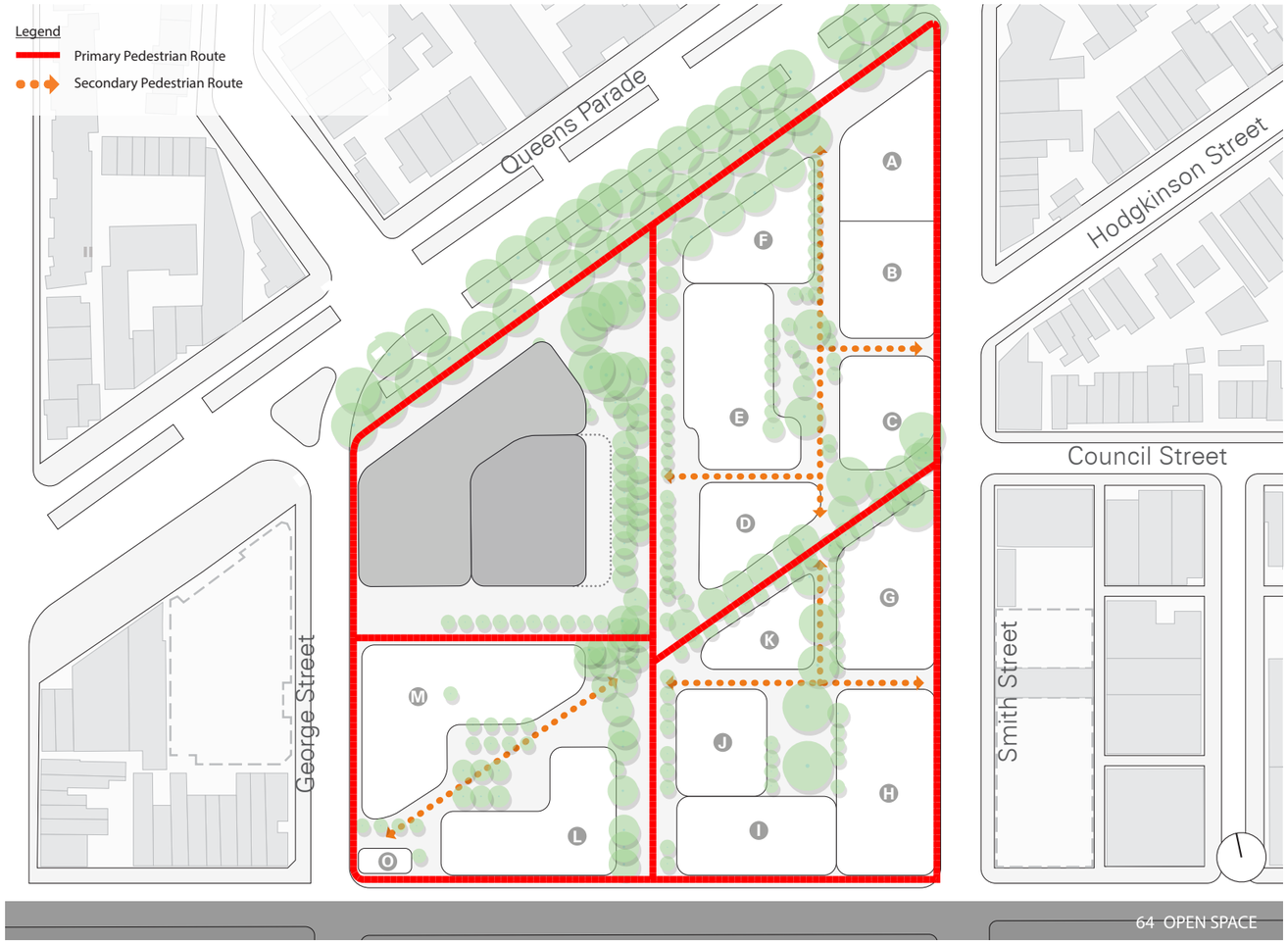
The Development Plan Overlay specifies a minimum of approximately 8.7% of the site is to be provided as public open space through a series of plazas throughout the site, with a more generous passive open space to the north.

The Public Realm Plan highlights a series of spaces that capture DPO16 requirements, and inform potential new sites for open space (see Figure 48). As a part of the Public Realm Strategy, a low-speed, pedestrian-prioritised shared street, Village Street, provides further opportunities to incorporate typical elements of public open spaces, linking the public realm together.

Further open spaces above basement car parking with capacity to accommodate canopy tree planting offer the potential to increase the amount of public open space within the development site.

Private development lots provide more intimate communal open spaces for residents. A sense of transition between public and private space will ensure adequate privacy for residents.

Courtyards are privately owned but publicly accessible between sunrise and sunset at a minimum. Access arrangement will be enforced via section 173 agreement.



5.9 Microclimate

The following requirements relating to external noise and wind are consistent with the requirements of Clause 58 Apartment Developments.

5.9.1 Overshadowing

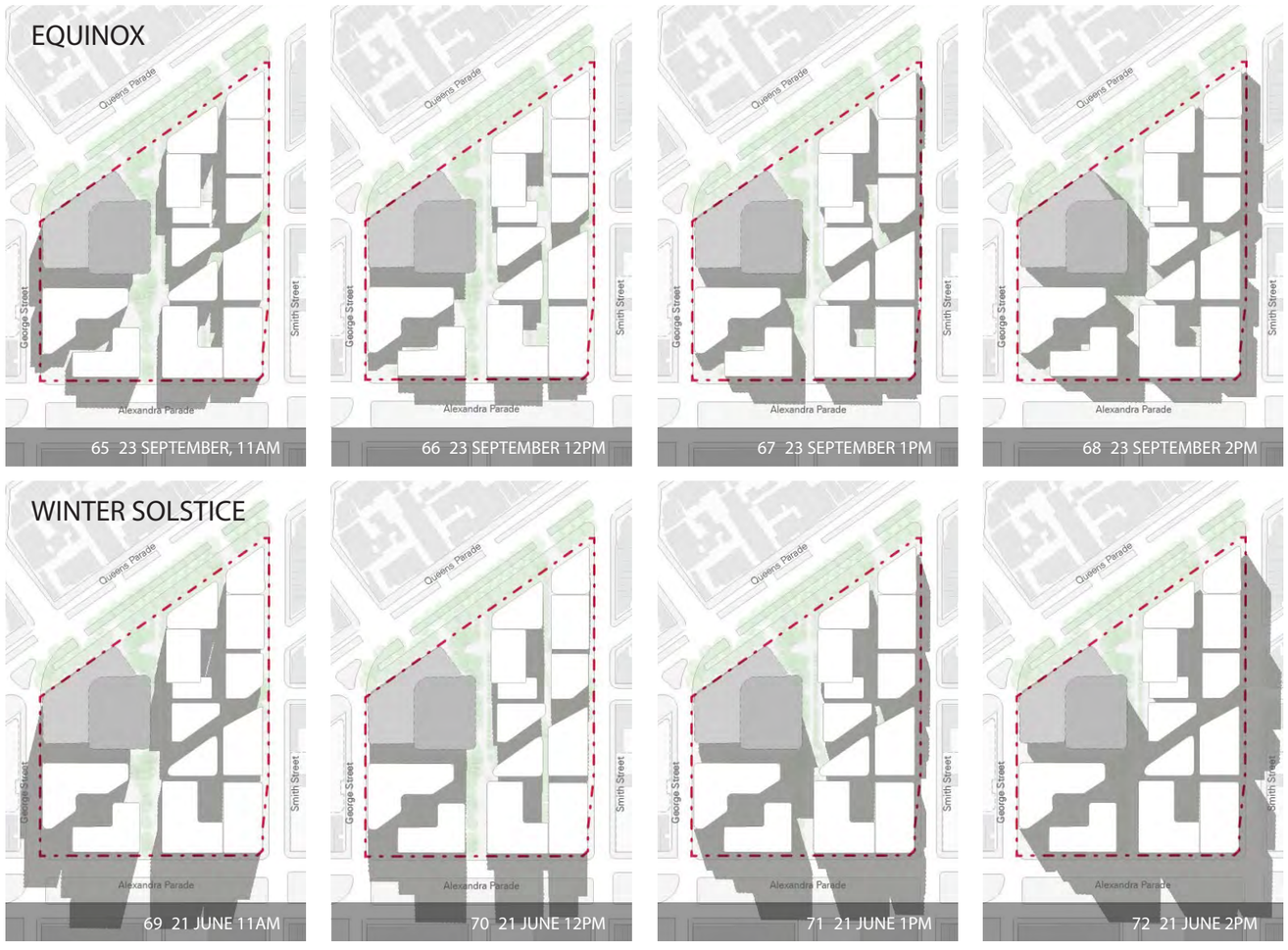
Building forms have been orientated to minimise overshadowing to internal streets, parks, internal publicly accessible courtyards and surrounding properties providing good solar amenity and ensuring buildings do not disproportionately overwhelm public spaces.

The following diagrams illustrate the shadows cast by proposed building envelopes at the equinox and winter solstice. Shadows cast from future development to be generally in accordance with the shadows shown.

5.9.2 External Noise

The entire site falls within the Better Apartment Design Standards (BADS) definition of a 'noise influence area'. This is because the entire site is within 300m of Alexandra Parade.

Acoustic treatment will need to be adhered to and incorporated into any further development design in accordance with the BADS standards and the relevant planning scheme requirements including Clause 58 and any other applicable policy as updated from time to time. Consideration should also be given to noise mitigation of the Smith Street tram, particularly where the tram turns on to Queens Parade.



5.9.3 Wind Conditions

Given that Fitzroy Gasworks is a pedestrian-prioritised precinct, wind conditions should not make for an uncomfortable or unsafe public realm. Buildings and works constructed on site should achieve comfortable wind conditions across all areas within the development plan. Wind amelioration measures will be integrated into the design and architecture of buildings, including balconies. The design should demonstrate that it generally complies with the following:

- A wind speed not exceeding 5m/s for areas appropriate for walking and a wind speed not exceeding 3m/s for areas appropriate for sitting & standing.
- A Wind Report will be submitted at Permit Application stage detailing how wind conditions are ameloriated. Consideration should be given to wind speeds as the precinct is developed over time.

5.9.4 Heat Island Effect

The urban heat island effect must be mitigated through urban greening and the selection of roof sheeting material. This is a requirement of 'Credit 31.1 Heat Island Effect' as part of the 'Green Star Communities' rating. At least 50% of the total project site area, in plan view, will comprise of one or a combination of the following:

- Vegetation and landscaping that is climate responsive;
- Green roofs; Roofing materials, including shading structures (where three year SRI for products is not available, use for pitched roof <15° an initial SRI > 82. Alternatively, for roof pitched >15°: an initial SRI > 39; Unshaded hardscaping elements with a three year SRI> 34 or an initial SRI >39; Hardscaping elements shaded by overhanging vegetation or roof structures;
- Water bodies and/or water courses; and areas directly to the south of vertical building elements, including green walls and areas shaded at the summer solstice.



73 WIND & NOISE PLAN





74 ARTIST'S INTERPRETATION (INDICATIVE ONLY)

Development Plan Response

Part 6.0 Built Form

This section outlines how the Development Plan responds to the following requirements of DPO16:

Development Plan Components

- Respond to the significance of Queens Parade and Alexandra Parade with built form that considers the design, height and visual bulk of the development in relation to surrounding land uses and developments and contributes to their significance as formal boulevards.

Site Design and Land Use

- Provide a transition in buildings by reducing heights and increasing setbacks along sensitive interfaces with increased heights at the centre of the site.
- Create high quality architectural frontages with a sense of articulation, streetscape scale and rhythm.
- Articulate buildings to provide variety, visual breaks and promote a human scale to existing and new streets.
- Activate street frontages with windows at upper levels, building entries from main lobbies and ground floor apartments to contribute to street life and safety through passive surveillance.
- Avoid visually dominant buildings through use of discontinuous forms, well articulated façades and high quality materials that weather well and are environmentally sustainable.
- A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views and provide maximum sunlight to these spaces.
- Avoid buildings taller than six storeys creating a 'canyon' effect to streets by distributing height and providing breaks in built form.
- Provide internal publicly accessible courtyards, supported by communal roof terraces and balconies facing out to the street in mixed use developments.
- Publicly accessible courtyards are privately owned but publicly accessible between sunrise and sunset at a minimum. Access arrangement will be enforced via section 173 agreement.
- Design all development parcels as perimeter blocks. Perimeter blocks should be defined by groups of buildings, with a range of building heights, to create a fine grain and articulated streetscape.
- Avoid podium and tower typologies.

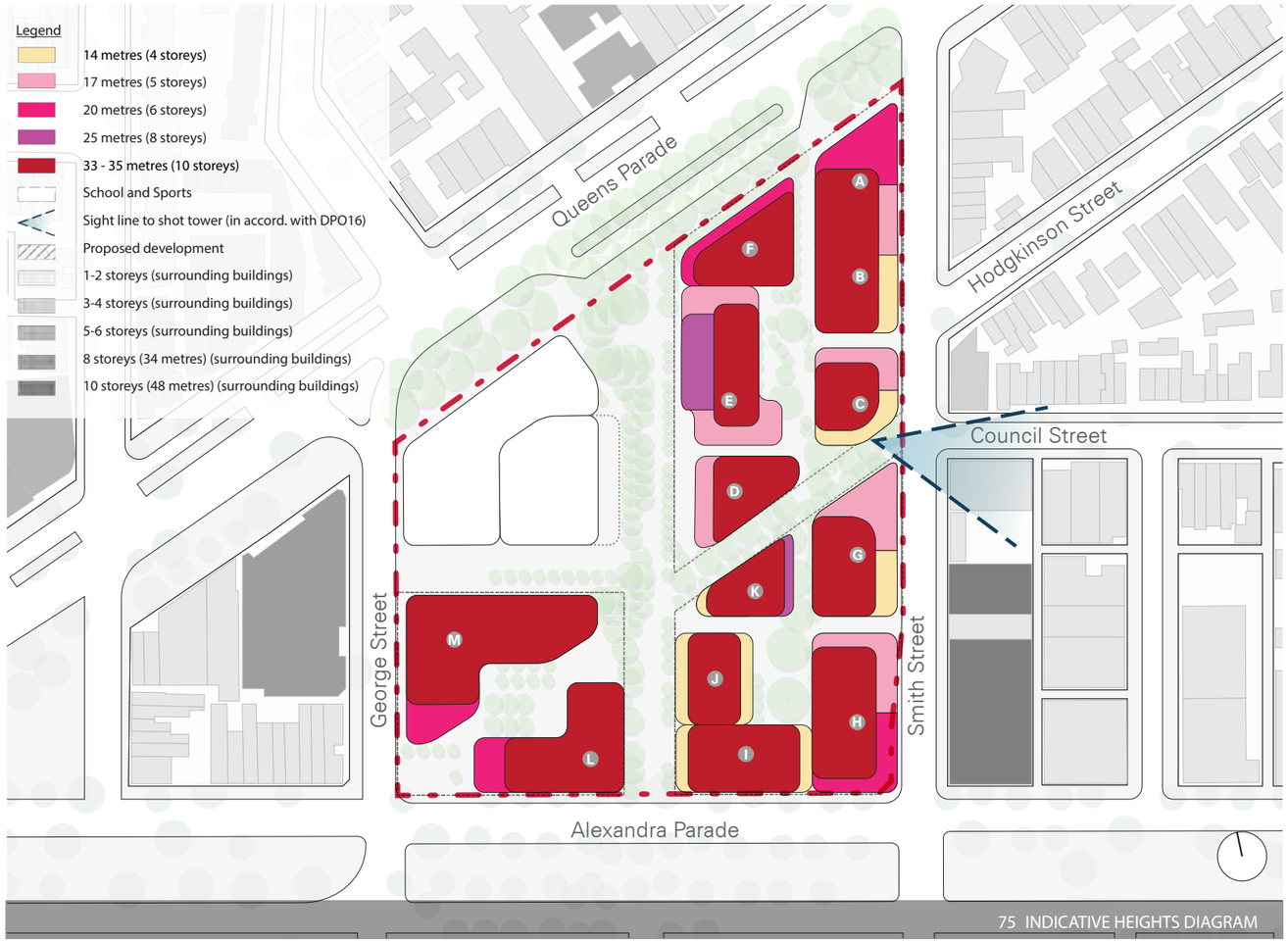
6.1 Building Heights & Setbacks

Thedevelopmentwillgivecarefulconsiderationtothedesign,height and visual bulk of future development in order to appropriately respond to the significance of Alexandra and Queen's Parade, and the wider local context.

The Development Plan Overlay sets out preferred height controls for the development of the precinct. Careful consideration will be made to ensure that this plan meets these requirements. Setbacks along Smith Street and Queens Parade will ensure an appropriate response to the significance of these road corridors. This Development Plan further refines the controls to respond to the surrounding context and the Masterplan vision and principles.

Figure 75 provides details of potential built form elements including preferred maximum building heights, set backs, open space areas and solar access in accordance with the requirements of DPO16.

As a result, the development will avoid visually dominant buildings, instead promoting discontinuous forms, well articulated façades and high quality, environmentally sustainable materials.



75 INDICATIVE HEIGHTS DIAGRAM

6.1.1 Siting and Orientation

The indicative siting and orientation of the buildings within this precinct have responded to the original intent of the concept plan referenced in the DPO16, the relationship to buildings on land adjacent to the site, and to passive energy considerations.

Overarching design considerations are stipulated within DPO16, whereby a series of courtyard blocks providing clearly defined new street walls to external and internal streets. A break running north-south through the site acting as a continuation of Gore Street, beginning as a street, before becoming a linear park.

The updated masterplan integrates with the surrounding area by establishing a visual link running from Council Street in the

northeast to the Valve House in the south-east. Additionally, laneways will provide access into the central courtyards, turning the closed courtyard blocks into 'open block' typology, in order to respond to the less continuous building forms typical of buildings in the surrounding area and increase pedestrian permeability.

The generous central courtyards allow for passive heating and cooling and cross ventilation. Allow for cross-ventilation to meet the Better Apartment Design Standards (BADS).

6.1.2 Queens Parade

The Queens Parade interface is consistent with the Development Plan Overlay. The first 8 metres from the boundary has a parapet height of 6 storeys, with 10 storeys beyond that.

6.1.3 Smith Street

As the existing footpath is currently very narrow, and will become increasingly busy once the planned tram stop works are undertaken and the site is developed, there is a 3 metre setback from the boundary along the length of Smith Street.

The Development Plan Overlay suggests a uniform height of 5 storeys along Smith Street. While this provides an important transition down in scale towards Smith Street, a uniform 5 storey parapet height along the length of the street would create an unrelenting interface with this important shopping street. The Development Plan proposes instead a variety of parapet heights along Smith Street to provide diversity and grain, with a range of 4, 5 and 6 storey elements, achieving an average of 5 storeys across the length of the frontage. No additional GFA or overshadowing will be created. This concept was supported in community consultation of the draft proposal in September 2019.

6.1.4 Alexandra Parade

The Alexandra Parade interface is consistent with the Development Plan Overlay, with a 10 storey parapet height along its length. However the section of Alexandra parade between Village Street and George Street is set back 1 metre to allow for overland flow. This has been requested by Melbourne Water. The set back area along Alexandra Parade will facilitate increased pedestrian movements and be integrated with the public realm.

6.1.5 George Street

The built form context of George Street has evolved in recent years. Most notably, the now fully constructed Fitzroy High School Wurun Senior Campus has significantly altered the streetscape, with a 6-storey street wall with zero setback to George Street. The overall height of this development is 31.3m to the top of the rooftop court netting and 26.84m to the top of the roof slab. Building height and setbacks along George Street in the DP respond to the evolving character of George Street and comprise:

- A 2-metre building setback from the boundary along George Street and treatment to respond to flood inundation in accordance with the Special Building Overlay. This will widen the currently narrow George Street footpath, facilitate increased pedestrian movements and be integrated with the public realm.
- The planning envelope in DPO16 proposes a podium form to George Street. In response, the Development Plan provides for a 10-storey building envelope beyond the 2 metre setback.
- The reduced upper level setback from DPO16 will not detrimentally impact overall building mass or height perspective in this evolving George Street context when viewed from the street and is required to ensure a feasible Built to Rent outcome can be achieved and the target of 20% affordable housing delivered on the site.
- A full assessment of the built form along George Street against the Development Plan and relevant planning controls will be submitted with the forthcoming Parcel A Planning application submission.

6.1.6 Gore Street Easement

A 20 metre wide easement runs through the site from north to south as the former location of Gore Street. The southern part of the easement will host Village Street, with a linear park to the north. In order for the development to moderate the taller buildings within each parcel and provide diversity and grain, the first 3 metres from the Gore Street boundary will host 4-8 storey elements (14-25 metres).

Careful consideration will be made to buildings facing Gore Street easement, to ensure a human scale is achieved. Buildings will be articulated and provide variety with visual breaks. Further information is provided in the sub-sections "building interfaces and vertical rhythm" and "transition zone" below.

6.1.7 Courtyards

Each parcel must have a central courtyard, in order to improve daylight access and ventilation to the surrounding apartments and provide a semi-public central gathering space. A courtyard must be provided in the southwest corner of the site, in order to respond to the existing Valve House building. Courtyards are privately owned but publicly accessible between sunrise and sunset at a minimum. Access arrangements will be enforced via s173 agreement.

6.1.8 Shot Tower View

A new open space will be provided at the intersection of Smith Street and the new Village Street. This open space will provide a welcoming entrance for visitors entering the precinct from Smith Street. This open space will also allow a view back towards the historic Shot Tower on Alexandra Parade.

6.1.9 Building Length

Buildings are broken down in order to relate to the surrounding urban context, improve the pedestrian experience, and improve internal apartment amenity.

6.1.10 Building Interfaces & Vertical Rhythm

The façades of each building will be carefully considered to provide a high quality architectural frontage with a fine-grain rhythm that promotes a pedestrian priority precinct and a human scale to new streets. Vertical articulation with vertical breaks are encouraged, helping to define building entrances, light wells or urban greening, and helping to visually break down long continuous buildings so that they appear to be separate forms. Wind climate design will ameliorate wind conditions at street level and within public spaces, and acoustic treatments will address the impact of existing and potential noise.Building openings such as windows, doors and balconies will create a sense of depth. Where appropriate, internal uses can be visible from the street, showcasing the activity inside. Habitable room windows and balconies will be located and designed to avoid direct views to other habitable spaces, and will ensure maximum sunlight to these spaces.

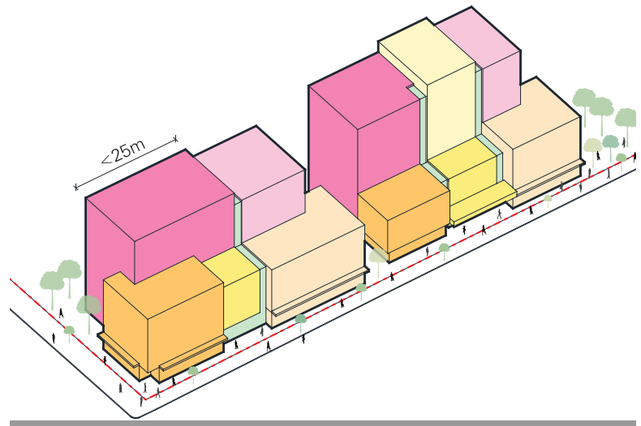
Active street frontages and windows at upper levels will enhance passive surveillance opportunities, contributing to street life and safety throughout the site. Development will allow for a coordinated strategy for ground floor uses that creates vibrant and active street frontages and diversity of economic activity and avoids vacancies. This will ensure high levels of public interaction and diversity of activity. The design and curation of ground floor interfaces should ensure a high-quality pedestrian experience. This should be achieved by:

- Creating vibrant and active street frontages that provide for high levels of public interaction and diversity of activity.
- Ensuring a legible street with easily distinguishable points of entry, threshold and refuge.
- Ensuring adequate passive surveillance of the public realm.
- Providing a sense of transition between public and private space and ensure adequate privacy for residents.
- Ensuring that retail and commercial tenancies are designed to be fit for their purpose and can be adapted over time.
- Ensuring pedestrian connections are legible throughout the site and between uses, with easily distinguishable points of entry, threshold and refuge.
- Providing visual and physical connections between residential entrances and open space.
- Providing for weather protection, landscape and greenery in building façades and thresholds.

6.1.11 Transition Zone

Each building should have a 'transition zone'. Within this zone, building façades may cantilever and step out, but only to respond to the functional use inside, creating a more robust building that can adapt over time as needs change.

Within the transition zone, balconies, canopies, pergolas, built-in seating, frameworks for sun-shading and urban greening help soften the building interface.



76 VERTICAL UNDULATION



77 ACTIVE GROUND FLOOR INTERFACES



78 ACTIVE GROUND FLOOR INTERFACES

6.1.12 Building Heights & Setback Controls

Table 1 outlines preferred height and setback controls which provide guidance for future development and are generally in accordance with the DPO16. The preferred heights and setbacks are shown indicatively at Figure 75 and provide an example of how building massing may be distributed across the site.

To comply with the Better Apartment Design Standards (BADS) and achieve fully accessible hobless balcony thresholds, a potential increase in the overall maximum height is required from 33 to 35 metres as noted in Table 1 - Preferred Height & Setback Controls.

Table 1 - Preferred Height & Setback Controls

Street Interface	Distance from Boundary	Maximum Height within Setback	Compliance with DPO
Queens Parade	0-8 metres	20 metres (6 storeys)	Compliant
	Greater than 8 metres	33-35 metres (10 storeys)	Generally in accordance with
Smith Street between Queens Parade and Council Street	0-3 metres	0m	Compliant
	3-8 metres	17 Metres (5 storeys)	Compliant
	Greater than 8 metres	33-35 metres (10 storeys)	Generally in accordance with
Smith Street between Council Street and Alexandra Parade	0-3 metres	0m	Compliant
	3-11.5 metres	17 metres (5 storeys)	Average of 17 metres (5 storeys), with a mix of 14 metres (4 storeys), 17 metres (5 storeys) and 20 metres (6 storeys) on the corner of Smith Street and Alexandra Parade
	Greater than 11.5 metres	33-35 metres (10 storeys)	Generally in accordance with
Alexandra Parade between Smith Street and Village Street	0-22 metres	33-35 metres (10 storeys)	Generally in accordance with
	Greater than 22 metres	33-35 metres (10 storeys)	Generally in accordance with
Alexandra Parade between Village Street and George Street	0-1 metres	0m	Compliant
	1-22 metres	33-35 metres (10 storeys)	Generally in accordance with
	Greater than 22 metres	33-35 metres (10 storeys)	Generally in accordance with

Street Interface	Distance from Boundary	Maximum Height within Setback	Compliance with DPO
George Street	0-2 metres	0m	Compliant
	Greater than 2 metres	33-35 metres (10 storeys)	Responds to evolving George Street character in line with Section 6.1.5.
Gore Street easement east	0-3 metres	14-25 metres (4-8 storeys)	Not required.
	Greater than 3 metres	33-35 metres (10 storeys)	Generally in accordance with
Northern facade of valve house	0-10 metres	0m	Compliant
	10-18 metres	20 metres (6 storeys)	Compliant
Eastern facade of valve house	0-9 metres	0m	Compliant
	9-20 metres	20 metres (6 storeys)	Compliant

*Access pathways to primary building entries must be provided from within Parcels or adjacent streets and not directly off public open spaces. Secondary entries and entries to flexible spaces may address public open space without encumbering its use. Where provided, threshold areas or private open space associated with secondary entries and flexible uses must be provided within the Parcel. Refer to Section 5.5 for further detail.

Table 2 - Minimum Internal Courtyard Dimensions

Parcel	Minimum East - West Dimension	Minimum North South Dimension
Parcel A	19 metres	12 metres
Parcel B	15 metres	32 metres
Parcel C	10 metres	42 metres

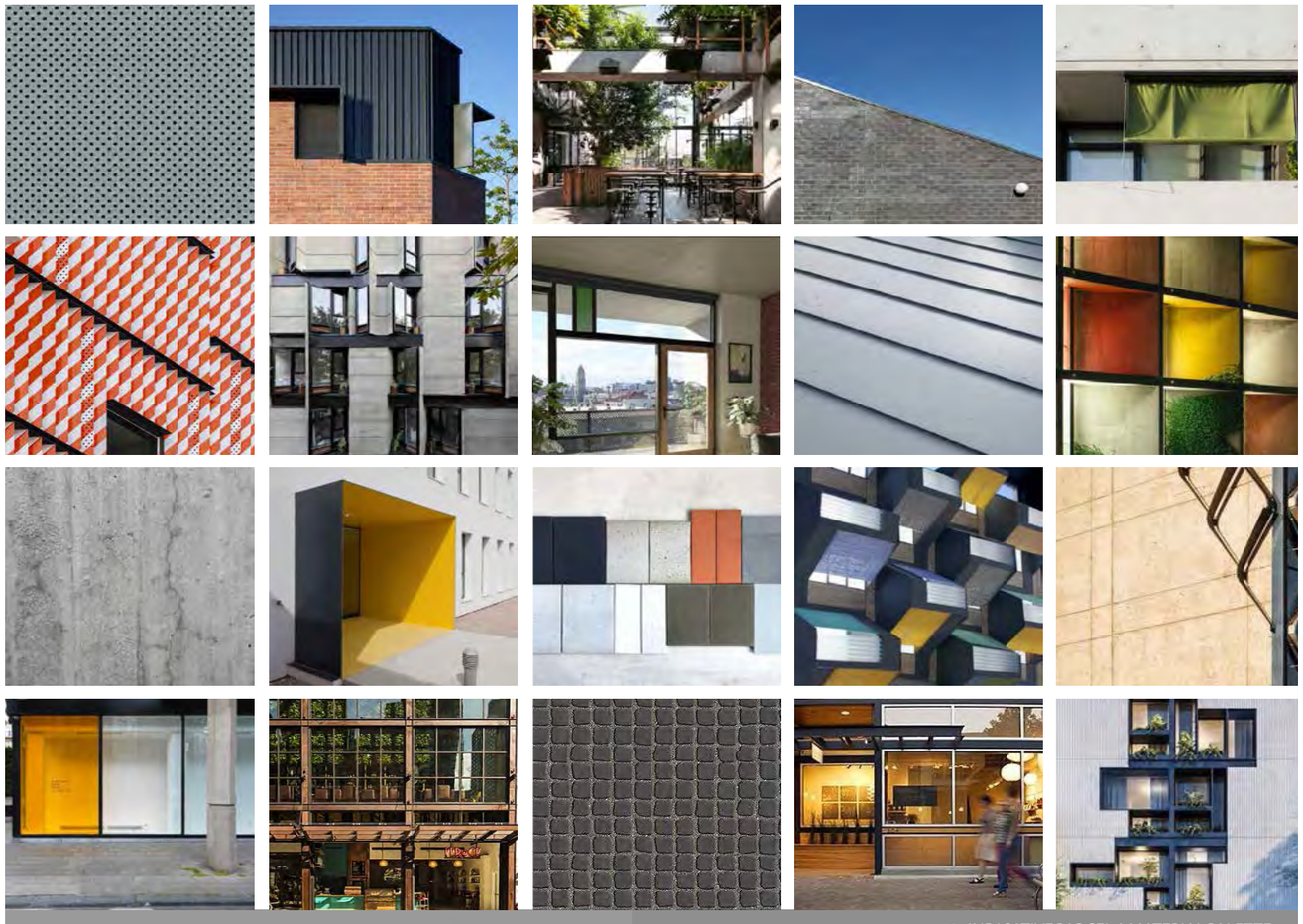
**Table 1 and Table 2 to be read in conjunction with Figure 75 Indicative Building Heights diagram.

6.2 Parcel Visions

6.2.1 Parcel A

Parcel A is located to the south-west corner of the precinct and has a frontage to Alexandra Parade and George Street. Its identity will draw on the character of Fitzroy and Collingwood. The retention of the historic Valve House and the robustness of the architectural language and materials speaks of the industrial heritage of these neighbourhoods. The materials and character of Parcel A will be honest and robust, providing a background that highlight the neighbourhoods industrial and creative history.

Northern and eastern entryways to this precinct should reference the industrial framing that provides moments for urban greening. Western and southern entryways to this precinct should reference the former brick wall that ran along Alexandra Parade and George Streets, but provide contemporary cuts and openings or breeze blocks to allow glimpses of the activity inside.

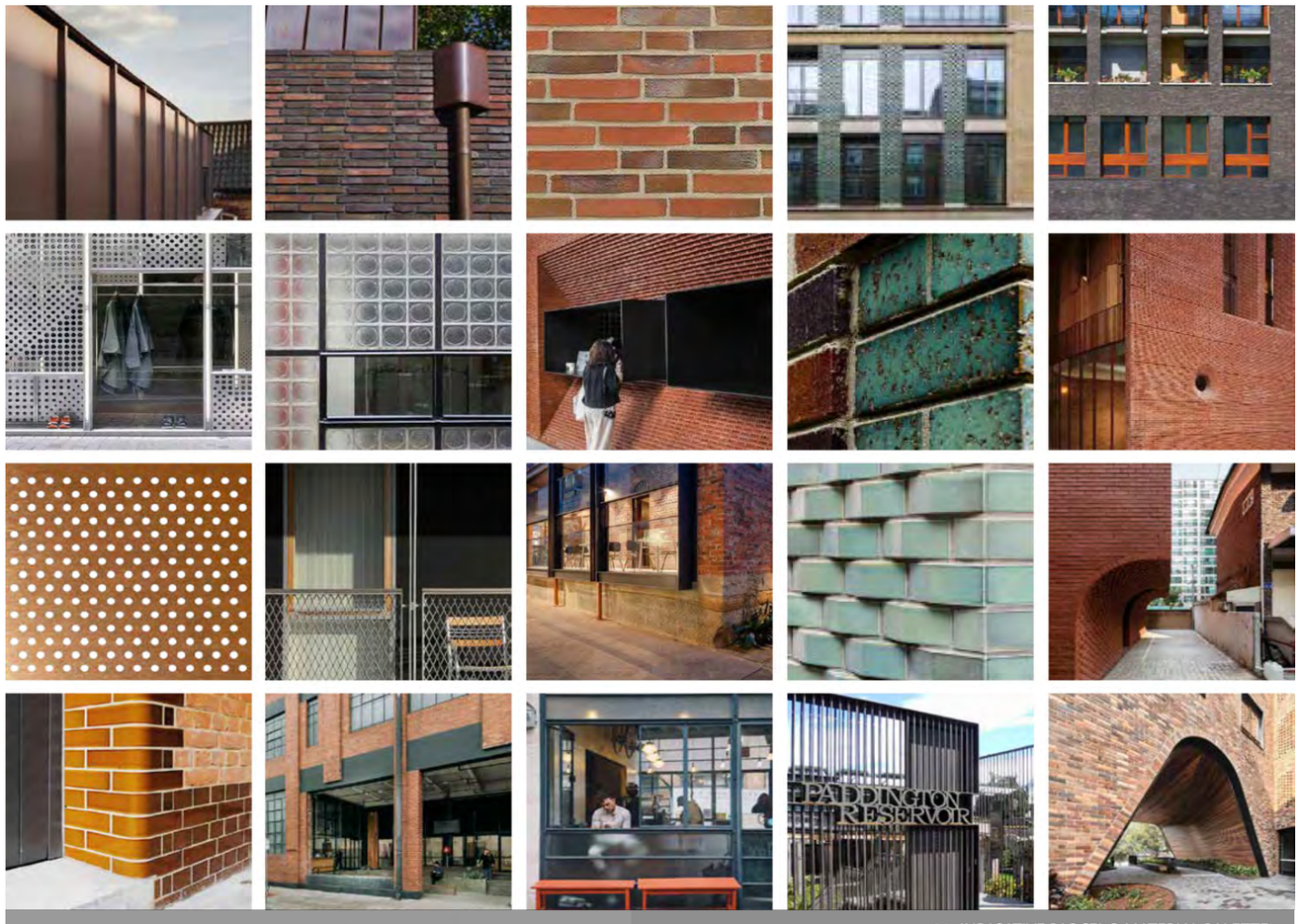


79 INDICATIVE PARCEL A MATERIAL PALETTE

6.2.2 Parcel B

Parcel B to the South East interface of Alexandra Parade and Smith Street should draw on the character of Collingwood and Fitzroy. Parcel B borrows from the urban industrial heritage of Collingwood and elevates the precinct through the introduction of steel framing and urban greening. The materials and character of Parcel B should reflect Collingwood's urban and 20th Century industrial character. Materials should reference industrial elements, such as the brick warehouses and industrial steel elements. Robust mixed-batch brick should be heavily referenced in this quarter, with red and brown tones complemented by copper green entrances, canopies and other finely crafted details at the ground floor. Moments of vertical greening and roof terraces soften and bring life to an austere base.

Entryways to this precinct should reference the use of brick and structural masonry elements, such as archways. Entryways may also be made of black steel, with steel lettering spelling out the name of the precinct, building names or other important way finding elements.

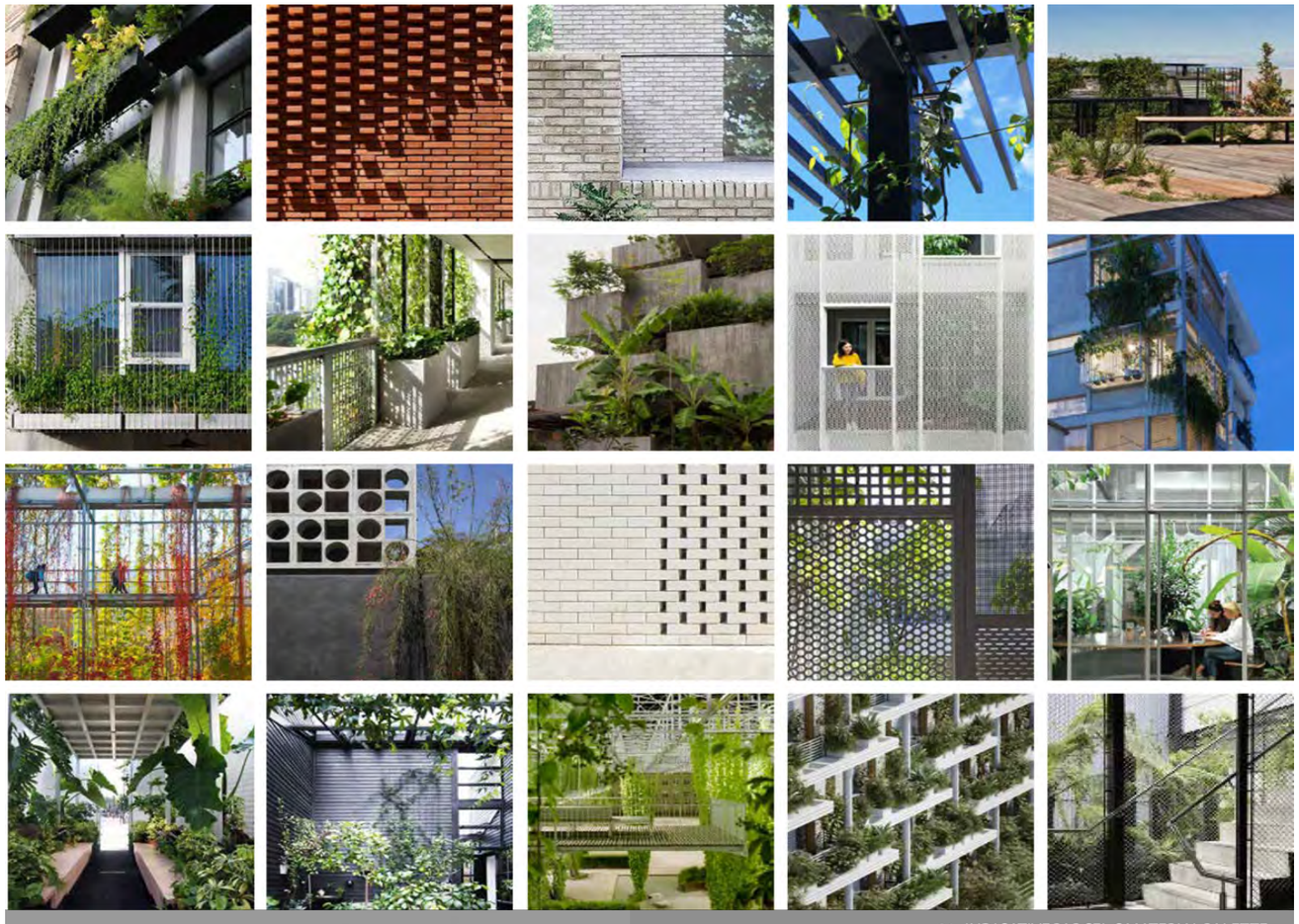


80 INDICATIVE PARCEL B MATERIAL PALETTE

6.2.3 Parcel C

Parcel C to the north-east interface of Queens Parade and Smith Street should draw on the parklands and backyards of Fitzroy North and Clifton Hill. Parcel C links to the Edinburgh and Darling Gardens as a lush, green village that engages with the local community. The materials and character of Parcel C should reflect the leafy character of Fitzroy North and the nearby Edinburgh Gardens, with high-quality materials and finishes throughout. A textured brick base of terracotta and cream is layered with lightweight screens, balconies, walkways, canopies and rooftops, providing ample opportunities to intergrate lush greenery.

Entryways to this precinct should incorporate light framework elements that provide opportunities for lush greenery.



81 INDICATIVE PARCEL C MATERIAL PALETTE

Development Plan Response

Part 7.0 Affordable Housing

This section outlines how the Development Plan responds to the following requirements of DPO16:

Development Plan Components

- Provide a range of dwelling types to cater for a variety of housing needs including the provision of 20% of dwellings as Affordable Housing (as defined at section 3AA of the Planning and Environment Act 1987).





82 ARTIST'S INTERPRETATION (INDICATIVE ONLY)

7.1 Affordable Housing Strategy

The Affordable Housing Strategy for this site will deliver 20% of dwellings as Affordable Housing. The strategy comprises two primary delivery models:

- Social Housing, that is subject to State funding will be either; owned by the State and operated by a Registered Housing Agency, or owned and operated by a Registered Housing Agency; and
- Market Affordable Housing comprising market products such as affordable rental and affordable purchase products with flexibility for a range of delivery models and tenures.

The ability of the site to deliver any significant amount of Social Housing is entirely dependent on securing State funding support. If State funding is not secured, the targeted delivery of 20% of dwellings as Affordable Housing will be met primarily through affordable market products with the flexibility for other innovative Affordable Housing models to be applied.

7.2 Development Response

7.2.1 Allocation

Affordable Housing is to be allocated according to the adopted delivery model:

- Social Housing : 100% of Social Housing dwellings is to be allocated to eligible households on the Victorian Housing Register (VHR).
- Market Affordable Housing: Market Affordable Housing dwellings will be allocated to eligible households earning within the Victorian Government-defined income bands, updated annually by the Governor in Council Order. An assessment will be made to validate that households earn within the designated Affordable Housing income bands.

7.2.2 Affordability

The measure of affordability is dependent on the adopted delivery model:

- Social Housing: No more than 25% of household income is spent on rent and is only provided to eligible tenants from the VHR.
- Market Affordable Housing, rental product: Affordable rents are calculated assuming 30% of household income is spent on rent.
- Market Affordable Housing, purchase product: No more than 30% of household income is spent on mortgage. Price points are to be within the purchasing capacity of target households.

For other Affordable Housing models not captured within these three broad categories, affordability is assumed to mean that housing costs (either mortgage or rent) will be no more than 30% of household income. As specified in Section 7.2.1 Allocation, to be eligible for Affordable Housing households must earn within the Victorian Government-defined income bands. In all delivery models the dwelling is to be appropriate to the needs of the household occupying it.

7.2.3 Longevity of Benefit

Social Housing dwellings must be provided in perpetuity for the use of tenants from the VHR, or as otherwise agreed by the Director of Housing.

For Market Affordable Housing a binding Development Agreement and section 173 will require the selected developers to deliver a minimum proportion of Affordable Housing on their site in a form that is consistent with the Planning and Environment Act 1987, and that satisfies the Responsible Authority. Section 173 agreements to be entered into if required at Planning Permit stage for the Build to Rent and other affordable product noting that buildings under the control of the Director of Housing are regulated under other legislation.

7.2.4 Tenure

The tenure of Affordable Housing is to be secure and provided to eligible households as defined by the Planning and Environment Act:

- Social Housing: Where Social Housing is delivered, it must be operated by a Registered Housing Agency (RHA), as per the requirements set by the Director of Housing and the Victorian Housing Registrar.
- Affordable Housing as a rental product: Secured through a lease agreement as provided for in the Residential Tenancy Act 1997.
- Affordable Housing as a purchase product: Available to owner occupier households that meet the specified income eligibility thresholds.

7.2.5 Type (Built Form)

To ensure Affordable Housing appropriately responds to estimates of current and forecast demand, the following dwelling mix is suggested for the Affordable Housing components of the development (noting that the final mix may vary from building to building or between delivery models):

- Up to 60% 1-bedroom and studio apartments with no more than approximately 25% of the total being studio apartments.
- Up to 60% 2-bedroom apartments.
- Up to 10% 3-bedroom (or larger) apartments.

7.2.6 Location

Affordable Housing is proposed to be located throughout the development. Where Social Housing is delivered, subject to State funding, it will likely be delivered in a single building.

7.2.7 Integration

Affordable Housing dwellings will be of high design quality and tenure-blind, and integrated within the site either:

- As single purpose Affordable Housing buildings distributed within the site; or
- As Affordable Housing within mixed tenure building.

Affordable Housing dwellings will be assessed under the provisions of the Better Apartment Design Standards (BADS) or equivalent.

7.2.8 Staged Delivery

- Where Affordable Housing is to be delivered on a staged basis, the developer is required to ensure that a minimum of 80% of the proposed Affordable Housing within their site is delivered to the satisfaction of the Responsible Authority, prior to the final planning permit approval being granted.

7.3 Implementation

Any future planning permit application is to be supported by a report that sets out how the development response aligns with the requirements of section 7.2, and at a minimum specify the following:

- The Report must set out how the development will respond to the following requirements:
- Affordable Housing response including percentage of total dwellings, number and proportion of studio, 1 bedroom, 2 bedroom and 3+ bedroom dwellings and alignment with assessed housing need.
- The indicative location within the development and individual buildings, including confirmation that the dwellings will be externally indistinguishable from other dwellings, and the proposed maximum number of Affordable Housing units for any single floor.
- Evidence establishing that the arrangement can demonstrate an appropriate affordability outcome for an Eligible Household, defined in accordance with the Planning and Environment Act 1987.
- Demonstrate how the proposed ownership, management and/or legal agreements supports the delivery of Affordable Housing.
- Status of Affordable Housing delivery across the Fitzroy Gasworks Precinct.





83 ARTIST'S INTERPRETATION (INDICATIVE ONLY)

Development Plan Response

Part 8.0 Movement

This section outlines how the Development Plan responds to the following requirements of DPO16:

Development Plan Components

- Create pedestrian and bicycle access into and through the precinct to support its development and integrate activity in the area with surrounding neighbourhoods.

Site Design and Land Use

- Design effective traffic management and car parking to service the whole site.
- Innovative approaches to car parking provision will be considered.
- Provide for safe and convenient pedestrian, cyclist and vehicular access.
- Minimise vehicle entries to reduce impact on footpaths.
- Provide a new tram stop on Smith Street which is compliant with the requirements of the Disability Discrimination Act 1992 (DDA).
- Provide two bicycle spaces per dwelling.
- Design vehicle access and egress to and from the site to avoid tram delays along Smith Street.

8.1 Movement Overview

The Fitzroy Gasworks development will incorporate a mix of residential, commercial and community spaces. The commercial and residential developments will be distributed across three different parcels of land. The following transport related strategies have been proposed on the basis of approximate land use allocation across the site, it should be noted that these are subject to change and should be treated as indicative:

- 1,114 dwellings; 112 hotel rooms / accommodation;
- Community space; and
- 6,420 sqm. of flexible space.

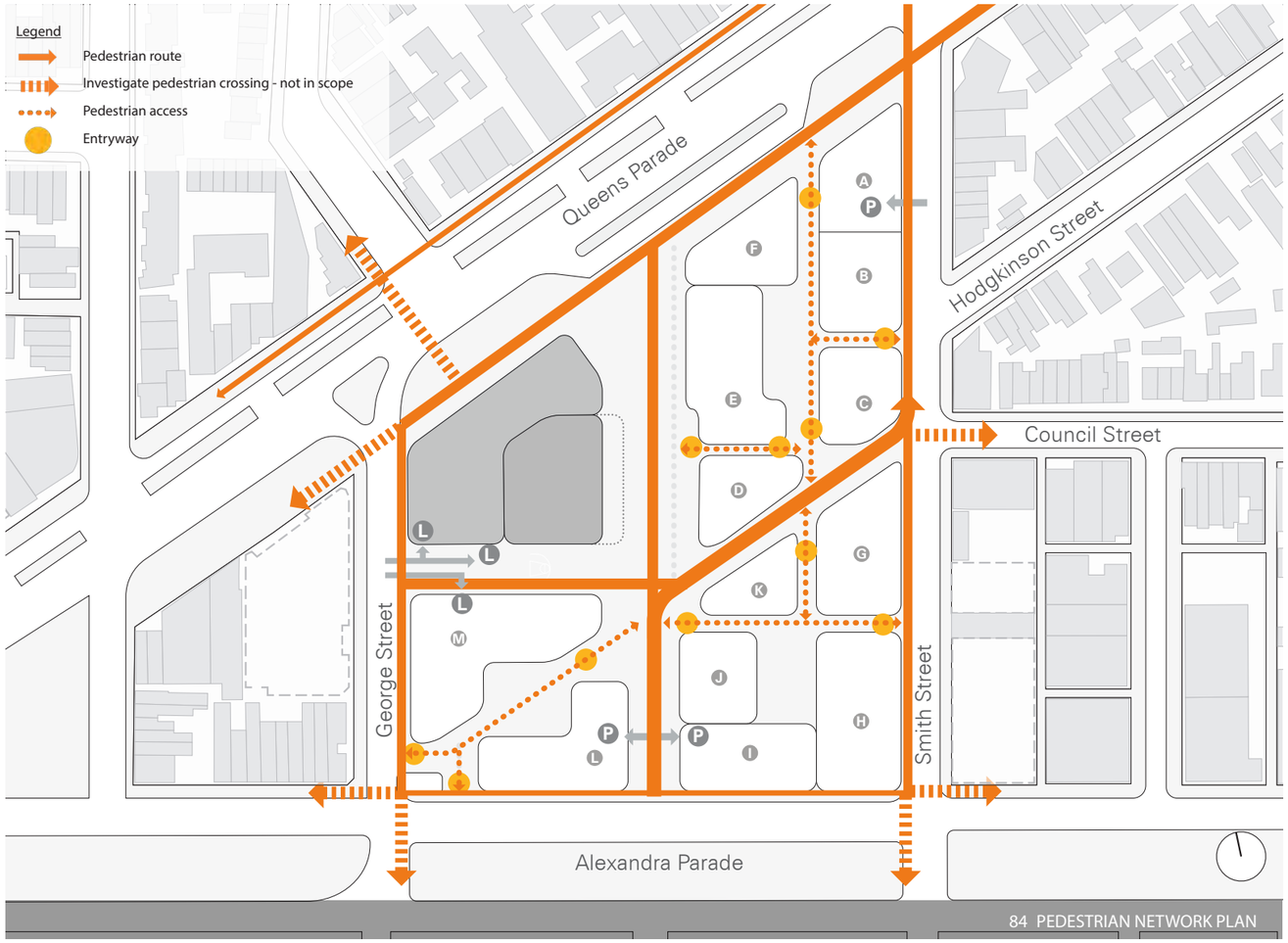
8.2 Pedestrians

Careful consideration will be given to the design of pedestrian, cycling and vehicular connections throughout the site to create safe and convenient access, support development and integrate activity between the site and surrounding neighbourhood.

This precinct will be a pedestrian-prioritised neighbourhood. The new internal road (Village Street) will be a shared street, with slow traffic speeds and high pedestrian amenity and a surface texture difference from the surrounding road network.

A series of clear pedestrian walks will be created through the site, complemented by a network of laneways providing access through internal courtyards.

All footpaths must be designed and delivered in accordance with the principles outlined in the Australian Model Code for Residential Development (AMCORD) for pedestrian facilities.

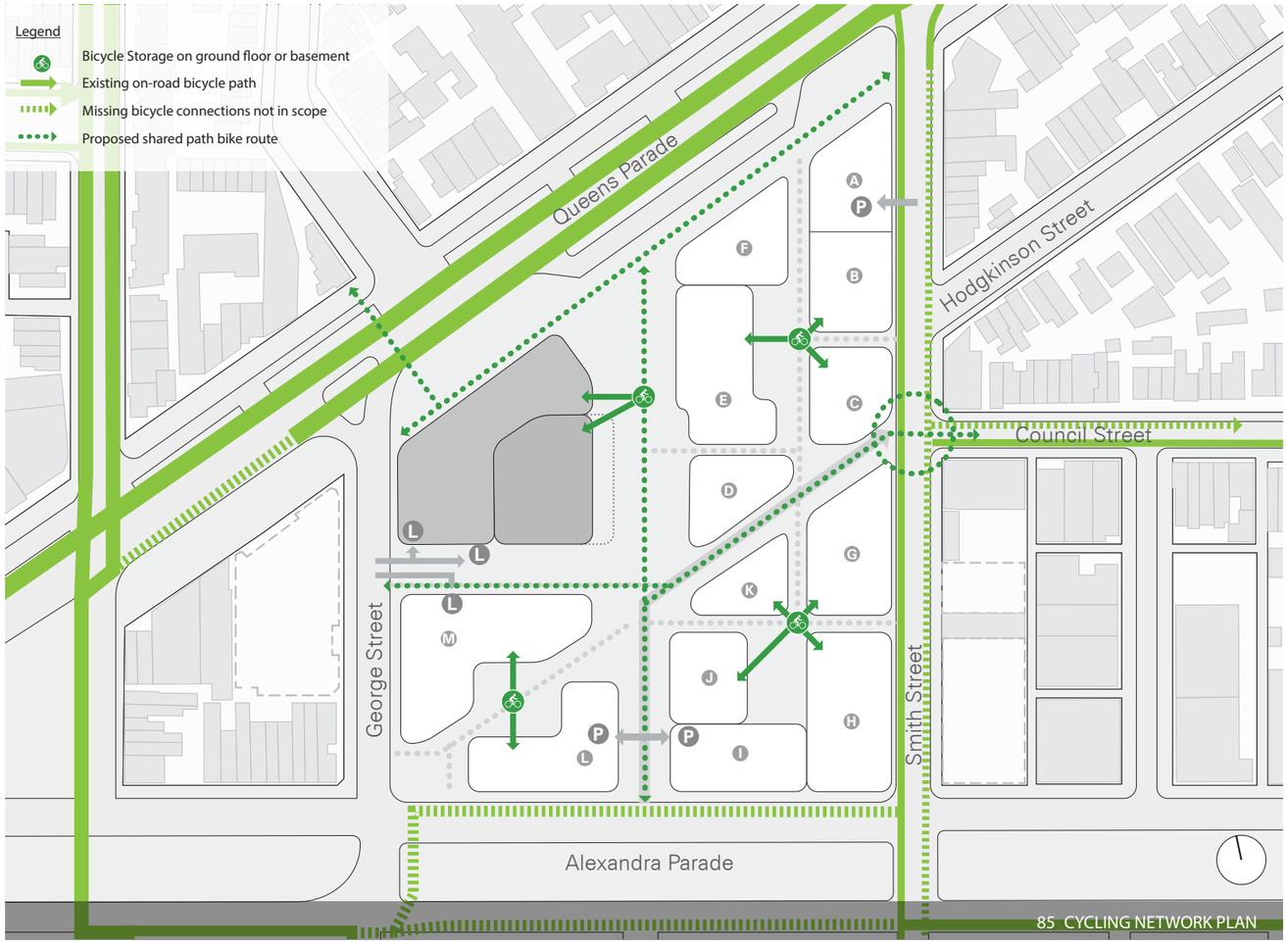


84 PEDESTRIAN NETWORK PLAN

8.3 Cycling

This precinct will make the most of its location close to major bicycle paths on Queens Parade, Napier Street and Wellington Road, and the high provision of bicycle parking on the site to make cycling a preferred transport method for residents within the precinct. Cycling access will be provided throughout the site through a series of primary and secondary bicycle connections. Slow speed cycle access will be encouraged through the site in the design of the shared street and pedestrian connections, encouraging local travel. High-speed cycling through the site will be discouraged, to minimise potential conflicts with pedestrians.

Two bicycle parking spaces are provided per dwelling unless further justification is submitted at planning application to the satisfaction of the Responsible Authority.



85 CYCLING NETWORK PLAN

8.4 Public Transport

The site wayfinding signage strategy is to clearly note the location of the tram stop and other key public transport access points. Sustainable transport plans are to be provided to building occupants that promote the use of public transport.

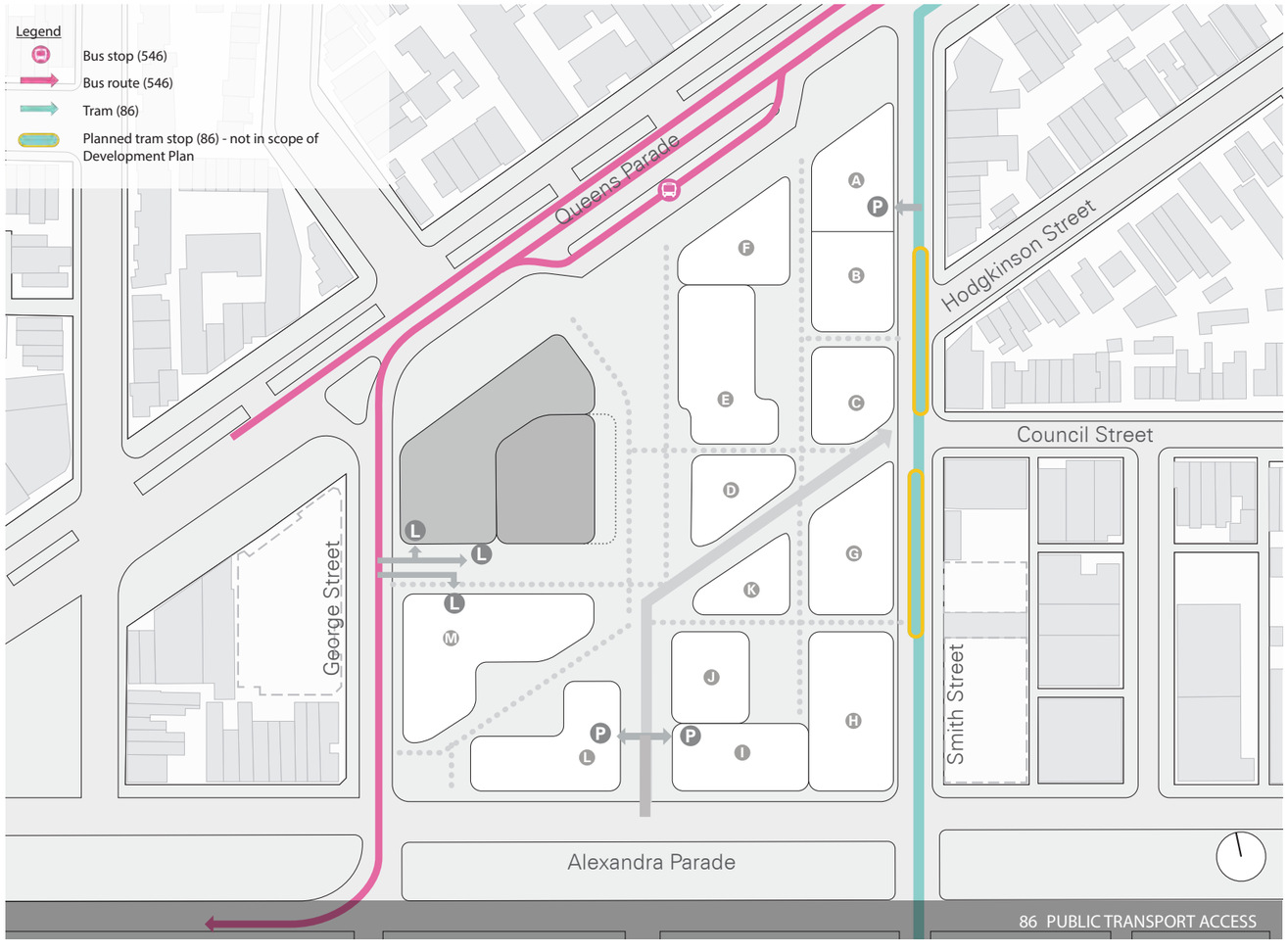
8.4.1 Bus

An existing bus stop on Queens Parade will service the school, sports courts and the whole precinct. This stop currently serves the 546 Heidelberg Station - Melbourne University - Queen Victoria Market bus.

8.4.2 Tram

The site is served by the 86 Bundoora RMIT - Waterfront Docklands tram along Smith Street. While development will be designed to support a planned new tram stop located on Smith Street, the planned tram stop works fall outside of the scope of this Development Plan and are subject to separate approval processes and negotiations with other authorities.

Buildings within the precinct addressing Smith Street will be designed to strongly encourage the use of tram services.



8.5 Private Vehicle Access & Car Parking

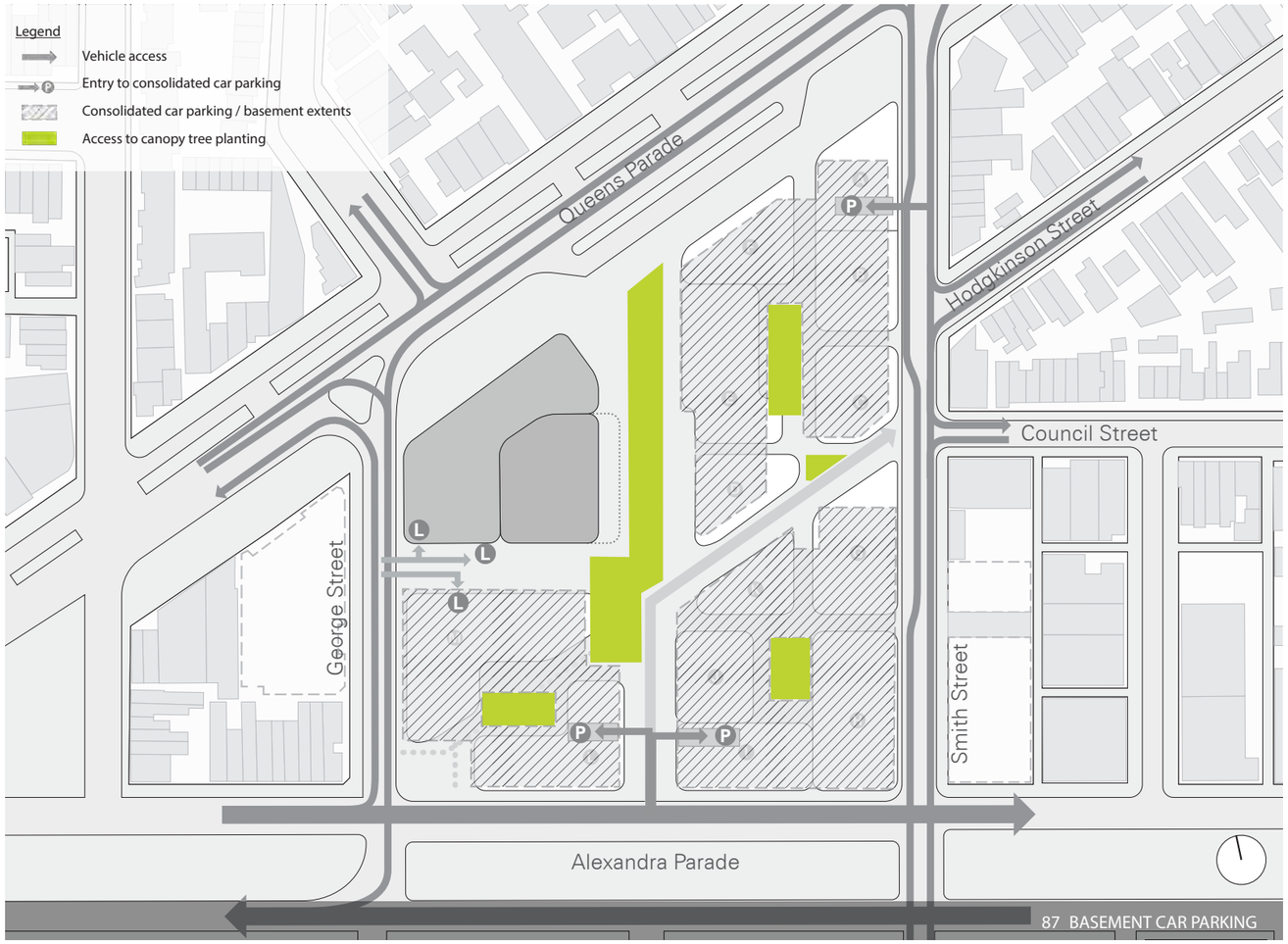
Car park entrances will be limited to three across the site, with pick-up and drop-off along Village Street and one-way access along Village Street, thereby reducing impacts on pedestrian footpaths and avoiding delays to Smith Street trams. There will be approximately 790 car spaces provided within the precinct boundary. These will be consolidated on the site to improve the efficiency of use of the car parking asset and to minimise cross-overs throughout the precinct.

Most of these car parking spaces will be provided within the basement of the various development parcels across the site. Only DDA and short-term drop-off is to be provided along Village Street.

Vehicle access points within the site should be designed to prioritise pedestrian movement as well as minimise conflict between pedestrians, bicycles and vehicles. Private vehicular access is to be limited. To achieve this, the following design requirements should be met:

- Access points to car parking, loading and unloading and pick-up/ drop-off areas as shown in Figure 87 and Figure 88.
- A shared street with bike paths and clear pedestrian routes as per Figure 84 Pedestrian Network Plan and Figure 85 Cycling Network Plan.
- All private car parking located in basements.
- Extent of possible basement limited as shown in Figure 87 Basement Car Parking.
- No basements beneath Public Open Space.

The proposed functional layout plans must be approved by the Responsible Road Authority prior to any commencement of works on the site. This should also include a staging plan for the proposed works and site-wide construction management plan.



87 BASEMENT CAR PARKING

The precinct will prioritise pedestrian access and amenity throughout and minimise the impacts of vehicular movement by creating a shared village street. Materiality and plantings will emphasise pedestrian priority and limit vehicular movement within the precinct.

Design of vehicle access should:

- Create a high-quality 'Village Street' that prioritises the movement of pedestrians and cyclists over motorists.
- Use landscaping, street furniture and public realm treatments to control vehicle movement and signal to motorists entering the precinct that they are entering a pedestrian priority environment.
- Ensure legible streets and pedestrian connections with easily distinguishable points of entry and thresholds.
- Provide for local traffic access at low volumes only, with loading access and DDA compliant parking.
- Ensure vehicle loading within the development is accessible and safe, while prioritising pedestrian and cyclist movement within the development.
- Provide temporary access to vehicles for maintenance, servicing, emergency access and events within the development.

Visitor and disabled car parking should:

- Prioritise green and sustainable modes of travel, including the provision of infrastructure and initiatives to reduce reliance on private vehicle travel.
- Use landscaping, street furniture and public realm treatments to delineate between designated parking areas and the rest of the street.
- Use landscaping, street furniture and public realm treatments to signal to motorists entering the precinct that they are entering a pedestrian priority environment.
- Ensure car parking and loading access within the development facilitates high turnover.
- Ensure DDA compliant parking spaces are easily accessible from pedestrian entries to residential buildings and community facilities.
- Ensure vehicle loading within the development is accessible and safe, while prioritising pedestrian and cyclist movement within the development.
- Provide temporary access to vehicles for maintenance, servicing, emergency access and events within the development.

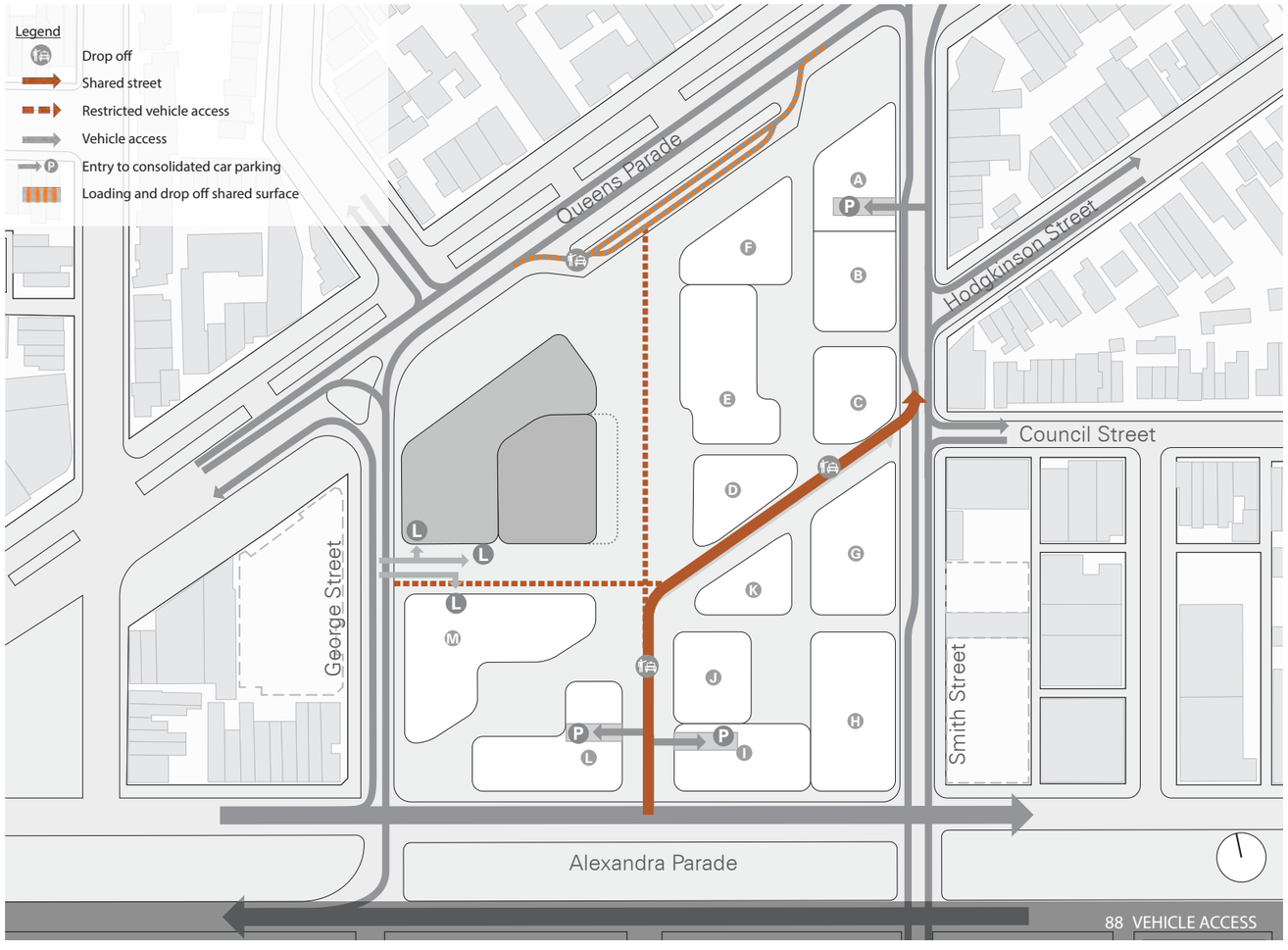
8.6 Service & Emergency Access

Service and emergency access will be provided throughout the site. Waste collection, loading and utility access is preferred to occur in basements and is subject to further design detail and assessment at the time of lodgement of individual planning applications.

Alternatively, secure refuse locations can be provided at ground floor within private developments to enable waste collection by larger vehicles via the internal streets. Under no circumstances are waste bins to be stored or collected from within the public realm.

Service access for the school and future sports will be provided via a two-way lane immediately south of the school. Restricted access will be provided on paved paths that are engineered to take the weight of vehicles in the Gore Street easement, controlled via bollards. This will allow intermittent access for loading, maintenance, setting up events and emergency access and provides effective management of traffic and parking across the whole site.

Wherever building services are located at ground level careful consideration is to be given to the design of the enclosures to minimise negative impact on the public realm.



Development Plan Response

Part 9.0 Environmentally Sustainable Design

The Green Star Communities rating tool has been applied to the precinct, and a 6 Star Certification has been achieved. This will be recertified every five years, being maintained until whole of precinct completion. Buildings delivered by Development Victotis will achieve a minimum 5-Star Green Star Buildings certified rating (or equivalent). Green Star will not be mandated as a rating tool for private developments, however certification to a 5-Star Green Star equivalent will be required, with the selection of final rating tools to be adopted for each building to be locked into Development Agreements.

Development Victoria will manage implementation of the 6 Star Green Star Communities rating commitments across the precinct.

This section outlines how the Development Plan responds to the following requirements of DPO16:

Development Plan Components

- Incorporate sustainable design features to address water management, solar access and innovative energy saving initiatives.





89 ARTIST'S INTERPRETATION (INDICATIVE ONLY)

9.1 Environmentally Sustainable Design

In order to ensure delivery of Fitzroy Gasworks Sustainability Objectives, the following measures are required to be met across the site.

9.1.1 Energy Conservation

The following strategies aim to reduce the site's operational energy use and associated greenhouse gas emissions and resource use, as well as limit the site's peak electricity demand.

- Installation of solar photovoltaic (PV) arrays for energy generation via roof mounted systems to most buildings on-site. As part of the project's Green Star submission, the project will aim to provide 20% of total energy use for the precinct to be from on-site solar generation. The specific arrangement for each building will be subject to refinement during detailed design.
- All infrastructure lighting (traffic lights, street-lights etc.) to be LEDs.
- Utilise lighting controls systems (e.g. occupancy sensors, daylight sensors etc.), where technically possible and appropriate.
- The future apartment blocks will be required to meet an average minimum of 7 Stars NatHERS Energy Rating. This is above the minimum National Construction Code (NCC) requirement of an average 6 Stars and indicates that apartment blocks will still maintain high level of energy ratings. Higher energy ratings generally imply more sustainable design i.e. the higher the rating, the less energy is consumed by the building. This also helps to improve occupant thermal comfort and affordability through reduced energy bills.
- Non-residential buildings intend to exceed the minimum standards set in the NCC 2019 for insulation and glazing. A specific % improvement has not yet been agreed due to the limited industry application of the 2019 requirements on the type of retail and commercial tenancies likely to be built on this site. Hence the site has, at least initially, opted for the high amount of renewable energy from solar PV (as outlined above) as this commitment can be well understood.
- Apartment buildings to be provided with openable windows to all habitable spaces e.g. bedroom and living rooms of apartments. This allows occupants to utilise natural ventilation to cool passively when conditions are suitable, reducing reliance on HVAC energy use.
- Future buildings to achieve good passive design through:
  - The masterplan layout enables opportunities for passive design in the buildings; it is noted that the building design and layout will be under the scope of the developer for each lot, and the project at this stage has opted to stipulate performance standards for passive design in the form of increased NatHERS ratings. However, the current masterplan indicates apartment building designs that minimise the extent of south facing apartments to promote passive heating, and balcony placement to these façade orientations to assist in shading the peak solar gains.
  - External shading devices such as eaves and overhang.
  - Above min. NCC insulation and glazing requirement.
- The project's design towards net zero emissions is based on:
  - Significant on-site renewables generation as outlined above, and;
  - Demand reduction as outlined above.
  - No natural gas provided to the development lots as part of the masterplan: The use of all electric fuel sources (for non-vehicle energy use) on-site which are in line with a trajectory to zero carbon in conjunction with a decarbonising grid.
  - The development will target zero carbon operations.

9.1.2 Water Conservation

Water resources will be utilised efficiently throughout the development. It is noted that specific sizing or committed percentage reductions in water usage are related to the design of the buildings themselves, which is a level of detail beyond the master planning stage. It is targeted that a 30% reduction potable water demand be met through fixtures selection and on-site rainwater systems. Strategies to achieve this are:

- Reduce potable water usage through the inclusion of efficient fittings and fixtures to reduce the volume of mains water used. Water appliances and fixtures will be selected within one star of the Water Efficiency Labelling Scheme (WELS) rating of the best available.
- Rainwater tank(s) are to be mandated for each apartment building to harvest rainwater for on-site non-potable water use e.g. toilet flushing and irrigation, where technically possible. This will not only reduce potable water use but also reduce and attenuate the stormwater flows from roof areas to the local stormwater system. The specific sizing of rainwater tanks is beyond the scope of this master planning stage.
- Native and drought tolerant plants (e.g. xeriscaping) to be introduced for the planter boxes and landscaped areas on-site.
- Selection of water efficient irrigation systems, where irrigation systems are required.

9.1.3 Water Sensitive Urban Design

Stormwater impacts on catchments are to be reduced, consistent with the general principles as detailed in Urban Stormwater Best PracticeEnvironmentalManagementGuidelines(MelbourneWater). Strategies to achieve this are:

- Rainwater tanks will be included on the site which help to manage the stormwater runoff volumes.
- Rain-gardens will be adopted which are proposed to take the form of tree pits. Additional treatment options may also be considered in detailed design.
- Permeable pavement to selected areas. The project is targeting at least approximately 8.7% of area as pervious space.
- ThroughpreliminaryMUSICmodellingtheprojectisachievingover and above the compliance levels of the Green Star Communities Stormwatercreditforbestpracticelevelspollutantreductionand runoff volume management i.e. reduction in Total Phosphorus (TP), Total Nitrogen (TN), Total Suspended Solids (TSS) and gross pollutants. These requirements are consistent, and in some areas higher than, the Melbourne Water requirements.
- 25% permeable area and 30.5m2 of bioretention in the form of rain-garden areas within the public realm.

Stormwater management under the construction stage will fall within the Construction Environmental Management Plans (CEMP) of the Contractors. These plans will be mandated to meet the best practice requirements under the Green Star Communities Environmental Management credit. WSUD infrastructure required for private development's is to be within title boundaries and not public areas. The proposed sustainability measures must be located within privately owned land and must be managed and maintained by the relevant property owner through relevant agreements. The storm water management plan and legal points of discharge are to be approved by council as part of the Planning Permit process and prior to any beginning on site. All stormwater design to be consistent with Melbourne Water design and modelling.

9.1.4 Waste Management

The total amount of waste sent to landfill during both construction and operation will be reduced. Strategies to achieve this are:

- Theprojectwillincludethefollowingoperationalwasteinitiatives in addition to standard landfill waste collection:
  - Public place recycling scheme;
  - A residential recycling scheme;
  - Residential composting or Green Waste scheme, which is likely to take the form of a FOGO (Food Organics and Garden Organics) system;
  - Glass recycling, and
  - All waste disposal points within the common areas of buildings are to include both recycling and general waste, FOGO and glass recycling.
- Implement Waste Management Plan or relevant section within the general construction management plan, which includes the provision of appropriate recycling and waste stream segregation during construction works as per the relevant Green Star credit.
- Project to achieve 80% of construction waste to be recycled or reused.
- All waste disposal points within the common areas of buildings are to include both recycling and general waste.

9.1.5 Sustainability Practices in Demolition & Construction

Environmental impacts of demolition and construction will be limited through the use of materials/products with a favourable life cycle assessment in terms of recycled or reused content, likely end-of-life disposal, embodied energy, biodiversity and human health. Strategies to achieve this are:

- All timber used in the development encompassing both built form and the public precinct areas will be Forest Stewardship Council (FSC) or Program for the Endorsement of Forest Certification (PEFC) certified.
- All steel used in the development for built form and in public precinct areas will be sourced from a Responsible Steel Maker.
- Buildingswithintheprojectwillhavethefollowingasbenchmark:
  - Allthermalinsulantsandrefrigerantsusedintheprojectareto be zero Ozone Depletion Potential (ODP) in their manufacture and composition.
  - Preference will be given to local building materials where these are available to fulfil the required performance and value parameters.
  - Permeable paying should be utilised to reduce stormwater overland flows and pollutants via ground infiltration.
- To manage impacts during construction practices, the head contractor is to implement an environmental management system and project specific environmental management plan in line with Green Star compliance standards.

9.1.6 Landscape

Provision of habitat, green spaces and climate control will be considered throughout the development as appropriate. Strategies to achieve this are:

- Mitigating urban heat island effect through providing green space in public areas, plus rooftops of buildings to comprise one or more of the following (excluding services areas). The preferred option, or mix of options, will include one or more of the following:

- Low solar absorbance roof finishes with solar reflectance index (SRI)>60%;
- Hardscaping elements shaded by overhanging vegetation or roof structures;
- Water bodies and/or water courses;
- Solar panels; and/or
- Roof gardens.

- At least 50% of the total project site area, in plan view will comprise of the final 'mix' of options listed above, which will include minimum areas of each to meet project targets (e.g. Green Star Urban Heat Island effect benchmarks, the project's solar PV mandate, and the food production requirement). It is beyond the scope of this masterplan to specify the exact mix of these three items.
- Explore options for a productive community garden(s). This may be spread across public areas or roofs. The community garden will be accessible to the residential community, have access to sunlight throughout the year as well as appropriate drainage.
- Project to provide, as a minimum, net improvement in ecological value (as calculated under Green Star) compared to previous development.
- Permeable pavements to selected areas.
- Increased canopy cover to achieve 30% of public space coverage (at maturity). This is in line with the 'Landscape and Public Realm' Report.
- Development lots to submit a Green Factor scorecard and achieving a target score of 0.55. This is a new tool developed by the City of Melbourne to assess green infrastructure (e.g. vertical greening, green façade and planters) in new developments.
- Use of native and local flora species to at least 90% of public realm planting.

9.1.7 Transport

Built environment design intends to promote the use of walking, cycling and public transport. Strategies to achieve this are:

- Unless further justification is submitted at planning application to the satisfaction of the Responsible Authority, the proposed development intends to provide two bicycle parking spaces per residential unit which exceeds the minimum requirement and is a generous provision within the residential developments.
- On-street bicycle parking opportunities via public hoops will also be provided at various locations through the roads and paths within the site.
- The project achieves the maximum possible score under Green Star for 'Walk-able Access to Amenities' and 'Access to Fresh Food' through a combination of on-site and existing adjacent facilities and services.
- The site is well served by existing public transport networks, and a new tram stop is being planned to serve the development.

9.1.8 Innovation

Development Victoria is committed to sustainability outcomes as a core policy objective and has already achieved the first certified 6-Star Green Star Communities rated precinct in Yarra. Development Victoria will leverage the competitive market engagement process to seek sustainability innovation proposals, and evaluation of these proposals will be assessed and weighted as part of evaluation. Furthermore, the development will consider design features and initiatives that go beyond standard practice. Strategies to achieve this are:

- Financial Transparency – Promote transparency on the costs and benefits of sustainable building practices.
- High quality staff support - Promote positive mental and physical health outcomes of site activities and culture of site workers, through programs and solutions on-site.
- Considerations of car share schemes and electric vehicle parking facilities through the development of Green Travel Plan.
- Employment of community development officer and establishing community group and events to engage and facilitate the development of the project's community.
- Provision of wireless local area network at every activity centre within the development.

Not in Use

Development Plan Response

Part 10.0 Development Plan Requirements

Summary Table

DPO16 Requirement	How Addressed
Develop a mixed use precinct comprising a variety of housing types, community facilities and public open space.	The development will deliver a true 'mixed use' precinct, comprising: • Dwellings • Flexible spaces capable of accommodating Specialist Disability Accommodation (SDA), commercial, retail and community uses • A dedicated space for community use • Accommodation/Hotel uses • A secondary school • A future sports facility • Public open space • Communal private open space (courtyards). Refer to Chapter 5.0 Land Use.
Respond to the significance of Queens Parade and Alexandra Parade with built form that considers the design, height and visual bulk of the development in relation to surrounding land uses and developments and contributes to their significance as formal boulevards.	The Development Plan Overlay sets out height controls for the development of the precinct. Careful consideration has been made to ensure that this plan meets these requirements. Setbacks along Smith Street, Queens Parade and George Street, which will ensure an appropriate response to the significance of these road corridors. Refer to Chapter 6.0 Built Form.
Address Smith Street to strongly encourage the use of tram services in connection with development of the site, and to contribute to the streetscape character and vitality of the activity strip along the length of Smith Street.	Flexible ground floor uses will contribute to the vitality and activation of Smith Street, which will encourage pedestrian activity and the use of the planned future Smith Street tram stop by residents. Refer to 5.0 Land Use.

DPO16 Requirement	How Addressed
Create useable, safe and accessible public spaces to meet local needs and improve resident amenity and usability.	The proposed Landscape Master Plan provides for a variety of highly accessible, attractive, and useable public realms. Public open space will be provided along and adjacent to the north-south central spine to maximise sunlight access. This space, to be vested in Council, will occupy approximately 8.7% of the total site area. It will be supplemented by publicly accessible space on the school site, shared street spaces, and communal private open space (courtyards). It will be a requirement that communal private open space at ground level be accessible to the public between sunrise and sunset. The public realm network will be readily accessible to the surrounding community via entryway and laneway treatments along each of the external street frontages. Refer to Chapter 5.0 Land Use.
Create pedestrian and bicycle access into and through the precinct to support its development and integrate activity in the area with surrounding neighbourhoods.	The development will be highly permeable to pedestrians and cyclists, with new streets and laneways punctuating each of the external street frontages. Aside from car park entrances, only one trafficable street will be provided through the development. This will facilitate the prioritisation of pedestrian and bicycle movements. Half of the bicycle parking provided on site will be located at ground level to encourage use. Refer to Chapter 8.0 Movement.
Provide a range of dwelling types to cater for a variety of housing needs including the provision of 20% of dwellings as Affordable Housing (as defined at section 3AA of the Planning and Environment Act 1987).	A mixture of studios, 1, 2 and 3-or-more bedroom dwellings will be provided across the development. An indicative mix of dwelling sizes has been identified, allowing for some flexibility depending on whether the housing is market priced or affordable to moderate income households. 20% of housing (or equivalent) will be provided as Affordable Housing for moderate income households. Refer to Chapter 7.0 Affordable Housing

DPO16 Requirement	How Addressed
Provide community infrastructure to service the needs of the local area ensuring they compliment the adjoining proposed indoor sports courts and integration of the site with the adjoining proposed education facility.	In addition to the school and sports courts (which are subject to separate approvals and Government funding processes), a tenancy is to be provided for community use. Refer to Chapter 5.0 Land Use.
Incorporate sustainable design features to address water management, solar access and innovative energy saving initiatives.	A comprehensive suite of sustainable design features is proposed. These address energy conservation, water conservation, water sensitive urban design, waste management, and demolition and construction practices. The building layout has been designed to allow sunlight access to open spaces, which are generally laid out in a north-south orientation. Refer to chapter 9.0 Environmentally Sustainable Design.
Site Design and Land Use	
Develop a coherent and identifiable precinct.	This Development Plan has been designed to create a coherent and identifiable mixed use precinct comprising a variety of housing types, community facilities and public open spaces. Spaces and sight lines through the site will highlight the restored Valve House which will create a sense of identity for the precinct, linking back to its historic use as the Fitzroy Gasworks. Refer to Chapter 5.0 Land Use
Design to address and activate the public realm, without privatising its amenity.	Flexible ground floor uses, suitable for a range of Specialist Disability Accommodation (SDA), commercial, office or community activities, are proposed at the public realm interfaces with Alexandra Parade, Smith Street, Queens Parade and the proposed internal streets. Tenancies in these locations will have active frontages to help activate the public realm. Refer to Chapters 5.0 Land Use
A minimum of approximately 8.7% of the site to be provided as public open space.	Approximately 8.7% of the site is to be set aside as public open space vested in Council. This will be supplemented by communal private open spaces (courtyards) and pedestrian-prioritised streets and shared paths. Refer to Chapter 5.0 Land Use.

DPO16 Requirement	How Addressed
Position the school to front Queens Parade and centre the sports courts on the site as a key community node with ease of access to public transport.	The school site is located to the north-west of the precinct at the corner of Queens Parade and George Street. The sports courts are to be located immediately to the west of the proposed Village Green and adjacent to the precinct core. Refer to Chapter 5.0 Land Use.
Support retail, office and other uses at street level.	Ground floor space will be designated as 'flexible tenancies', suitable for a variety of Specialist Disability Accommodation (SDA), commercial, office and community uses. These have been located to assist in activating existing and proposed street frontages. Additional space has been identified for community use; and for hotel, accommodation or residential in Building H at the corner of Alexandra Avenue and Smith Street. Refer to Chapter 5.0 Land Use.
Promote urban legibility and high quality public access to and through the site including clear site lines and a choice of routes.	The precinct will be highly permeable with streets punctuating each of the existing frontages. These will provide pedestrian and bicycle-prioritised access into and through the site. Legibility will be afforded through entryway treatments, clear sight lines through major axes, way finding signage and landscape treatments. Refer to Chapters 5.0 Land Use
Minimise over shadowing effects within the site and on adjoining land.	Built form has been oriented in a north-south direction with open courtyards to optimise sunlight penetration into ground level open spaces. Refer to Chapter 5.0 Land Use
Design public open spaces to have good solar amenity, good passive surveillance.	Public open space areas have been located along and adjacent to the central north-south spine at the centre of the precinct. Buildings have been orientated to avoid excessive overshadowing and afford passive surveillance across these areas. Refer to Chapter 5.0 Land Use

DPO16 Requirement	How Addressed
Avoid buildings that disproportionately overwhelm public spaces.	Buildings fronting the eastern side of the proposed Linear Park have reduced heights of 5-8 storeys to soften the interface with the public space. Similarly, the street wall heights interfacing Smith Street undulate between 4 and 6 storeys to reduce the impact on the public street interface. The built form interface of Buildings M and L to the Valve House have been designed with reduced heights. Refer to Chapter 5.0 Land Use
Provide landscaping to reduce the visual impact of development, improve liveability and mitigate impacts of the urban heat island effect.	A landscape masterplan has been prepared to enhance the liveability, legibility and environmental performance of the development, and will provide for the greening of public realm, internal courtyards and rooftops (see Figure 49). Refer to Chapter 5.0 Land Use
Provision of street trees, high quality lighting and other streetscape enhancements.	The landscape master plan includes provision for street trees and lighting to support amenity and safety, which will be planted in laneways throughout the site. Refer to Chapter 5.0 Land Use
Retain the visual prominence of at least the top third of the individually significant Shot Tower from primary views when viewed from or through the site.	A wide entryway treatment is proposed at the centre of the Smith Street frontage. This will open views towards to shot tower from within the site. Refer to Chapters 5.0 Land Use
Built Form	
Provide a transition in buildings by reducing heights and increasing setbacks along sensitive interfaces with increased heights at the centre of the site in accordance with Table 1.	Building heights are reduced adjacent to the sensitive interfaces of Smith Street, Queens Parade and the Valve House. Setbacks and height controls that achieve this outcome are outlined in Table 1 - Height and Setback Controls. Refer to Chapter 6.0 Built Form

DPO16 Requirement	How Addressed
Create high quality architectural frontages with a sense of articulation, streetscape scale and rhythm.	The proposed setbacks and building heights, along with appropriate spacing and transitioning between buildings, will ensure that the streetscape scale and rhythm of the development is consistent with the surrounding neighbourhood context. Flexible ground floor uses will promote activity and vibrancy across all street frontages. Refer to Chapter 6.0 Built Form
Articulate buildings to provide variety, visual breaks and promote a human scale to existing and new streets.	As above, the proposed setbacks and building heights, along with appropriate spacing and transitioning between buildings, will ensure that the streetscape scale and rhythm of the development is consistent with the surrounding neighbourhood context. Refer to Chapter 6.0 Built Form
Activate street frontages with windows at upper levels, building entries from main lobbies and ground floor apartments to contribute to street life and safety through passive surveillance.	Active street frontages and windows at upper levels will enhance passive surveillance opportunities, contributing to street life and safety throughout the site. Refer to Chapter 6.0 Built Form
Avoid visually dominant buildings through use of discontinuous forms, well-articulated façades and high-quality materials that weather well and are environmentally sustainable.	Setbacks along Smith Street, Queens Parade and the built form adjacent with Valve House have been designed to avoid continuous built form as outlined in Section 6.1.12. The proposed multi-building layout connected by pedestrian laneways promotes discontinuous forms and environmentally sustainable materials will ensure an articulated facade that ages well. Refer to Chapter 6.0 Built Form
A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views and provide maximum sunlight to these spaces.	Habitable room windows and balconies will be located and designed to avoid direct views to other habitable spaces, and will ensure maximum sunlight to these spaces. Refer to Chapter 6.0 Built Form

DPO16 Requirement	How Addressed
Provide wind climate design to ameliorate wind conditions at street level, public spaces, balconies and adjoining properties.	The Development Plan identifies areas where wind protection will be required in order to protect pedestrian comfort and sets relevant standards for wind amelioration. Refer to Chapter 4.0 Land Use.
Provide acoustic design treatments that addresses the impact of existing and potential noise particularly from road traffic and trams.	As the entire site is within 300 metres of Alexandra parade it is defined as a noise influence area under the Better Apartments Design Standards. Noise assessments and potential mitigation will be required for all dwellings. Refer to Chapter 4.0 Land Use.
Avoid buildings taller than six storeys creating a 'canyon' effect to streets by distributing height and providing breaks in built form.	The proposed building heights, setbacks and breaks between buildings will provide variety and visual permeability throughout the development, avoiding a canyon effect. Refer to Chapter 6.0 Built Form
Provide internal courtyards, supported by communal roof terraces and balconies facing out to the street in mixed use developments.	The mixed-use component of the development is designed around three major parcels, each featuring an open central courtyard. The courtyards are designed to be open to encourage pedestrian access and sunlight penetration. Refer to Chapter 6.0 Built Form
Design all development parcels as perimeter blocks. Perimeter blocks should be defined by groups of buildings, with a range of building heights, to create a fine grain and articulated streetscape.	Each of the three development parcels is designed as a perimeter block. The proposed design differs by increasing the north-south orientation and the number of access laneways. These modifications are intended to optimise sunlight penetration into the courtyards and increase overall permeability. They have been the subject of previous community engagement. Refer to Chapter 6.0 Built Form.

DPO16 Requirement	How Addressed
Avoid podium and tower typologies.	The proposed building typologies are consistent with the intent of DPO16, providing reduced heights at sensitive interfaces to Smith Street, Queens Parade. In each case the reduced heights are between 50 and 60% of the overall height of the building, therefore avoiding a podium and tower typology. Refer to Chapter 6.0 Built Form.
Movement	
Design effective traffic management and car parking to service the whole site. Innovative approaches to car parking provision will be considered.	Long term car parking for all residential and non-residential uses is to be consolidated into three large underground car parks that correspond with each of the development parcels. Access to these car parks will be provided directly from Smith Street and near Alexandra Parade, thereby minimising crossover points and avoiding the need for vehicle to traverse the internal road network. Street level parking will be restricted to accessible spaces, short-term parking and loading. Refer to Chapter 8.0 Movement.
Provide for safe and convenient pedestrian, cyclist, and vehicular access.	The development has been designed to prioritise pedestrian and cycle movements. The precinct will be highly permeable, facilitating pedestrian and cycle movements into and across it; and providing connections to the existing network. A variety of measures will be incorporated into the design to promote amenity and safety: lighting, way finding signs, shared paths, a contraflow bike path, low vehicle speed limits and parking restrictions. Refer to Chapter 8.0 Movement.
Minimise vehicle entries to reduce impact on footpaths.	Vehicle entrance points will be restricted to a single through street that connects Alexandra Parade with Smith Street. The use of consolidated car parking areas for each parcel will limit the number of access points. Refer to Chapter 8.0 Movement.

DPO16 Requirement	How Addressed
Provide a new tram stop on Smith Street which is compliant with the requirements of the Disability Discrimination Act 1992 (DDA).	A new accessible tram stop is planned on Smith Street adjacent to the precinct. As it sits outside the Development Plan area it will be subject to a separate approvals process. Refer to Chapter 8.0 Movement.
Provide two bicycle spaces per dwelling.	Two bicycle spaces unless further justification is submitted at planning application to the satisfaction of the Responsible Authority will be provided per dwelling, 50% of which are to be located at ground level in highly visible locations. Refer to Chapter 8.0 Movement.
Design vehicle access and egress to and from the site to avoid tram delays along Smith Street.	The through street proposed to link Alexandra Parade with Smith Street will be 'exit only' on Smith Street, thereby avoiding the potential for vehicles to delay trams by queuing in Smith Street. Similarly, the basement car park entrance proposed on Smith Street to Parcel C will be designed to prevent right hand turns to access or egress the site. This design will prevent vehicles from crossing or queuing along the tram line. Refer to Chapter 8.0 Movement.


DEVELOPMENT VICTORIA
VICTORIA State Government

PROPOSED MIXED-USE DEVELOPMENT
FITZROY GASWORKS
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068
TOWN PLANNING ARCHITECTURAL DRAWING SET

DRAWING NUMBER	DRAWING NAME	REVISION
TP0000	COVER SHEET	D
TP0001	DEVELOPMENT SUMMARY	D
TP1000	EXISTING SITE PLAN	D
TP1001	PROPOSED SITE PLAN - EXISTING CONDITIONS	D
TP1002	PROPOSED SITE PLAN - PROPOSED CONDITIONS	D
TP1100	DEMOLITION PLAN	D
TP2098	BASEMENT 2 FLOOR PLAN	D
TP2099	BASEMENT 1 FLOOR PLAN	D
TP2100	GROUND FLOOR PLAN	D
TP2101	MEZZANINE FLOOR PLAN	D
TP2102	LEVEL 01 FLOOR PLAN	D
TP2103	LEVEL 02 FLOOR PLAN	D
TP2104	LEVEL 03 FLOOR PLAN	D
TP2105	LEVEL 04 FLOOR PLAN	D
TP2106	LEVEL 05 FLOOR PLAN	D
TP2107	LEVEL 06 FLOOR PLAN	D
TP2108	LEVEL 07 FLOOR PLAN	D
TP2109	LEVEL 08 FLOOR PLAN	D
TP2110	LEVEL 09 FLOOR PLAN	D
TP2111	LEVEL 10 FLOOR PLAN	D
TP2112	LEVEL 11 FLOOR PLAN	D
TP2113	LEVEL 12 FLOOR PLAN	D
TP2114	LEVEL 13 FLOOR PLAN	D
TP2115	ROOF PLAN	D
TP3000	NORTH ELEVATION	D
TP3001	SOUTH ELEVATION	D
TP3002	EAST ELEVATION	D
TP3003	WEST ELEVATION	D
TP3050	BUILDING NE - NORTH ELEVATION	D
TP3051	BUILDING NE - EAST ELEVATION	D
TP3052	BUILDING NE - SOUTH ELEVATION	D
TP3053	BUILDING NE - WEST ELEVATION	D
TP3054	BUILDING E - NORTH ELEVATION	D
TP3055	BUILDING E - EAST ELEVATION	D
TP3056	BUILDING E - SOUTH ELEVATION	D
TP3057	BUILDING E - WEST ELEVATION	D
TP3058	BUILDING SE - NORTH ELEVATION	D
TP3059	BUILDING SE - EAST ELEVATION	D
TP3060	BUILDING SE - SOUTH ELEVATION	D
TP3061	BUILDING SE - WEST ELEVATION	D
TP3062	BUILDING SW - EAST ELEVATION	D
TP3063	BUILDING SW - SOUTH ELEVATION	D
TP3064	BUILDING SW - WEST ELEVATION	D
TP3065	BUILDING NW - NORTH ELEVATION	D
TP3066	BUILDING NW - EAST ELEVATION	D
TP3067	BUILDING NW - WEST ELEVATION	D
TP3100	SECTION AA	D
TP3101	SECTION BB	D
TP3102	SECTION CC	D
TP3103	SECTION DD	D
TP3104	SECTION EE	D
TP3201	RAMP SECTION A	D
TP3202	RAMP SECTION B	D
TP7000	ADG COMPLIANCE SUMMARY	D
TP7001	ADG COMPLIANCE SUMMARY	D
TP7002	ADG COMPLIANCE SUMMARY	D
TP7003	ADG COMPLIANCE SUMMARY	D
TP7049	MEZZANINE FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE	D
TP7050	LEVEL 01 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE	D
TP7051	LEVEL 02 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE	D
TP7052	LEVEL 03 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE	D
TP7053	LEVEL 04 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE	D
TP7054	LEVEL 05 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE	D
TP7055	LEVEL 06 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE	D
TP7056	LEVEL 07 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE	D
TP7057	LEVEL 08 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE	D
TP7058	LEVEL 09 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE	D
TP7059	LEVEL 10 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE	D
TP7060	LEVEL 11 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE	D
TP7061	LEVEL 12 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE	D
TP7062	LEVEL 13 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE	D
TP8001	TYPICAL BREEZEWAY APARTMENT PLANS	D
TP8002	TYPICAL BREEZEWAY APARTMENT PLANS	D
TP8003	TYPICAL TOWER APARTMENT PLANS	D
TP8004	TYPICAL TOWER APARTMENT PLANS	D
TP8005	TYPICAL TOWER APARTMENT PLANS	D
TP9000	SHADOW DIAGRAM 9:00AM 22/09	D
TP9001	SHADOW DIAGRAM 10:00AM 22/09	D
TP9002	SHADOW DIAGRAM 11:00AM 22/09	D
TP9003	SHADOW DIAGRAM 12:00PM 22/09	D
TP9004	SHADOW DIAGRAM 1:00PM 22/09	D
TP9005	SHADOW DIAGRAM 2:00PM 22/09	D
TP9006	SHADOW DIAGRAM 3:00PM 22/09	D
TP9007	SOLAR ACCESS TO COS 12:00PM 21/06	D
TP9008	SOLAR ACCESS TO COS 1:00PM 21/06	D
TP9009	SHADOW DIAGRAM - DP MASSING COMPARISON 11AM 22/09	D
TP90010	SHADOW DIAGRAM - DP MASSING COMPARISON 12:00PM 22/09	D
TP90011	SHADOW DIAGRAM - DP MASSING COMPARISON 1:00PM 22/09	D
TP90012	SHADOW DIAGRAM - DP MASSING COMPARISON 2:00PM 22/09	D
TP90013	SHADOW DIAGRAM - DP MASSING COMPARISON 3:00PM 22/09	D
TP90014	SHADOW DIAGRAM - DP MASSING COMPARISON 9:00AM 22/09	D

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
COVER SHEET

Date
7/11/2025

Status
TOWN PLANNING

Scale
@ A1

Drawing Number
TP0000

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book

FITZROY GASWORKS - PARCEL B

APARTMENT MIX SCHEDULE_MARKET		
UNIT MIX	QTY	%
1B1B	150	38%
2B1B	71	18%
2B2B	76	19%
3B2B	11	3%
3B2B_P	7	2%
STUDIO	18	5%
STUDIO_C	59	15%
	392	

NOTE: STUDIO_C (COMPACT <35m2)

APARTMENT MIX SCHEDULE_SOCIAL (BUILDING SW)			
UNIT MIX	QTY	%	SDA
1B1B	63	52%	
2B1B	31	26%	5
2B2B	1	1%	
3B1B	26	21%	
	121		

GFA SCHEDULE (HABITABLE)	
STOREY	AREA
BASEMENT 01	122
GROUND FLOOR	6146
MEZZANINE	1296
LEVEL 01	4822
LEVEL 02	4754
LEVEL 03	4752
LEVEL 04	4752
LEVEL 05	4752
LEVEL 06	4670
LEVEL 07	3562
LEVEL 08	1732
LEVEL 09	1719
LEVEL 10	1719
LEVEL 11	1530
LEVEL 12	1393
LEVEL 13	764
	48,485m^2

GFA SCHEDULE (NON HABITABLE)	
STOREY	AREA
BASEMENT 02	7,731
BASEMENT 01	7,709
GROUND FLOOR GF	1,122
	16,562 m^2

NOTE: 'GROSS FLOOR AREA (GFA) IS CALCULATED AS THE SUM OF THE 'FULLY ENCLOSED AREAS' (FECA) AND 'UNENCLOSED COVERED AREAS' (UCA) AS DEFINED BY THE AUSTRALIAN INSTITUTE OF QUANTITY SURVEYORS BOOK OF AREAS, AND IS MEASURED TO THE INTERNAL FACE OF ANY ENCLOSING WALLS AND/ OR BALUSTRADES'

GFA EXCLUDES ANY UNCOVERED AREAS

APARTMENT MIX SCHEDULE_BUILDING NE		
UNIT MIX	UNIT TYPE	QTY
1B1B		
	TYPE A05	7
		7
2B1B		
	TYPE B01	21
		21
2B2B		
	TYPE C01	21
		21
3B2B_P		
	TYPE E01	7
		7
STUDIO_C		
	TYPE S01	35
		35
		91

APARTMENT MIX SCHEDULE_BUILDING E		
UNIT MIX	UNIT TYPE	QTY
1B1B		
	TYPE A01	7
	TYPE A02	7
		14
2B1B		
	TYPE B01	18
		18
2B2B		
	TYPE C01	21
		21
STUDIO		
	TYPE S02	18
		18
STUDIO_C		
	TYPE S03	24
		24
		95

APARTMENT MIX SCHEDULE_BUILDING SE		
UNIT MIX	UNIT TYPE	QTY
1B1B		
	TYPE A04	67
		67
2B1B		
	TYPE B02	20
	TYPE B04	12
		32
2B2B		
	TYPE C03	6
	TYPE C04	20
		26
3B2B		
	TYPE E02	5
		5
		130

APARTMENT MIX SCHEDULE_BUILDING SW		
UNIT MIX	UNIT TYPE	QTY
1B1B		
	TYPE A04	50
	TYPE A06	13
		63
2B1B		
	TYPE B06	26
	TYPE B07_SDA	1
	TYPE B08_SDA	2
	TYPE B09_SDA	1
	TYPE B10_SDA	1
		31
2B2B		
	TYPE C02	1
		1
3B1B		
	TYPE D01	13
	TYPE D02	13
		26
		121

APARTMENT MIX SCHEDULE_BUILDING NW		
UNIT MIX	UNIT TYPE	QTY
1B1B		
	TYPE A01	31
	TYPE A02	31
		62
2B2B		
	TYPE C01	1
	TYPE C02	7
		8
3B2B		
	TYPE E03	6
		6
		76

APARTMENT NSA SCHEDULE PER BUILDING_CURRENT	
BUILDING	AREA
BUILDING E	5,108
BUILDING NE	5,642
BUILDING NW	4,646
BUILDING SE	8,320
BUILDING SW	7,807
	31,523 m^2

BALCONY NSA SCHEDULE PER BUILDING_CURRENT	
BUILDING	AREA
BUILDING E	857
BUILDING NE	934
BUILDING NW	826
BUILDING SE	1,525
BUILDING SW	1,428
	5,570 m^2

APARTMENT NSA SCHEDULE	
STOREY	AREA
MEZZANINE	677
LEVEL 01	3,485
LEVEL 02	3,615
LEVEL 03	3,617
LEVEL 04	3,620
LEVEL 05	3,618
LEVEL 06	3,618
LEVEL 07	2,760
LEVEL 08	1,303
LEVEL 09	1,304
LEVEL 10	1,304
LEVEL 11	1,018
LEVEL 12	1,017
LEVEL 13	567
	31,523 m^2

BALCONY NSA SCHEDULE	
STOREY	AREA
MEZZANINE	133
LEVEL 01	819
LEVEL 02	600
LEVEL 03	597
LEVEL 04	596
LEVEL 05	596
LEVEL 06	597
LEVEL 07	452
LEVEL 08	250
LEVEL 09	229
LEVEL 10	230
LEVEL 11	184
LEVEL 12	184
LEVEL 13	103
	5,570 m^2

NOTE: NET SALEABLE AREA (NSA) IS CALCULATED IN ACCORDANCE WITH THE 'PROPERTY COUNCIL OF AUSTRALIA METHOD OF MEASUREMENT FOR RESIDENTIAL PROPERTY AND IS MEASURED TO THE:
1. EXTERNAL FACE OF EXTERNAL WALLS
2. APARTMENT FACE OF ALL ABUTTING CORE/ STAIR/ SHAFT/ SERVICE RISER WALLS
3. CORRIDOR FACE OF ALL CORRIDOR WALLS
4. CENTRELINE OF ALL INTERTENANCY WALLS

NSA INCLUDES ALL ENGAGED COLUMNS, INTERNAL STAIRS AND MULLIONS TO GLAZED FACADES.

STORAGE SCHEDULE		
STOREY	VOLUME	QTY
BASEMENT 02		
	3.3m3	24
	4m3	138
BASEMENT 01		
	4m3	19
		181

BICYCLE PARKING SCHEDULE		
STOREY	TYPE	QTY
BASEMENT 02		
	RESIDENTIAL	1013
GROUND FLOOR		
	RESIDENTIAL	38
	VISITOR	86
		1137

COMMUNAL AREA SCHEDULE			
	STOREY	TENANCY TYPE	AREA
BUILDING E			
	LEVEL 07	ASSEMBLE COMMUNITY	102
			102 m^2
BUILDING NW			
	LEVEL 07	ASSEMBLE COMMUNITY	98
			98 m^2
BUILDING SE			
	GROUND FLOOR	BTR OFFICE	146
	MEZZANINE	RESIDENTIAL AMENITY - COWORKING SPACE	203
	LEVEL 01	RESIDENTIAL AMENITY - GYM	161
	LEVEL 11	ASSEMBLE COMMUNITY	91
			601 m^2
BUILDING SW			
	LEVEL 01	COMMUNAL	34
			34 m^2
			835 m^2

COMMERCIAL NLA SCHEDULE		
STOREY	TENANCY TYPE	AREA
GROUND FLOOR		
	F&B	460
	LIQUOR	128
	MARKET HALL	162
	RETAIL	715
	SUPERMARKET	3,163
		4,628 m^2

NOTE: NET LETTABLE AREA (NLA) IS CALCULATED IN ACCORDANCE WITH THE 'PROPERTY COUNCIL OF AUSTRALIA METHOD OF MEASUREMENT OF LETTABLE AREA' AND IS MEASURED TO THE;
1. INTERNAL FACE OF ALL EXTERNAL WALLS
2. INTERNAL FACE OF GLASS OF GLAZED FAÇADE WALL, UNLESS THE HEIGHT OF THE HOB WALL BELOW GLAZING IS MORE THAN 50% OF THE INTERNAL HEIGHT, IN WHICH CASE NLA IS MEASURED TO THE INTERNAL FACE OF THE HOB WALL
3. SHAFT FACE OF ALL RISER SHAFT/ DUCT WALLS, EVEN IF THESE DUCTS ARE REMOTE FROM CENTRAL CORE
4. EXTERNAL FACE OF ALL SERVICES CUPBOARDS
5. CENTRELINE OF ALL INTERTENANCY WALLS
6. CORRIDOR FACE OF ANY DIVIDING CORRIDOR WALLS

NLA INCLUDES ALL ENGAGED COLUMNS, INTERNAL STAIRS AND MULLIONS TO GLAZED FACADES.

CAR SPACE SCHEDULE		
STOREY	TYPE	QTY
BASEMENT 02		
	Disabled Space	2
	Motorbike	8
	Tandem	8
	Victoria Planning Provision 52.06	173
		191
BASEMENT 01		
	AusStd Parallel	3
	(CLICK & COLLECT)	1
	CUSTOM	4
	Disabled Space	3
	Motorbike	10
	Victoria Planning Provision 52.06	135
		156
GROUND FLOOR		
	Disabled Space	2
	Victoria Planning Provision 52.06	5
		7
		354

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
DEVELOPMENT SUMMARY

Date
7/11/2025

Status
TOWN PLANNING

Scale
@ A1

Drawing Number
TP0001

Revision
E - WIP

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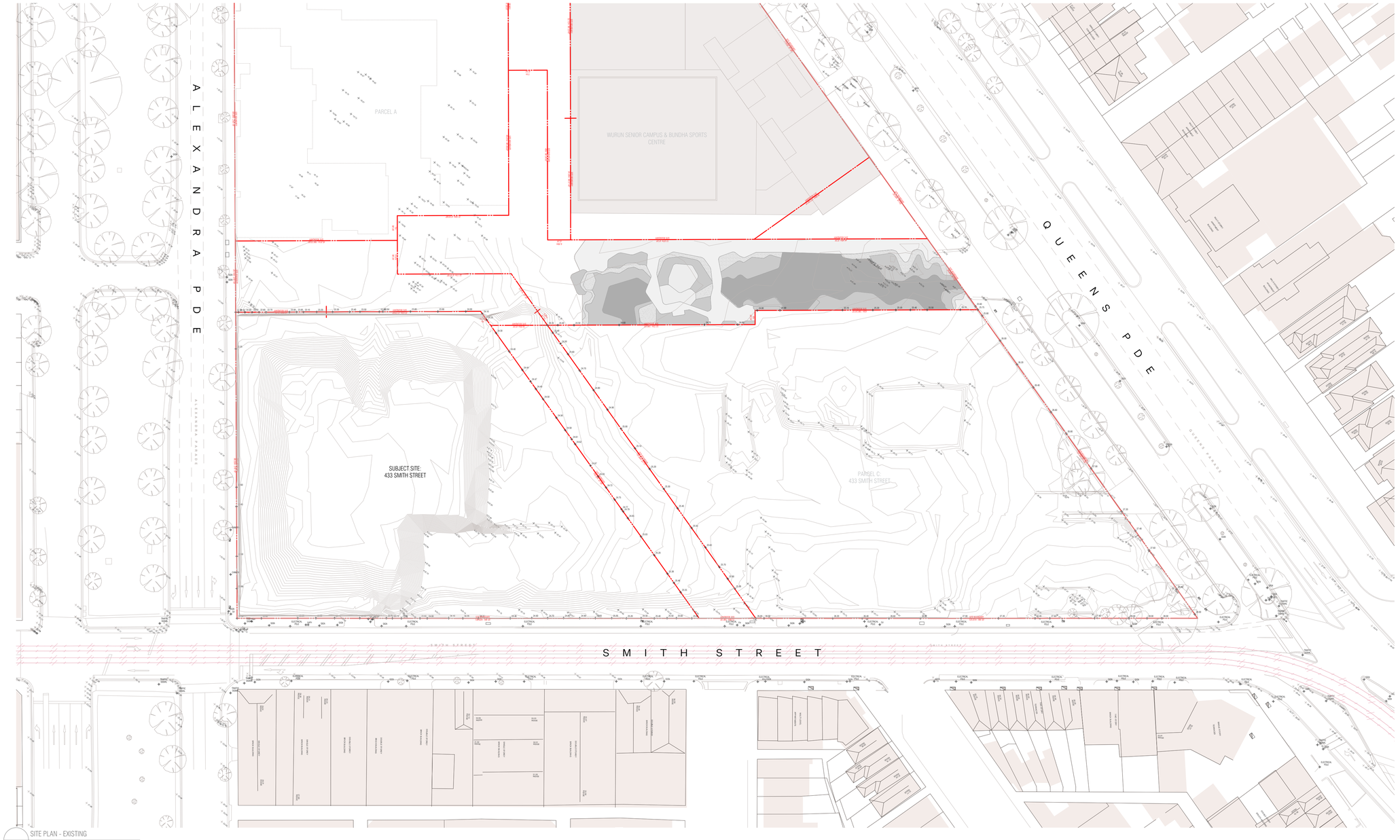

SITE PLAN - EXISTING
SCALE 1:500@A1

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Project Name
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Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
EXISTING SITE PLAN

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:500 @ A1

Drawing Number
TP1000

Revision
D

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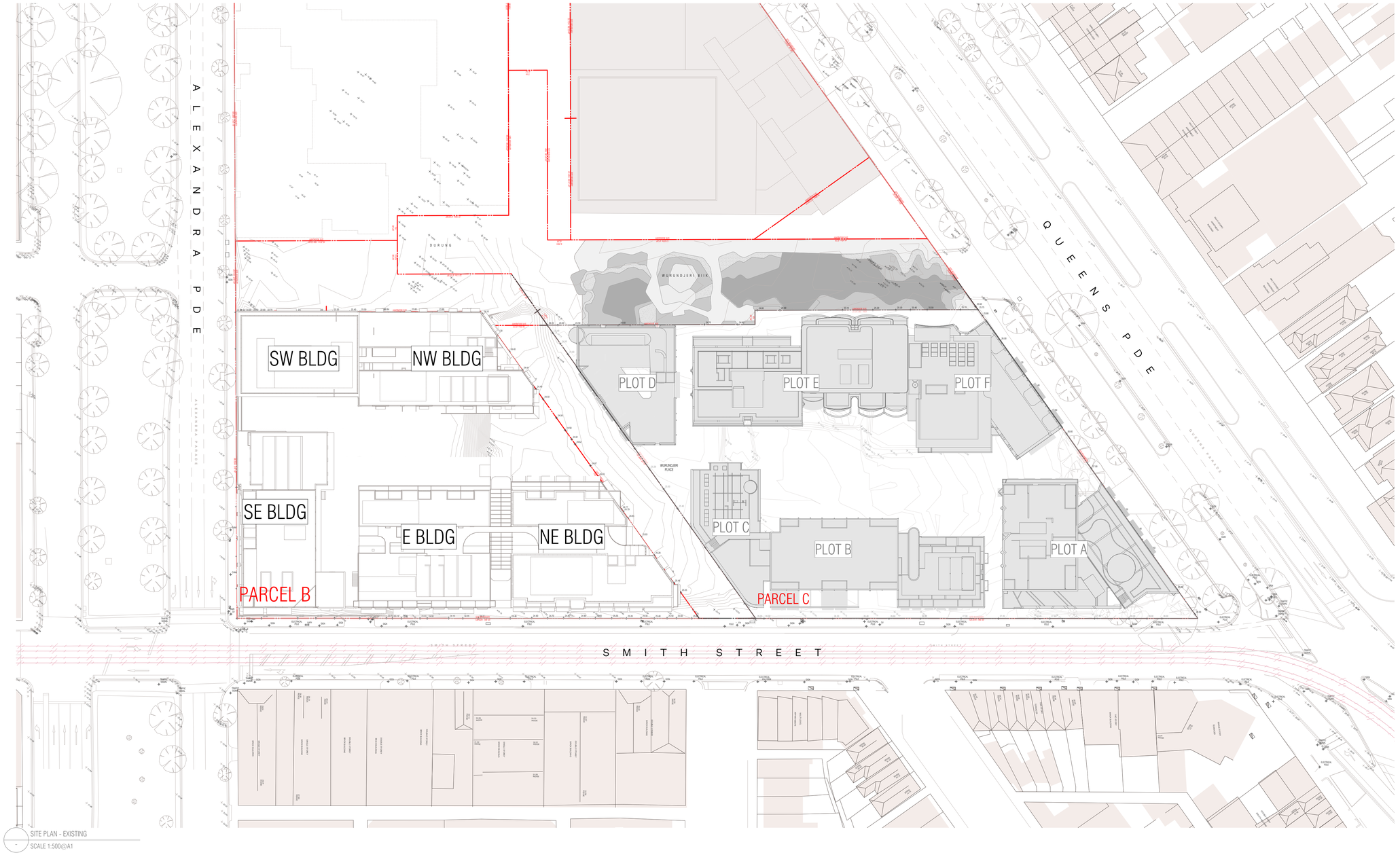

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SCALE 1:500@A1

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Project Number
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Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
PROPOSED SITE PLAN - EXISTING CONDITIONS

Date
7/11/2025

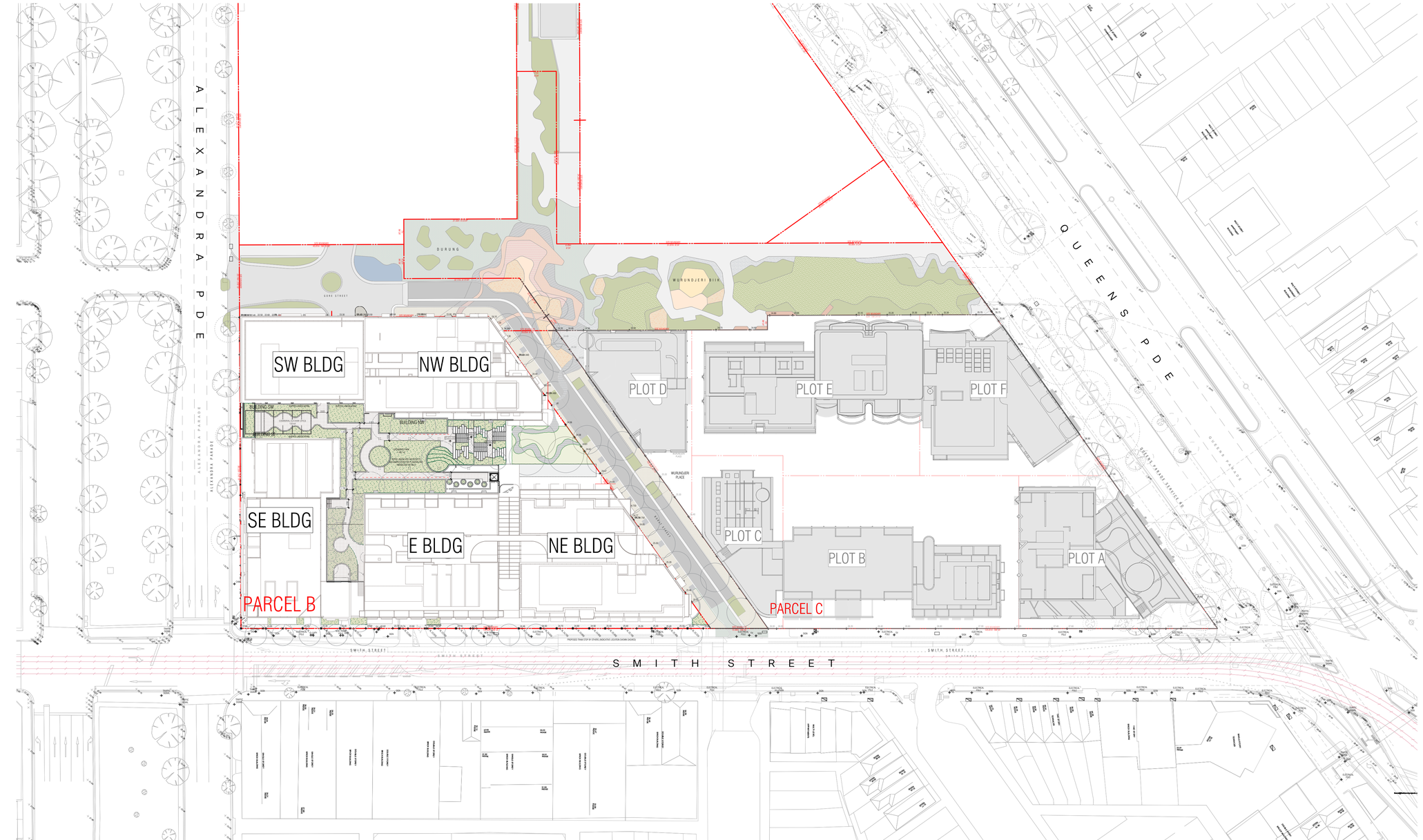
Status
TOWN PLANNING

Scale
1:500 @ A1

Drawing Number
TP1001

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



SITE PLAN - CONTEXT
SCALE 1:500@A1

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T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
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Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
PROPOSED SITE PLAN - PROPOSED CONDITIONS

Date
7/11/2025

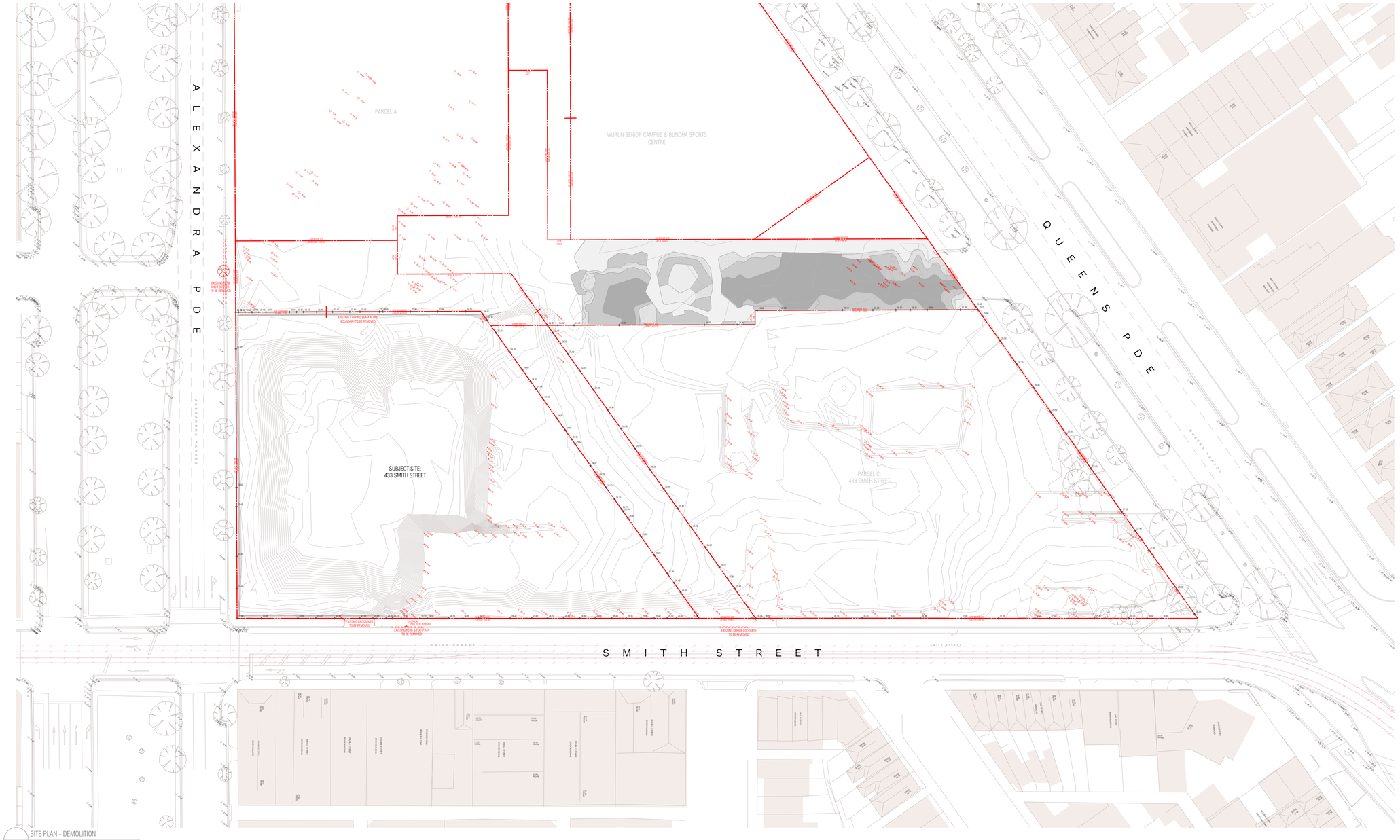
Status
TOWN PLANNING

Scale
1:500 @ A1

Drawing Number
TP1002

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



SITE PLAN - DEMOLITION
SCALE 1:500@A1

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Site Address
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Drawing Name
DEMOLITION PLAN

Date
7/11/2025

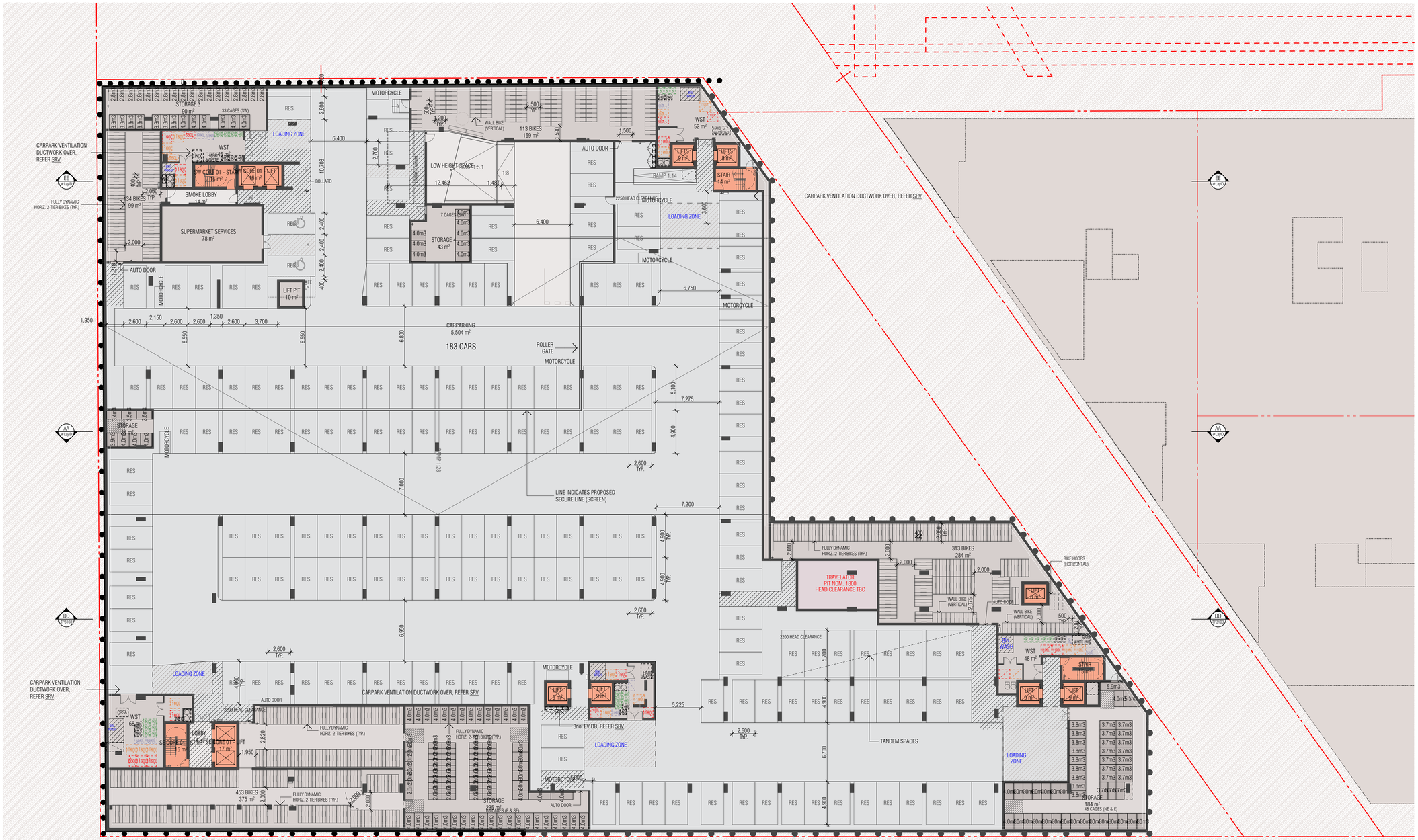
Status
TOWN PLANNING

Scale
1:500 @ A1

Drawing Number
TP1100

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



BASEMENT 02
SCALE 1:200@A1

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BASEMENT 2 FLOOR PLAN

Date
7/11/2025

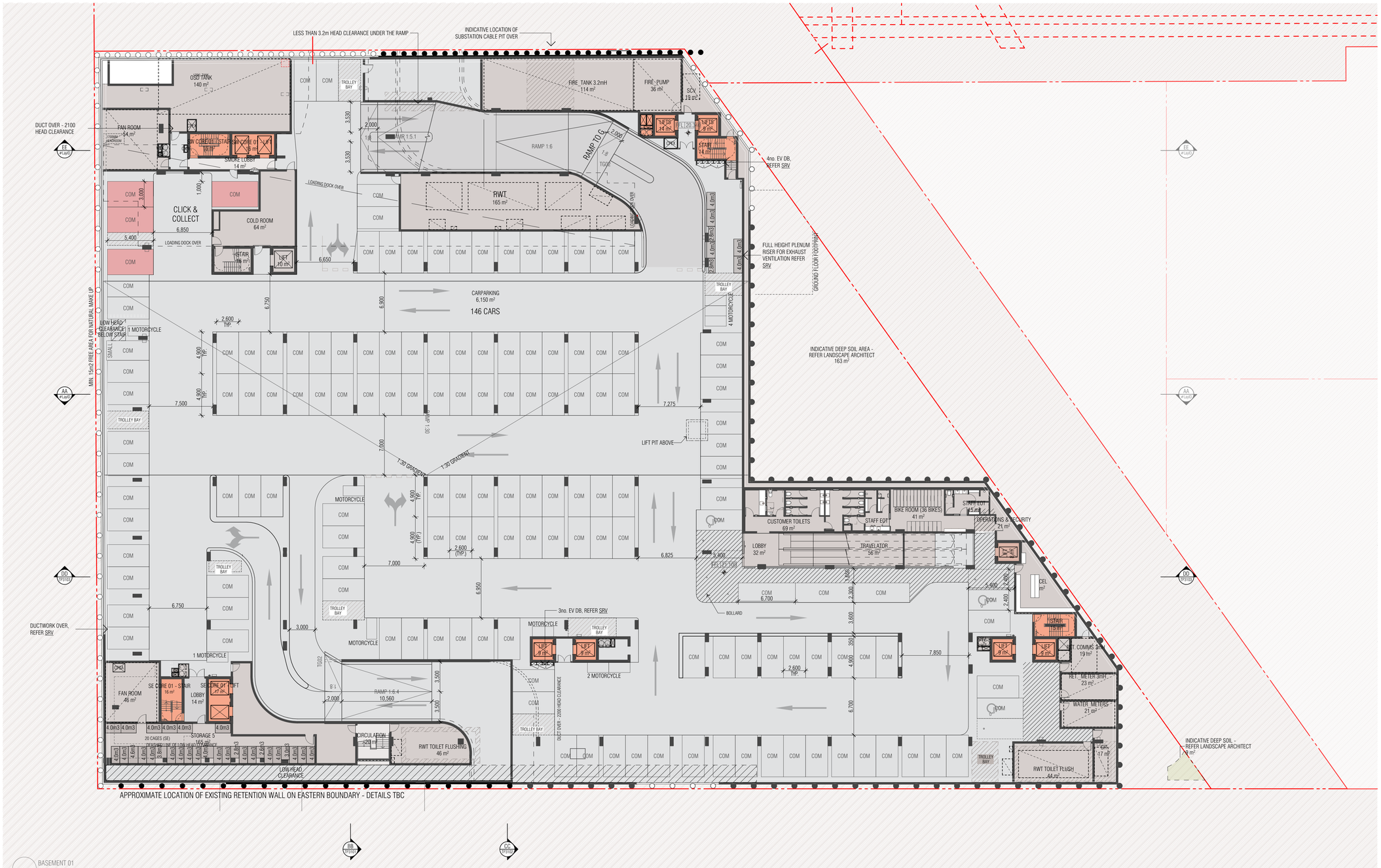
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2098

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BASEMENT 1 FLOOR PLAN

Date
7/11/2025

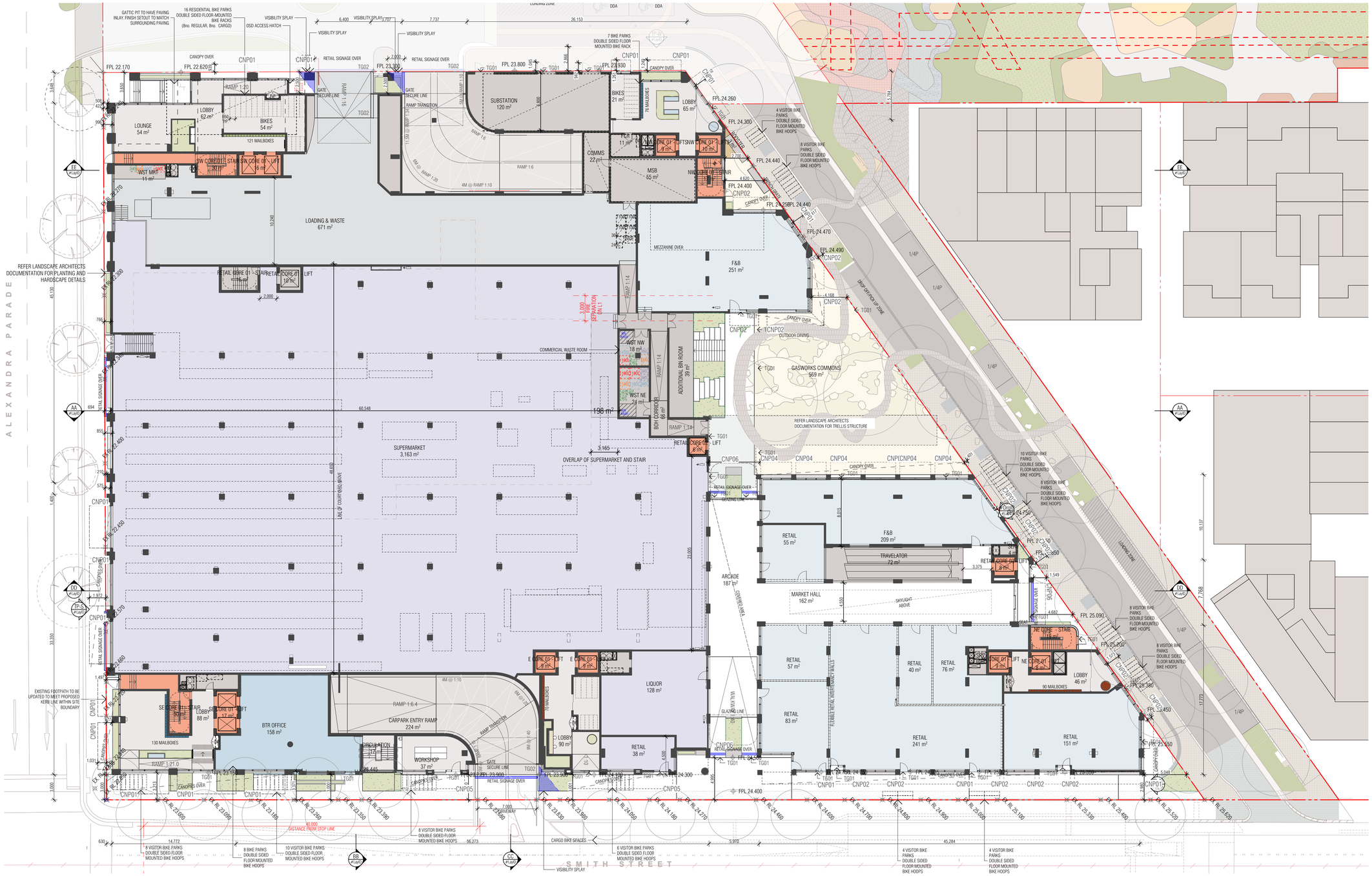
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2099

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
GROUND FLOOR PLAN

Date
7/11/2025

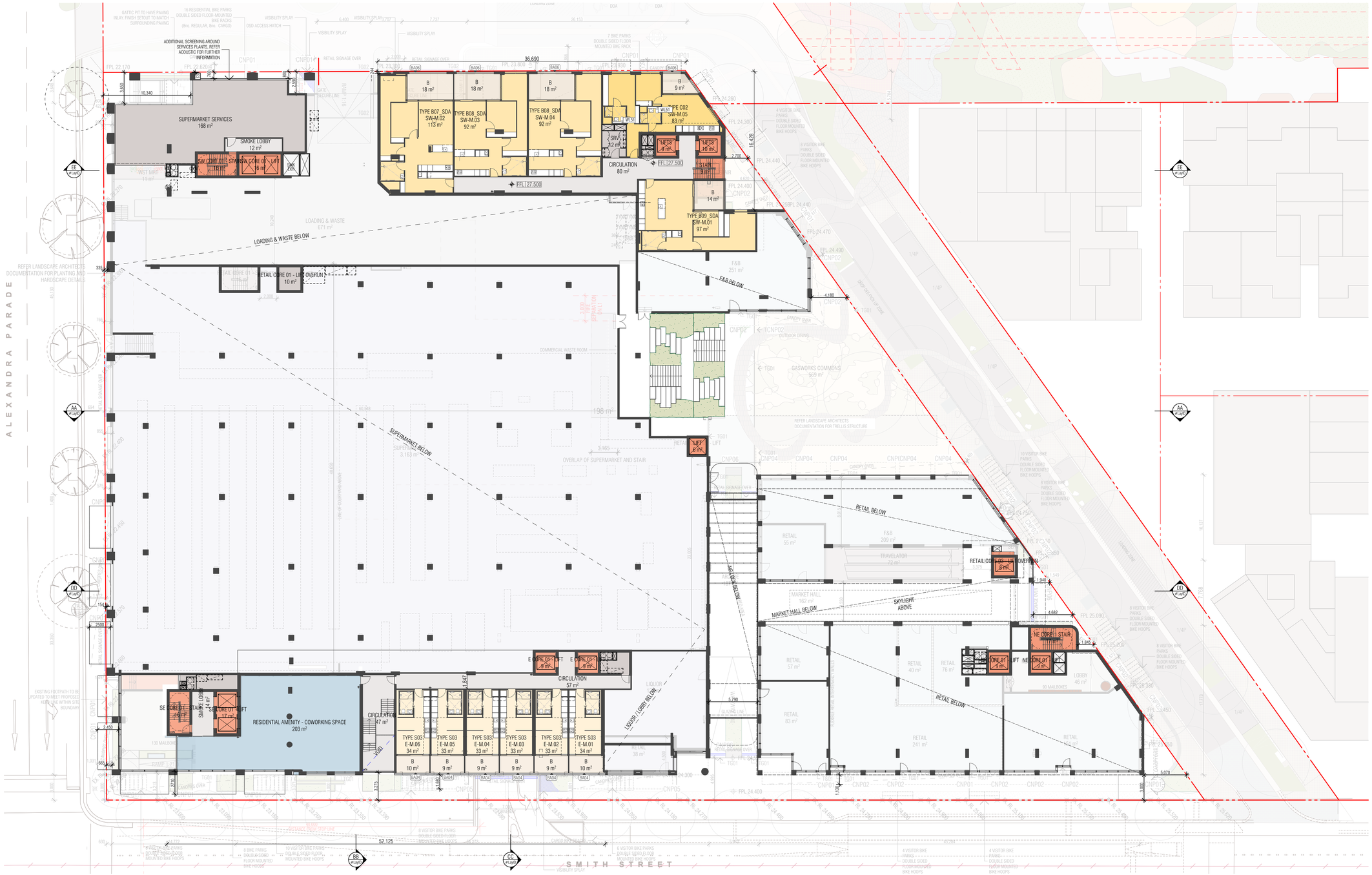
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2100

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
MEZZANINE FLOOR PLAN

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2101

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 01 FLOOR PLAN

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2102

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 02 FLOOR PLAN

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2103

Revision
D

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 03 FLOOR PLAN

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2104

Revision
D

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 04 FLOOR PLAN

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2105

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 05 FLOOR PLAN

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2106

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 06 FLOOR PLAN

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2107

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 07 FLOOR PLAN

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2108

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 08 FLOOR PLAN

Date
7/11/2025

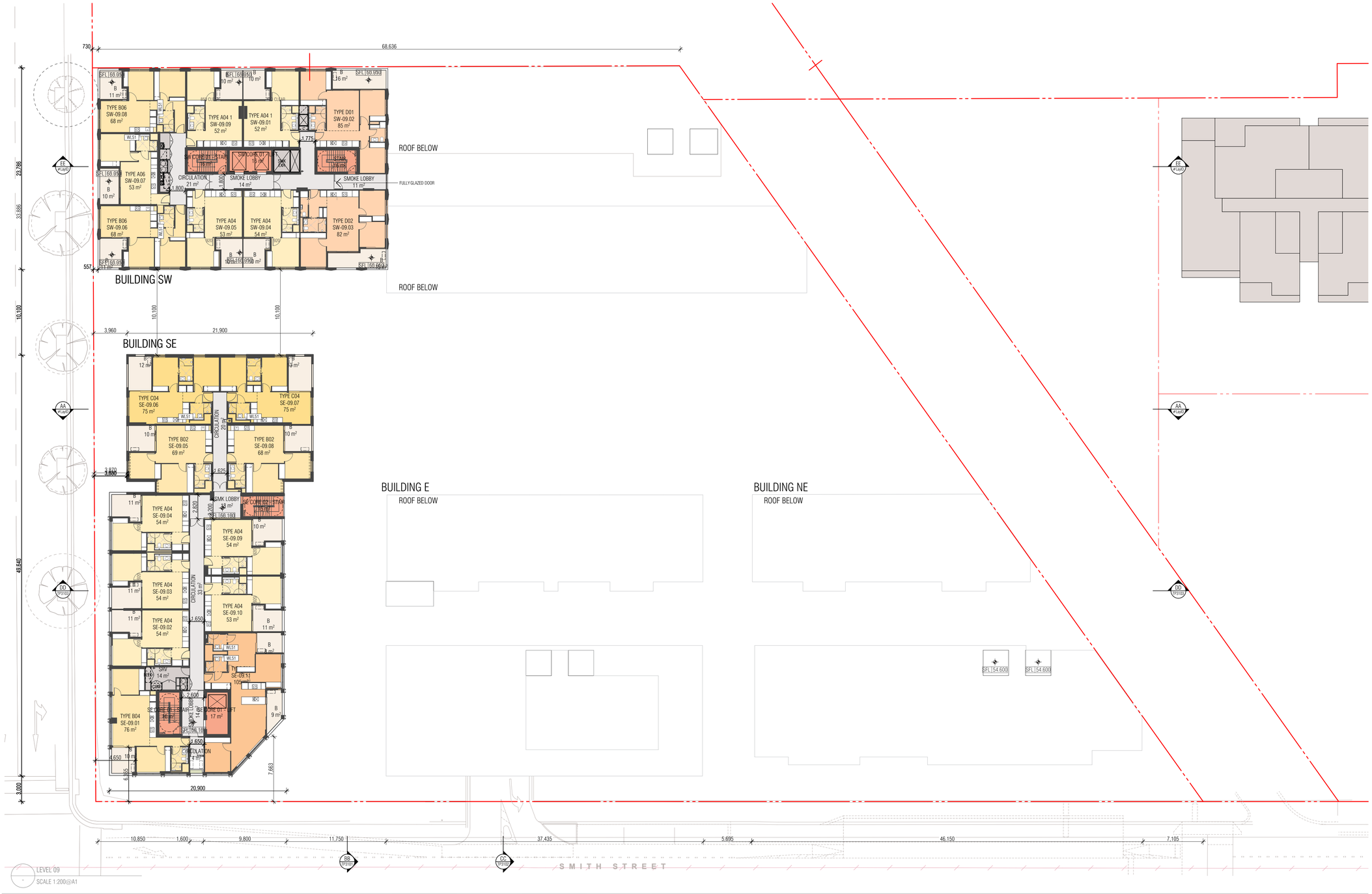
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2109

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 09 FLOOR PLAN

Date
7/11/2025

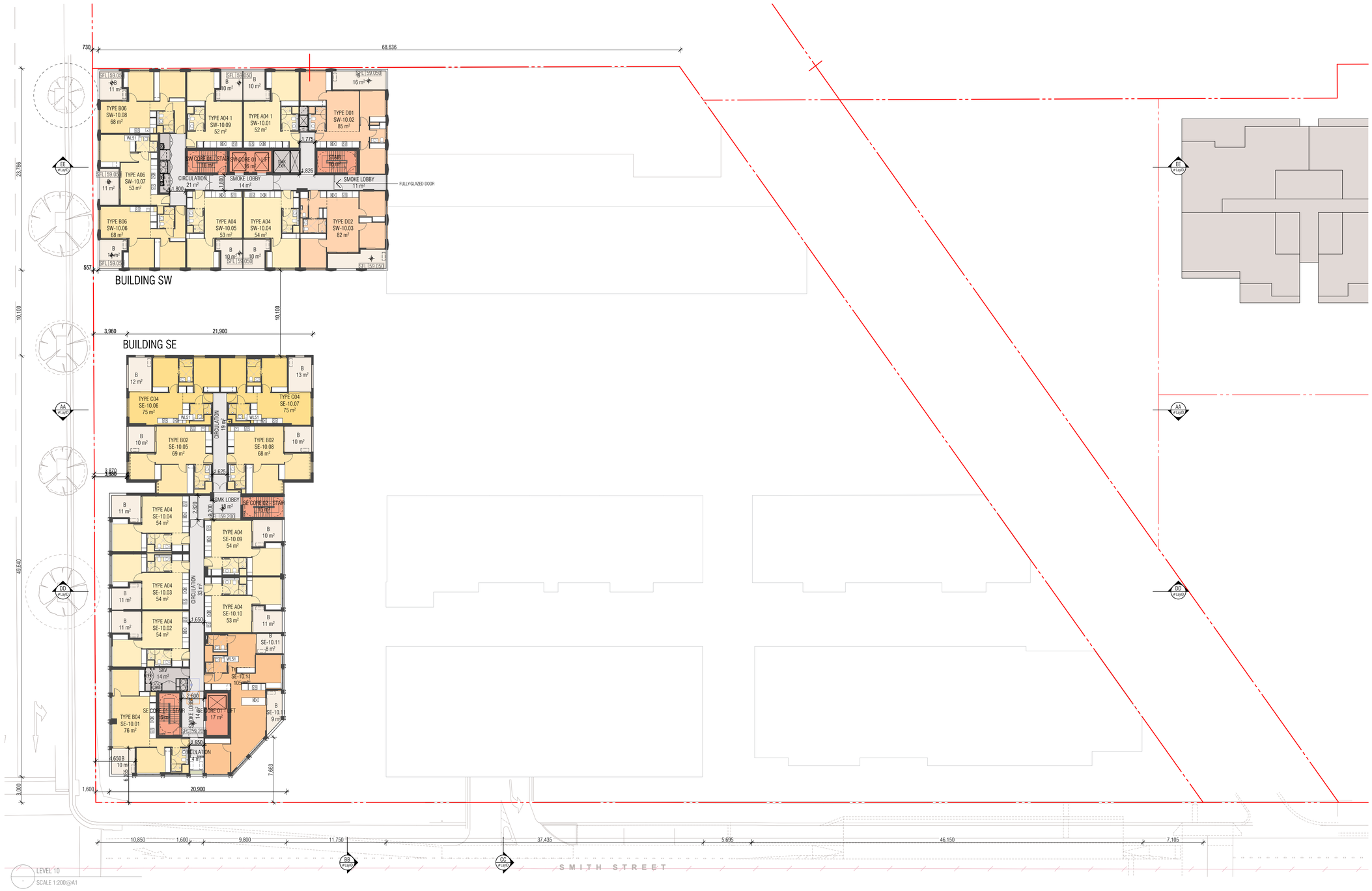
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2110

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 10 FLOOR PLAN

Date
7/11/2025

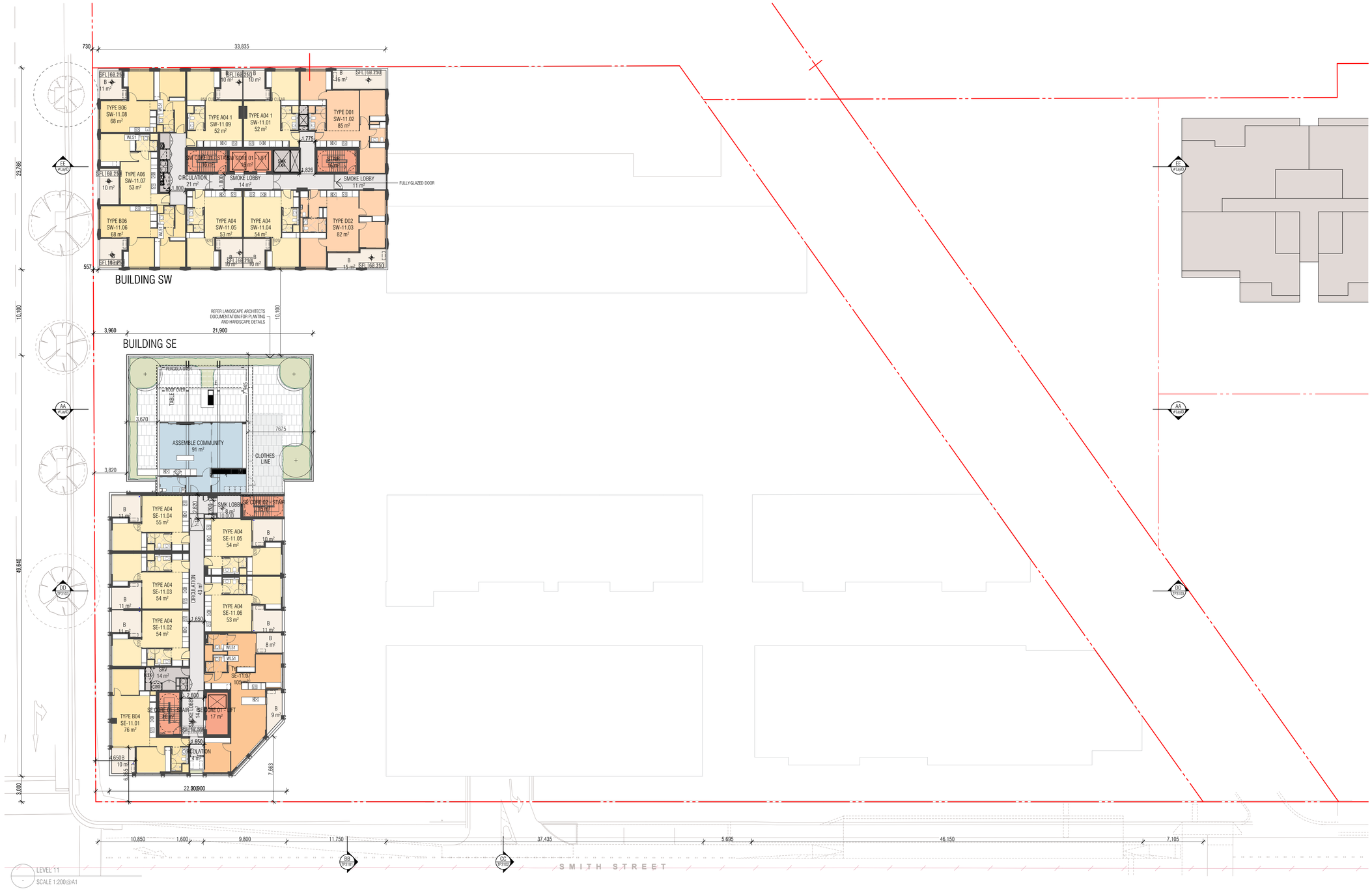
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2111

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 11 FLOOR PLAN

Date
7/11/2025

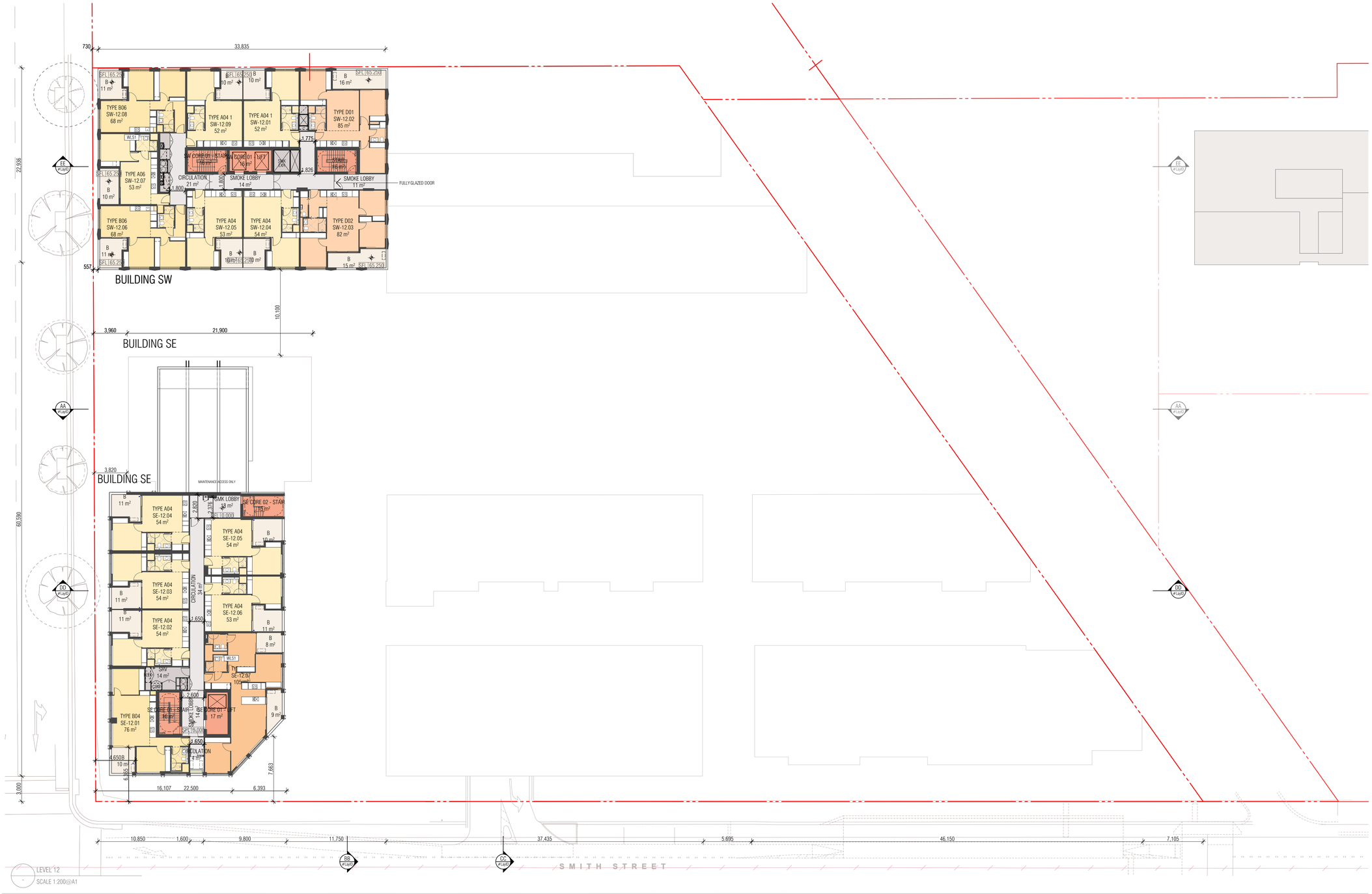
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2112

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/NC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 12 FLOOR PLAN

Date
7/11/2025

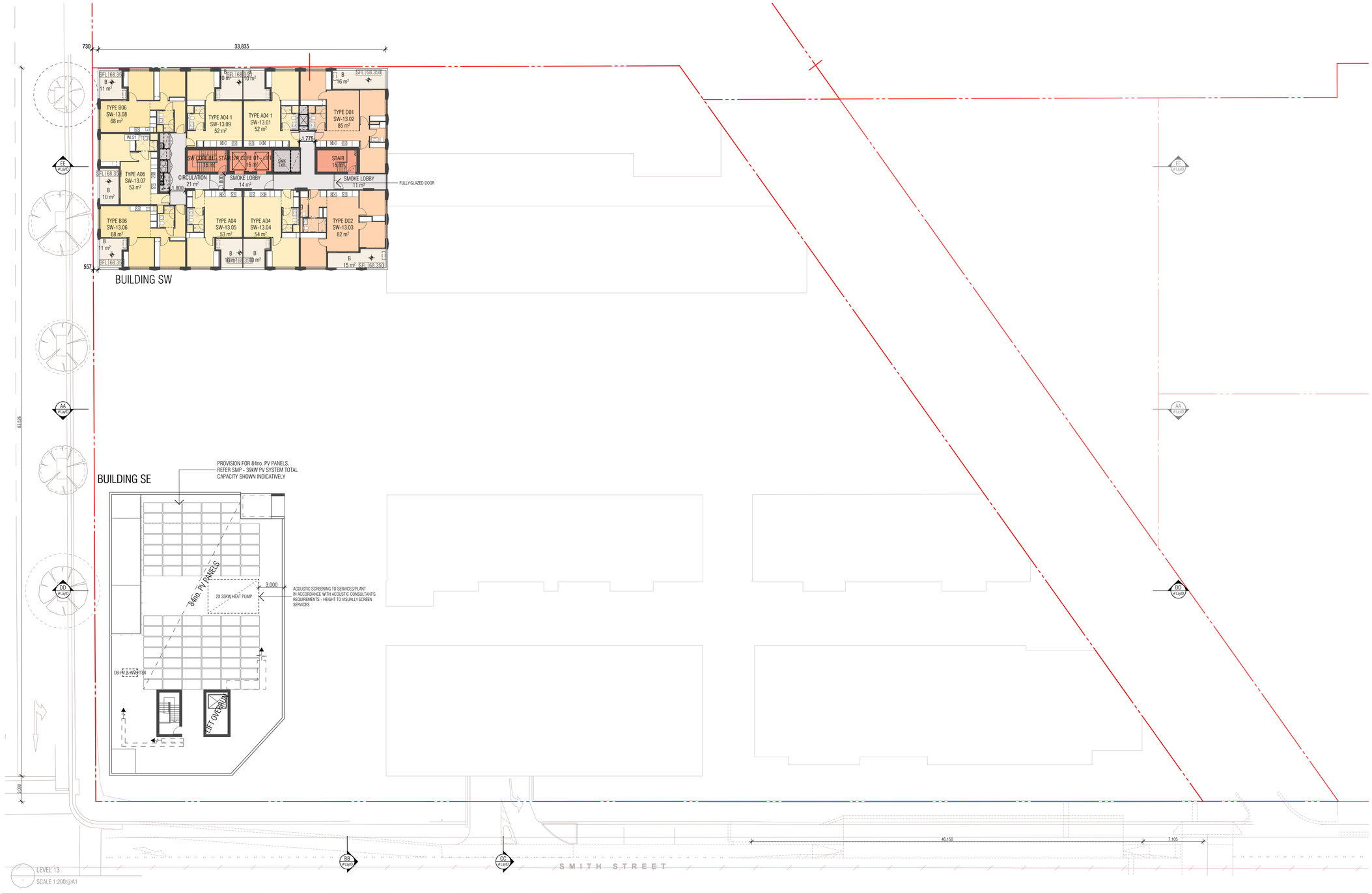
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2113

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 13 FLOOR PLAN

Date
7/11/2025

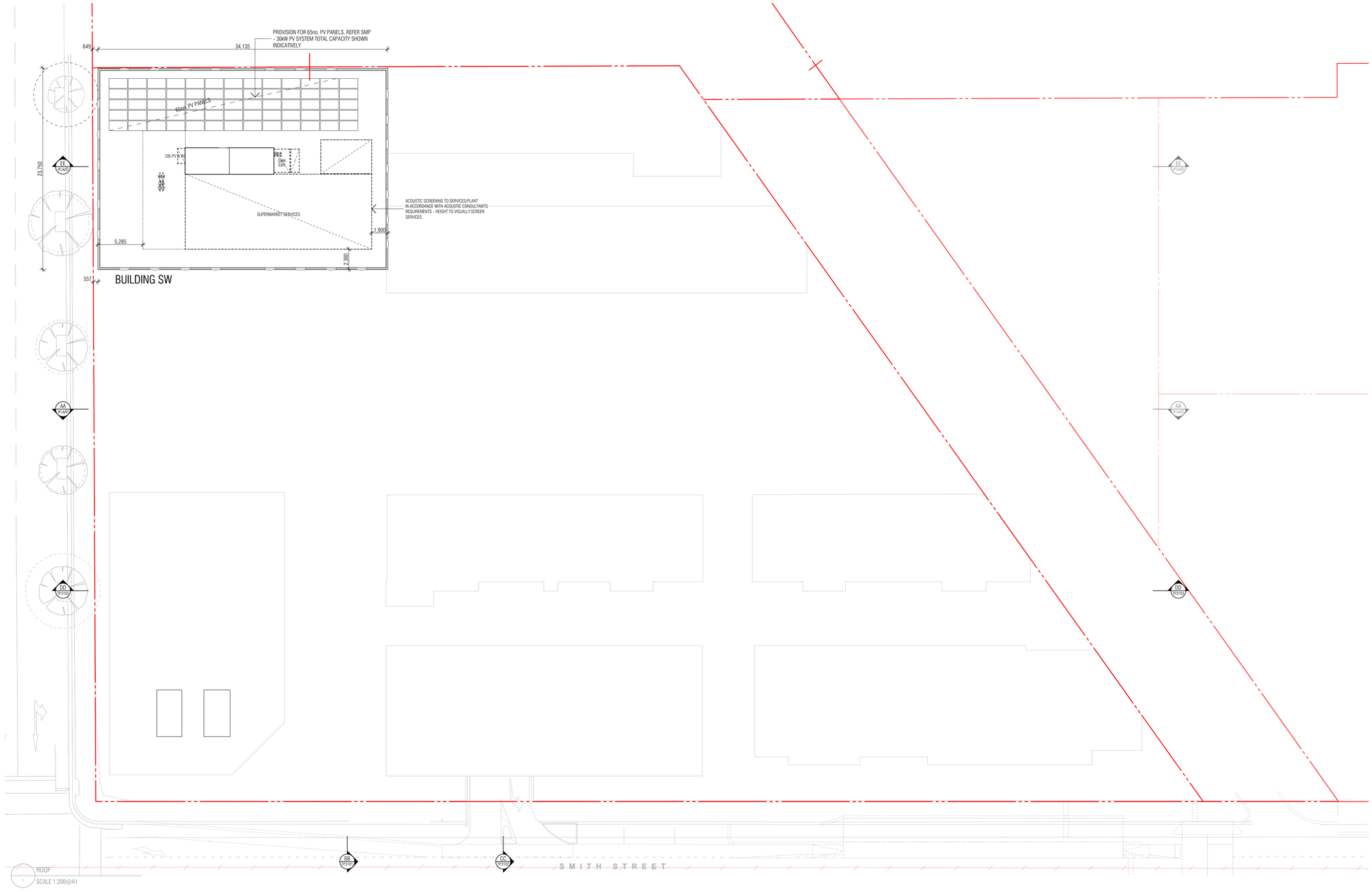
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP2114

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
ROOF PLAN

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

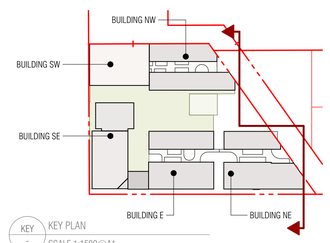
Drawing Number
TP2115

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



N
NORTH ELEVATION
SCALE 1:200@A1



KEY
KEY PLAN
SCALE 1:1500@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
NORTH ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

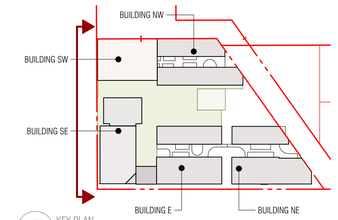
Drawing Number
TP3000

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



S - SOUTH ELEVATION
SCALE 1:200@A1



KEY - KEY PLAN
SCALE 1:1500@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SOUTH ELEVATION

Date
7/11/2025

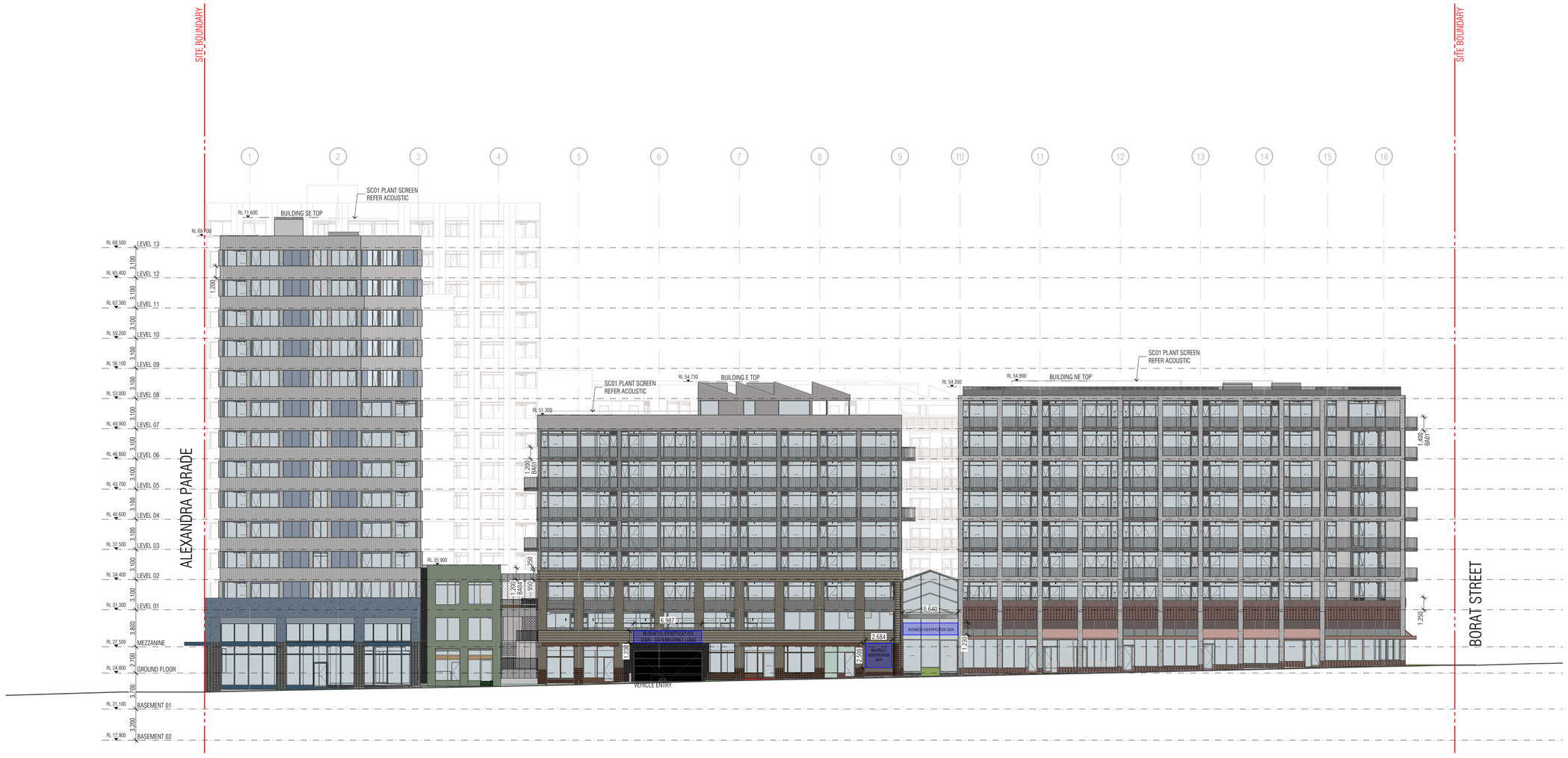
Status
TOWN PLANNING

Scale
1:200 @ A1

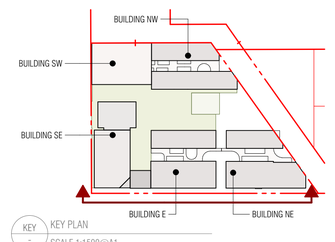
Drawing Number
TP3001

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



E EAST ELEVATION
SCALE 1:200@A1



KEY KEY PLAN
SCALE 1:1500@A1

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
EAST ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

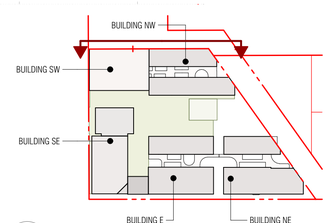
Drawing Number
TP3002

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



W
WEST ELEVATION
SCALE 1:200@A1



KEY
KEY PLAN
SCALE 1:1500@A1

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T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
WEST ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP3003

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



EXTERNAL FINISHES & FIXTURES LEGEND

BA01	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA02	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA03	BLADE ON MASONARY UPSTAND - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA04	BLADE ON MASONARY UPSTAND - 1200mm HIGH TOTAL - REFER ELEVATIONS FOR COLOUR
BA05	PIPE RAIL ON MASONARY UPSTAND - REFER ELEVATIONS FOR COLOUR
BR01	BRICKNAP - STRETCHER BOND - NAVY
BR02	BRICKNAP - STACK BOND - NAVY
BR03	BRICKWORK - HIT AND MISS SCREEN - NAVY
BR04	BRICKNAP - STRETCHER BOND - GREEN
BR05	VERTICAL STACK BOND - GREEN
BR06	BRICKNAP - STRETCHER BOND - CREAM
BR07	BRICKNAP - SOLDIER BOND - CREAM
CF01	CONCRETE FINISH - NATURAL GREY
CF02	CONCRETE FINISH WITH FORMLINER - OFF WHITE
CF03	CONCRETE FINISH - OFF WHITE
CF04	CONCRETE FINISH WITH PROFILE - BLUE
CF05	CONCRETE FINISH WITH PROFILE - TEAL GREEN
CF06	CONCRETE FINISH WITH PROFILE - MEDIUM GREY
CF07	CONCRETE FINISH WITH WITH EXPOSED AGGREGATE
CF08	CONCRETE FINISH WITH FORMLINER - NATURAL GREY
CNP01	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP02	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP03	STEEL STRUCTURAL FACADE FRAME
CNP04	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP05	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP06	ANGLED RETAIL ENTRY CANOPY - REFER ELEVATIONS FOR COLOUR
CNP07	POWDERCOAT HORIZONTAL CANOPY, THIN - REFER ELEVATIONS FOR COLOUR
GS01	TYPICAL APARTMENT WINDOW AND GLAZED DOOR
GS02	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - FRONT GLAZED
GS03	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - CENTRE GLAZED
GS04	SHOPFRONT WINDOW SYSTEM, TIMBER FRAME
GS05	GLASS BLOCK - FIRE RATED
GS06	GLASS BLOCK - NON FIRE RATED
MC01	STANDING SEAM - METAL RAINSCREEN
MC02	CUSTOM METAL CASETTE SYSTEM
MS01	EXPANDED METAL
MS02	MESH CLIMBING WIRE
MS03	TENSILE MESH
PC01	POWDERCOAT - NATURAL GREY
PC02	POWDERCOAT - NAVY BLUE
PC03	POWDERCOAT - BOTTLE GREEN
PC04	POWDERCOAT - BURGUNDY
PC05	POWDERCOAT - TEAL GREEN
PC06	POWDERCOAT - DARK BLUE
PC07	POWDERCOAT - DUSTY PINK
PC08	POWDERCOAT - MAROON
TW01	GLAZED TILE - NAVY
TW02	GLAZED TILE - DARK BLUE
TW03	GLAZED TILE - DUSTY PINK
TW04	GLAZED TILE - MAROON
TW05	GLAZED TILE - BOTTLE GREEN
SD01	SHADING DEVICES - FIXED ANGLED HOOD
SD02	SHADING DEVICES - FIXED HORIZONTAL HOOD

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Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING NE - NORTH ELEVATION

Date
7/11/2025

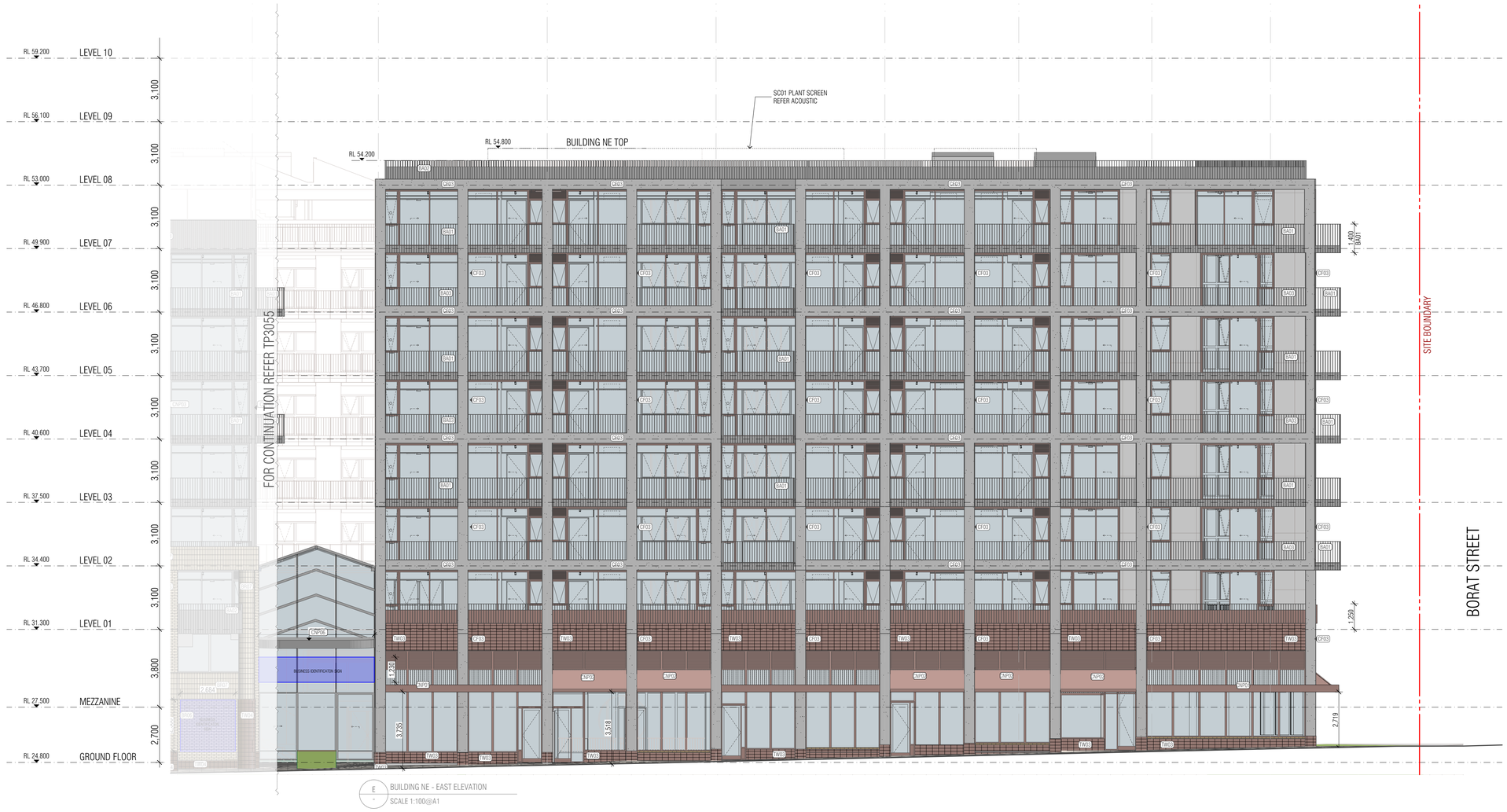
Status
TOWN PLANNING

Scale
1:100 @ A1

Drawing Number
TP3050

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



E BUILDING NE - EAST ELEVATION
SCALE 1:100@A1

EXTERNAL FINISHES & FIXTURES LEGEND

BA01	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA02	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA03	BLADE ON MASONARY UPSTAND - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA04	BLADE ON MASONARY UPSTAND - 1200mm HIGH TOTAL - REFER ELEVATIONS FOR COLOUR
BA05	PIPE RAIL ON MASONARY UPSTAND - REFER ELEVATIONS FOR COLOUR
BR01	BRICKNAP - STRETCHER BOND - NAVY
BR02	BRICKNAP - STACK BOND - NAVY
BR03	BRICKWORK - HIT AND MISS SCREEN - NAVY
BR04	BRICKNAP - STRETCHER BOND - GREEN
BR05	VERTICAL STACK BOND - GREEN
BR06	BRICKNAP - STRETCHER BOND - CREAM
BR07	BRICKNAP - SOLDIER BOND - CREAM
CF01	CONCRETE FINISH - NATURAL GREY
CF02	CONCRETE FINISH WITH FORMLINER - OFF WHITE
CF03	CONCRETE FINISH - OFF WHITE
CF04	CONCRETE FINISH WITH PROFILE - BLUE
CF05	CONCRETE FINISH WITH PROFILE - TEAL GREEN
CF06	CONCRETE FINISH WITH PROFILE - MEDIUM GREY
CF07	CONCRETE FINISH WITH WITH EXPOSED AGGREGATE
CF08	CONCRETE FINISH WITH FORMLINER - NATURAL GREY
CNP01	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP02	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP03	STEEL STRUCTURAL FACADE FRAME
CNP04	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP05	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP06	ANGLED RETAIL ENTRY CANOPY - REFER ELEVATIONS FOR COLOUR
CNP07	POWDERCOAT HORIZONTAL CANOPY, THIN - REFER ELEVATIONS FOR COLOUR
GS01	TYPICAL APARTMENT WINDOW AND GLAZED DOOR
GS02	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - FRONT GLAZED
GS03	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - CENTRE GLAZED
GS04	SHOPFRONT WINDOW SYSTEM, TIMBER FRAME
GS05	GLASS BLOCK - FIRE RATED
GS06	GLASS BLOCK - NON FIRE RATED
MG01	STANDING SEAM - METAL RANSCREEN
MC02	CUSTOM METAL CASETTE SYSTEM
MS01	EXPANDED METAL
MS02	MESH CLIMBING WIRE
MS03	TENSILE MESH
PC01	POWDERCOAT - NATURAL GREY
PC02	POWDERCOAT - NAVY BLUE
PC03	POWDERCOAT - BOTTLE GREEN
PC04	POWDERCOAT - BURGUNDY
PC05	POWDERCOAT - TEAL GREEN
PC06	POWDERCOAT - DARK BLUE
PC07	POWDERCOAT - DUSTY PINK
PC08	POWDERCOAT - MAROON
TW01	GLAZED TILE - NAVY
TW02	GLAZED TILE - DARK BLUE
TW03	GLAZED TILE - DUSTY PINK
TW04	GLAZED TILE - MAROON
TW05	GLAZED TILE - BOTTLE GREEN
SD01	SHADING DEVICED - FIXED ANGLED HOOD
SD02	SHADING DEVICED - FIXED HORIZONTAL HOOD

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING NE - EAST ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:100 @ A1

Drawing Number
TP3051

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



S - BUILDING NE - SOUTH ELEVATION
SCALE 1:100@A1

EXTERNAL FINISHES & FIXTURES LEGEND

BA01	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA02	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA03	BLADE ON MASONARY UPSTAND - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA04	BLADE ON MASONARY UPSTAND - 1200mm HIGH TOTAL - REFER ELEVATIONS FOR COLOUR
BA05	PIPE RAIL ON MASONARY UPSTAND - REFER ELEVATIONS FOR COLOUR
BR01	BRICKWAP - STRETCHER BOND - NAVY
BR02	BRICKWAP - STACK BOND - NAVY
BR03	BRICKWORK - HIT AND MISS SCREEN - NAVY
BR04	BRICKWAP - STRETCHER BOND - GREEN
BR05	VERTICAL STACK BOND - GREEN
BR06	BRICKWAP - STRETCHER BOND - CREAM
BR07	BRICKWAP - SOLDIER BOND - CREAM
CF01	CONCRETE FINISH - NATURAL GREY
CF02	CONCRETE FINISH WITH FORMLINER - OFF WHITE
CF03	CONCRETE FINISH - OFF WHITE
CF04	CONCRETE FINISH WITH PROFILE - BLUE
CF05	CONCRETE FINISH WITH PROFILE - TEAL GREEN
CF06	CONCRETE FINISH WITH PROFILE - MEDIUM GREY
CF07	CONCRETE FINISH WITH WITH EXPOSED AGGREGATE
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CNP01	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP02	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP03	STEEL STRUCTURAL FACADE FRAME
CNP04	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP05	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP06	ANGLED METAL ENTRY CANOPY - REFER ELEVATIONS FOR COLOUR
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GS01	TYPICAL APARTMENT WINDOW AND GLAZED DOOR
GS02	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - FRONT GLAZED
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GS04	SHOPFRONT WINDOW SYSTEM, TIMBER FRAME
GS05	GLASS BLOCK - FIRE RATED
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MC01	STANDING SEAM - METAL RAINSCREEN
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SD01	SHADING DEVICED - FIXED ANGLED HOOD
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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING NE - SOUTH ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:100 @ A1

Drawing Number
TP3052

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



W — BUILDING NE - WEST ELEVATION
SCALE 1:100@A1

EXTERNAL FINISHES & FIXTURES LEGEND

BA01	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
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SD01	SHADING DEVICED - FIXED ANGLED HOOD
SD02	SHADING DEVICED - FIXED HORIZONTAL HOOD

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING NE - WEST ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:100 @ A1

Drawing Number
TP3053

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



BUILDING E - NORTH ELEVATION
SCALE 1:100@A1

EXTERNAL FINISHES & FIXTURES LEGEND

BA01	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA02	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA03	BLADE ON MASONARY UPSTAND - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA04	BLADE ON MASONARY UPSTAND - 1200mm HIGH TOTAL - REFER ELEVATIONS FOR COLOUR
BA05	PIPE RAIL ON MASONARY UPSTAND - REFER ELEVATIONS FOR COLOUR
BR01	BRICKSNAP - STRETCHER BOND - NAVY
BR02	BRICKSNAP - STACK BOND - NAVY
BR03	BRICKWORK - HIT AND MISS SCREEN - NAVY
BR04	BRICKSNAP - STRETCHER BOND - GREEN
BR05	VERTICAL STACK BOND - GREEN
BR06	BRICKSNAP - STRETCHER BOND - CREAM
BR07	BRICKSNAP - SOLDIER BOND - CREAM
CF01	CONCRETE FINISH - NATURAL GREY
CF02	CONCRETE FINISH WITH FORMLINER - OFF WHITE
CF03	CONCRETE FINISH - OFF WHITE
CF04	CONCRETE FINISH WITH PROFILE - BLUE
CF05	CONCRETE FINISH WITH PROFILE - TEAL GREEN
CF06	CONCRETE FINISH WITH PROFILE - MEDIUM GREY
CF07	CONCRETE FINISH WITH WITH EXPOSED AGGREGATE
CF08	CONCRETE FINISH WITH FORMLINER - NATURAL GREY
CNP01	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP02	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP03	STEEL STRUCTURAL FACADE FRAME
CNP04	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP05	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP06	ANGLED METAL ENTRY CANOPY - REFER ELEVATIONS FOR COLOUR
CNP07	POWDERCOAT HORIZONTAL CANOPY, THIN - REFER ELEVATIONS FOR COLOUR
GS01	TYPICAL APARTMENT WINDOW AND GLAZED DOOR
GS02	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - FRONT GLAZED
GS03	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - CENTRE GLAZED
GS04	SHOPFRONT WINDOW SYSTEM, TIMBER FRAME
GS05	GLASS BLOCK - FIRE RATED
GS06	GLASS BLOCK - NON FIRE RATED
MC01	STANDING SEAM - METAL RAINSCREEN
MC02	CUSTOM METAL CASETTE SYSTEM
MS01	EXPANDED METAL
MS02	MESH CLIMBING WIRE
MS03	TENSILE MESH
PC01	POWDERCOAT - NATURAL GREY
PC02	POWDERCOAT - NAVY BLUE
PC03	POWDERCOAT - BOTTLE GREEN
PC04	POWDERCOAT - BURGUNDY
PC05	POWDERCOAT - TEAL GREEN
PC06	POWDERCOAT - DARK BLUE
PC07	POWDERCOAT - DUSTY PINK
PC08	POWDERCOAT - MAROON
TW01	GLAZED TILE - NAVY
TW02	GLAZED TILE - DARK BLUE
TW03	GLAZED TILE - DUSTY PINK
TW04	GLAZED TILE - MAROON
TW05	GLAZED TILE - BOTTLE GREEN
SD01	SHADING DEVICED - FIXED ANGLED HOOD
SD02	SHADING DEVICED - FIXED HORIZONTAL HOOD

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING E - NORTH ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:100 @ A1

Drawing Number
TP3054

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



E – BUILDING E - EAST ELEVATION
SCALE 1:100@A1

EXTERNAL FINISHES & FIXTURES LEGEND

BA01	BLADE BALUSTRADE SYSTEM – 1200mm HIGH – REFER ELEVATIONS FOR COLOUR
BA02	BLADE BALUSTRADE SYSTEM – 1200mm HIGH – REFER ELEVATIONS FOR COLOUR
BA03	BLADE ON MASONARY UPSTAND - 1200mm HIGH – REFER ELEVATIONS FOR COLOUR
BA04	BLADE ON MASONARY UPSTAND - 1200mm HIGH TOTAL – REFER ELEVATIONS FOR COLOUR
BA05	PIPE RAIL ON MASONARY UPSTAND - REFER ELEVATIONS FOR COLOUR
BR01	BRICKNAP - STRETCHER BOND - NAVY
BR02	BRICKNAP - STACK BOND - NAVY
BR03	BRICKWORK - HIT AND MISS SCREEN - NAVY
BR04	BRICKNAP - STRETCHER BOND - GREEN
BR05	VERTICAL STACK BOND - GREEN
BR06	BRICKNAP - STRETCHER BOND - CREAM
BR07	BRICKNAP - SOLDIER BOND - CREAM
CF01	CONCRETE FINISH - NATURAL GREY
CF02	CONCRETE FINISH WITH FORMLINER - OFF WHITE
CF03	CONCRETE FINISH - OFF WHITE
CF04	CONCRETE FINISH WITH PROFILE - BLUE
CF05	CONCRETE FINISH WITH PROFILE - TEAL GREEN
CF06	CONCRETE FINISH WITH PROFILE - MEDIUM GREY
CF07	CONCRETE FINISH WITH WITH EXPOSED AGGREGATE
CF08	CONCRETE FINISH WITH FORMLINER – NATURAL GREY
CNP01	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP02	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP03	STEEL STRUCTURAL FACADE FRAME
CNP04	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP05	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP06	ANGLED RETAIL ENTRY CANOPY - REFER ELEVATIONS FOR COLOUR
CNP07	POWDERCOAT HORIZONTAL CANOPY, THIN - REFER ELEVATIONS FOR COLOUR
GS01	TYPICAL APARTMENT WINDOW AND GLAZED DOOR
GS02	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - FRONT GLAZED
GS03	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - CENTRE GLAZED
GS04	SHOPFRONT WINDOW SYSTEM, TIMBER FRAME
GS05	GLASS BLOCK - FIRE RATED
GS06	GLASS BLOCK - NON FIRE RATED
MC01	STANDING SEAM - METAL RAINSCREEN
MC02	CUSTOM METAL CASSETTE SYSTEM
MS01	EXPANDED METAL
MS02	MESH CLIMBING WIRE
MS03	TENSILE MESH
PC01	POWDERCOAT - NATURAL GREY
PC02	POWDERCOAT - NAVY BLUE
PC03	POWDERCOAT - BOTTLE GREEN
PC04	POWDERCOAT - BURGUNDY
PC05	POWDERCOAT - TEAL GREEN
PC06	POWDERCOAT - DARK BLUE
PC07	POWDERCOAT - DUSTY PINK
PC08	POWDERCOAT - MAROON
TW01	GLAZED TILE - NAVY
TW02	GLAZED TILE - DARK BLUE
TW03	GLAZED TILE - DUSTY PINK
TW04	GLAZED TILE - MAROON
TW05	GLAZED TILE - BOTTLE GREEN
SD01	SHADING DEVICED - FIXED ANGLED HOOD
SD02	SHADING DEVICED - FIXED HORIZONTAL HOOD

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING E - EAST ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:100 @ A1

Drawing Number
TP3055

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



S
BUILDING E - SOUTH ELEVATION
SCALE 1:100@A1

EXTERNAL FINISHES & FIXTURES LEGEND

BA01	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA02	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA03	BLADE ON MASONARY UPSTAND - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA04	BLADE ON MASONARY UPSTAND - 1200mm HIGH TOTAL - REFER ELEVATIONS FOR COLOUR
BA05	PIPE RAIL ON MASONARY UPSTAND - REFER ELEVATIONS FOR COLOUR
BR01	BRICKSNAP - STRETCHER BOND - NAVY
BR02	BRICKSNAP - STACK BOND - NAVY
BR03	BRICKWORK - HIT AND MISS SCREEN - NAVY
BR04	BRICKSNAP - STRETCHER BOND - GREEN
BR05	VERTICAL STACK BOND - GREEN
BR06	BRICKSNAP - STRETCHER BOND - CREAM
BR07	BRICKSNAP - SOLDIER BOND - CREAM
CF01	CONCRETE FINISH - NATURAL GREY
CF02	CONCRETE FINISH WITH FORMLINER - OFF WHITE
CF03	CONCRETE FINISH - = OFF WHITE
CF04	CONCRETE FINISH WITH PROFILE - BLUE
CF05	CONCRETE FINISH WITH PROFILE - TEAL GREEN
CF06	CONCRETE FINISH WITH PROFILE - MEDIUM GREY
CF07	CONCRETE FINISH WITH WITH EXPOSED AGGREGATE
CF08	CONCRETE FINISH WITH FORMLINER - NATURAL GREY
CNP01	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP02	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP03	STEEL STRUCTURAL FACADE FRAME
CNP04	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP05	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP06	ANGLED METAL ENTRY CANOPY - REFER ELEVATIONS FOR COLOUR
CNP07	POWDERCOAT HORIZONTAL CANOPY, THIN - REFER ELEVATIONS FOR COLOUR
GS01	TYPICAL APARTMENT WINDOW AND GLAZED DOOR
GS02	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - FRONT GLAZED
GS03	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - CENTRE GLAZED
GS04	SHOPFRONT WINDOW SYSTEM, TIMBER FRAME
GS05	GLASS BLOCK - FIRE RATED
GS06	GLASS BLOCK - NON FIRE RATED
MC01	STANDING SEAM - METAL RAINSCREEN
MC02	CUSTOM METAL CASETTE SYSTEM
MS01	EXPANDED METAL
MS02	MESH CLIMBING WIRE
MS03	TENSILE MESH
PC01	POWDERCOAT - NATURAL GREY
PC02	POWDERCOAT - NAVY BLUE
PC03	POWDERCOAT - BOTTLE GREEN
PC04	POWDERCOAT - BURGUNDY
PC05	POWDERCOAT - TEAL GREEN
PC06	POWDERCOAT - DARK BLUE
PC07	POWDERCOAT - DUSTY PINK
PC08	POWDERCOAT - MAROON
TW01	GLAZED TILE - NAVY
TW02	GLAZED TILE - DARK BLUE
TW03	GLAZED TILE - DUSTY PINK
TW04	GLAZED TILE - MAROON
TW05	GLAZED TILE - BOTTLE GREEN
SD01	SHADING DEVICES - FIXED ANGLED HOOD
SD02	SHADING DEVICES - FIXED HORIZONTAL HOOD

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING E - SOUTH ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:100 @ A1

Drawing Number
TP3056

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book


RL 68.500
LEVEL 13
RL 65.400
LEVEL 12
RL 62.300
LEVEL 11
RL 59.200
LEVEL 10
RL 56.100
LEVEL 09
RL 53.000
LEVEL 08
RL 49.900
LEVEL 07
RL 46.800
LEVEL 06
RL 43.700
LEVEL 05
RL 40.600
LEVEL 04
RL 37.500
LEVEL 03
RL 34.400
LEVEL 02
RL 31.300
LEVEL 01
RL 27.500
MEZZANINE
RL 24.800
GROUND FLOOR
3.400
3.100
3.800
2.700
PLANT SCREEN
REFER ACOUSTIC REPORT
RL 56.100
BUILDING E TOP
RL 54.400
RL 69.700
RL 63.700
FOR CONTINUATION REFER TP3053
FOR CONTINUATION REFER TP3061
1,650
1,200
1,250
2,000
GF08
GA05
GA06
GA07
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GA49



EXTERNAL FINISHES & FIXTURES LEGEND

- BA01 BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
- BA02 BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
- BA03 BLADE ON MASONWAY UPSTAND - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
- BA04 BLADE ON MASONWAY UPSTAND - 1200mm HIGH TOTAL - REFER ELEVATIONS FOR COLOUR
- BA05 PIPE RAIL ON MASONWAY UPSTAND - REFER ELEVATIONS FOR COLOUR
- BR01 BRICKSNAP - STRETCHER BOND - NAVY
- BR02 BRICKSNAP - STACK BOND - NAVY
- BR03 BRICKWORK - HIT AND MISS SCREEN - NAVY
- BR04 BRICKSNAP - STRETCHER BOND - GREEN
- BR05 VERTICAL STACK BOND - GREEN
- BR06 BRICKSNAP - STRETCHER BOND - CREAM
- BR07 BRICKSNAP - SOLDIER BOND - CREAM
- CF01 CONCRETE FINISH - NATURAL GREY
- CF02 CONCRETE FINISH WITH FORMLINER - OFF WHITE
- CF03 CONCRETE FINISH - OFF WHITE
- CF04 CONCRETE FINISH WITH PROFILE - BLUE
- CF05 CONCRETE FINISH WITH PROFILE - TEAL GREEN
- CF06 CONCRETE FINISH WITH PROFILE - MEDIUM GREY
- CF07 CONCRETE FINISH WITH WITH EXPOSED AGGREGATE
- CF08 CONCRETE FINISH WITH FORMLINER - NATURAL GREY
- CNP01 POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
- CNP02 SHADED AWNING - REFER ELEVATIONS FOR COLOUR
- CNP03 STEEL STRUCTURAL FACADE FRAME
- CNP04 SHADED AWNING - REFER ELEVATIONS FOR COLOUR
- CNP05 POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
- CNP06 ANGLED METAL ENTRY CANOPY - REFER ELEVATIONS FOR COLOUR
- CNP07 POWDERCOAT HORIZONTAL CANOPY, THIN - REFER ELEVATIONS FOR COLOUR
- GD01 TYPICAL APARTMENT WINDOW AND GLAZED DOOR
- GD02 SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - FRONT GLAZED
- GD03 SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - CENTRE GLAZED
- GD04 SHOPFRONT WINDOW SYSTEM, TIMBER FRAME
- GD05 GLASS BLOCK - FIRE RATED
- GD06 GLASS BLOCK - NON FIRE RATED
- MC01 STANDING SEAM - METAL RAINSCREEN
- MC02 CUSTOM METAL CASSETTE SYSTEM
- MS01 EXPANDED METAL
- MS02 MESH CLIMBING WIRE
- MS03 TENSILE MESH
- PC01 POWDERCOAT - NATURAL GREY
- PC02 POWDERCOAT - NAVY BLUE
- PC03 POWDERCOAT - BOTTLE GREEN
- PC04 POWDERCOAT - BURGUNDY
- PC05 POWDERCOAT - TEAL GREEN
- PC06 POWDERCOAT - DARK BLUE
- PC07 POWDERCOAT - DUSTY PINK
- PC08 POWDERCOAT - MAROON
- TW01 GLAZED TILE - NAVY
- TW02 GLAZED TILE - DARK BLUE
- TW03 GLAZED TILE - DUSTY PINK
- TW04 GLAZED TILE - MAROON
- TW05 GLAZED TILE - BOTTLE GREEN
- SD01 SHADING DEVICED - FIXED ANGLED HOOD
- SD02 SHADING DEVICED - FIXED HORIZONTAL HOOD

N

BUILDING SE - NORTH ELEVATION
SCALE 1:100@A1

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Project Number
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Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING SE - NORTH ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:100 @ A1

Drawing Number
TP3058

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



E BUILDING SE - EAST ELEVATION
SCALE 1:100@A1

EXTERNAL FINISHES & FIXTURES LEGEND

BA01	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA02	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA03	BLADE ON MASONARY UPSTAND - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA04	BLADE ON MASONARY UPSTAND - 1200mm HIGH TOTAL - REFER ELEVATIONS FOR COLOUR
BA05	PIPE RAIL ON MASONARY UPSTAND - REFER ELEVATIONS FOR COLOUR
BR01	BRICKNAP - STRETCHER BOND - NAVY
BR02	BRICKNAP - STACK BOND - NAVY
BR03	BRICKWORK - HIT AND MISS SCREEN - NAVY
BR04	BRICKNAP - STRETCHER BOND - GREEN
BR05	VERTICAL STACK BOND - GREEN
BR06	BRICKNAP - STRETCHER BOND - CREAM
BR07	BRICKNAP - SOLDIER BOND - CREAM
CF01	CONCRETE FINISH - NATURAL GREY
CF02	CONCRETE FINISH WITH FORMLINER - OFF WHITE
CF03	CONCRETE FINISH - OFF WHITE
CF04	CONCRETE FINISH WITH PROFILE - BLUE
CF05	CONCRETE FINISH WITH PROFILE - TEAL GREEN
CF06	CONCRETE FINISH WITH PROFILE - MEDIUM GREY
CF07	CONCRETE FINISH WITH WITH EXPOSED AGGREGATE
CF08	CONCRETE FINISH WITH FORMLINER - NATURAL GREY
CNP01	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP02	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP03	STEEL STRUCTURAL FACADE FRAME
CNP04	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP05	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP06	ANGLED RETAIL ENTRY CANOPY - REFER ELEVATIONS FOR COLOUR
CNP07	POWDERCOAT HORIZONTAL CANOPY, THIN - REFER ELEVATIONS FOR COLOUR
GS01	TYPICAL APARTMENT WINDOW AND GLAZED DOOR
GS02	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - FRONT GLAZED
GS03	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - CENTRE GLAZED
GS04	SHOPFRONT WINDOW SYSTEM, TIMBER FRAME
GS05	GLASS BLOCK - FIRE RATED
GS06	GLASS BLOCK - NON FIRE RATED
MC01	STANDING SEAM - METAL RAINSCREEN
MC02	CUSTOM METAL CASETTE SYSTEM
MS01	EXPANDED METAL
MS02	MESH CLIMBING WIRE
MS03	TENSILE MESH
PC01	POWDERCOAT - NATURAL GREY
PC02	POWDERCOAT - NAVY BLUE
PC03	POWDERCOAT - BOTTLE GREEN
PC04	POWDERCOAT - BURGUNDY
PC05	POWDERCOAT - TEAL GREEN
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TW01	GLAZED TILE - NAVY
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TW04	GLAZED TILE - MAROON
TW05	GLAZED TILE - BOTTLE GREEN
SD01	SHADING DEVICED - FIXED ANGLED HOOD
SD02	SHADING DEVICED - FIXED HORIZONTAL HOOD

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FIELDWORK PROJECTS PTY. LTD.
150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING SE - EAST ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:100 @ A1

Drawing Number
TP3059

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



S - BUILDING SE - SOUTH ELEVATION
SCALE 1:100@A1

EXTERNAL FINISHES & FIXTURES LEGEND

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ABN 27 162 632 939 ACN 162 632 939
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Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING SE - SOUTH ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:100 @ A1

Drawing Number
TP3060

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



W - BUILDING SE - WEST ELEVATION
SCALE 1:100@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING SE - WEST ELEVATION

Date
7/11/2025

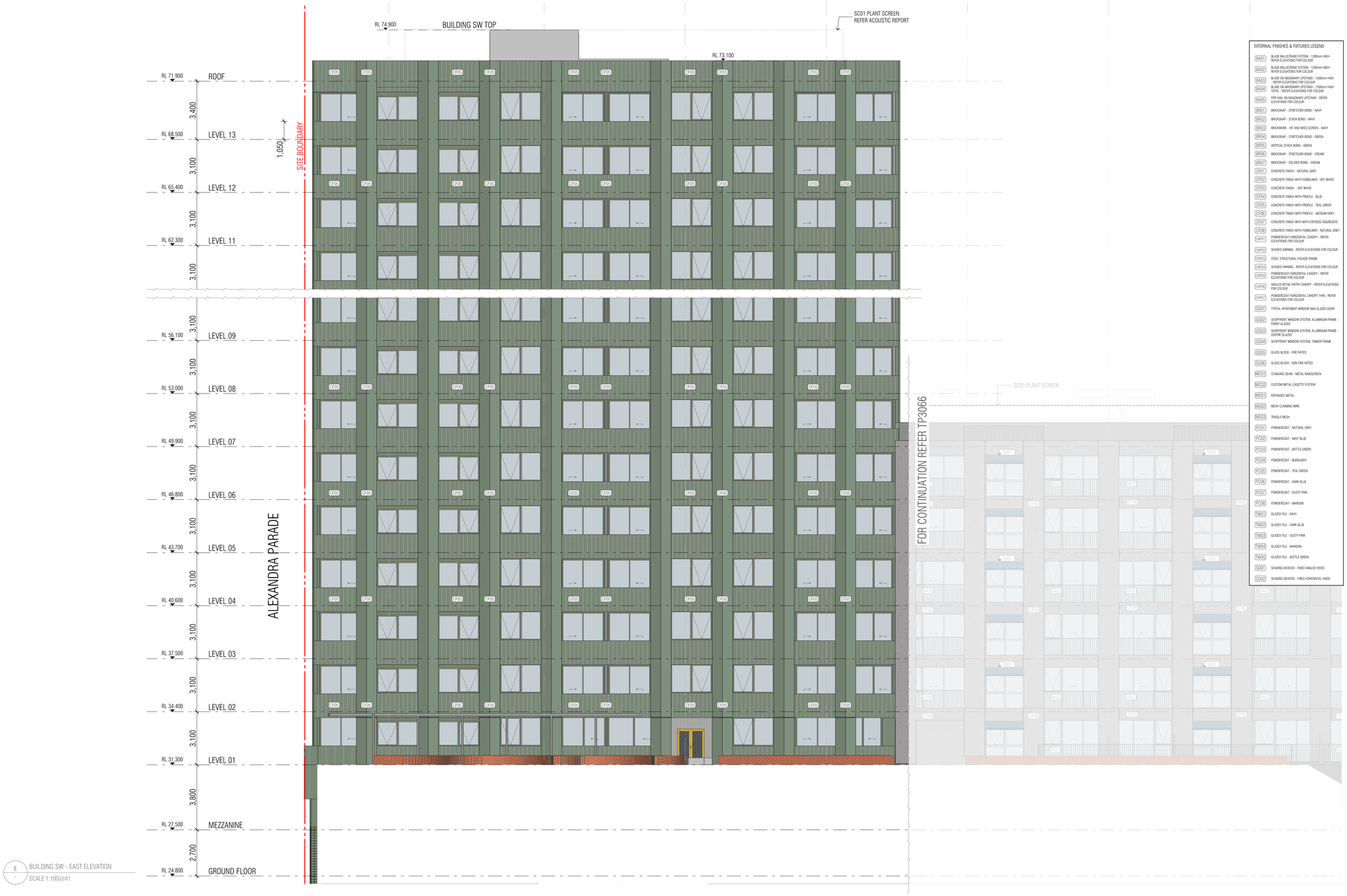
Status
TOWN PLANNING

Scale
1:100 @ A1

Drawing Number
TP3061

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



E BUILDING SW - EAST ELEVATION
SCALE 1:100@A1

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Project Number
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Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING SW - EAST ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:100 @ A1

Drawing Number
TP3062

Revision
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BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



S - BUILDING SW - SOUTH ELEVATION
SCALE 1:100@A1

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Drawing Name
BUILDING SW - SOUTH ELEVATION

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Drawing Number
TP3063

Revision
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EXTERNAL FINISHES & FIXTURES LEGEND

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BUILDING SW - WEST ELEVATION
SCALE 1:100@A1

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FIELDWORK

FIELDWORK PROJECTS PTY. LTD.
150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING SW - WEST ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:100 @ A1

Drawing Number
TP3064

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



BUILDING NW - NORTH ELEVATION 1
SCALE 1:100@A1

EXTERNAL FINISHES & FIXTURES LEGEND

BA01	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA02	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA03	BLADE ON MASONARY UPSTAND - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA04	BLADE ON MASONARY UPSTAND - 1200mm HIGH TOTAL - REFER ELEVATIONS FOR COLOUR
BA05	PIPE RAIL ON MASONARY UPSTAND - REFER ELEVATIONS FOR COLOUR
BR01	BRICKNAP - STRETCHER BOND - NAVY
BR02	BRICKNAP - STACK BOND - NAVY
BR03	BRICKWORK - HIT AND MISS SCREEN - NAVY
BR04	BRICKNAP - STRETCHER BOND - GREEN
BR05	VERTICAL STACK BOND - GREEN
BR06	BRICKNAP - STRETCHER BOND - CREAM
BR07	BRICKNAP - SOLDIER BOND - CREAM
CF01	CONCRETE FINISH - NATURAL GREY
CF02	CONCRETE FINISH WITH FORMLINER - OFF WHITE
CF03	CONCRETE FINISH - OFF WHITE
CF04	CONCRETE FINISH WITH PROFILE - BLUE
CF05	CONCRETE FINISH WITH PROFILE - TEAL GREEN
CF06	CONCRETE FINISH WITH PROFILE - MEDIUM GREY
CF07	CONCRETE FINISH WITH WITH EXPOSED AGGREGATE
CF08	CONCRETE FINISH WITH FORMLINER - NATURAL GREY
CNP01	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP02	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP03	STEEL STRUCTURAL FACADE FRAME
CNP04	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP05	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP06	ANGLED METAL ENTRY CANOPY - REFER ELEVATIONS FOR COLOUR
CNP07	POWDERCOAT HORIZONTAL CANOPY, THIN - REFER ELEVATIONS FOR COLOUR
GD01	TYPICAL APARTMENT WINDOW AND GLAZED DOOR
GD02	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - FRONT GLAZED
GD03	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - CENTRE GLAZED
GD04	SHOPFRONT WINDOW SYSTEM, TIMBER FRAME
GD05	GLASS BLOCK - FIRE RATED
GD06	GLASS BLOCK - NON FIRE RATED
MC01	STANDING SEAM - METAL RAINSCREEN
MC02	CUSTOM METAL CASETTE SYSTEM
MS01	EXPANDED METAL
MS02	MESH CLIMBING WIRE
MS03	TENSILE MESH
PC01	POWDERCOAT - NATURAL GREY
PC02	POWDERCOAT - NAVY BLUE
PC03	POWDERCOAT - BOTTLE GREEN
PC04	POWDERCOAT - BURGUNDY
PC05	POWDERCOAT - TEAL GREEN
PC06	POWDERCOAT - DARK BLUE
PC07	POWDERCOAT - DUSTY PINK
PC08	POWDERCOAT - MAROON
TW01	GLAZED TILE - NAVY
TW02	GLAZED TILE - DARK BLUE
TW03	GLAZED TILE - DUSTY PINK
TW04	GLAZED TILE - MAROON
TW05	GLAZED TILE - BOTTLE GREEN
SD01	SHADING DEVICED - FIXED ANGLED HOOD
SD02	SHADING DEVICED - FIXED HORIZONTAL HOOD

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING NW - NORTH ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:100 @ A1

Drawing Number
TP3065

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



E — BUILDING NW - EAST ELEVATION
SCALE 1:100@A1

EXTERNAL FINISHES & FIXTURES LEGEND

BA01	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA02	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA03	BLADE ON MASONARY UPSTAND - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
BA04	BLADE ON MASONARY UPSTAND - 1200mm HIGH TOTAL - REFER ELEVATIONS FOR COLOUR
BA05	PIPE RAIL ON MASONARY UPSTAND - REFER ELEVATIONS FOR COLOUR
BR01	BRICKWAP - STRETCHER BOND - NAVY
BR02	BRICKWAP - STACK BOND - NAVY
BR03	BRICKWORK - HIT AND MISS SCREEN - NAVY
BR04	BRICKWAP - STRETCHER BOND - GREEN
BR05	VERTICAL STACK BOND - GREEN
BR06	BRICKWAP - STRETCHER BOND - CREAM
BR07	BRICKWAP - SOLDIER BOND - CREAM
CF01	CONCRETE FINISH - NATURAL GREY
CF02	CONCRETE FINISH WITH FORMLINER - OFF WHITE
CF03	CONCRETE FINISH - OFF WHITE
CF04	CONCRETE FINISH WITH PROFILE - BLUE
CF05	CONCRETE FINISH WITH PROFILE - TEAL GREEN
CF06	CONCRETE FINISH WITH PROFILE - MEDIUM GREY
CF07	CONCRETE FINISH WITH WITH EXPOSED AGGREGATE
CF08	CONCRETE FINISH WITH FORMLINER - NATURAL GREY
CNP01	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP02	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP03	STEEL STRUCTURAL FACADE FRAME
CNP04	SHADED AWNING - REFER ELEVATIONS FOR COLOUR
CNP05	POWDERCOAT HORIZONTAL CANOPY - REFER ELEVATIONS FOR COLOUR
CNP06	ANGLED METAL ENTRY CANOPY - REFER ELEVATIONS FOR COLOUR
CNP07	POWDERCOAT HORIZONTAL CANOPY, THIN - REFER ELEVATIONS FOR COLOUR
GS01	TYPICAL APARTMENT WINDOW AND GLAZED DOOR
GS02	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - FRONT GLAZED
GS03	SHOPFRONT WINDOW SYSTEM, ALUMINIUM FRAME - CENTRE GLAZED
GS04	SHOPFRONT WINDOW SYSTEM, TIMBER FRAME
GS05	GLASS BLOCK - FIRE RATED
GS06	GLASS BLOCK - NON FIRE RATED
MC01	STANDING SEAM - METAL RAINSCREEN
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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING NW - EAST ELEVATION

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:100 @ A1

Drawing Number
TP3066

Revision
D

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EXTERNAL FINISHES & FIXTURES LEGEND

BA01	BLADE BALUSTRADE SYSTEM - 1200mm HIGH - REFER ELEVATIONS FOR COLOUR
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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
BUILDING NW - WEST ELEVATION

Date
7/11/2025

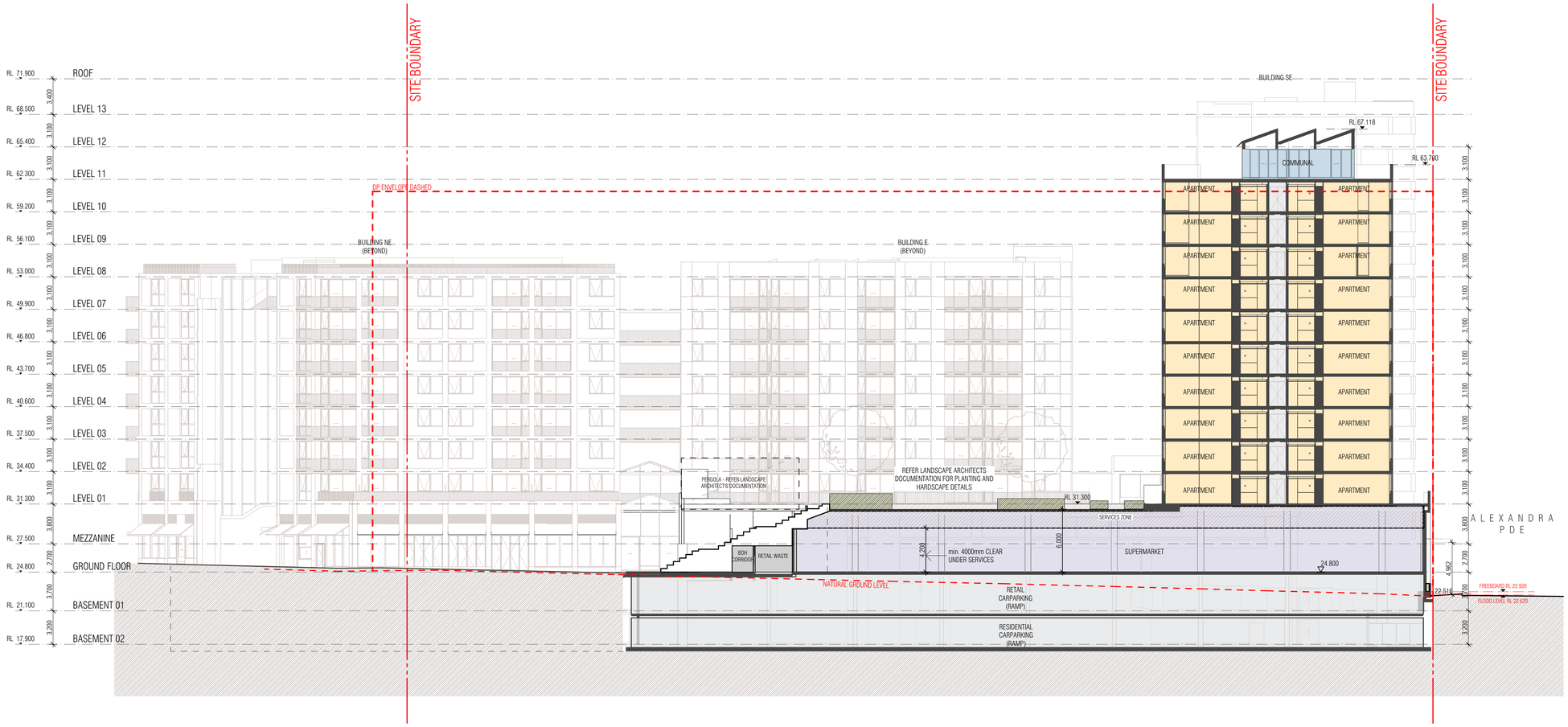
Status
TOWN PLANNING

Scale
1:100 @ A1

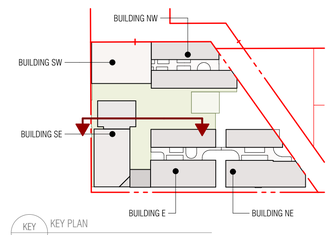
Drawing Number
TP3067

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



AA SECTION AA
SCALE 1:200@A1



KEY KEY PLAN
SCALE 1:1500@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SECTION AA

Date
7/11/2025

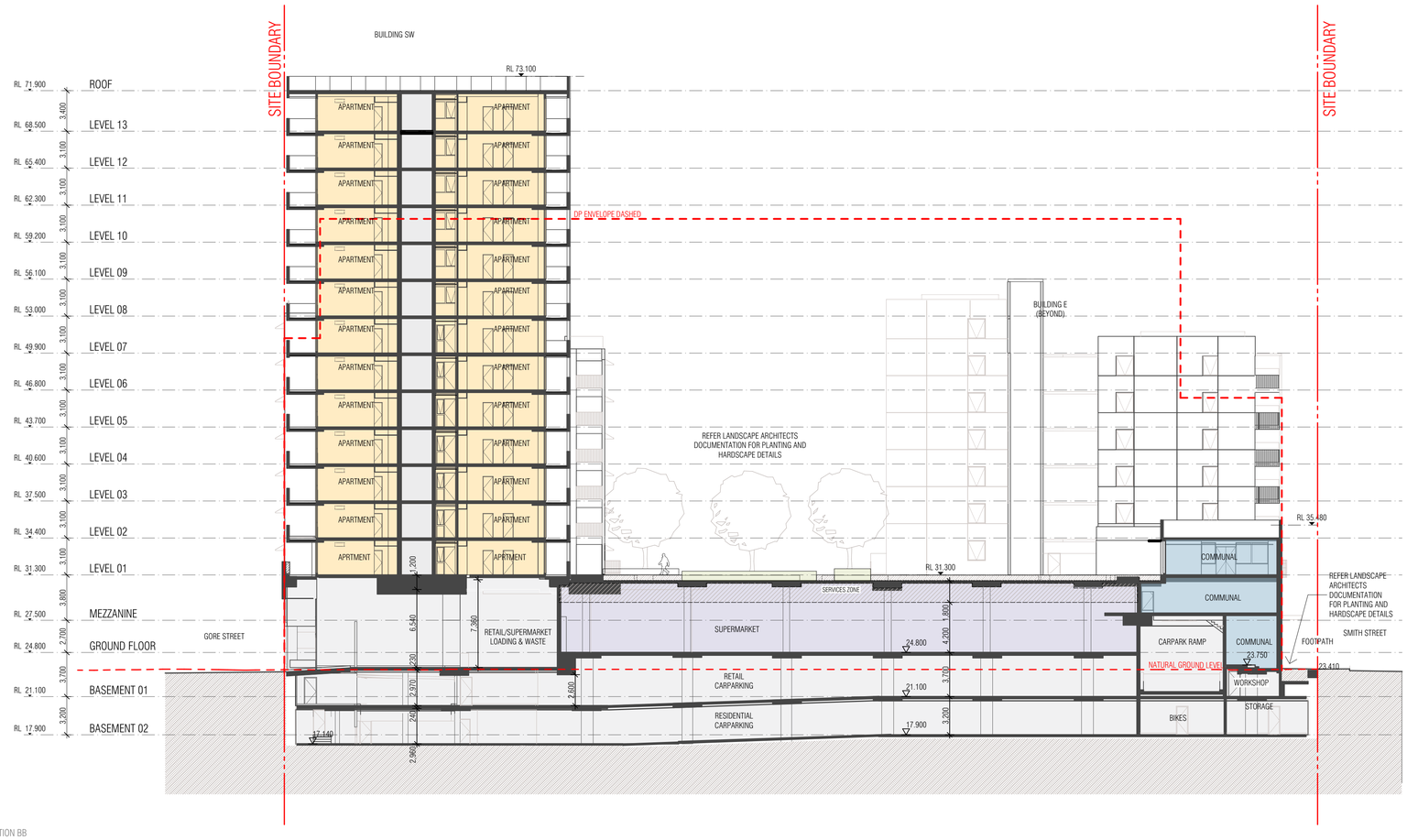
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP3100

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



BB
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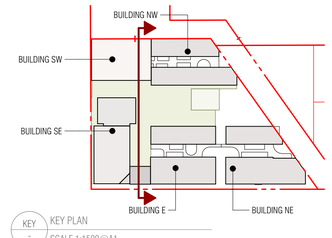
SECTION BB
SCALE 1:200@A1



KEY
-
KEY PLAN
SCALE 1:1500@A1

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Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SECTION BB

Date
7/11/2025

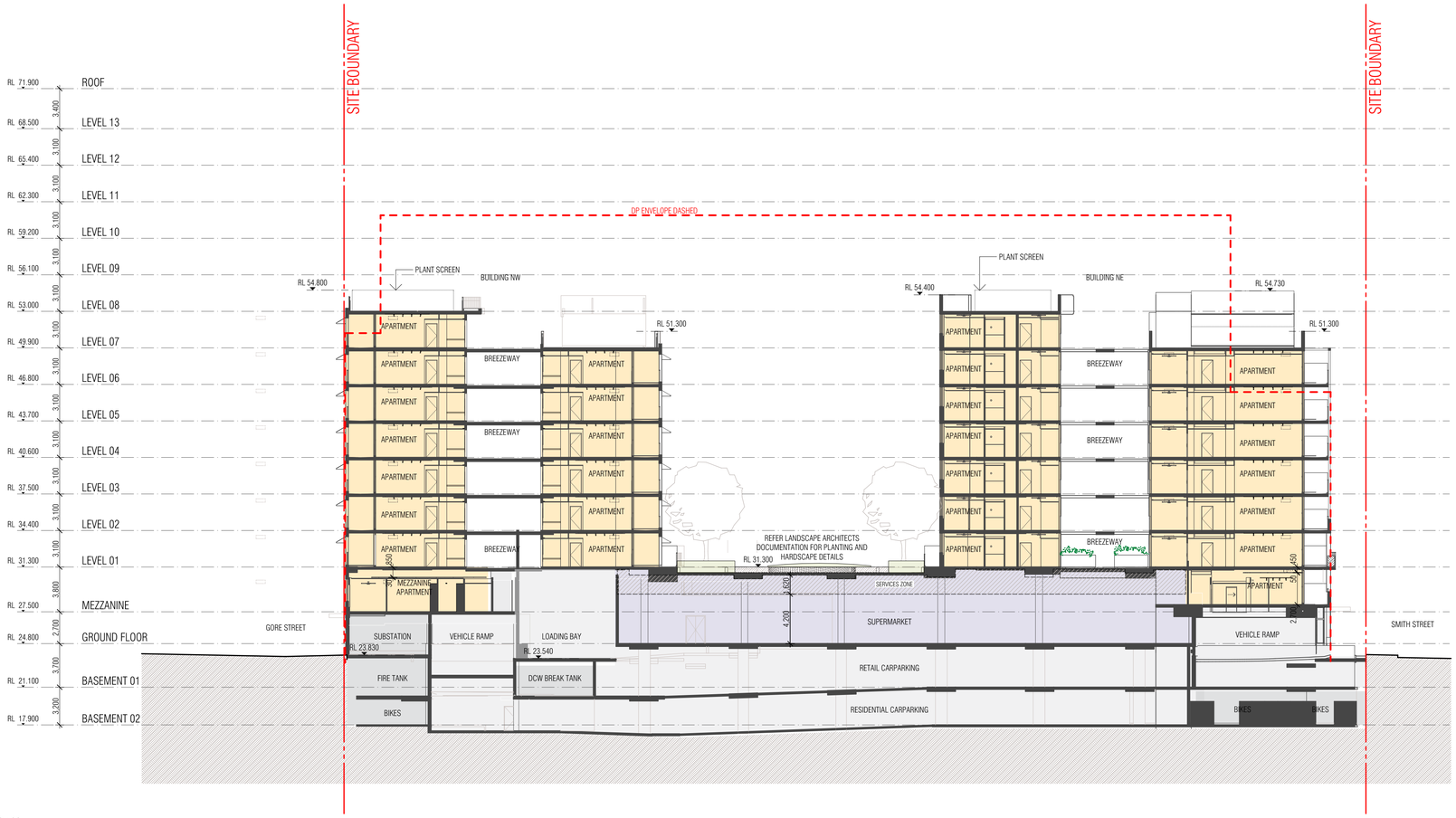
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP3101

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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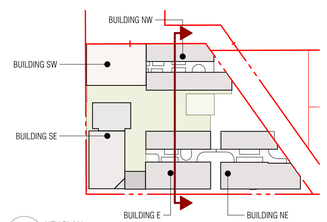
SCALE 1:200@A1



KEY KEY PLAN
SCALE 1:1500@A1

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SECTION CC

Date
7/11/2025

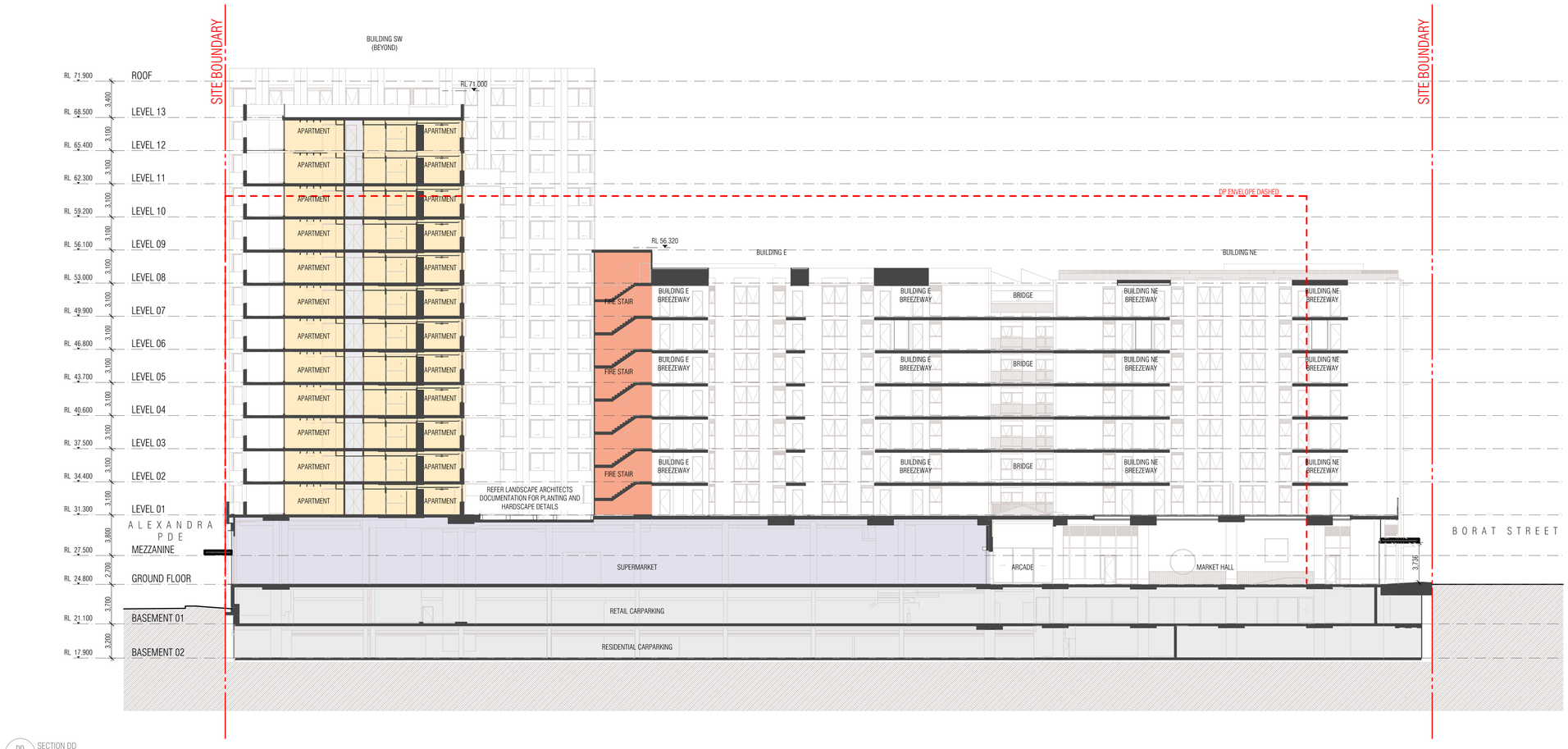
Status
TOWN PLANNING

Scale
1:200 @ A1

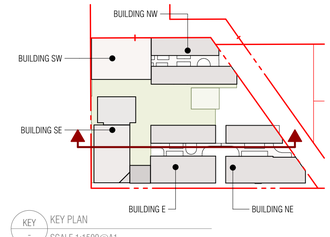
Drawing Number
TP3102

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



DD SECTION DD
SCALE 1:200@A1



KEY KEY PLAN
SCALE 1:1500@A1

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SECTION DD

Date
7/11/2025

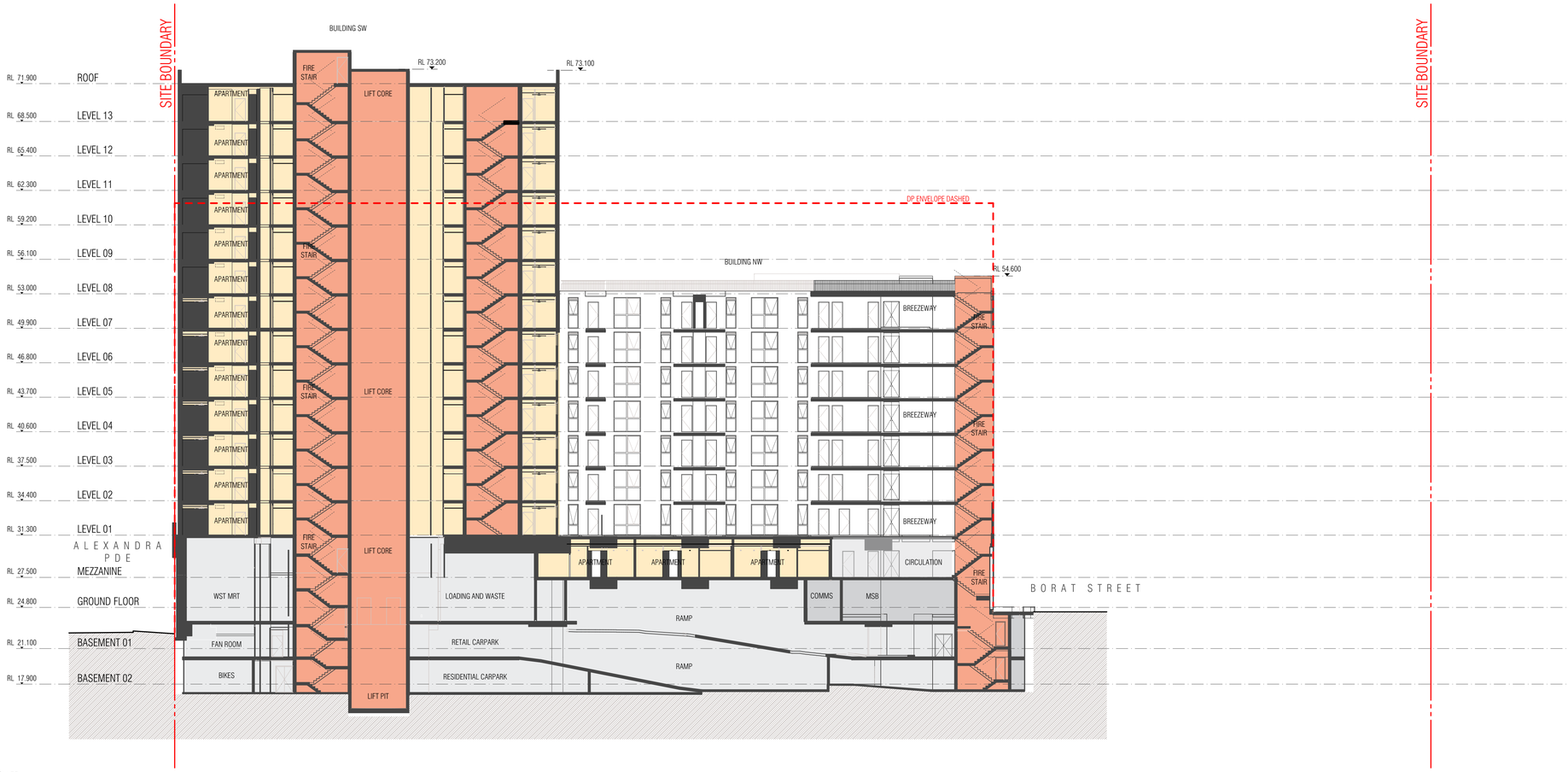
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP3103

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



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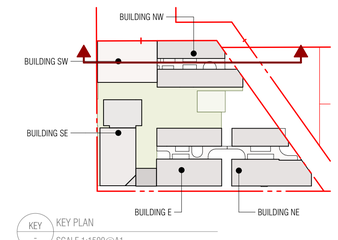
SCALE 1:200@A1



KEY KEY PLAN
SCALE 1:1500@A1

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
t +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SECTION EE

Date
7/11/2025

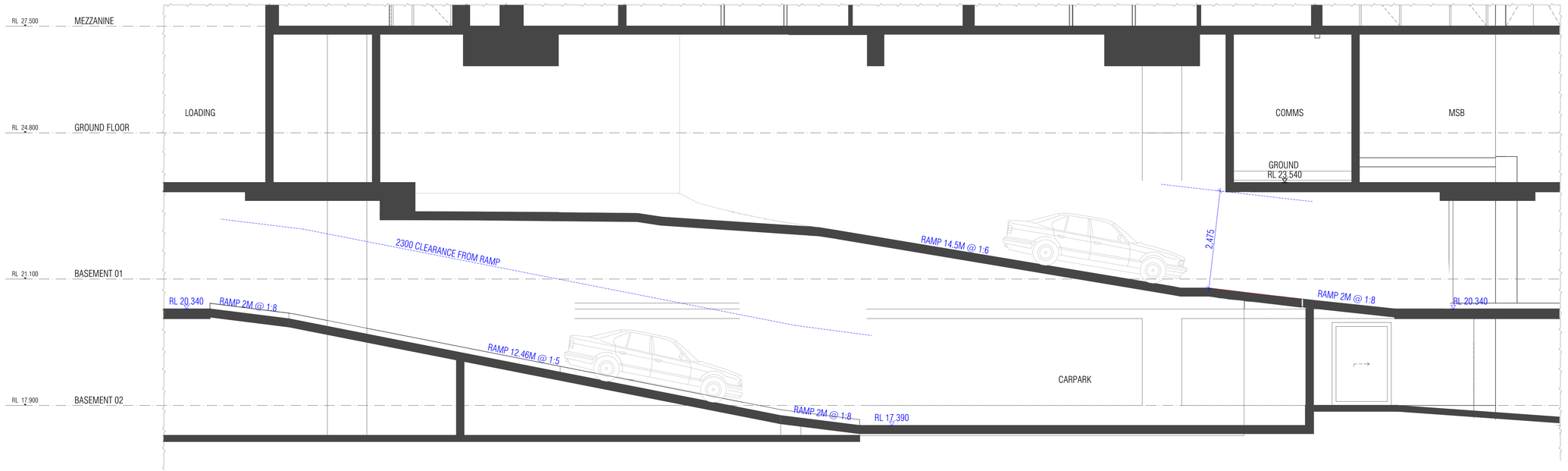
Status
TOWN PLANNING

Scale
1:200 @ A1

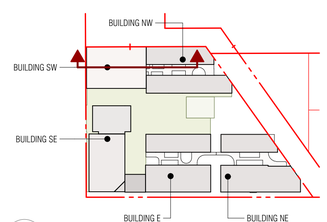
Drawing Number
TP3104

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



A
-
RAMP SECTION A
SCALE 1:50@A1



KEY
-
KEY PLAN
SCALE 1:1500@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
RAMP SECTION A

Date
7/11/2025

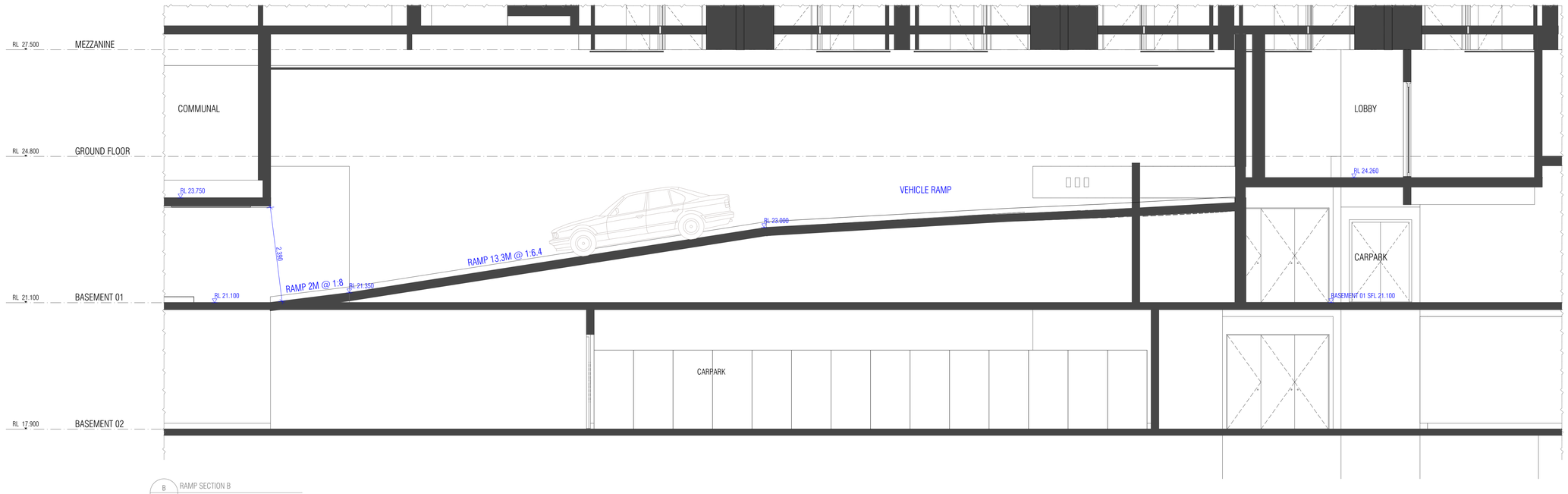
Status
TOWN PLANNING

Scale
1:50 @ A1

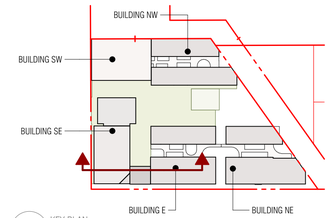
Drawing Number
TP3201

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/ACJ7 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



B RAMP SECTION B
SCALE 1:50@A1



KEY KEY PLAN
SCALE 1:1500@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
RAMP SECTION B

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:50 @ A1

Drawing Number
TP3202

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/NC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book

BEDROOM 1 | BEDROOM 2 | BEDROOM 3 | SNORKEL

Apartment Summary						Functional Layout														Storage				Ventilation		Private Open Space			Adaptability				
			Area (m2)			Living Area				Bedroom 1			Bedroom 2			Bedroom 3			Snorkel Area			Storage Volume (m3)				Breeze Path		Balcony			1200mm Access Path		Bathroom			Apartment
Apartment Number	Apartment Category	Apartment Type	Internal	POS	Total	Dimension 1 (mm)	Dimension 2 (mm)	Area (m2)	Living Room Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Bedroom Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Bedroom Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Bedroom Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Compliance	Internal	External	Total	Compliance	Path Length (m)	Compliance	Useable Area (m2)	Minimum Dimension (mm)	Compliance	Width (mm)	Path Compliance	Width (mm)	Length (m)	Bathroom Compliance	Compliance
E-01.01	1B1B	A01	53	14	67	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.99	✓	9.0	2375	✓	1200	✓	1200	1200	✓	✗
E-01.02	2B2B	C01	76	20	96	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	7.91	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
E-01.03	2B2B	C01	77	20	97	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	7.87	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
E-01.04	2B1B	B01	73	10	83	3200	3750	17	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.33	✓	8.0	2000	✓	1200	✓	1200	1200	✓	✗
E-01.05	STUDIO C	S03	33	9	42	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2000	✓	1101	✗	1200	1200	✓	✗
E-01.06	STUDIO	S02	38	9	47	2650	3800	10	✗													5.3	2.7	8.0	✓			8.0	2000	✓	1384	✓	1200	1200	✓	✗
E-01.07	STUDIO	S02	38	9	47	2650	3800	10	✗													5.3	2.7	8.0	✓			8.0	2000	✓	1243	✓	1200	1200	✓	✗
E-01.08	STUDIO	S02	37	9	46	2650	3800	10	✗													5.3	2.7	8.0	✓			8.0	2000	✓	1000	✗	1200	1200	✓	✗
E-01.09	2B1B	B01	69	9	78	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	13.18	✓	8.0	2000	✓	1200	✓	1200	1200	✓	✗
E-01.10	STUDIO C	S03	32	9	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2000	✓	1101	✗	1200	1200	✓	✗
E-01.11	STUDIO C	S03	33	9	42	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2000	✓	1101	✗	1200	1200	✓	✗
E-01.12	2B1B	B01	71	10	81	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.04	✓	8.0	2000	✓	1200	✓	1200	1200	✓	✗
E-01.13	2B2B	C01	76	20	96	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	10.77	✓	9.0	2445	✓	1200	✗	2700	1000	✓	✗
E-01.14	1B1B	A02	53	22	75	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	7.83	✓	9.0	2225	✓	1200	✓	1200	1200	✓	✓
E-02.01	1B1B	A01	53	8	61	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.99	✓	8.0	2225	✓	1200	✓	1200	1200	✓	✗
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E-02.04	2B1B	B01	73	9	82	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.33	✓	9.0	2050	✓	1200	✓	1200	1200	✓	✗
E-02.05	STUDIO C	S03	33	8	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2050	✓	1101	✗	1200	1200	✓	✗
E-02.06	STUDIO	S02	38	8	46	2650	3800	10	✗													5.3	2.7	8.0	✓			8.0	2050	✓	1384	✓	1200	1200	✓	✗
E-02.07	STUDIO	S02	38	8	46	2650	3800	10	✗													5.3	2.7	8.0	✓			8.0	2050	✓	1243	✓	1200	1200	✓	✗
E-02.08	STUDIO	S02	38	8	46	2650	3800	10	✗													5.3	2.7	8.0	✓			8.0	2050	✓	1000	✗	1200	1200	✓	✗
E-02.09	2B1B	B01	69	8	77	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	13.18	✓	8.0	2050	✓	1200	✓	1200	1200	✓	✗
E-02.10	STUDIO C	S03	33	8	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2050	✓	1101	✗	1200	1200	✓	✗
E-02.11	STUDIO C	S03	33	8	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2050	✓	1101	✗	1200	1200	✓	✗
E-02.12	2B1B	B01	71	9	80	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.04	✓	8.0	2050	✓	1200	✓	1200	1200	✓	✗
E-02.13	2B2B	C01	76	8	84	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	10.77	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
E-02.14	1B1B	A02	53	10	63	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	7.83	✓	8.0	2225	✓	1200	✓	1200	1200	✓	✓
E-03.01	1B1B	A01	53	9	62	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.99	✓	8.0	2225	✓	1200	✓	1200	1200	✓	✗
E-03.02	2B2B	C01	76	9	85	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	7.91	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
E-03.03	2B2B	C01	77	9	86	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	7.87	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
E-03.04	2B1B	B01	73	9	82	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.33	✓	9.0	2050	✓	1200	✓	1200	1200	✓	✗
E-03.05	STUDIO C	S03	33	8	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2050	✓	1101	✗	1200	1200	✓	✗
E-03.06	STUDIO	S02	38	8	46	2650	3800	10	✗													5.3	2.7	8.0	✓			8.0	2050	✓	1384	✓	1200	1200	✓	✗
E-03.07	STUDIO	S02	38	8	46	2650	3800	10	✗													5.3	2.7	8.0	✓			8.0	2050	✓	1243	✓	1200	1200	✓	✗
E-03.08	STUDIO	S02	38	4	42	2650	3800	10	✗													5.3	2.7	8.0	✓			4.0	1000	✗	1000	✗	1200	1200	✓	✗
E-03.09	2B1B	B01	69	8	77	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	13.18	✓	8.0	2050	✓	1200	✓	1200	1200	✓	✗
E-03.10	STUDIO C	S03	33	8	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2050	✓	1101	✗	1200	1200	✓	✗
E-03.11	STUDIO C	S03	33	8	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2050	✓	1101	✗	1200	1200	✓	✗
E-03.12	2B1B	B01	71	11	82	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.04	✓	8.0	2050	✓	1200	✓	1200	1200	✓	✗
E-03.13	2B2B	C01	76	9	85	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	10.77	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
E-03.14	1B1B	A02	55	9	64	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	7.83	✓	9.0	2225	✓	1200	✓	1200	1200	✓	✓
E-04.01	1B1B	A01	53	8	61	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.99	✓	8.0	2225	✓	1200	✓	1200	1200	✓	✗
E-04.02	2B2B	C01	76	9	85	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	7.91	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
E-04.03	2B2B	C01	77	9	86	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	7.87	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
E-04.04	2B1B	B01	73	11	84	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.33	✓	9.0	2050	✓	1200	✓	1200	1200	✓	✗
E-04.05	STUDIO C	S03	33	8	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2050	✓	1101	✗	1200	1200	✓	✗
E-04.06	STUDIO	S02	38	8	46	2650	3800	10	✗													5.3	2.7	8.0	✓			8.0	2050	✓	1384	✓	1200	1200	✓	✗
E-04.07	STUDIO	S02	38	8	46	2650	3800	10	✗													5.3	2.7	8.0	✓			8.0	2050	✓	1243	✓	1200	1200	✓	✗
E-04.08	STUDIO	S02	38	4	42	2650	3800	10	✗													5.3	2.7	8.0	✓			4.0	1000	✗	1000	✗	1200	1200	✓	✗
E-04.09	2B1B	B01	69	8	77	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	13.18	✓	8.0	2050	✓	1200	✓	1200	1200	✓	✗
E-04.10	STUDIO C	S03	33	8	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2050	✓	1101	✗	1200	1200	✓	✗
E-04.11	STUDIO C	S03	33	8	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2050	✓	1101	✗	1200	1200	✓	✗
E-04.12	2B1B	B01	71	9	80	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.04	✓	8.0	2050	✓	1200	✓	1200	1200	✓	✗
E-04.13	2B2B	C01	76	9	85	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	10.77	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
E-04.14	1B1B	A02	55	9	64	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	7.83	✓	9.0	2225	✓	1200	✓	1200	1200	✓	✓
E-05.01	1B1B	A01	53	8	61	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.99	✓	8.0	2225	✓	1200	✓	1200	1200	✓	✗
E-05.02	2B2B	C01	76	9	85	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	7.91	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
E-05.03	2B2B	C01	77	9	86	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	7.87	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
E-05.04	2B1B	B01	73	9	82	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.33	✓	9.0	2050	✓	1200	✓	1200	1200	✓	✗
E-05.05	STUDIO C	S03	33	8	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2050	✓	1101	✗	1200	1200	✓	✗
E-05.06	STUDIO	S02	38	4	42	2650	3800	10	✗													5.3	2.7	8.0	✓			8.0	2050	✓	1384	✓	1200	1200	✓	✗
E-05.07	STUDIO	S02	38	8	46	2650	3800	10	✗													5.3	2.7	8.0	✓			8.0	2050	✓	1243	✓	1200	1200	✓	✗
E-05.08	STUDIO	S02	38	4	42	2650	3800	10	✗													5.3	2.7	8.0	✓			4.0	1000	✗	1000	✗	1200	1200	✓	✗
E-05.09	2B1B	B01	69	8	77	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	13.18	✓	8.0	2050	✓	1200	✓	1200	1200	✓	✗
E-05.10	STUDIO C	S03	33	8	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2050	✓	1101	✗	1200	1200	✓	✗
E-05.11	STUDIO C	S03	33	8	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2050	✓	1101	✗	1200	1200	✓	✗
E-05.12	2B1B	B01	71	11	82	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	3.8	18.2	✓	14.04	✓	8.0	2050	✓	1200	✓	1200	1200	✓	✗
E-05.13	2B2B	C01	76	8	84	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	10.77	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
E-05.14	1B1B	A02	55	9	64	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	7.83	✓	9.0	2225	✓	1200	✓	1200	1200	✓	✓
E-06.01	1B1B	A01	53	8	61	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.99	✓	8.0	2225	✓	1200	✓	1200	1200	✓	✗
E-06.02	2B2B	C01	76	8	84	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	7.91	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
E-06.03	2B2B	C01	77	9	86	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	7.87	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
E-06.04	2B1B	B01	73	11	84	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.33	✓	9.0	2050	✓	1200	✓	1200	1200	✓	✗
E-06.05	STUDIO C	S03	33	8	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2050	✓	1101	✗	1200	1200	✓	✗
E-06.06	STUDIO	S02	38	8	46	2650	3800	10	✗													5.3	2.7	8.0	✓			8.0	2050	✓	1384	✓	1200	1200	✓	✗
E-06.07	STUDIO	S02	38	8	46	2650	3800	10	✗													5.3	2.7	8.0	✓			8.0	2050	✓	1243	✓	1200	1200	✓	✗
E-06.08	STUDIO	S02	38	4	42	2650	3800	10	✗													5.3	2.7	8.0	✓			4.0	1000	✗	1000	✗	1200	1200	✓	✗
E-06.09	2B1B	B01	69	8	77	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	13.18	✓	8.0	2050	✓	1200	✓	1200	1200	✓	✗
E-06.10	STUDIO C	S03	33	8	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2050	✓	1101	✗	1200	1200	✓	✗
E-06.11	STUDIO C	S03	33	8	41	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2050	✓	1101	✗	1200	1200	✓	✗
E-06.12	2B1B	B01	71	9	80	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.04	✓	8.0	2050	✓	1200	✓	1200	1200	✓	✗
E-06.13	2B2B	C01	76	9	85	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	10.77	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
E-06.14	1B1B	A02	55	9	64	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	7.83	✓	9.0	2225	✓	1200	✓	1200	1200	✓	✓
E-06.15	STUDIO C	S03	33	9	42	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	1990	✗	1101	✗	1200	1200	✓	✗
E-M.02	STUDIO C	S03	33	9	42	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	1990	✓	1101	✗	1200	1200	✓	✗
E-M.03	STUDIO C	S03	33	9	42	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	1990	✓	1101	✗	1200	1200	✓	✗
E-M.04	STUDIO C	S03	33	9	42	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	1990	✓	1101	✗	1200	1200	✓	✗
E-M.05	STUDIO C	S03	33	9	42	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	1990	✓	1101	✗	1200	1200	✓	✗
E-M.06	STUDIO C	S03	34	10	44	2622	3800	10	✗													4.2	3.8	8.0	✓			8.0	2000	✗	1101	✗	1200	1200	✓	✗
NE-01.01	2B2B	C01	76	30	106	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	3.8	18.0	✓	7.86	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
NE-01.02	1B1B	A05	52	12	64	3464	3300	11	✓	3000	3400	✗										9.7	0.3	10.0	✓	9.54	✓	7.0	1700	✓	1200	✓	1200	1200	✓	✗
NE-01.03	3B2B P	E01	131	23	154	3400	4484	15	✓	3000	3400	✓	3000	3000	✗	3000	3000	✓				27.3	0.0	27.3	✓	5.89	✓	14.0	2515	✓	1200	✓	1200	1200	✓	✗
NE-01.04	STUDIO C	S01	36	5	41	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1050	✗	1200	✓	1200	1200	✓	✗
NE-01.05	STUDIO C	S01	36	4	40	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1050	✗	1200	✓	1200	1200	✓	✗
NE-01.06	STUDIO C	S01	36	4	40	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1050	✗	1200	✓	1200	1200	✓	✗
NE-01.07	2B1B	B01	70	8	78	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.04	✓	8.0	2000	✗	1200	✓	1200	1200	✓	✗
NE-01.08	2B1B	B01	70	8	78	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	13.18	✓	8.0	2000	✗	1200	✓	1200	1200	✓	✗
NE-01.09	STUDIO C	S01	37	4	41	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-01.10	STUDIO C	S01	36	4	40	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-01.11	2B1B	B01	72	8	80	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.04	✓	8.0	2000	✗	1200	✓	1200	1200	✓	✗
NE-01.12	2B2B	C01	78	31	109	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	8.14	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
NE-01.13	2B2B	C01	75	30	105	3338	3600	12	✓	3000	3400	✓	3000	3000	✓

			BEDROOM 1				BEDROOM 2				BEDROOM 3				SNORKEL																					
			Apartment Summary				Functional Layout												Storage				Ventilation		Private Open Space			Adaptability									
			Area (m2)			Living Area				Bedroom 1			Bedroom 2			Bedroom 3			Snorkel Area			Storage Volume (m3)				Breeze Path		Balcony			1200mm Access Path		Bathroom			Apartment
Apartment Number	Apartment Category	Apartment Type	Internal	POS	Total	Dimension 1 (mm)	Dimension 2 (mm)	Area (m2)	Living Room Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Bedroom Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Bedroom Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Bedroom Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Compliance	Internal	External	Total	Compliance	Path Length (m)	Compliance	Useable Area (m2)	Minimum Dimension (mm)	Compliance	Width (mm)	Path Compliance	Width (mm)	Length (m)	Bathroom Compliance	Compliance
NE-04.09	STUDIO C	S01	37	5	42	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-04.10	STUDIO C	S01	37	5	42	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-04.11	2B1B	B01	72	9	81	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.04	✓	8.0	2000	✗	1200	✓	1200	1200	✓	✗
NE-04.12	2B2B	C01	78	9	87	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	8.14	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
NE-04.13	2B2B	C01	76	9	85	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	8.01	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
NE-05.01	2B2B	C01	76	9	85	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	8.14	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
NE-05.02	1B1B	A05	52	16	68	3464	3300	11	✓	3000	3400	✗										9.7	0.0	10.0	✓	9.54	✓	9.0	2225	✓	1200	✓	1200	1200	✓	✗
NE-05.03	3B2B P	E01	131	32	163	3400	4484	15	✓	3000	3400	✓	3000	3000	✗	3000	3000	✓				27.3	0.0	27.3	✓	5.89	✓	14.0	2563	✓	1200	✓	1200	1200	✓	✗
NE-05.04	STUDIO C	S01	36	5	41	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-05.05	STUDIO C	S01	37	5	42	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-05.06	STUDIO C	S01	37	5	42	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-05.07	2B1B	B01	69	11	80	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.04	✓	8.0	2000	✗	1200	✓	1200	1200	✓	✗
NE-05.08	2B1B	B01	70	8	78	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	13.18	✓	8.0	2000	✗	1200	✓	1200	1200	✓	✗
NE-05.09	STUDIO C	S01	36	5	41	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-05.10	STUDIO C	S01	36	5	41	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-05.11	2B1B	B01	72	8	80	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.04	✓	8.0	2000	✗	1200	✓	1200	1200	✓	✗
NE-05.12	2B2B	C01	78	9	87	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	8.14	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
NE-05.13	2B2B	C01	76	9	85	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	8.01	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
NE-06.01	2B2B	C01	76	9	85	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	8.14	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
NE-06.02	1B1B	A05	52	16	68	3464	3300	11	✓	3000	3400	✗										9.7	0.3	10.0	✓	9.54	✓	9.0	2225	✓	1200	✓	1200	1200	✓	✗
NE-06.03	3B2B P	E01	131	32	163	3400	4484	15	✓	3000	3400	✓	3000	3000	✗	3000	3000	✓				27.3	0.0	27.3	✓	5.89	✓	14.0	2563	✓	1200	✓	1200	1200	✓	✗
NE-06.04	STUDIO C	S01	36	5	41	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-06.05	STUDIO C	S01	37	5	42	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-06.06	STUDIO C	S01	37	5	42	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-06.07	2B1B	B01	69	11	80	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.04	✓	8.0	2000	✗	1200	✓	1200	1200	✓	✗
NE-06.08	2B1B	B01	69	8	77	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	13.18	✓	8.0	2000	✗	1200	✓	1200	1200	✓	✗
NE-06.09	STUDIO C	S01	37	5	42	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-06.10	STUDIO C	S01	36	5	41	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-06.11	2B1B	B01	72	8	80	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.04	✓	8.0	2000	✗	1200	✓	1200	1200	✓	✗
NE-06.12	2B2B	C01	78	9	87	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	8.14	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
NE-06.13	2B2B	C01	76	9	85	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	8.01	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
NE-07.01	2B2B	C01	76	9	85	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	8.14	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
NE-07.02	1B1B	A05	52	16	68	3464	3300	11	✓	3000	3400	✗										9.7	0.3	10.0	✓	9.54	✓	9.0	2225	✓	1200	✓	1200	1200	✓	✗
NE-07.03	3B2B P	E01	131	32	163	3400	4484	15	✓	3000	3400	✓	3000	3000	✗	3000	3000	✓				27.3	0.0	27.3	✓	5.89	✓	14.0	2563	✓	1200	✓	1200	1200	✓	✗
NE-07.04	STUDIO C	S01	36	5	41	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-07.05	STUDIO C	S01	37	5	42	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-07.06	STUDIO C	S01	37	5	42	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-07.07	2B1B	B01	69	11	80	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.04	✓	8.0	2000	✗	1200	✓	1200	1200	✓	✗
NE-07.08	2B1B	B01	69	8	77	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	13.18	✓	8.0	2000	✗	1200	✓	1200	1200	✓	✗
NE-07.09	STUDIO C	S01	36	5	41	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-07.10	STUDIO C	S01	36	5	41	2873	3846	11	✗													5.0	3.1	8.1	✓			4.0	1075	✗	1200	✓	1200	1200	✓	✗
NE-07.11	2B1B	B01	72	9	81	3200	3750	12	✓	3000	3400	✓	3000	3000	✓							14.4	0.0	14.4	✓	14.04	✓	8.0	2000	✗	1200	✓	1200	1200	✓	✗
NE-07.12	2B2B	C01	78	9	87	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	8.14	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
NE-07.13	2B2B	C01	76	9	85	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	8.01	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
NW-01.01	3B2B	E03	108	38	146	3400	3600	12	✓	3000	3400	✓	3000	3000	✓	3000	3000	✗				23.6	0.0	23.6	✓	7.8	✓	12.0	2399	✓	1200	✓	1200	1200	✓	✗
NW-01.02	1B1B	A01	53	17	70	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	10.25	✓	8.0	2225	✓	1200	✓	1200	1200	✓	✗
NW-01.03	1B1B	A02	55	28	83	3248	3648	12	✓	3000	3400	✓										6.0	4.1	10.1	✓	7.74	✓	9.0	2151	✓	1200	✓	1200	1200	✓	✓
NW-01.04	1B1B	A02	55	23	78	3248	3648	12	✓	3000	3400	✓										6.0	4.1	10.1	✓	12.27	✓	9.0	2151	✓	1200	✓	1200	1200	✓	✓
NW-01.05	1B1B	A01	53	15	68	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.99	✓	8.0	2225	✓	1200	✓	1200	1200	✓	✗
NW-01.06	2B2B	C01	77	15	92	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	7.91	✓	8.0	2224	✓	1200	✗	2700	1000	✓	✗
NW-01.07	1B1B	A01	53	9	62	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.83	✓	8.0	2150	✓	1200	✓	1200	1200	✓	✗
NW-01.08	1B1B	A02	55	10	65	3248	3648	12	✓	3000	3400	✓										6.0	4.1	10.1	✓	8.08	✓	9.0	2138	✓	1200	✓	1200	1200	✓	✓
NW-01.09	1B1B	A01	53	9	62	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.83	✓	8.0	2138	✓	1200	✓	1200	1200	✓	✗
NW-01.10	1B1B	A02	53	10	63	3248	3648	12	✓	3000	3400	✓										6.0	4.1	10.1	✓	7.99	✓	9.0	2138	✓	1200	✓	1200	1200	✓	✓
NW-01.11	2B2B	C02	83	9	92	3367	3600	12	✓	3000	3400	✓	3000	3007	✓							13.0	1.0	14.0	✓	10.39	✓	5.0	2301	✓	1034	✗	1200	1200	✓	✗
NW-02.01	3B2B	E03	108	14	122	3400	3600	12	✗	3000	3400	✓	3000	3000	✓	3000	3000	✗				23.6	0.0	23.6	✓	7.8	✓	12.0	2399	✓	1200	✓	1200	1200	✓	✗
NW-02.02	1B1B	A01	53	9	62	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	10.25	✓	8.0	2163	✓	1200	✓	1200	1200	✓	✗
NW-02.03	1B1B	A02	55	11	66	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	7.74	✓	9.0	2151	✓	1200	✓	1200	1200	✓	✓
NW-02.04	1B1B	A02	55	11	66	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	12.27	✓	9.0	2151	✓	1200	✓	1200	1200	✓	✓
NW-02.05	1B1B	A01	53	9	62	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.99	✓	8.0	2151	✓	1200	✓	1200	1200	✓	✗
NW-02.06	1B1B	A02	52	9	61	2838	3600	10	✓	3010	3400	✓										6.4	4.1	10.5	✓	7.84	✓	8.0	2151	✓	1200	✓	1200	1200	✓	✓
NW-02.07	1B1B	A01	55	11	66	3248	3648	12	✗	3000	3400	✓										6.0	4.1	10.1	✓	7.5	✓	9.0	2151	✓	1200	✓	1200	1200	✓	✗
NW-02.08	1B1B	A01	54	9	63	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.83	✓	8.0	2150	✓	1200	✓	1200	1200	✓	✗
NW-02.09	1B1B	A02	54	10	64	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	8.08	✓	9.0	2138	✓	1200	✓	1200	1200	✓	✓
NW-02.10	1B1B	A01	53	9	62	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.83	✓	8.0	2138	✓	1200	✓	1200	1200	✓	✗
NW-02.11	1B1B	A02	54	10	64	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	7.99	✓	9.0	2138	✓	1200	✓	1200	1200	✓	✓
NW-02.12	2B2B	C02	84	10	94	3367	3600	12	✓	3000	3400	✓	3000	3007	✓							13.0	1.0	14.0	✓	10.39	✓	5.0	2301	✓	1034	✗	1200	1200	✓	✗
NW-03.01	3B2B	E03	108	14	122	3400	3600	12	✗	3000	3400	✓	3000	3000	✓	3000	3000	✗				23.6	0.0	23.6	✓	7.8	✓	12.0	2399	✓	1200	✓	1200	1200	✓	✗
NW-03.02	1B1B	A01	52	9	61	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	10.25	✓	8.0	2163	✓	1200	✓	1200	1200	✓	✗
NW-03.03	1B1B	A02	55	11	66	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	7.74	✓	9.0	2151	✓	1200	✓	1200	1200	✓	✓
NW-03.04	1B1B	A02	55	11	66	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	12.27	✓	9.0	2151	✓	1200	✓	1200	1200	✓	✓
NW-03.05	1B1B	A01	53	9	62	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.99	✓	8.0	2151	✓	1200	✓	1200	1200	✓	✗
NW-03.06	1B1B	A01	52	9	61	2838	3600	10	✗	3010	3400	✓										6.4	4.1	10.5	✓	7.84	✓	8.0	2151	✓	1200	✓	1200	1200	✓	✓
NW-03.07	1B1B	A01	55	11	66	3248	3648	12	✗	3000	3400	✓										6.0	4.1	10.1	✓	7.5	✓	9.0	2151	✓	1200	✓	1200	1200	✓	✗
NW-03.08	1B1B	A01	54	9	63	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.83	✓	8.0	2150	✓	1200	✓	1200	1200	✓	✗
NW-03.09	1B1B	A02	54	10	64	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	8.08	✓	9.0	2138	✓	1200	✓	1200	1200	✓	✓
NW-03.10	1B1B	A01	53	9	62	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.83	✓	8.0	2138	✓	1200	✓	1200	1200	✓	✗
NW-03.11	1B1B	A02	54	10	64	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	7.99	✓	9.0	2138	✓	1200	✓	1200	1200	✓	✓
NW-03.12	2B2B	C02	84	10	94	3367	3600	12	✓	3000	3400	✓	3000	3007	✓							13.0	1.0	14.0	✓	10.39	✓	5.0	2301	✓	1034	✗	1200	1200	✓	✗
NW-03.13	2B2B	C04	75	12	87	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.32	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
NE-03.01	2B2B	C01	76	9	85	3338	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	8.14	✓	8.0	2225	✓	1200	✗	2700	1000	✓	✗
NE-03.02	1B1B	A01	54	9	63	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.83	✓	8.0	2150	✓	1200	✓	1200	1200	✓	✗
NE-03.03	1B1B	A02	54	10	64	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	8.08	✓	9.0	2138	✓	1200	✓	1200	1200	✓	✓
NE-03.04	1B1B	A02	55	11	66	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	12.27	✓	9.0	2151	✓	1200	✓	1200	1200	✓	✓
NE-03.05	1B1B	A01	53	9	62	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.99	✓	8.0	2151	✓	1200	✓	1200	1200	✓	✗
NE-03.06	1B1B	A01	52	9	61	2838	3600	10	✗	3010	3400	✓										6.4	4.1	10.5	✓	7.84	✓	8.0	2151	✓	1200	✓	1200	1200	✓	✓
NE-03.07	1B1B	A01	55	11	66	3248	3648	12	✗	3000	3400	✓										6.0	4.1	10.1	✓	7.5	✓	9.0	2151	✓	1200	✓	1200	1200	✓	✗
NE-03.08	1B1B	A01	54	9	63	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.83	✓	8.0	2150	✓	1200	✓	1200	1200	✓	✗
NE-03.09	1B1B	A02	54	10	64	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	8.08	✓	9.0	2138	✓	1200	✓	1200	1200	✓	✓
NE-03.10	1B1B	A01	53	9	62	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.83	✓	8.0	2138	✓	1200	✓	1200	1200	✓	✗
NE-03.11	1B1B	A02	54	10	64	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	7.99	✓	9.0	2138	✓	1200	✓	1200	1200	✓	✓
NE-03.12	2B2B	C02	84	10	94	3367	3600	12	✓	3000	3400	✓	3000	3007	✓							13.0	1.0	14.0	✓	10.39	✓	5.0	2301	✓	1034	✗	1200	1200	✓	✗
NE-03.13	2B2B	C04	75	12	87	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.32	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
NE-04.01	1B1B	A01	53	9	62	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.83	✓	8.0	2138	✓	1200	✓	1200	1200	✓	✗
NE-04.02	1B1B	A01	53	9	62	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	10.25	✓	8.0	2163	✓	1200	✓	1200	1200	✓	✗
NE-04.03	1B1B	A02	55	11	66	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	7.74	✓	9.0	2151	✓	1200	✓	1200	1200	✓	✓
NE-04.04	1B1B	A02	55	11	66	3248	3648	12	✓	3000	3400	✓										6.0	4.2	10.2	✓	12.27	✓	9.0	2151	✓	1200	✓	1200	1200	✓	✓
NE-04.05	1B1B	A01	53	9	62	2838	3600	10	✗	3010	3400	✓										6.4	3.6	10.0	✓	7.99	✓	8.0	2151	✓

			BEDROOM 1				BEDROOM 2			BEDROOM 3			SNORKEL																	
			Apartment Summary			Functional Layout											Storage				Ventilation		Private Open Space			Adaptability					
			Area (m2)			Living Area				Bedroom 1			Bedroom 2			Bedroom 3			Snorkel Area			Storage Volume (m3)				Breeze Path		Balcony			1200mm Access Path		Bathroom			Apartment
Apartment Number	Apartment Category	Apartment Type	Internal	POS	Total	Dimension 1 (mm)	Dimension 2 (mm)	Area (m2)	Living Room Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Bedroom Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Bedroom Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Bedroom Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Compliance	Internal	External	Total	Compliance	Path Length (m)	Compliance	Useable Area (m2)	Minimum Dimension (mm)	Compliance	Width (mm)	Path Compliance	Width (mm)	Length (m)	Bathroom Compliance	Compliance
SE-02.06	2B2B	C04	75	12	87	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.32	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-02.07	2B2B	C04	75	13	88	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.2	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-02.07	2B2B	C04	75	13	88	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.2	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-02.08	2B1B	B02	68	10	78	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			10.0	3170	✓	1200	✓	2700	1000	✓	✓
SE-02.08	2B1B	B02	68	10	78	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			10.0	3170	✓	1200	✓	2700	1000	✓	✓
SE-02.09	1B1B	A04	53	10	63	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-02.09	1B1B	A04	53	10	63	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-02.10	1B1B	A04	53	11	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-02.10	1B1B	A04	53	11	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-02.11	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3430	✓	1200	✓	2700	1000	✓	✓
SE-02.11	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3430	✓	1200	✓	2700	1000	✓	✓
SE-02.12	2B2B	C03	69	10	79	3400	3600	12	✓	3000	3400	✓	3000	3000	✓							12.2	1.8	14.0	✓	6.41	✓	8.0	2688	✗	1013	✗	2700	1000	✓	✗
SE-02.12	2B2B	C03	69	10	79	3400	3600	12	✓	3000	3400	✓	3000	3000	✓							12.2	1.8	14.0	✓	6.41	✓	8.0	2688	✗	1013	✗	2700	1000	✓	✗
SE-03.01	2B1B	B04	76	10	86	3350	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	9.65	✓	8.0	3065	✗	1026	✗	2700	1000	✓	✗
SE-03.02	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-03.03	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-03.04	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-03.05	2B1B	B02	69	10	79	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			9.0	3120	✓	1200	✓	2700	1000	✓	✓
SE-03.06	2B2B	C04	75	12	87	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.32	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-03.07	2B2B	C04	75	13	88	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.2	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-03.08	2B1B	B02	68	10	78	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			10.0	3170	✓	1200	✓	2700	1000	✓	✓
SE-03.09	1B1B	A04	54	10	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-03.10	1B1B	A04	53	11	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-03.11	1B1B	A04	53	11	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3430	✓	1200	✓	2700	1000	✓	✓
SE-03.12	2B2B	C03	69	10	79	3400	3600	12	✓	3000	3400	✓	3000	3000	✓							12.2	1.8	14.0	✓	6.41	✓	8.0	2688	✗	1013	✗	2700	1000	✓	✗
SE-04.01	2B1B	B04	76	10	86	3350	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	9.65	✓	8.0	3065	✗	1026	✗	2700	1000	✓	✗
SE-04.02	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-04.03	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-04.04	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-04.05	2B1B	B02	69	10	79	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			9.0	3120	✓	1200	✓	2700	1000	✓	✓
SE-04.06	2B2B	C04	75	12	87	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.32	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-04.07	2B2B	C04	75	13	88	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.2	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-04.08	2B1B	B02	68	10	78	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			10.0	3170	✓	1200	✓	2700	1000	✓	✓
SE-04.09	1B1B	A04	54	10	64	3050	3300	10	✓	3000	3400	✓										11.3	2.3	13.6	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-04.10	1B1B	A04	53	11	64	3050	3300	10	✓	3000	3400	✓										11.3	2.3	13.6	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-04.11	1B1B	A04	53	11	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3430	✓	1200	✓	2700	1000	✓	✓
SE-04.12	2B2B	C03	69	10	79	3400	3600	12	✓	3000	3400	✓	3000	3000	✓							12.2	1.8	14.0	✓	6.41	✓	8.0	2688	✗	1013	✗	2700	1000	✓	✗
SE-05.01	2B1B	B04	76	10	86	3350	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	9.65	✓	8.0	3065	✗	1026	✗	2700	1000	✓	✗
SE-05.02	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-05.03	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-05.04	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-05.05	2B1B	B02	69	10	79	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			9.0	3120	✓	1200	✓	2700	1000	✓	✓
SE-05.06	2B2B	C04	75	12	87	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.32	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-05.07	2B2B	C04	75	13	88	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.2	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-05.08	2B1B	B02	68	10	78	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			10.0	3170	✓	1200	✓	2700	1000	✓	✓
SE-05.09	1B1B	A04	54	10	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-05.10	1B1B	A04	53	11	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-05.11	1B1B	A04	53	11	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3430	✓	1200	✓	2700	1000	✓	✓
SE-05.12	2B2B	C03	69	10	79	3400	3600	12	✓	3000	3400	✓	3000	3000	✓							12.2	1.8	14.0	✓	6.41	✓	8.0	2688	✗	1013	✗	2700	1000	✓	✗
SE-07.01	2B1B	B04	76	10	86	3350	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	9.65	✓	8.0	3065	✗	1026	✗	2700	1000	✓	✗
SE-07.02	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-07.03	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-07.04	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-07.05	2B1B	B02	69	10	79	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			9.0	3120	✓	1200	✓	2700	1000	✓	✓
SE-07.06	2B2B	C04	75	12	87	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.32	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-07.07	2B2B	C04	75	13	88	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.2	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-07.08	2B1B	B02	68	10	78	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			10.0	3170	✓	1200	✓	2700	1000	✓	✓
SE-07.09	1B1B	A04	54	10	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-07.10	1B1B	A04	53	11	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-07.11	1B1B	A04	53	11	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3430	✓	1200	✓	2700	1000	✓	✓
SE-07.12	2B2B	C03	69	10	79	3400	3600	12	✓	3000	3400	✓	3000	3000	✓							12.2	1.8	14.0	✓	6.41	✓	8.0	2688	✗	1013	✗	2700	1000	✓	✗
SE-08.01	2B1B	B04	76	10	86	3350	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	9.65	✓	8.0	3065	✗	1026	✗	2700	1000	✓	✗
SE-08.02	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-08.03	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-08.04	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-08.05	2B1B	B02	69	10	79	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			9.0	3120	✓	1200	✓	2700	1000	✓	✓
SE-08.06	2B2B	C04	75	12	87	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.32	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-08.07	2B2B	C04	75	13	88	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.2	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-08.08	2B1B	B02	68	11	79	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			10.0	3170	✓	1200	✓	2700	1000	✓	✓
SE-08.09	1B1B	A04	54	10	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-08.10	1B1B	A04	53	11	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-08.11	3B2B	E02	105	30	135	4050	3742	15	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓				19.3	0.0	19.3	✓	8.4	✓	5.0	2301	✓	1200	✓	1200	1200	✓	✓
SE-09.01	2B1B	B04	76	10	86	3350	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	9.65	✓	8.0	3065	✗	1026	✗	2700	1000	✓	✗
SE-09.02	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-09.03	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-09.04	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-09.05	2B1B	B02	69	10	79	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			9.0	3120	✓	1200	✓	2700	1000	✓	✓
SE-09.06	2B2B	C04	75	12	87	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.32	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-09.07	2B2B	C04	75	13	88	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.2	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-09.08	2B1B	B02	68	10	78	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			10.0	3170	✓	1200	✓	2700	1000	✓	✓
SE-09.09	1B1B	A04	54	10	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-09.10	1B1B	A04	53	11	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-09.11	3B2B	E02	105	9	114	4050	3742	15	✓	3000	3400	✓	3000	3000	✓							19.3	0.0	19.3	✓	8.4	✓	6.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-10.01	2B1B	B04	76	10	86	3350	3600	12	✓	3000	3400	✓	3000	3000	✓							19.3	0.0	19.3	✓	9.65	✓	8.0	3065	✗	1026	✗	2700	1000	✓	✗
SE-10.02	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-10.03	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-10.04	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-10.05	2B1B	B02	69	10	79	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			9.0	3120	✓	1200	✓	2700	1000	✓	✓
SE-10.06	2B2B	C04	75	12	87	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.32	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-10.07	2B2B	C04	75	13	88	3320	3613	12	✗	3000	3400	✓	3000	3000	✓							11.8	2.3	14.1	✓	12.2	✓	11.0	2738	✓	1200	✓	1200	1200	✓	✗
SE-10.08	2B1B	B02	68	10	78	3400	3600	12	✓	3000	3400	✓	3000	3000	✓				624	1325	✓	14.7	0.0	14.7	✓			10.0	3170	✓	1200	✓	2700	1000	✓	✓
SE-10.09	1B1B	A04	54	10	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-10.10	1B1B	A04	53	11	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-10.11	3B2B	E02	105	9	114	4050	3742	15	✓	3000	3400	✓	3000	3000	✓							19.3	0.0	19.3	✓	8.4	✓	6.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-11.01	2B1B	B04	76	10	86	3350	3600	12	✓	3000	3400	✓	3000	3000	✓							14.2	0.0	14.2	✓	9.65	✓	8.0	3065	✗	1026	✗	2700	1000	✓	✗
SE-11.02	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-11.03	1B1B	A04	54	11	65	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3441	✓	1200	✓	2700	1000	✓	✓
SE-11.04	1B1B	A04	55	11	66	3050	3300	10	✓	3000	3400	✓										11.3

			BEDROOM 1				BEDROOM 2			BEDROOM 3			SNORKEL																			
			Apartment Summary			Functional Layout													Storage				Ventilation		Private Open Space			Adaptability				
			Area (m2)			Living Area				Bedroom 1			Bedroom 2			Bedroom 3			Snorkel Area			Storage Volume (m3)				Breeze Path		Balcony			1200mm Access Path		Bathroom			Apartment
Apartment Number	Apartment Category	Apartment Type	Internal	POS	Total	Dimension 1 (mm)	Dimension 2 (mm)	Area (m2)	Living Room Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Bedroom Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Bedroom Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Bedroom Compliance	Dimension 1 (mm)	Dimension 2 (mm)	Compliance	Internal	External	Total	Compliance	Path Length (m)	Compliance	Useable Area (m2)	Minimum Dimension (mm)	Compliance	Width (mm)	Path Compliance	Width (mm)	Length (m)	Bathroom Compliance	Compliance
SW-04.09	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-05.01	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-05.02	1B1B	D01	84	15	99	3400	3600	12	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓	1200	1200	✓	20.8	0.0	20.8	✓	11.31	✓	14.0	2210	✓	1172	✗	2700	1000	✓	✗
SW-05.03	3B1B	D02	81	15	96	3600	3600	13	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓				15.9	2.9	18.8	✓	9.24	✓	12.0	1805	✓	1200	✓	1200	1200	✓	✓
SW-05.04	1B1B	A04	54	10	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-05.05	1B1B	A04	53	10	63	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-05.06	2B1B	B06	68	11	79	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.66	✓	9.0	2605	✓	1048	✗	1200	1200	✓	✗
SW-05.07	1B1B	A06	53	10	63	3000	3357	10	✓	3000	3400	✓										10.0	0.0	10.0	✓			9.0	2250	✓	1200	✓	1200	1200	✓	✓
SW-05.08	2B1B	B06	68	11	79	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.49	✓	9.0	2606	✓	1048	✗	1200	1200	✓	✗
SW-05.09	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-06.01	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-06.02	3B1B	D01	84	15	99	3400	3600	12	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓	1200	1200	✓	20.8	0.0	20.8	✓	11.31	✓	14.0	2210	✓	1172	✗	2700	1000	✓	✗
SW-06.03	3B1B	D02	81	15	96	3600	3600	13	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓				15.9	2.9	18.8	✓	9.24	✓	12.0	1805	✓	1200	✓	1200	1200	✓	✓
SW-06.04	1B1B	A04	54	10	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-06.05	1B1B	A04	53	10	63	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-06.06	2B1B	B06	68	11	79	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.66	✓	9.0	2605	✓	1048	✗	1200	1200	✓	✗
SW-06.07	1B1B	A06	53	10	63	3000	3357	10	✓	3000	3400	✓										10.0	0.0	10.0	✓			9.0	2250	✓	1200	✓	1200	1200	✓	✓
SW-06.08	2B1B	B06	68	12	80	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.49	✓	9.0	2606	✓	1048	✗	1200	1200	✓	✗
SW-07.09	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-08.01	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-08.02	3B1B	D01	84	16	100	3400	3600	12	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓	1200	1200	✓	20.8	0.0	20.8	✓	11.31	✓	14.0	2210	✓	1172	✗	2700	1000	✓	✗
SW-08.03	3B1B	D02	82	15	97	3600	3600	13	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓				15.9	2.9	18.8	✓	9.24	✓	12.0	1805	✓	1200	✓	1200	1200	✓	✓
SW-08.04	1B1B	A04	54	10	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-08.05	1B1B	A04	53	10	63	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-08.06	2B1B	B06	68	11	79	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.66	✓	9.0	2605	✓	1048	✗	1200	1200	✓	✗
SW-08.07	1B1B	A06	53	10	63	3000	3357	10	✓	3000	3400	✓										10.0	0.0	10.0	✓			9.0	2250	✓	1200	✓	1200	1200	✓	✓
SW-08.08	2B1B	B06	68	11	79	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.49	✓	9.0	2606	✓	1048	✗	1200	1200	✓	✗
SW-08.09	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-09.01	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-09.02	3B1B	D01	85	16	101	3400	3600	12	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓	1200	1200	✓	20.8	0.0	20.8	✓	11.31	✓	14.0	2210	✓	1172	✗	2700	1000	✓	✗
SW-09.03	3B1B	D02	82	15	97	3600	3600	13	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓				15.9	2.9	18.8	✓	9.24	✓	12.0	1805	✓	1200	✓	1200	1200	✓	✓
SW-09.04	1B1B	A04	54	10	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-09.05	1B1B	A04	53	10	63	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-09.06	2B1B	B06	68	11	79	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.66	✓	9.0	2605	✓	1048	✗	1200	1200	✓	✗
SW-09.07	1B1B	A06	53	10	63	3000	3357	10	✓	3000	3400	✓										10.0	0.0	10.0	✓			9.0	2250	✓	1200	✓	1200	1200	✓	✓
SW-09.08	2B1B	B06	68	11	79	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.49	✓	9.0	2606	✓	1048	✗	1200	1200	✓	✗
SW-09.09	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-10.01	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-10.02	3B1B	D01	85	16	101	3400	3600	12	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓	1200	1200	✓	20.8	0.0	20.8	✓	11.31	✓	14.0	2210	✓	1172	✗	2700	1000	✓	✗
SW-10.03	3B1B	D02	82	15	97	3600	3600	13	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓				15.9	2.9	18.8	✓	9.24	✓	12.0	1805	✓	1200	✓	1200	1200	✓	✓
SW-10.04	1B1B	A04	54	10	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-10.05	1B1B	A04	53	10	63	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-10.06	2B1B	B06	68	11	79	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.66	✓	9.0	2605	✓	1048	✗	1200	1200	✓	✗
SW-10.07	1B1B	A06	53	10	63	3000	3357	10	✓	3000	3400	✓										10.0	0.0	10.0	✓			9.0	2250	✓	1200	✓	1200	1200	✓	✓
SW-10.08	2B1B	B06	68	11	79	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.49	✓	9.0	2606	✓	1048	✗	1200	1200	✓	✗
SW-10.09	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-11.01	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-11.02	3B1B	D01	85	16	101	3400	3600	12	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓	1200	1200	✓	20.8	0.0	20.8	✓	11.31	✓	14.0	2210	✓	1172	✗	2700	1000	✓	✗
SW-11.03	3B1B	D02	82	15	97	3600	3600	13	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓				15.9	2.9	18.8	✓	9.24	✓	12.0	1805	✓	1200	✓	1200	1200	✓	✓
SW-11.04	1B1B	A04	54	10	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-11.05	1B1B	A04	53	10	63	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-11.06	2B1B	B06	68	11	79	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.66	✓	9.0	2605	✓	1048	✗	1200	1200	✓	✗
SW-11.07	1B1B	A06	53	10	63	3000	3357	10	✓	3000	3400	✓										10.0	0.0	10.0	✓			9.0	2250	✓	1200	✓	1200	1200	✓	✓
SW-11.08	2B1B	B06	68	11	79	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.49	✓	9.0	2606	✓	1048	✗	1200	1200	✓	✗
SW-11.09	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-12.01	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-12.02	3B1B	D01	85	16	101	3400	3600	12	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓	1200	1200	✓	20.8	0.0	20.8	✓	11.31	✓	14.0	2210	✓	1172	✗	2700	1000	✓	✗
SW-12.03	3B1B	D02	82	15	97	3600	3600	13	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓				15.9	2.9	18.8	✓	9.24	✓	12.0	1805	✓	1200	✓	1200	1200	✓	✓
SW-12.04	1B1B	A04	54	10	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-12.05	1B1B	A04	53	10	63	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-12.06	2B1B	B06	68	11	79	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.66	✓	9.0	2605	✓	1048	✗	1200	1200	✓	✗
SW-12.07	1B1B	A06	53	10	63	3000	3357	10	✓	3000	3400	✓										10.0	0.0	10.0	✓			9.0	2250	✓	1200	✓	1200	1200	✓	✓
SW-12.08	2B1B	B06	68	11	79	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.49	✓	9.0	2606	✓	1048	✗	1200	1200	✓	✗
SW-12.09	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-13.01	1B1B	A04.1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-13.02	3B1B	D01	85	16	101	3400	3600	12	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓	1200	1200	✓	20.8	0.0	20.8	✓	11.31	✓	14.0	2210	✓	1172	✗	2700	1000	✓	✗
SW-13.03	3B1B	D02	82	15	97	3600	3600	13	✓	3000	3400	✓	3000	3000	✓	3000	3000	✓				15.9	2.9	18.8	✓	9.24	✓	12.0	1805	✓	1200	✓	1200	1200	✓	✓
SW-13.04	1B1B	A04	54	10	64	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-13.05	1B1B	A04	53	10	63	3050	3300	10	✓	3000	3400	✓										11.3	0.0	11.3	✓			9.0	3438	✓	1200	✓	2700	1000	✓	✓
SW-13.06	2B1B	B06	68	11	79	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.66	✓	9.0	2605	✓	1048	✗	1200	1200	✓	✗
SW-13.07	1B1B	A06	53	10	63	3000	3357	10	✓	3000	3400	✓										10.0	0.0	10.0	✓			9.0	2250	✓	1200	✓	1200	1200	✓	✓
SW-13.08	2B1B	B06	68	11	79	3462	3685	13	✓	3000	3400	✓	3000	3000	✓							12.5	1.5	14.0	✓	11.49	✓	9.0	2606	✓	1048	✗	1200	1200	✓	✗
SW-13.09	1B1B	A 1	52	10	62	3050	3300	10	✓	3000	3400	✓										10.1	0.0	10.1	✓			9.0	3437	✓	1172	✗	2700	1000	✓	✗
SW-M.01	2B1B	B09	97	14	111	3270	3700	12	✓	3000	3400	✓	3000	3000	✓							15.1	0.0	15.1	✓			17.0	3503	✓	1200	✓	1200	1200	✓	✓
SW-M.02	2B1B	B07	113	18	131	3000	4064	12	✓	3000	3400	✓	3000	3000	✓							15.6	0.0	15.6	✓			17.0	5482	✓	1200	✓	1200	1200	✓	✓
SW-M.03	2B1B	B08	92	18	110	3400	3725	13	✓	3000	3400	✓	3000	3000	✓							13.8	0.2	14.0	✓			17.0	5494	✓	1200	✓	1200	1200	✓	✓
SW-M.04	2B1B	B08	92	18	110	3400	3725	13	✓	3000	3400	✓	3000	3000	✓							13.8	0.2	14.0	✓			17.0	5438	✓	1200	✓	1200	1200	✓	✓
SW-M.05	2B2B	C02	83	9	92	3367	3600	12	✓	3000	3400	✓	3000	3007	✓							13.0	1.0	14.0	✓	10.3	✓	5.0	2301	✓	1034	✗	1200	1200	✓	✗
								436			436											513						513			513			513	
513								372	✓		429	✓		216	✓		38	✓		33	✓	513			✓	281	✓		430	✓	349	✓		513	✓	185
								64	✗		7	✗		7	✗		6	✗		0	✗	0			✗		55%		83	✗	164	✗		0	✗	328
																																				36%
																																				64%
																																				100%

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
ADG COMPLIANCE SUMMARY

Date
7/11/2025

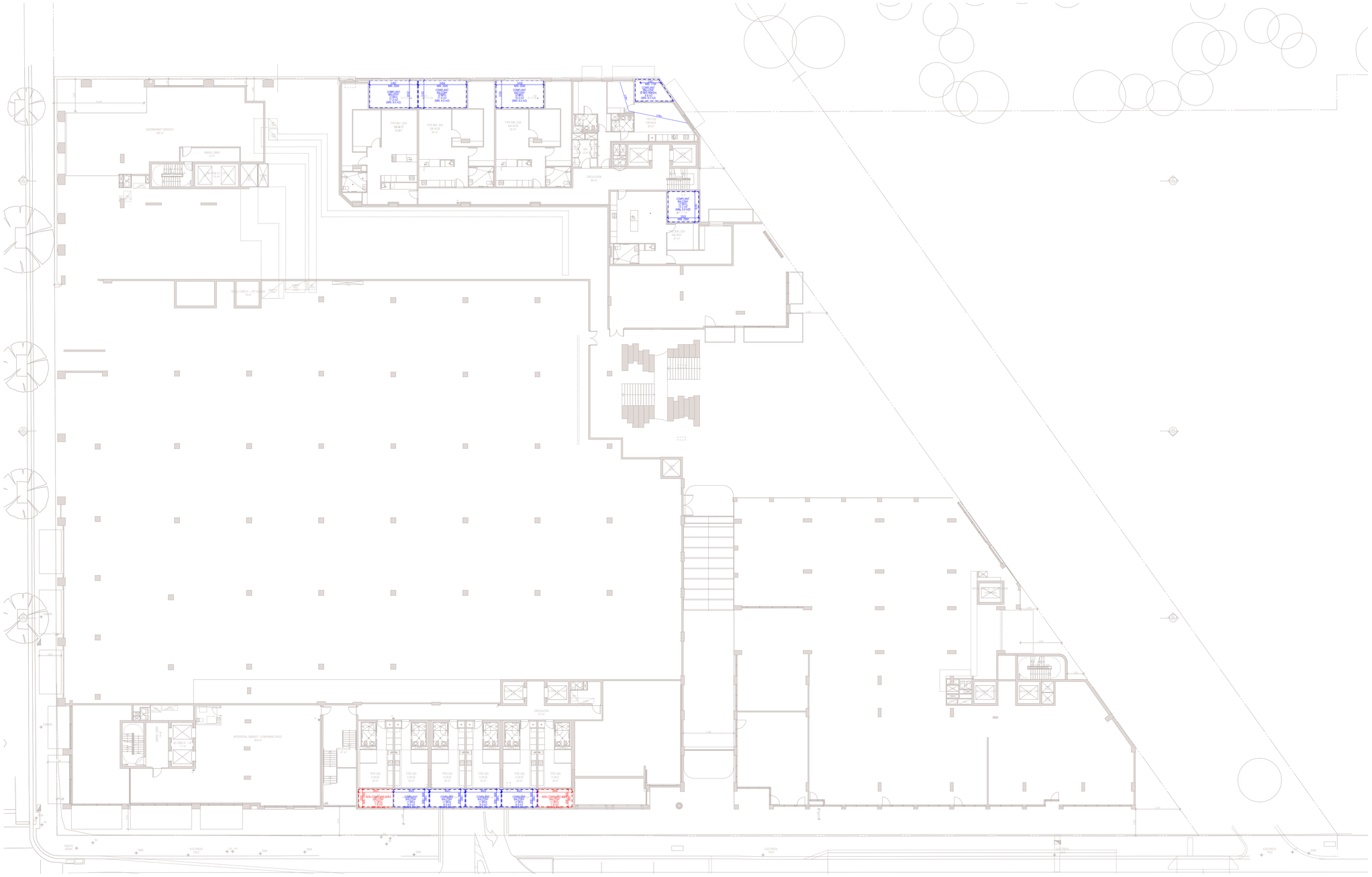
Status
TOWN PLANNING

Scale
@ A1

Drawing Number
TP7003

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book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2. LEVEL 01
SCALE 1:200@A1

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 01 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP7050

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service:NC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



3. LEVEL 02
SCALE 1:200@A1

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 02 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP7051

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



4. LEVEL 03
SCALE 1:200@A1

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 03 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP7052

Revision
D

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4. LEVEL 03
SCALE 1:200@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 04 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP7053

Revision
D

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6. LEVEL 05
SCALE 1:200@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 05 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP7054

Revision
D

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7. LEVEL 06
SCALE 1:200@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 06 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP7055

Revision
D

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8. LEVEL 07

SCALE 1:200@A1

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 07 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP7056

Revision
D

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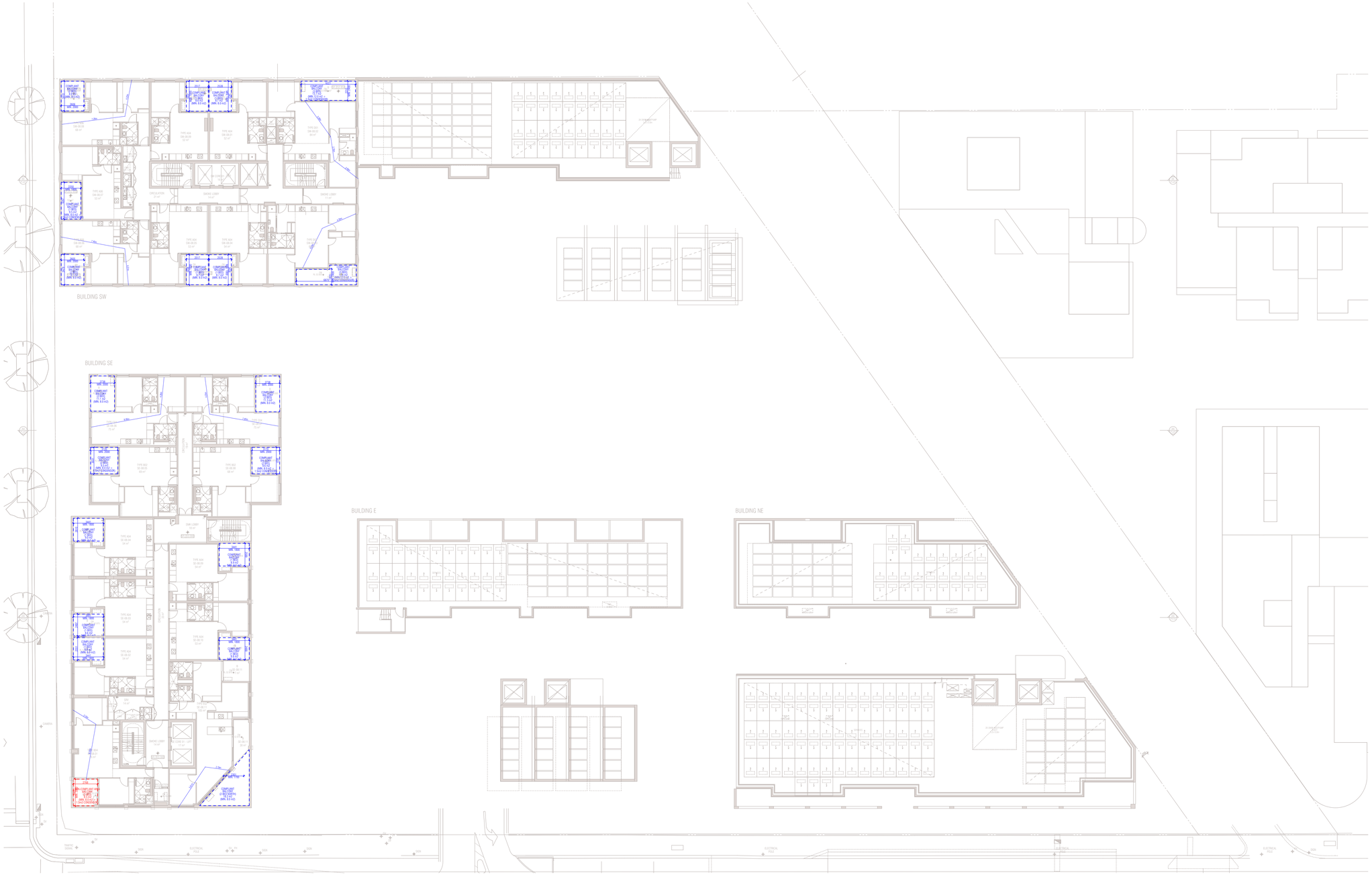

9. LEVEL 08

SCALE 1:200@A1

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 08 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE

Date
7/11/2025

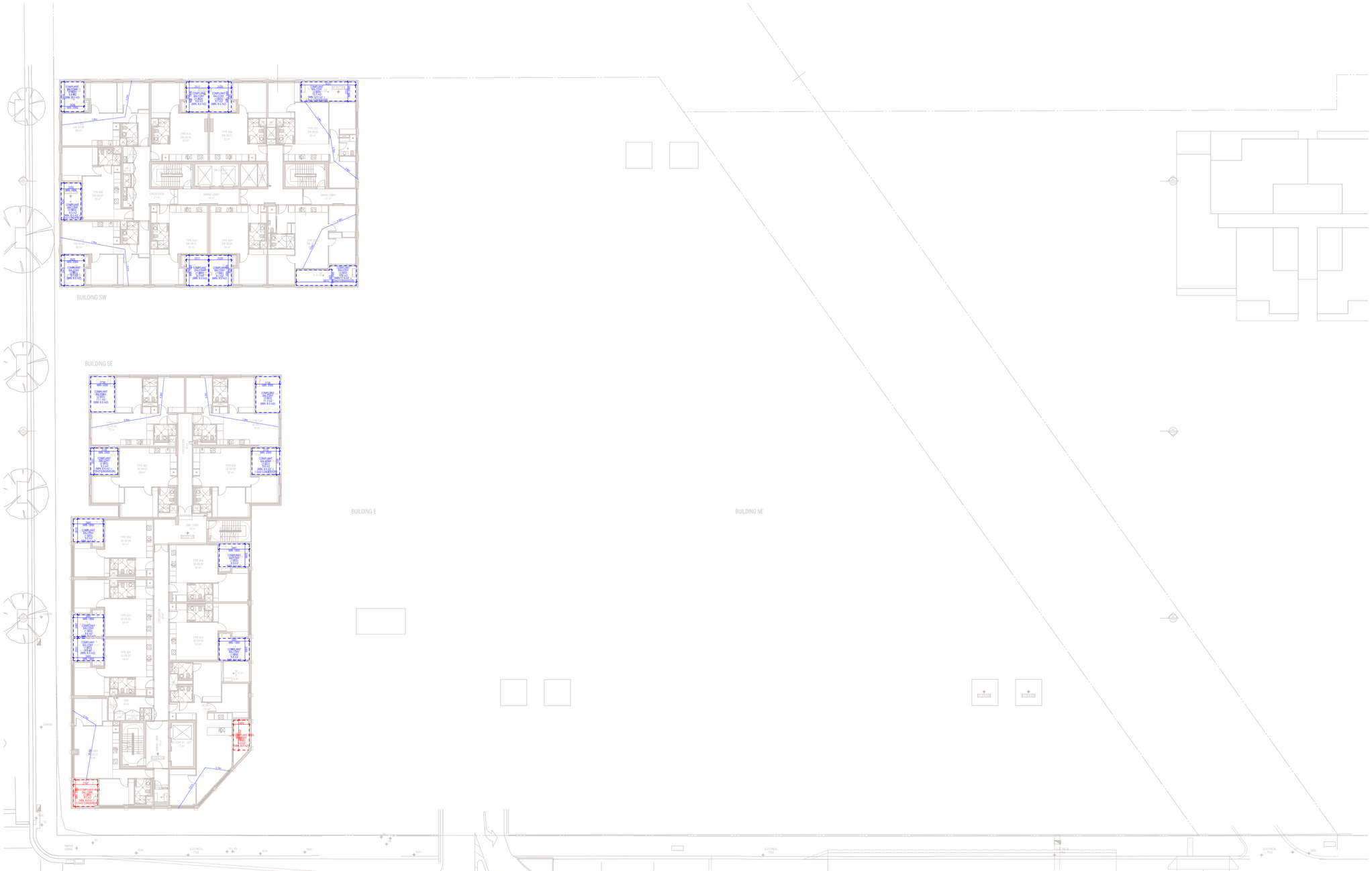
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP7057

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



10. LEVEL 09
SCALE 1:200@A1

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FIELDWORK PROJECTS PTY. LTD.
150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 09 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE

Date
7/11/2025

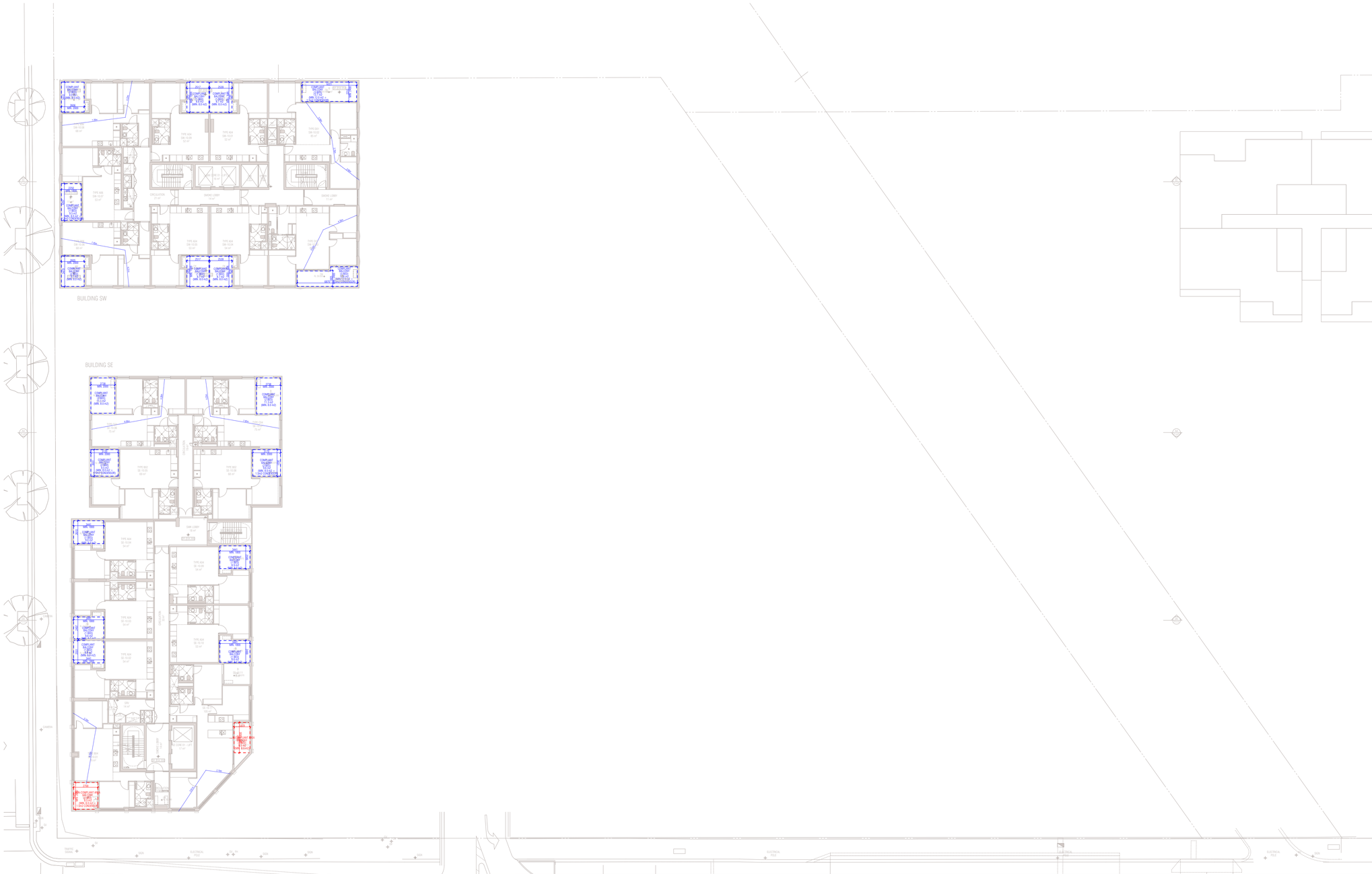
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP7058

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



11, - LEVEL 10
SCALE 1:200@A1

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 10 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP7059

Revision
D

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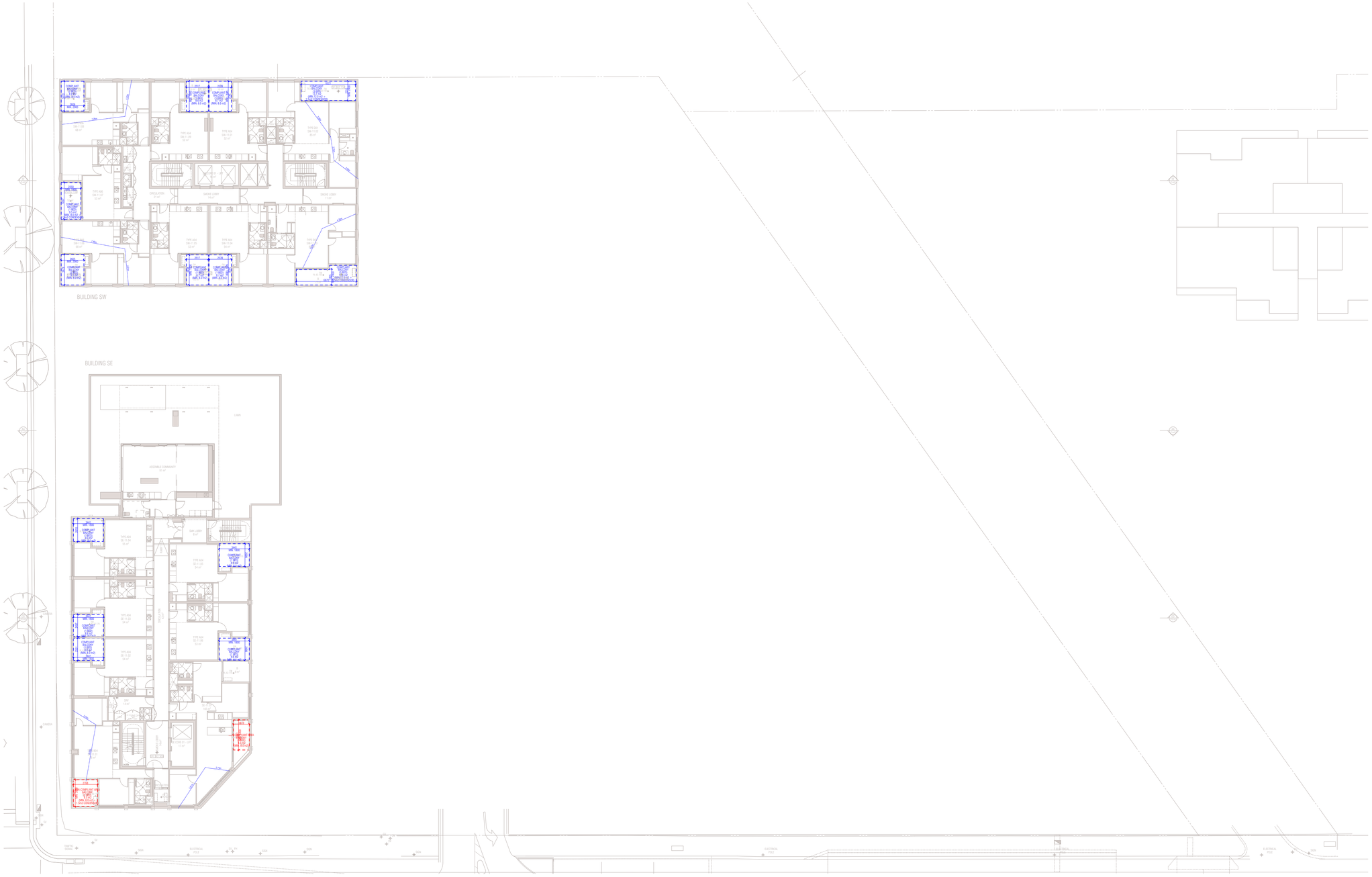
BUILDING SW
BUILDING SE
LIFT OVERRUN RL 49.70
ROOF RL 46.00
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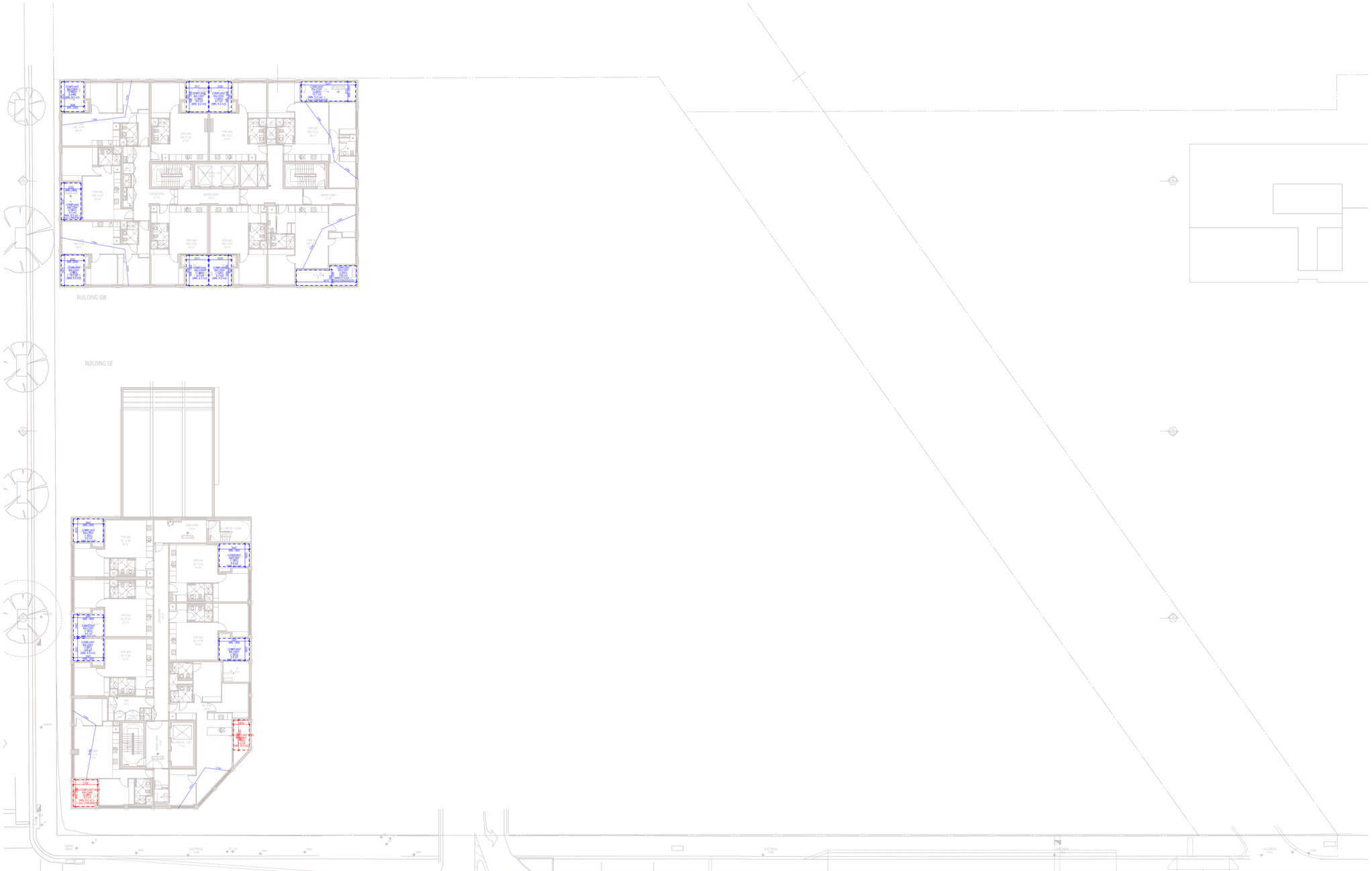
ROOF RL 46.00



13. LEVEL 12
SCALE 1:200@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 12 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE

Date
7/11/2025

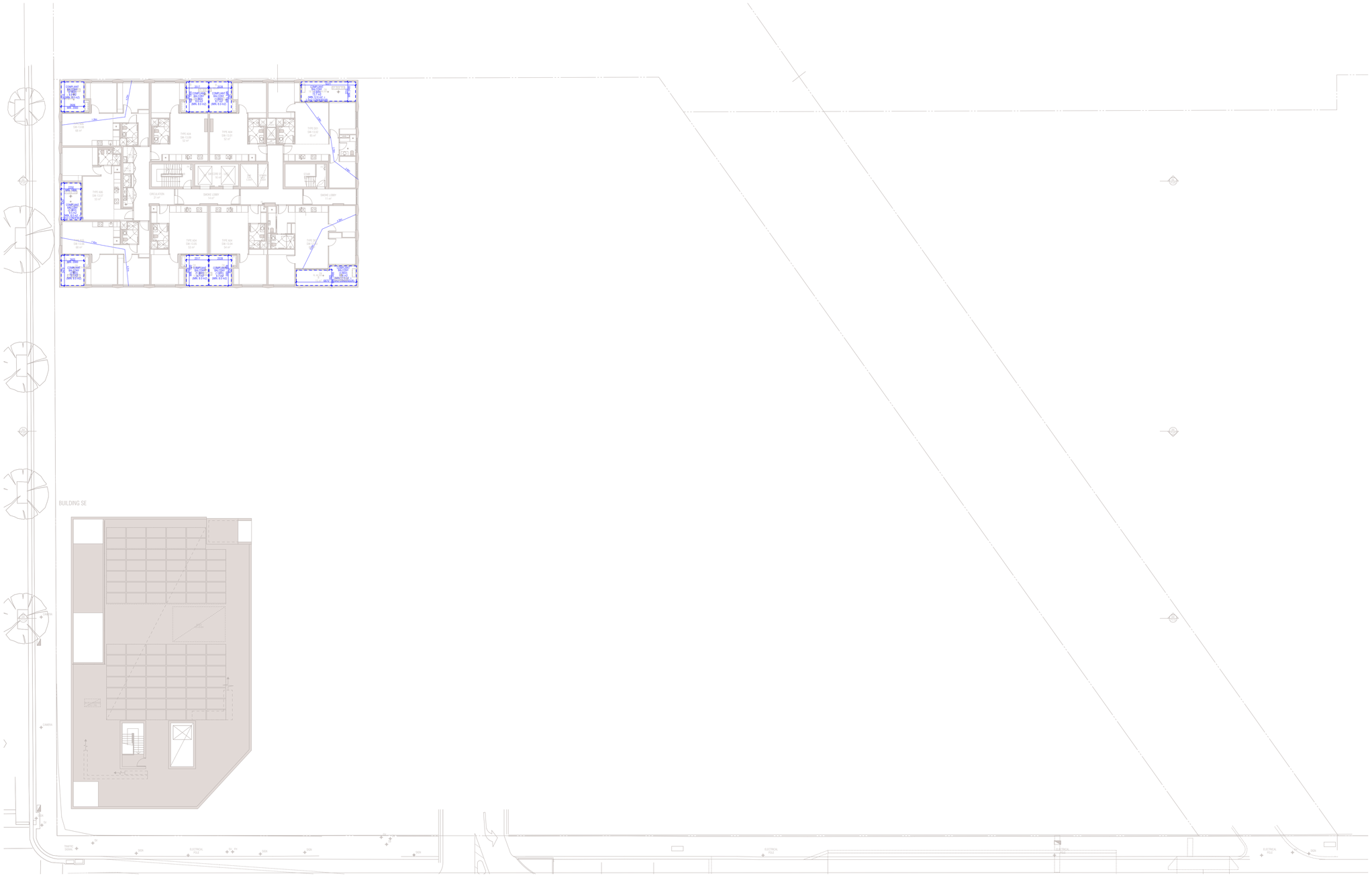
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP7061

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



14.
-
LEVEL 13
SCALE 1:200@A1

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T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
LEVEL 13 FLOOR PLAN - BREEZEPATH AND BALCONY COMPLIANCE

Date
7/11/2025

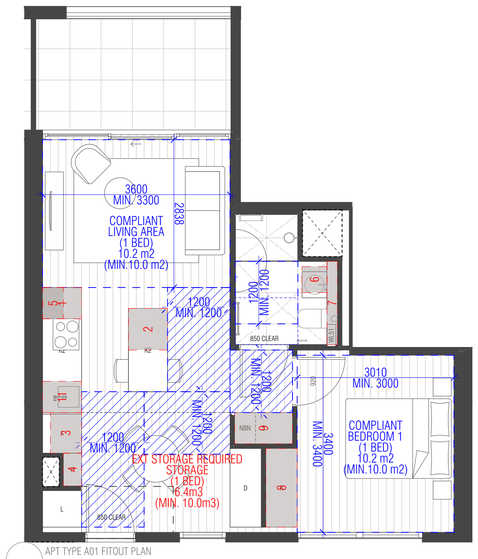
Status
TOWN PLANNING

Scale
1:200 @ A1

Drawing Number
TP7062

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book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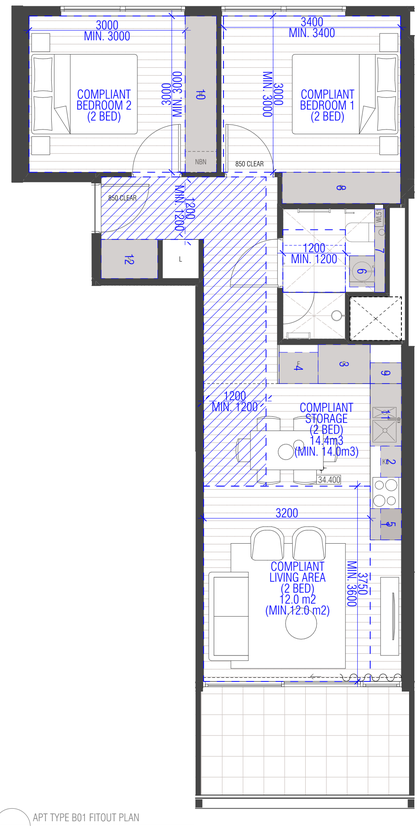
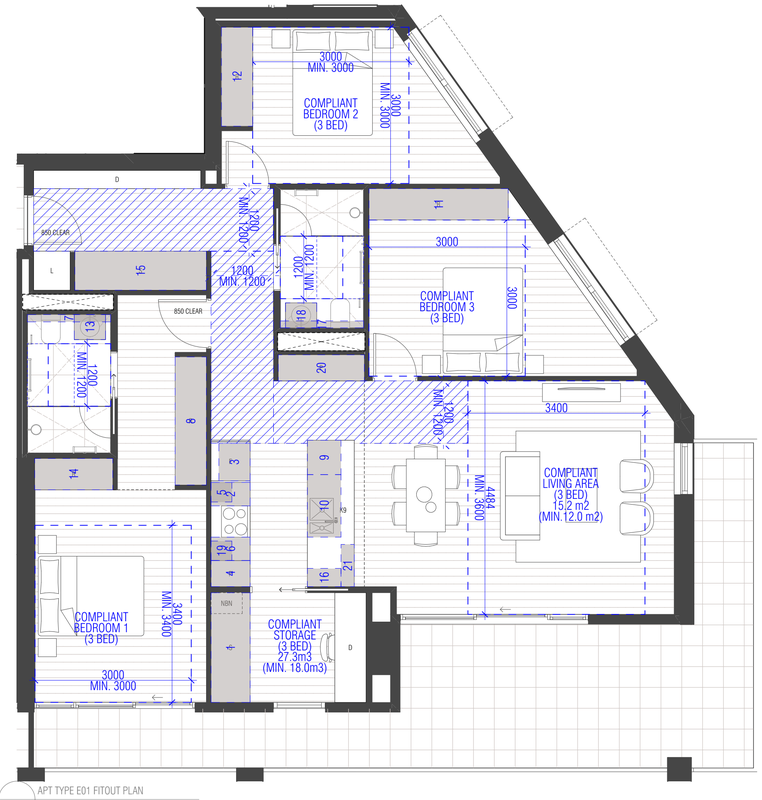
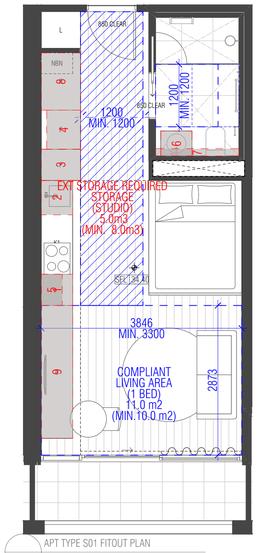
MIN. 3300
COMPLIANT
LIVING AREA
(1 BED)
10.2 m2
(MIN.10.0 m2)
2838
1200
MIN. 1200
850 CLEAR
1200
MIN. 1200
1200
MIN. 1200
EXT STORAGE REQUIRED
STORAGE
(1 BED)
6.4m3
(MIN. 10.0m3)
3400
MIN. 3400
3010
MIN. 3000
COMPLIANT
BEDROOM 1
(1 BED)
10.2 m2
(MIN.10.0 m2)
1200
MIN. 1200
1200
MIN. 1200
1200
MIN. 1200



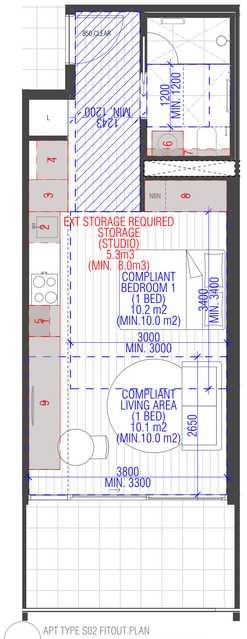
APT TYPE B01 FITOUT PLAN
SCALE 1:50@A1



APT TYPE E01 FITOUT PLAN
SCALE 1:50@A1

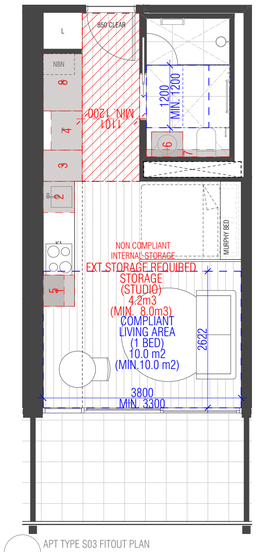


APT TYPE S01 FITOUT PLAN
SCALE 1:50@A1



APT TYPE S02 FITOUT PLAN
SCALE 1:50@A1

APARTMENT INDEX SHEDULE	
APARTMENT TYPE	NUMBER OF
TYPE A01	38
TYPE A02	38
TYPE A04	117
TYPE A05	7
TYPE A06	13
TYPE B01	39
TYPE B02	20
TYPE B04	12
TYPE B06	26
TYPE B07_SDA	1
TYPE B08_SDA	2
TYPE B09_SDA	1
TYPE B10_SDA	1
TYPE C01	43
TYPE C02	8
TYPE C03	6
TYPE C04	20
TYPE D01	13
TYPE D02	13
TYPE E01	7
TYPE E02	5
TYPE E03	6
TYPE S01	35
TYPE S02	18
TYPE S03	24
	513



APT TYPE S03 FITOUT PLAN
SCALE 1:50@A1

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ABN 27 162 632 939 ACN 162 632 939
t +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
TYPICAL BREEZEWAY APARTMENT PLANS

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:50, 1:1 @ A1

Drawing Number
TP8002

Revision
D

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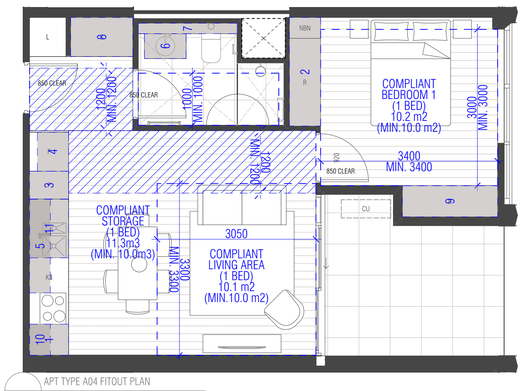
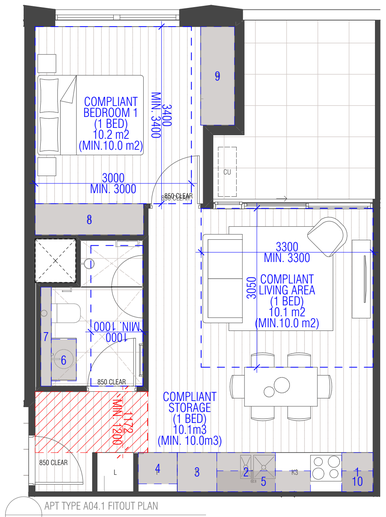


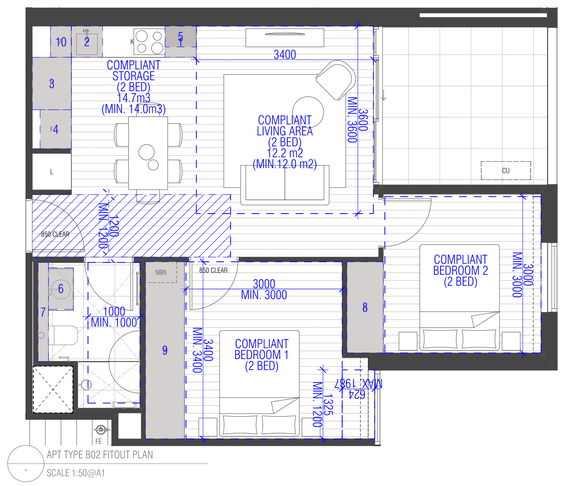
APT TYPE A04 FITOUT PLAN

SCALE 1:50@A1



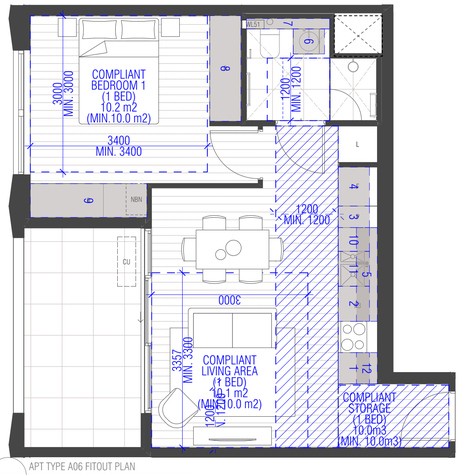
APT TYPE A04.1 FITOUT PLAN

SCALE 1:50@A1



APT TYPE B02 FITOUT PLAN

SCALE 1:50@A1



APT TYPE A06 FITOUT PLAN

SCALE 1:50@A1

APARTMENT INDEX SHEDULE	
APARTMENT TYPE	NUMBER OF
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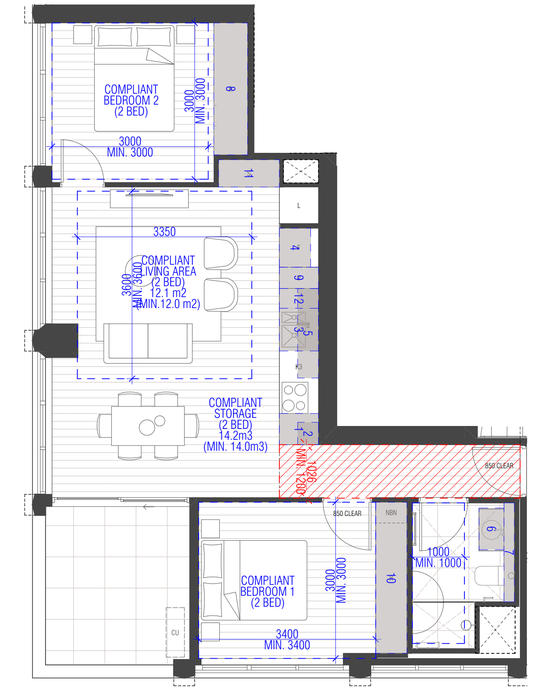
TYPE A02	38
TYPE A04	117
TYPE A05	7
TYPE A06	13
TYPE B01	39
TYPE B02	20
TYPE B04	12
TYPE B06	26
TYPE B07_SDA	1
TYPE B08_SDA	2
TYPE B09_SDA	1
TYPE B10_SDA	1
TYPE C01	43
TYPE C02	8
TYPE C03	6
TYPE C04	20
TYPE D01	13
TYPE D02	13
TYPE E01	7
TYPE E02	5
TYPE E03	6
TYPE S01	35
TYPE S02	18
TYPE S03	24
	513

APT TYPE C04 FITOUT PLAN

SCALE 1:50@A1



APT TYPE B04 FITOUT PLAN

SCALE 1:50@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
TYPICAL TOWER APARTMENT PLANS

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:50, 1:1 @ A1

Drawing Number
TP8003

Revision
D

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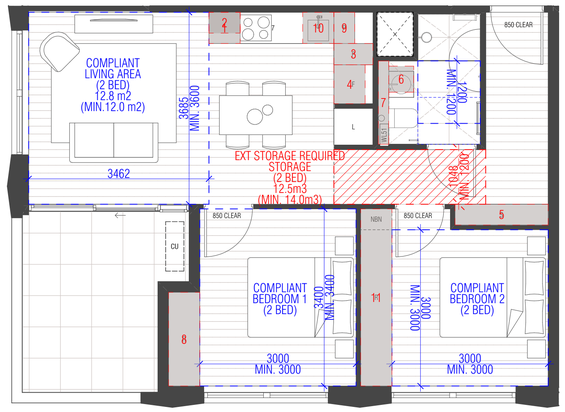
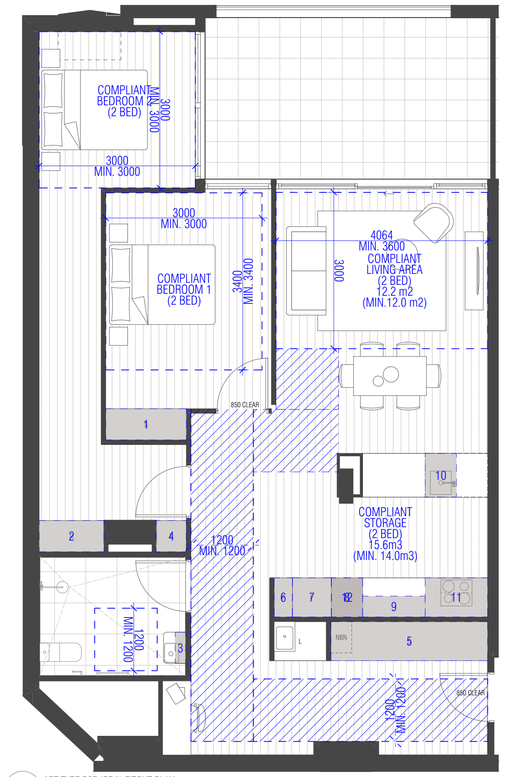


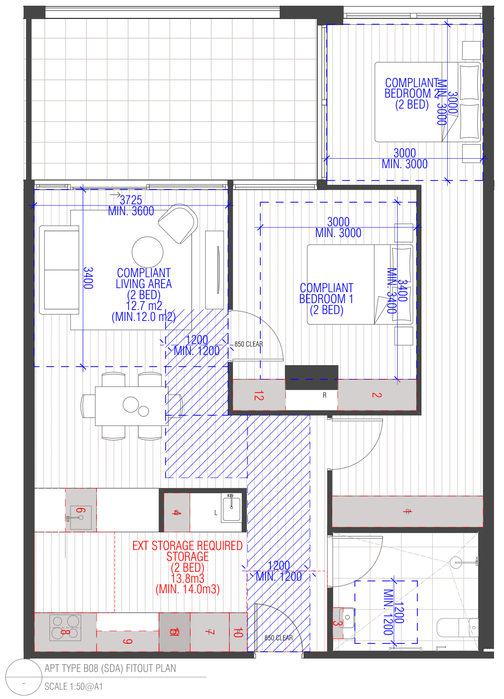
APT TYPE B06 FITOUT PLAN

SCALE 1:50@A1



APT TYPE B07 (SDA) FITOUT PLAN

SCALE 1:50@A1



APT TYPE B08 (SDA) FITOUT PLAN

SCALE 1:50@A1

APARTMENT INDEX SHEDULE	
APARTMENT TYPE	NUMBER OF
TYPE A01	38
TYPE A02	38
TYPE A04	117
TYPE A05	7
TYPE A06	13
TYPE B01	39
TYPE B02	20
TYPE B04	12
TYPE B06	26
TYPE B07_SDA	1
TYPE B08_SDA	2
TYPE B09_SDA	1
TYPE B10_SDA	1
TYPE C01	43
TYPE C02	8
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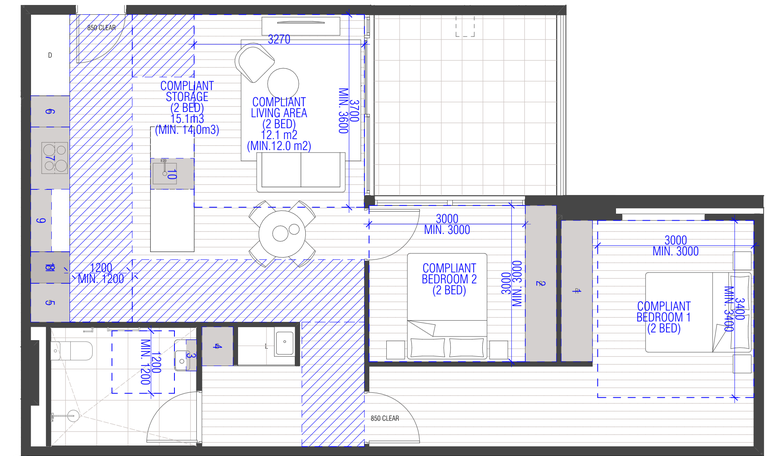
TYPE C04	20
TYPE D01	13
TYPE D02	13
TYPE E01	7
TYPE E02	5
TYPE E03	6
TYPE S01	35
TYPE S02	18
TYPE S03	24
	513



APT TYPE B09 (SDA) FITOUT PLAN

SCALE 1:50@A1

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Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
TYPICAL TOWER APARTMENT PLANS

Date
7/11/2025

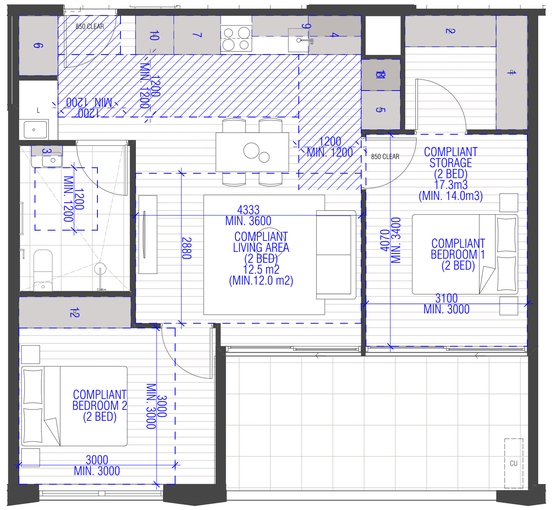
Status
TOWN PLANNING

Scale
1:50, 1:1 @ A1

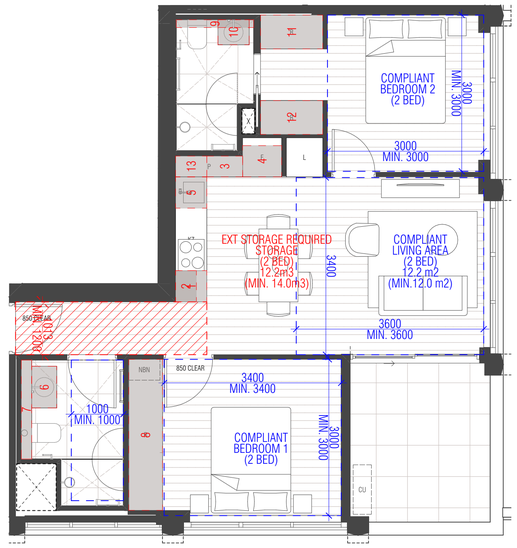
Drawing Number
TP8004

Revision
D

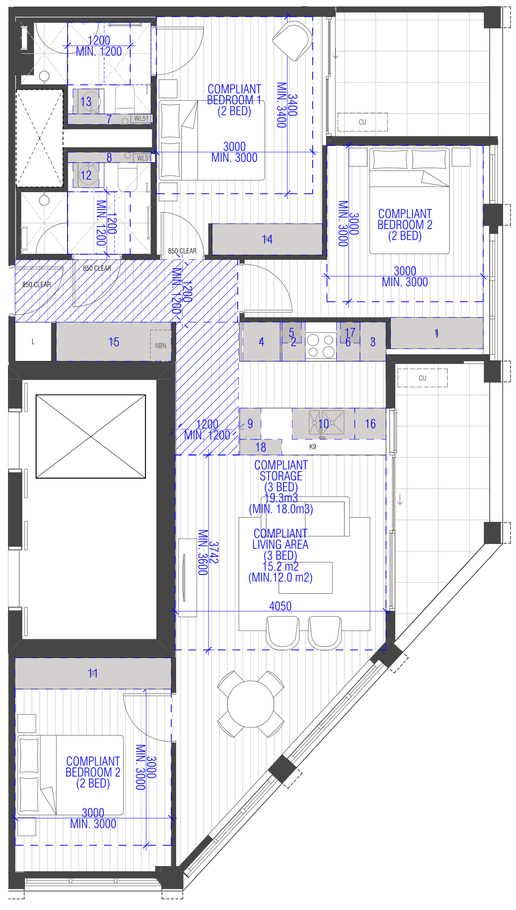
BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



APT TYPE B10 (SDA) FITOUT PLAN
SCALE 1:50@A1



APT TYPE C03 FITOUT PLAN
SCALE 1:50@A1



APT TYPE D01 FITOUT PLAN
SCALE 1:50@A1

APT TYPE D02 FITOUT PLAN
SCALE 1:50@A1

APT TYPE E02 FITOUT PLAN
SCALE 1:50@A1

APARTMENT INDEX SHEDULE

APARTMENT TYPE	NUMBER OF
TYPE A01	38
TYPE A02	38
TYPE A04	117
TYPE A05	7
TYPE A06	13
TYPE B01	39
TYPE B02	20
TYPE B04	12
TYPE B06	26
TYPE B07_SDA	1
TYPE B08_SDA	2
TYPE B09_SDA	1
TYPE B10_SDA	1
TYPE C01	43
TYPE C02	8
TYPE C03	6
TYPE C04	20
TYPE D01	13
TYPE D02	13
TYPE E01	7
TYPE E02	5
TYPE E03	6
TYPE S01	35
TYPE S02	18
TYPE S03	24
	513

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
TYPICAL TOWER APARTMENT PLANS

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:50, 1:1 @ A1

Drawing Number
TP8005

Revision
D

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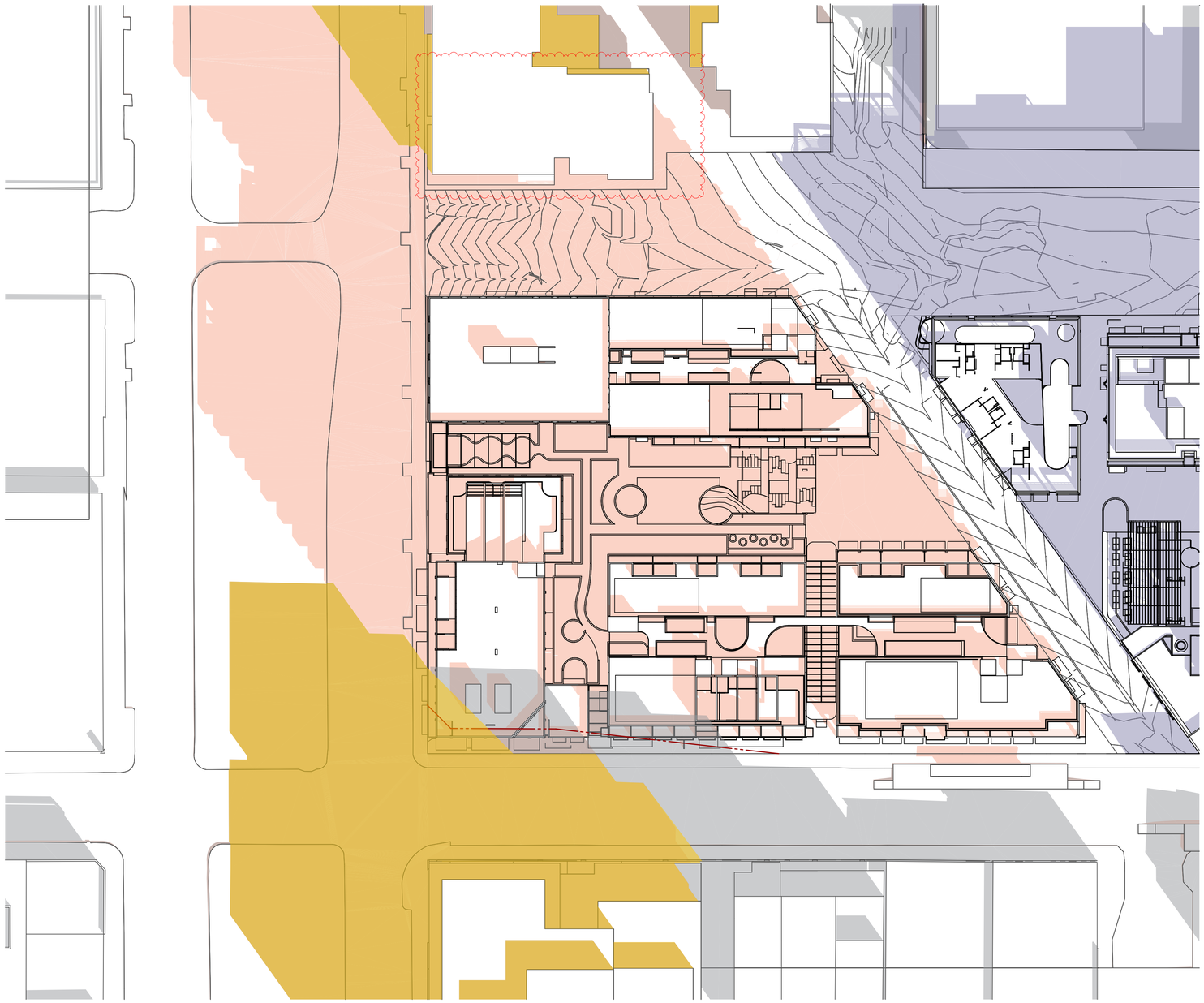

EXISTING SITE CONTEXT

SHADOW OF PROPOSED PARCEL B SCHEME

SHADOW OF PROPOSED PARCEL C SCHEME

APPROVED DEVELOPMENTS WITHIN SURROUNDING CONTEXT

SD01 - SHADOW DIAGRAM 9:00AM 22/09
SCALE 1:400@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SHADOW DIAGRAM 9:00AM 22/09

Date
7/11/2025

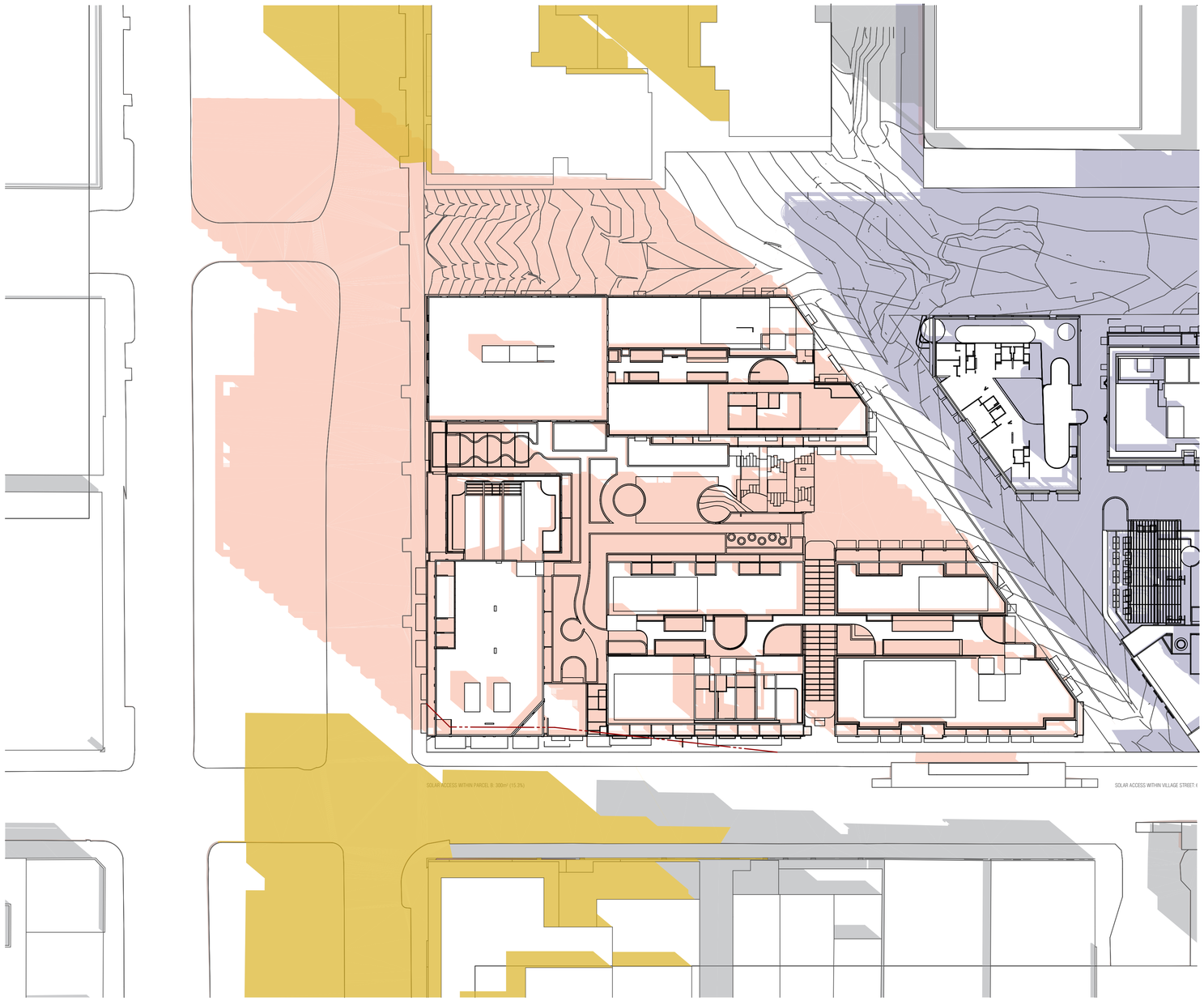
Status
TOWN PLANNING

Scale
1:400 @ A1

Drawing Number
TP9000

Revision
D

BIM cloud: fieldworkprojects - BIM cloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



EXISTING SITE CONTEXT

SHADOW OF PROPOSED PARCEL B SCHEME

SHADOW OF PROPOSED PARCEL C SCHEME

APPROVED DEVELOPMENTS WITHIN SURROUNDING CONTEXT

SD02 SHADOW DIAGRAM 10:00AM 22/09
SCALE 1:400@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SHADOW DIAGRAM 10:00AM 22/09

Date
7/11/2025

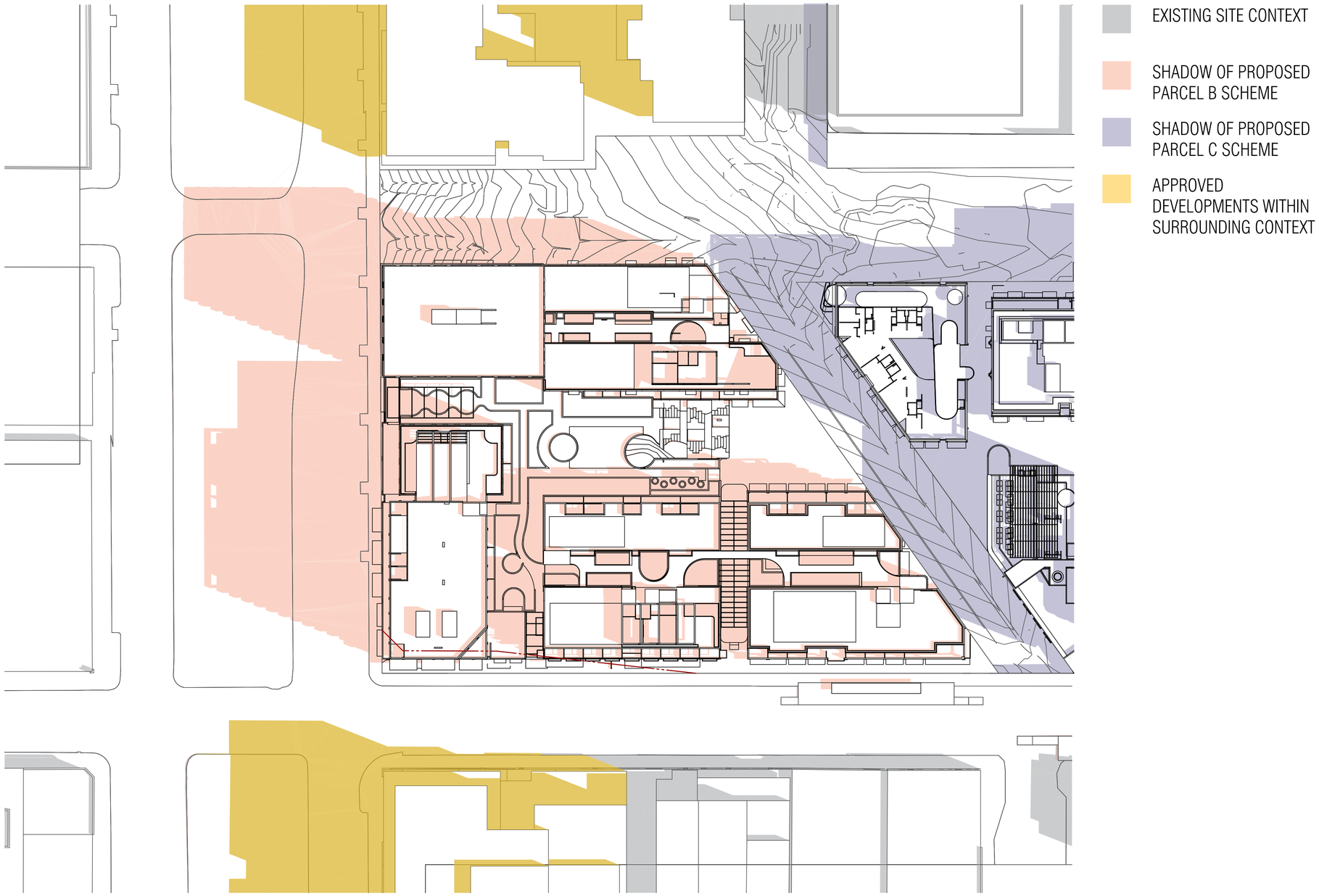
Status
TOWN PLANNING

Scale
1:400 @ A1

Drawing Number
TP9001

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/NC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



SD03 SHADOW DIAGRAM 11:00AM 22/09
SCALE 1:400@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SHADOW DIAGRAM 11:00AM 22/09

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:400 @ A1

Drawing Number
TP9002

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



SD04 - SHADOW DIAGRAM 12:00PM 22/09
SCALE 1:400@A1

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T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SHADOW DIAGRAM 12:00PM 22/09

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:400 @ A1

Drawing Number
TP9003

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



SD05 - SHADOW DIAGRAM 1:00PM 22/09
SCALE 1:400@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SHADOW DIAGRAM 1:00PM 22/09

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:400 @ A1

Drawing Number
TP9004

Revision
D

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SD06 SHADOW DIAGRAM 2:00PM 22/09
SCALE 1:400@A1

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Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SHADOW DIAGRAM 2:00PM 22/09

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:400 @ A1

Drawing Number
TP9005

Revision
D

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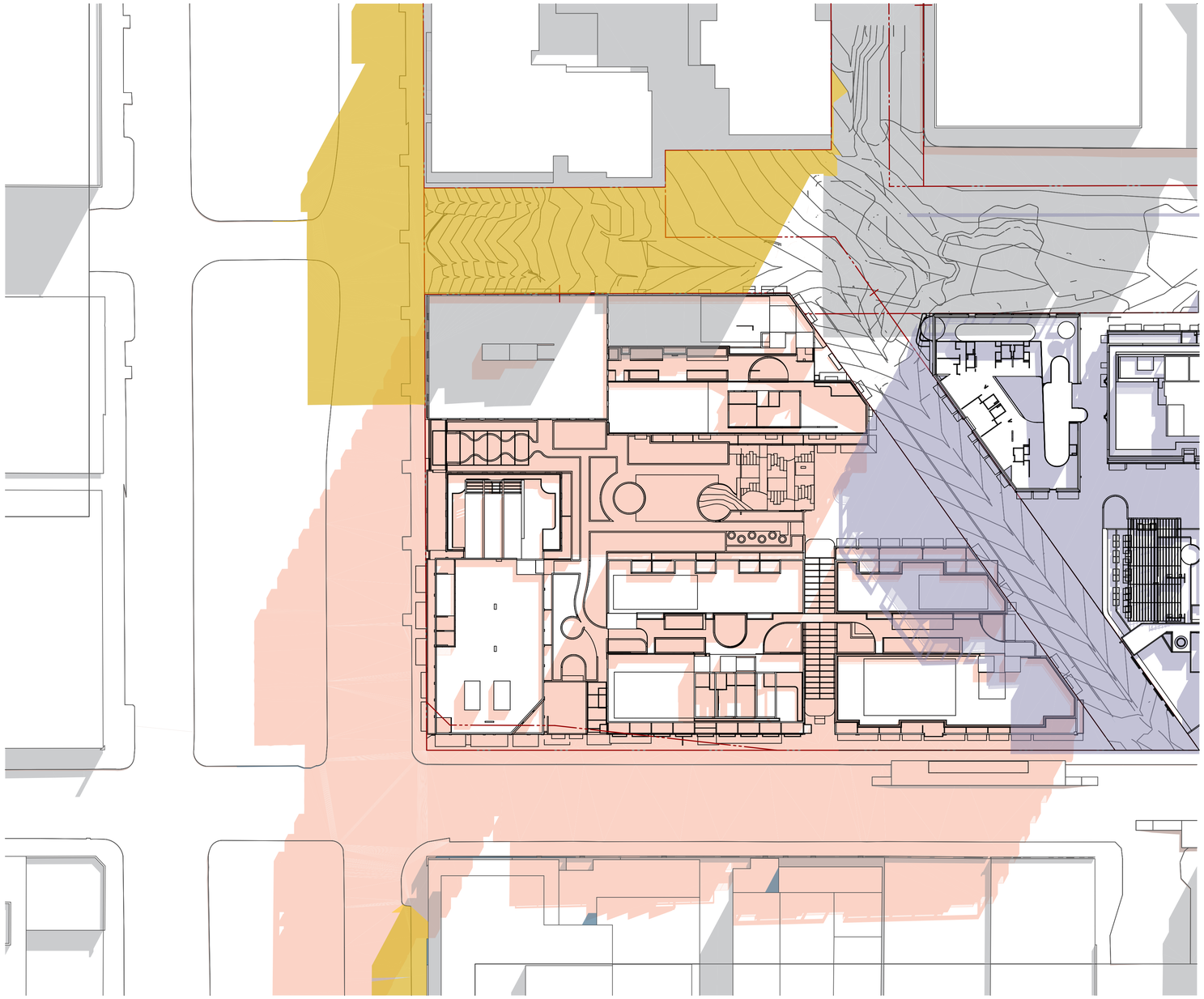

EXISTING SITE CONTEXT

SHADOW OF PROPOSED PARCEL B SCHEME

SHADOW OF PROPOSED PARCEL C SCHEME

APPROVED DEVELOPMENTS WITHIN SURROUNDING CONTEXT

SD07 SHADOW DIAGRAM 3:00PM 22/09
SCALE 1:400@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SHADOW DIAGRAM 3:00PM 22/09

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:400 @ A1

Drawing Number
TP9006

Revision
D

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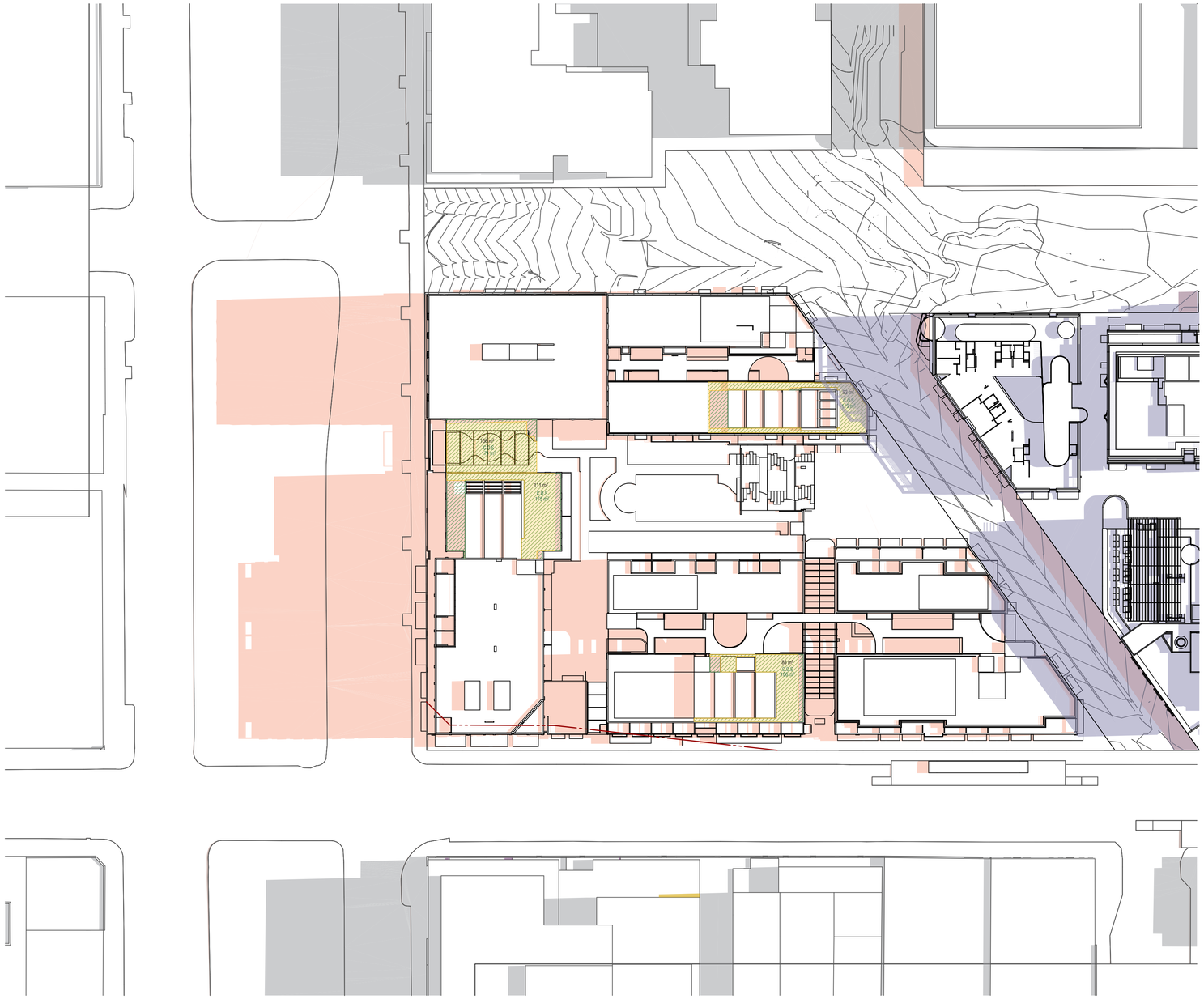

SITE CONTEXT

SHADOW OF PROPOSED PARCEL B SCHEME

SHADOW OF PROPOSED PARCEL C SCHEME

COMMUNAL OPEN SPACE (571m²)

SOLAR ACCESS TO COMMUNAL OPEN SPACE (448m², 78%)

SD04 SOLAR ACCESS 12:00PM 22/09
SCALE 1:400@A1

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SOLAR ACCESS TO COS 12:00PM 21/06

Date
7/11/2025

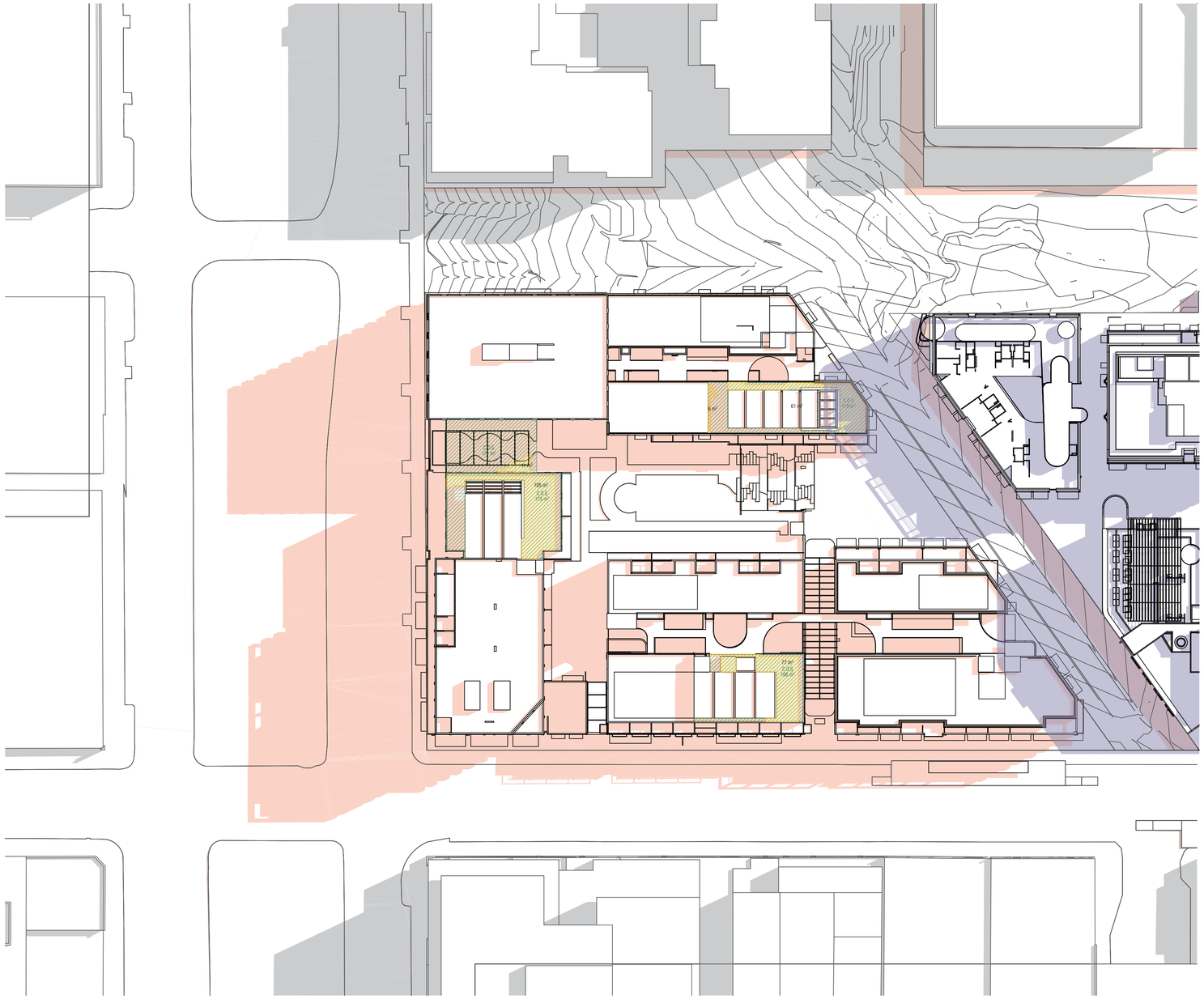
Status
TOWN PLANNING

Scale
1:400 @ A1

Drawing Number
TP9007

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/ACZ7 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



SITE CONTEXT

SHADOW OF PROPOSED PARCEL B SCHEME

SHADOW OF PROPOSED PARCEL C SCHEME

COMMUNAL OPEN SPACE (571m²)

SOLAR ACCESS TO COMMUNAL OPEN SPACE (260m², 45%)

SD05 SOLAR ACCESS DIAGRAM 1:00PM 22/09

SCALE 1:400@A1

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SOLAR ACCESS TO COS 1:00PM 21/06

Date
7/11/2025

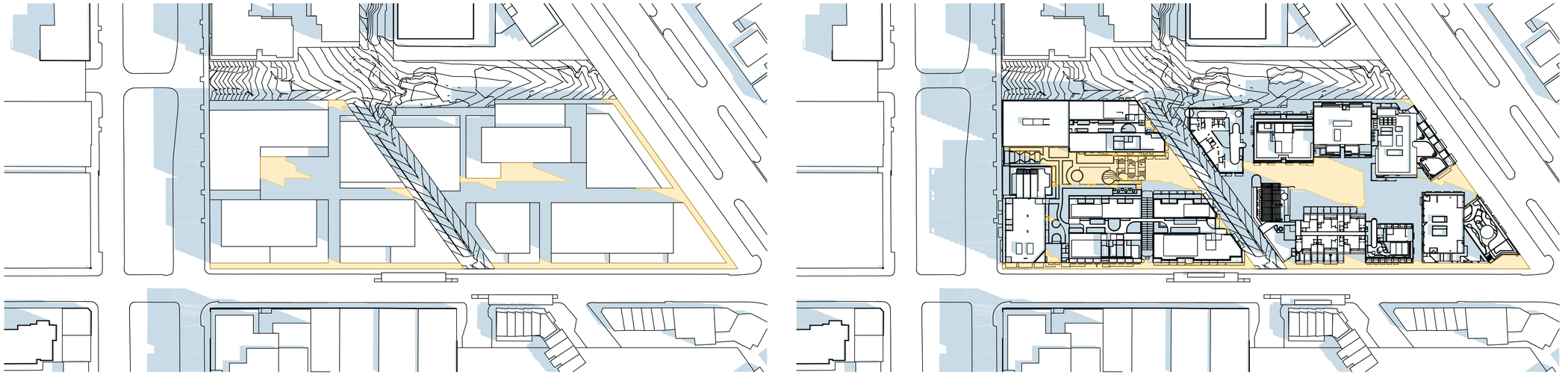
Status
TOWN PLANNING

Scale
1:400 @ A1

Drawing Number
TP9008

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book



EQUINOX 22/09 11AM SHADOW		
SOLAR AMENITY TO GROUND PROPOSED SCHEME (SQM)	SOLAR AMENITY TO GROUND PROPOSED SCHEME (%)	VARIATION FROM DEVELOPMENT PLAN MASSING (%)
3134	50.3%	+15.2%

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Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SHADOW DIAGRAM - DP MASSING COMPARISON 11AM 22/09

Date
7/11/2025

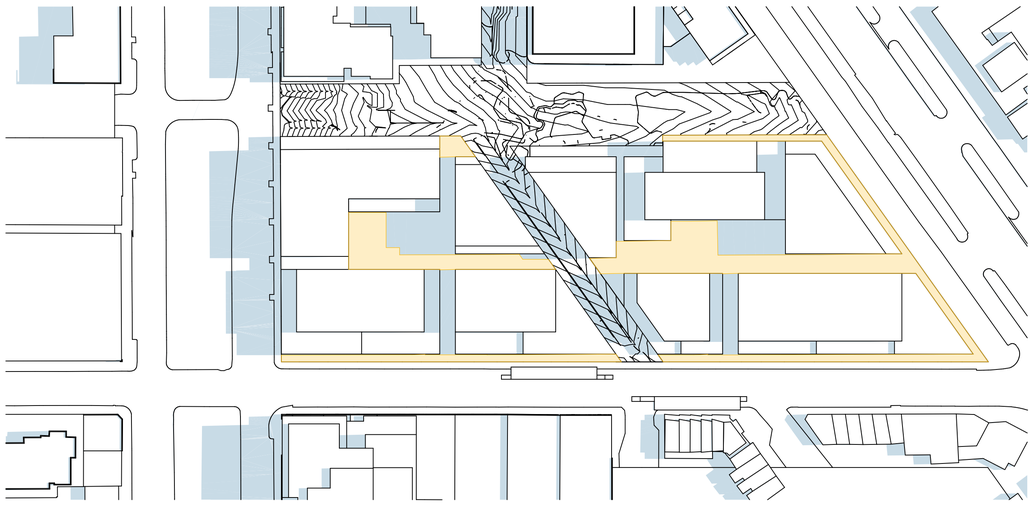
Status
TOWN PLANNING

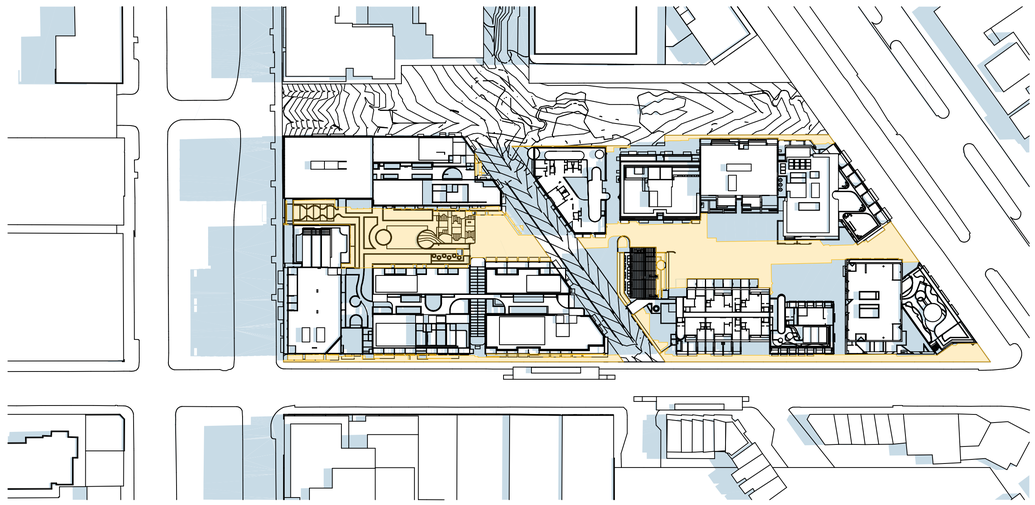
Scale
1:1000 @ A1

Drawing Number
TP9009

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book





EQUINOX 22/09 12PM SHADOW		
SOLAR AMENITY TO GROUND PROPOSED SCHEME (SQM)	SOLAR AMENITY TO GROUND PROPOSED SCHEME (%)	VARIATION FROM DEVELOPMENT PLAN MASSING (%)
4129	66.2%	+0.9%

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SHADOW DIAGRAM - DP MASSING COMPARISON 12:00PM 22/09

Date
7/11/2025

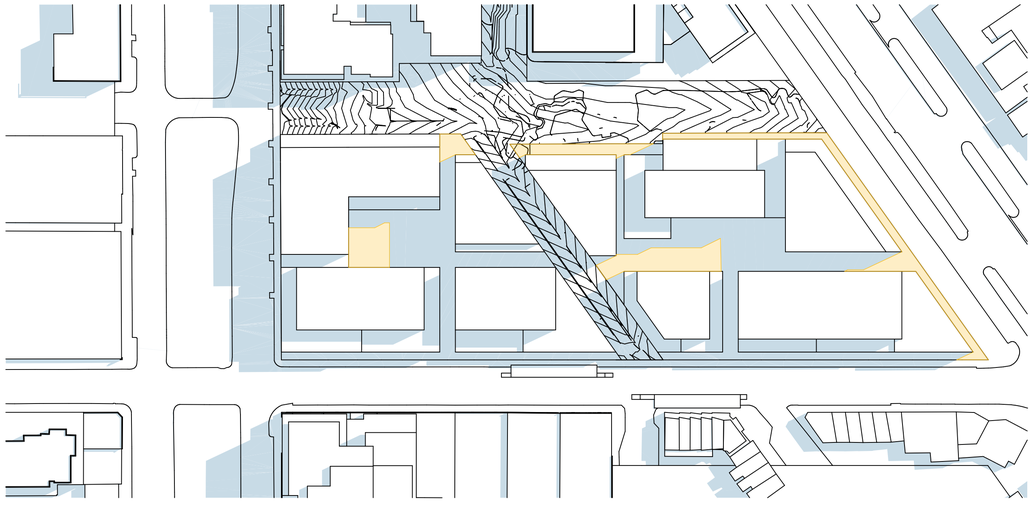
Status
TOWN PLANNING

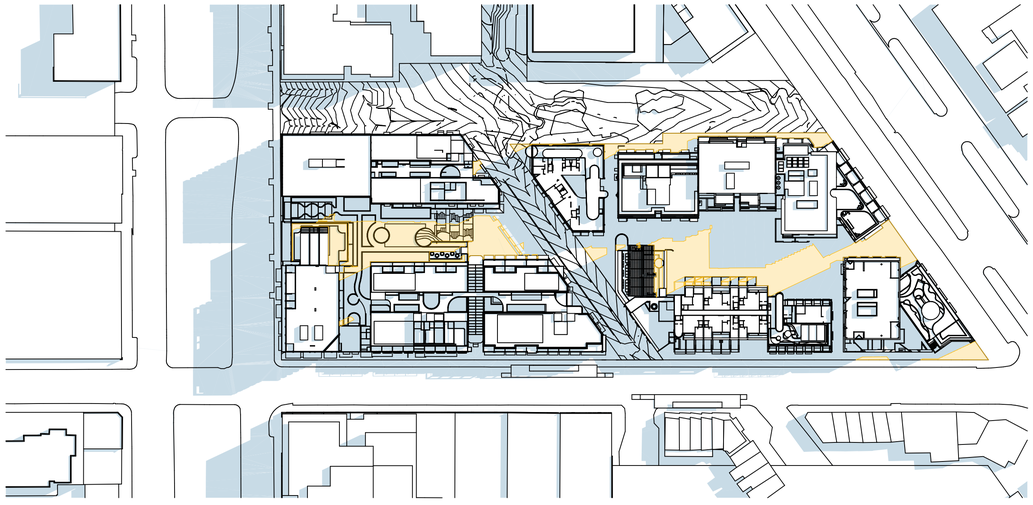
Scale
1:1000 @ A1

Drawing Number
TP90010

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book





EQUINOX 22/09 1PM SHADOW		
SOLAR AMENITY TO GROUND PROPOSED SCHEME (SQM)	SOLAR AMENITY TO GROUND PROPOSED SCHEME (%)	VARIATION FROM DEVELOPMENT PLAN MASSING (%)
2398	38.5%	+8%

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150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SHADOW DIAGRAM - DP MASSING COMPARISON 1:00PM 22/09

Date
7/11/2025

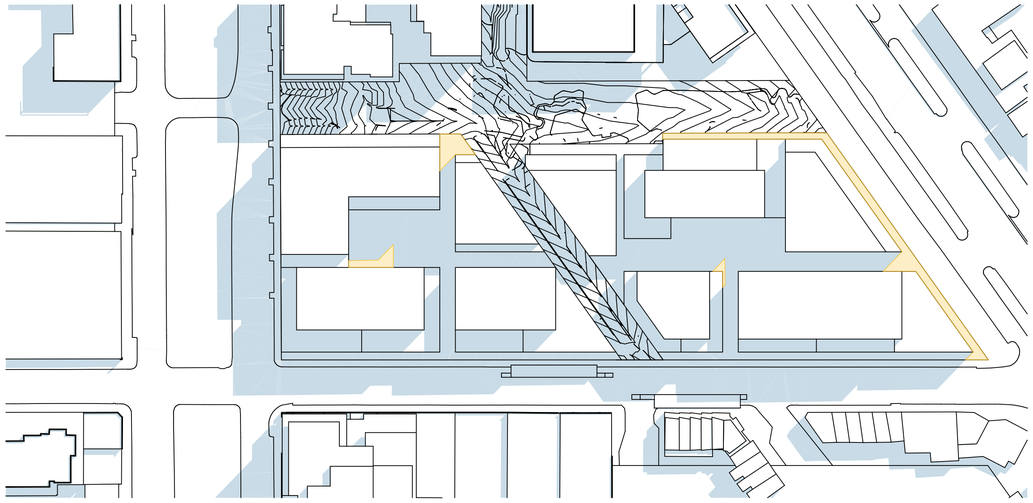
Status
TOWN PLANNING

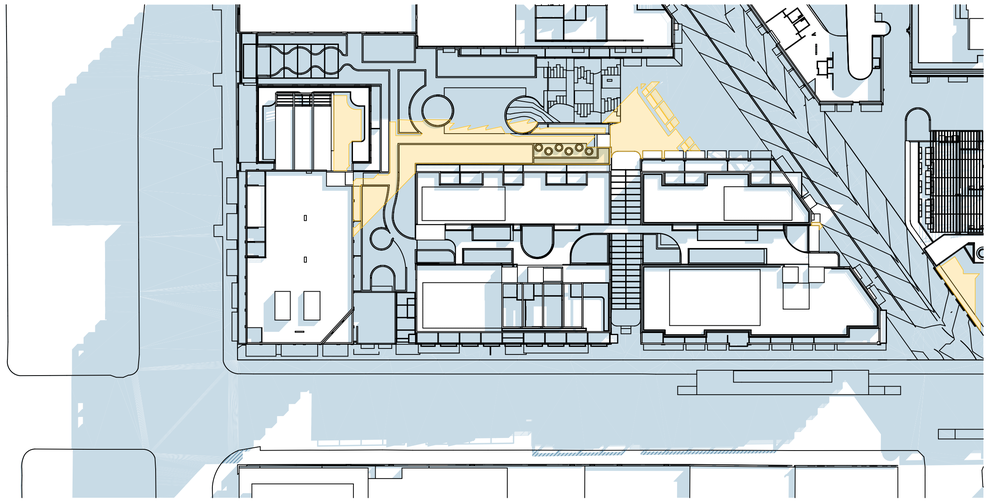
Scale
1:1000 @ A1

Drawing Number
TP90011

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book





EQUINOX 22/09 2PM SHADOW		
SOLAR AMENITY TO GROUND PROPOSED SCHEME (SQM)	SOLAR AMENITY TO GROUND PROPOSED SCHEME (%)	VARIATION FROM DEVELOPMENT PLAN MASSING (%)
1327	21.3%	+2.3%

SHADOW IMPACT FROM PARCEL B ON THE EASTERN FOOTPATH OF SMITH STREET		
DP MASSING - SHADOW IMPACT FROM PARCEL B ON THE EASTERN FOOTPATH OF SMITH STREET (SQM)	PROPOSED SCHEME - SHADOW IMPACT FROM PARCEL B ON THE EASTERN FOOTPATH OF SMITH STREET(SQM)	VARIATION FROM DEVELOPMENT PLAN MASSING (SQM)
0	36	+36

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SHADOW DIAGRAM - DP MASSING COMPARISON 2:00PM 22/09

Date
7/11/2025

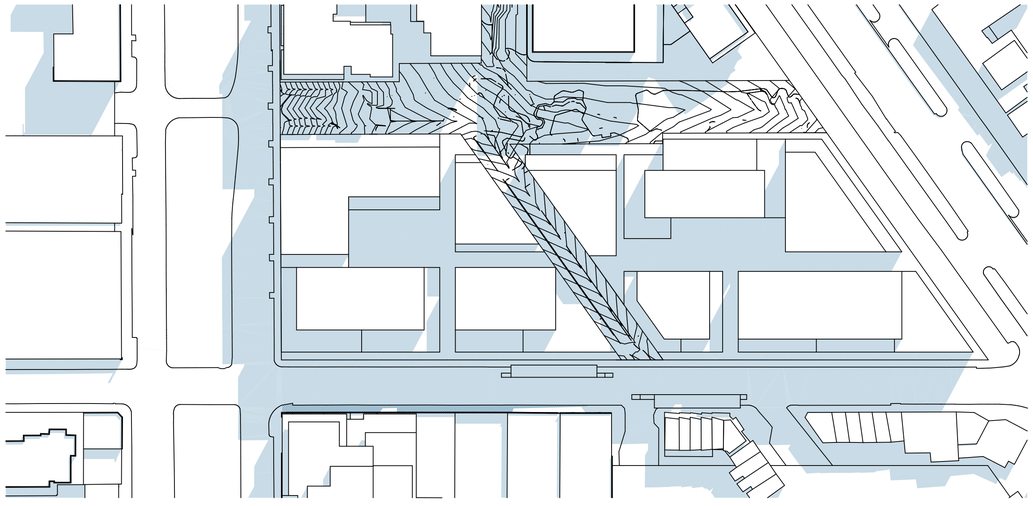
Status
TOWN PLANNING

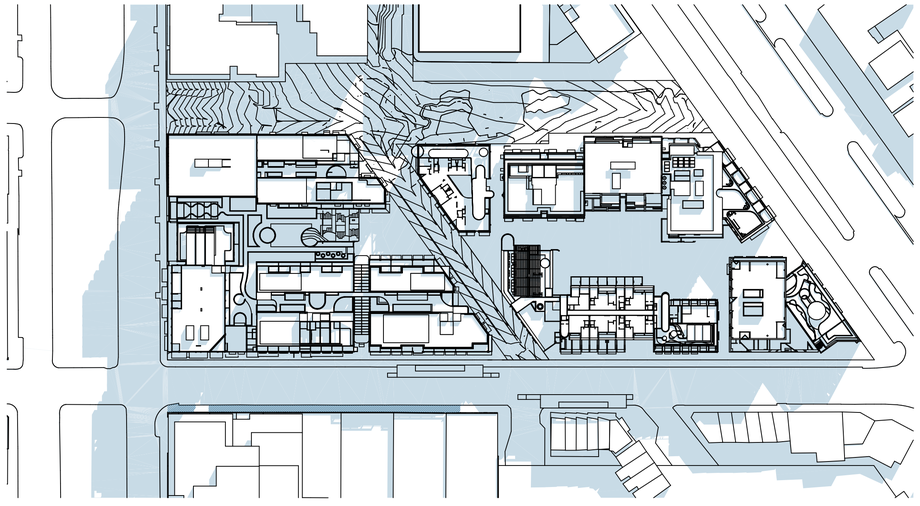
Scale
1:500, 1:1000 @ A1

Drawing Number
TP90012

Revision
E - WIP

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book





THIS SHADOW DIAGRAM WAS REQUESTED IN AN RFI TO HIGHLIGHT THE EXTENT OF OVERSHADOWING OUTSIDE THE SITE RELATIVE TO THE DEVELOPMENT PLAN ENVELOPE. THIS DRAWING INDICATES THE AMOUNT OF OVERSHADOWING ON THE EASTERN FOOTPATH OF SMITH STREET.		
EQUINOX 22/09 3PM SHADOW		SHADOW IMPACT FROM PARCEL B ON THE EASTERN FOOTPATH OF SMITH STREET
DP MASSING - SHADOW IMPACT FROM PARCEL B ON THE EASTERN FOOTPATH OF SMITH STREET (SQM)	PROPOSED SCHEME - SHADOW IMPACT FROM PARCEL B ON THE EASTERN FOOTPATH OF SMITH STREET(SQM)	VARIATION FROM DEVELOPMENT PLAN MASSING (SQM)
261	299	+38

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Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SHADOW DIAGRAM - DP MASSING COMPARISON 3:00PM 22/09

Date
7/11/2025

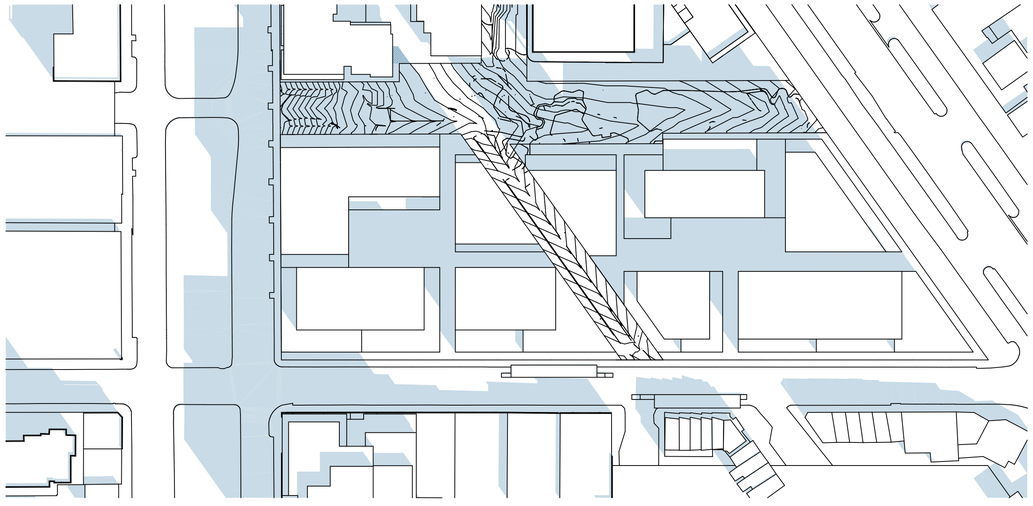
Status
TOWN PLANNING

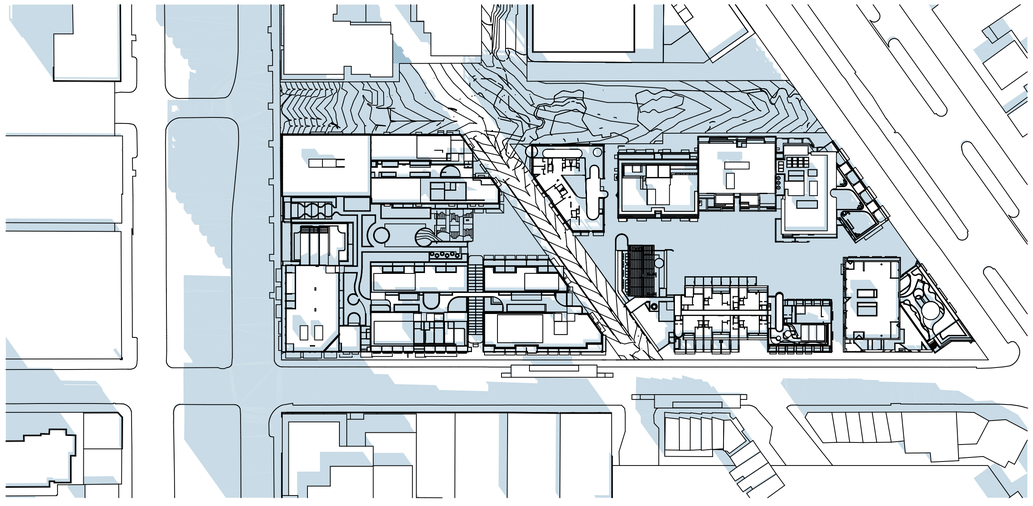
Scale
1:1000 @ A1

Drawing Number
TP90013

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book





THIS SHADOW DIAGRAM WAS REQUESTED IN AN RFI TO HIGHLIGHT THE EXTENT OF OVERSHADOWING OUTSIDE THE SITE RELATIVE TO THE DEVELOPMENT PLAN ENVELOPE. THIS DRAWING INDICATES THE AMOUNT OF OVERSHADOWING WITHIN PARCEL A PUBLIC OPEN SPACE.		
EQUINOX 22/09 9AM SHADOW		SHADOW IMPACT FROM PARCEL B ON PARCEL A
DEVELOPMENT PLAN MASSING SHADOW IMPACT FROM PARCEL B ON PARCEL A (SQM)	PROPOSED SCHEME SHADOW IMPACT FROM PARCEL B ON PARCEL A (SQM)	VARIATION FROM DEVELOPMENT PLAN MASSING (SQM)
29	36	+7

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Project Number
240052

Client
ASSEMBLE

Project Name
Gasworks - Assemble Buildings

Site Address
PARCEL B - 433 SMITH STREET FITZROY NORTH VIC 3068

Drawing Name
SHADOW DIAGRAM - DP MASSING COMPARISON 9:00AM 22/09

Date
7/11/2025

Status
TOWN PLANNING

Scale
1:1000 @ A1

Drawing Number
TP90014

Revision
D

BIMcloud: fieldworkprojects - BIMcloud Software as a Service/AC27 Projects/240052_Fitzroy Gasworks Assemble Buildings/240052_Fitzroy Gasworks Assemble Buildings - Layout Book

Fitzroy Gasworks Parcel C

Town Planning Architectural Drawing Set



SHEET LIST

Sheet Number	Sheet Name
000000 - PROJECT INFORMATION	
010000	COVER PAGE & DRAWING LIST
012000 - DEV SUM	
012005	DEVELOPMENT SUMMARY
021100 SITE PLANS	
021101	SITE PLAN
210000 - GENERAL ARRANGEMENTS	
200100	GENERAL ARRANGEMENT PLAN - BASEMENT LEVEL 02
200200	GENERAL ARRANGEMENT PLAN - BASEMENT LEVEL 01
210000	GENERAL ARRANGEMENT PLAN - GROUND
210050	GENERAL ARRANGEMENT PLAN - MEZZANINE
210100	GENERAL ARRANGEMENT PLAN - LEVEL 01
210200	GENERAL ARRANGEMENT PLAN - LEVEL 02
210300	GENERAL ARRANGEMENT PLAN - LEVEL 03
210400	GENERAL ARRANGEMENT PLAN - LEVEL 04
210500	GENERAL ARRANGEMENT PLAN - LEVEL 05
210600	GENERAL ARRANGEMENT PLAN - LEVEL 06
210700	GENERAL ARRANGEMENT PLAN - LEVEL 07
210800	GENERAL ARRANGEMENT PLAN - LEVEL 08
210900	GENERAL ARRANGEMENT PLAN - LEVEL 09
211000	GENERAL ARRANGEMENT PLAN - LEVEL 10
211100	GENERAL ARRANGEMENT PLAN - LEVEL 11
211200	GENERAL ARRANGEMENT PLAN - LEVEL 12
211300	GENERAL ARRANGEMENT PLAN - LEVEL 13
211400	GENERAL ARRANGEMENT PLAN - ROOF LEVEL
300000 - ELEVATIONS	
300101	NORTH ELEVATION
300102	EAST ELEVATION
300103	SOUTH ELEVATION
300104	WEST ELEVATION
300105	COURTYARD ELEVATIONS - EAST & WEST
330000 - SECTIONS	
330101	GENERAL ARRANGEMENT SECTION - NS 1
330102	GENERAL ARRANGEMENT SECTION - NS 2
330103	GENERAL ARRANGEMENT SECTION - EW 1
330104	GENERAL ARRANGEMENT SECTION - EW 2
800000 - COMPLIANCE	
800000	BADS SCHEDULE
800100	COMPLIANCE PLAN - BASEMENT LEVEL 02
800200	COMPLIANCE PLAN - BASEMENT LEVEL 01
810000	COMPLIANCE PLAN - GROUND
810050	COMPLIANCE PLAN - MEZZANINE
810100	COMPLIANCE PLAN - LEVEL 01
810200	COMPLIANCE PLAN - LEVEL 02
810300	COMPLIANCE PLAN - LEVEL 03
810400	COMPLIANCE PLAN - LEVEL 04
810500	COMPLIANCE PLAN - LEVEL 05
810600	COMPLIANCE PLAN - LEVEL 06
810700	COMPLIANCE PLAN - LEVEL 07
810800	COMPLIANCE PLAN - LEVEL 08
810900	COMPLIANCE PLAN - LEVEL 09
811000	COMPLIANCE PLAN - LEVEL 10
811100	COMPLIANCE PLAN - LEVEL 11
811200	COMPLIANCE PLAN - LEVEL 12
811300	COMPLIANCE PLAN - LEVEL 13
870000 - SHADOWS FINAL	
871101	PROPOSED SHADOWS - 21/06 - 9AM
871102	PROPOSED SHADOWS - 21/06 - 10AM
871103	PROPOSED SHADOWS - 21/06 - 11AM
871104	PROPOSED SHADOWS - 21/06 - 12PM
871105	PROPOSED SHADOWS - 21/06 - 1PM
871106	PROPOSED SHADOWS - 21/06 - 2PM
871107	PROPOSED SHADOWS - 21/06 - 3PM
872101	PROPOSED SHADOWS - 22/09 - 9AM
872102	PROPOSED SHADOWS - 22/09 - 10AM
872103	PROPOSED SHADOWS - 22/09 - 11AM
872104	PROPOSED SHADOWS - 22/09 - 12PM
872105	PROPOSED SHADOWS - 22/09 - 1PM
872106	PROPOSED SHADOWS - 22/09 - 2PM
872107	PROPOSED SHADOWS - 22/09 - 3PM

Fitzroy Gasworks Parcel C

REV.	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COVER PAGE & DRAWING LIST**
Drawing Number: FGWC-ARC-Z-DRW-TP-010000
Issue: ISSUED FOR TOWN PLANNING
Revision: TP01
Scale@A1: N.T.S.

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK
BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™

Site Summary									
Development Summary									
LEVEL	NSA/NLA Total	NSA	NLA	Terrace POS	Studio	1 Bed	2 Bed	3 Bed	Total
Parcel C									
Basement 2									
Basement 1									
Ground Level	4,857	3,350	1,508	693	10	10	12	5	37
Level 1	4,386	4,386	0	889	3	23	33	3	62
Level 2	4,397	4,397	0	748	5	23	33	3	64
Level 3	4,397	4,397	0	758	5	23	33	3	64
Level 4	4,394	4,394	0	836	5	23	33	3	64
Level 5	4,077	4,077	0	794	5	20	31	3	59
Level 6	3,720	3,720	0	652	5	18	26	4	53
Level 7	3,732	3,732	0	652	5	18	26	4	53
Level 8	2,746	2,746	0	501	0	2	15	10	27
Level 9	2,429	2,429	0	362	0	2	11	10	23
Level 10	2,435	2,435	0	362	0	0	7	14	21
Level 11	993	993	0	150	0	0	4	6	10
Level 12	386	386	0	76	0	0	0	2	2
Level 13	0	0	0	0	0	0	0	0	0
Overall	42,949	41,441	1,508	7,471	43	162	264	70	539
Mix					8.0%	30.1%	49.0%	13.0%	100.0%

Site Summary							
Parking Schedule							
LEVEL		Residential / Tandem / Commercial Total	Residential	Tandem	Commercial	Bicycle	
Parcel C							
Basement 2		220	214	6		334	
Basement 1		208	194	4	10	188	
Ground Level						404	
Level 1						22	
Level 2						22	
Level 3						22	
Level 4						22	
Level 5						22	
Level 6						22	
Level 7						22	
Overall		428	408	10	10	1,080	
Ground Level	Public realm					101	
Overall						1,181	

Site Summary												
Apartment Schedule												
	Total	Studio	1B1B	1B1B+	2B1B	2B1.5B	2B1.5B+	2B2B	2B2B+	3B1B	3B2B	3B2B+
Parcel C												
Overall	539	43	124	38	69	30	2	136	27	0	46	24
Mix		8.0%	23.0%	7.1%	12.8%	5.6%	0.4%	25.2%	5.0%	0.0%	8.5%	4.5%

Fitzroy Gasworks Parcel C

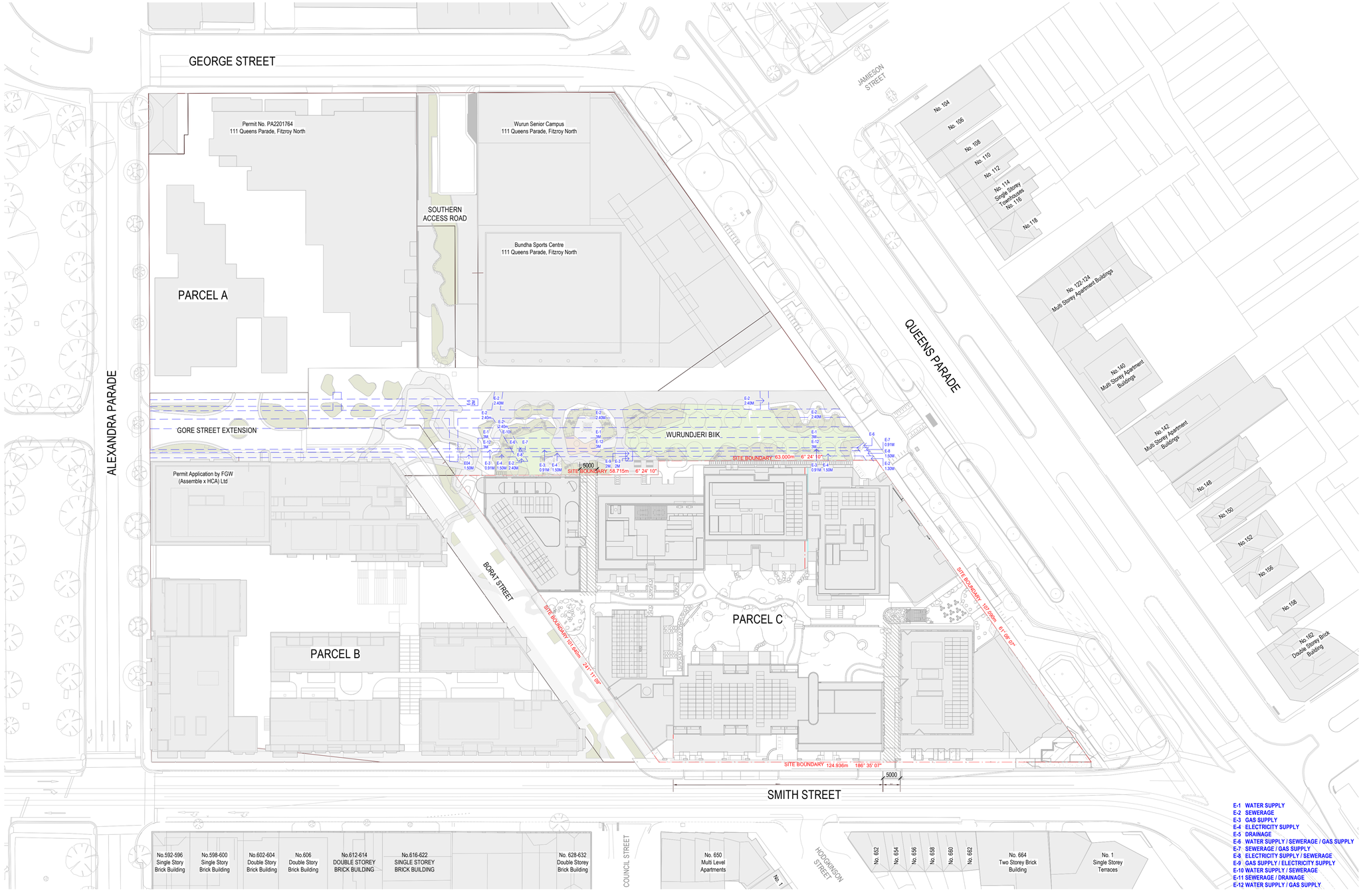
REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **DEVELOPMENT SUMMARY**
Drawing Number: FGWC-ARC-Z-DRW-TP-012005
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: N.T.S.

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK
BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

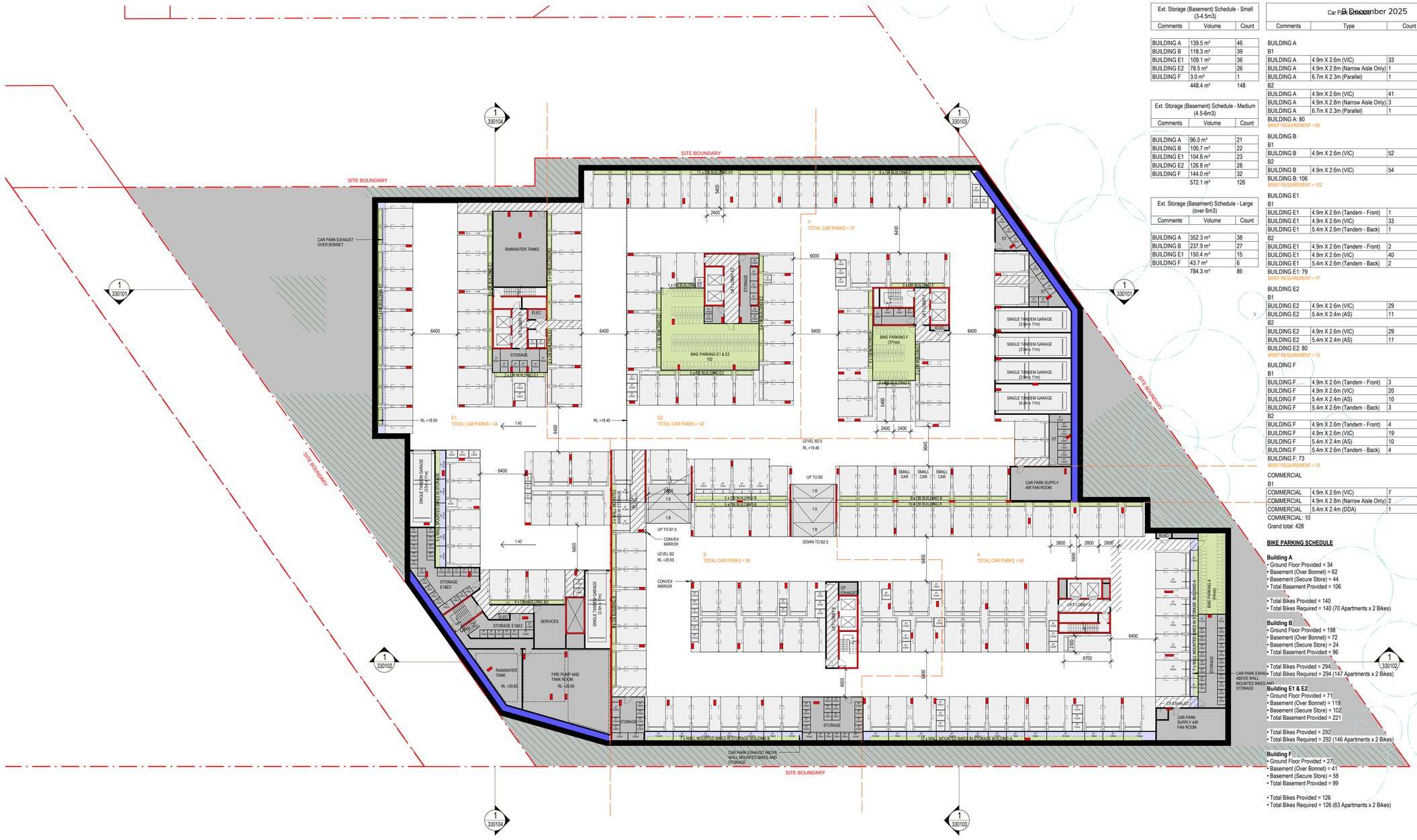
REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **SITE PLAN**
Drawing Number: FGWC-ARC-Z-DRW-TP-021101
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 500

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK BREATHE
W–B WOODS BAGOT
architectus
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Ext. Storage (Basement) Schedule - Small (3-4.5m3)		
Comments	Volume	Count
BUILDING A	139.5 m³	46
BUILDING B	118.3 m³	39
BUILDING E1	109.1 m³	36
BUILDING E2	78.5 m³	26
BUILDING F	3.0 m³	1
	448.4 m³	148

Ext. Storage (Basement) Schedule - Medium (4.5-6m3)		
Comments	Volume	Count
BUILDING A	96.0 m³	21
BUILDING B	100.7 m³	22
BUILDING E1	104.6 m³	23
BUILDING E2	126.8 m³	28
BUILDING F	144.0 m³	32
	572.1 m³	126

Ext. Storage (Basement) Schedule - Large (over 6m3)		
Comments	Volume	Count
BUILDING A	352.3 m³	38
BUILDING B	237.9 m³	27
BUILDING E1	150.4 m³	15
BUILDING F	43.7 m³	6
	784.3 m³	86

Car Parking Schedule		
Comments	Type	Count
BUILDING A		
B1		
BUILDING A	4.9m X 2.6m (VIC)	33
BUILDING A	4.9m X 2.8m (Narrow Aisle Only)	1
BUILDING A	6.7m X 2.3m (Parallel)	1
B2		
BUILDING A	4.9m X 2.6m (VIC)	41
BUILDING A	4.9m X 2.8m (Narrow Aisle Only)	3
BUILDING A	6.7m X 2.3m (Parallel)	1
BUILDING A: 80		
BRIEF REQUIREMENT = 80		
BUILDING B		
B1		
BUILDING B	4.9m X 2.6m (VIC)	52
B2		
BUILDING B	4.9m X 2.6m (VIC)	54
BUILDING B: 106		
BRIEF REQUIREMENT = 102		
BUILDING E1		
B1		
BUILDING E1	4.9m X 2.6m (Tandem - Front)	1
BUILDING E1	4.9m X 2.6m (VIC)	33
BUILDING E1	5.4m X 2.6m (Tandem - Back)	1
B2		
BUILDING E1	4.9m X 2.6m (Tandem - Front)	2
BUILDING E1	4.9m X 2.6m (VIC)	40
BUILDING E1	5.4m X 2.6m (Tandem - Back)	2
BUILDING E1: 79		
BRIEF REQUIREMENT = 77		
BUILDING E2		
B1		
BUILDING E2	4.9m X 2.6m (VIC)	29
BUILDING E2	5.4m X 2.4m (AS)	11
B2		
BUILDING E2	4.9m X 2.6m (VIC)	29
BUILDING E2	5.4m X 2.4m (AS)	11
BUILDING E2: 80		
BRIEF REQUIREMENT = 73		
BUILDING F		
B1		
BUILDING F	4.9m X 2.6m (Tandem - Front)	3
BUILDING F	4.9m X 2.6m (VIC)	20
BUILDING F	5.4m X 2.4m (AS)	10
BUILDING F	5.4m X 2.6m (Tandem - Back)	3
B2		
BUILDING F	4.9m X 2.6m (Tandem - Front)	4
BUILDING F	4.9m X 2.6m (VIC)	19
BUILDING F	5.4m X 2.4m (AS)	10
BUILDING F	5.4m X 2.6m (Tandem - Back)	4
BUILDING F: 73		
BRIEF REQUIREMENT = 73		
COMMERCIAL		
B1		
COMMERCIAL	4.9m X 2.6m (VIC)	7
COMMERCIAL	4.9m X 2.8m (Narrow Aisle Only)	2
COMMERCIAL	5.4m X 2.4m (DDA)	1
COMMERCIAL: 10		
Grand total: 428		

BIKE PARKING SCHEDULE

Building A
- Ground Floor Provided = 34
- Basement (Over Bonnet) = 62
- Basement (Secure Store) = 44
- Total Basement Provided = 106

- Total Bikes Provided = 140
- Total Bikes Required = 140 (70 Apartments x 2 Bikes)

Building B
- Ground Floor Provided = 198
- Basement (Over Bonnet) = 72
- Basement (Secure Store) = 24
- Total Basement Provided = 96

- Total Bikes Provided = 294
- Total Bikes Required = 294 (147 Apartments x 2 Bikes)

Building E1 & E2
- Ground Floor Provided = 71
- Basement (Over Bonnet) = 119
- Basement (Secure Store) = 102
- Total Basement Provided = 221

- Total Bikes Provided = 292
- Total Bikes Required = 292 (146 Apartments x 2 Bikes)

Building F
- Ground Floor Provided = 27
- Basement (Over Bonnet) = 41
- Basement (Secure Store) = 58
- Total Basement Provided = 99

- Total Bikes Provided = 126
- Total Bikes Required = 126 (63 Apartments x 2 Bikes)

Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - BASEMENT LEVEL 02**
Drawing Number: FGWC-ARC-Z-DRW-TP-200100
Issue: ISSUED FOR TOWN PLANNING
Revision: TP01
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



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B2		
BUILDING B	4.9m X 2.6m (VIC)	54
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BRIEF REQUIREMENT = 102		
BUILDING E1		
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B1		
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BRIEF REQUIREMENT = 73		
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BUILDING F	4.9m X 2.6m (VIC)	20
BUILDING F	5.4m X 2.4m (AS)	10
BUILDING F	5.4m X 2.6m (Tandem - Back)	3
B2		
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BUILDING F	4.9m X 2.6m (VIC)	19
BUILDING F	5.4m X 2.4m (AS)	10
BUILDING F	5.4m X 2.6m (Tandem - Back)	4
BUILDING F: 73		
BRIEF REQUIREMENT = 73		
COMMERCIAL		
B1		
COMMERCIAL	4.9m X 2.6m (VIC)	7
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Grand total: 428		

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- Basement (Secure Store) = 58
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- Total Bikes Required = 126 (63 Apartments x 2 Bikes)

Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - BASEMENT LEVEL 01**
Drawing Number: FGWC-ARC-Z-DRW-TP-200200
Issue: ISSUED FOR TOWN PLANNING
Revision: TP01
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - GROUND**
Drawing Number: FGWC-ARC-Z-DRW-TP-210000
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK BREATHE
W–B WOODS BAGOT
architectus
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - MEZZANINE**
Drawing Number: FGWC-ARC-Z-DRW-TP-210050
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK, BREATHE, WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - LEVEL 01**
Drawing Number: FGWC-ARC-Z-DRW-TP-210100
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK BREATHE
W–B WOODS BAGOT
architectus
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - LEVEL 02**
Drawing Number: FGWC-ARC-Z-DRW-TP-210200
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK BREATHE W–B WOODS BAGOT
architectus™ Freadman White KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - LEVEL 03**
Drawing Number: FGWC-ARC-Z-DRW-TP-210300
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - LEVEL 04**
Drawing Number: FGWC-ARC-Z-DRW-TP-210400
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK BREATHE W–B WOODS BAGOT
architectus™ Freadman White KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - LEVEL 05**
Drawing Number: FGWC-ARC-Z-DRW-TP-210500
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK, BREATHE, W–B WOODS BAGOT, architectus™, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - LEVEL 06**
Drawing Number: FGWC-ARC-Z-DRW-TP-210600
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK
BREATHE
W–B WOODS BAGOT
architectus
Freadman White
KENNEDY NOLAN

Melbourne
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Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - LEVEL 07**
Drawing Number: FGWC-ARC-Z-DRW-TP-210700
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK
BREATHE
W–B WOODS BAGOT
architectus
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - LEVEL 08**
Drawing Number: FGWC-ARC-Z-DRW-TP-210800
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK BREATHE
W–B WOODS BAGOT
architectus
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - LEVEL 09**
Drawing Number: FGWC-ARC-Z-DRW-TP-210900
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - LEVEL 10**
Drawing Number: FGWC-ARC-Z-DRW-TP-211000
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - LEVEL 11**
Drawing Number: FGWC-ARC-Z-DRW-TP-211100
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus™ Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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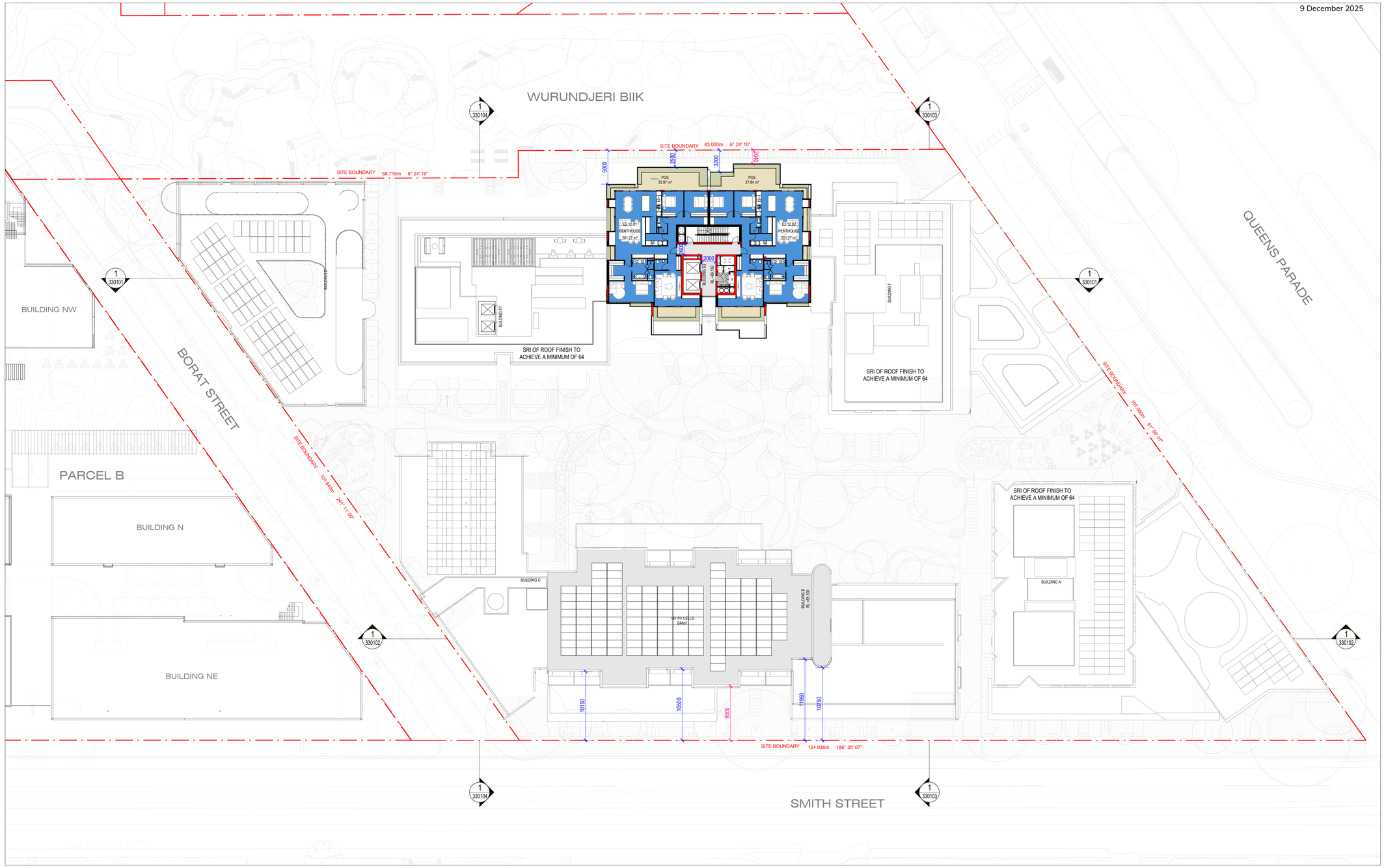


Fitzroy Gasworks Parcel C

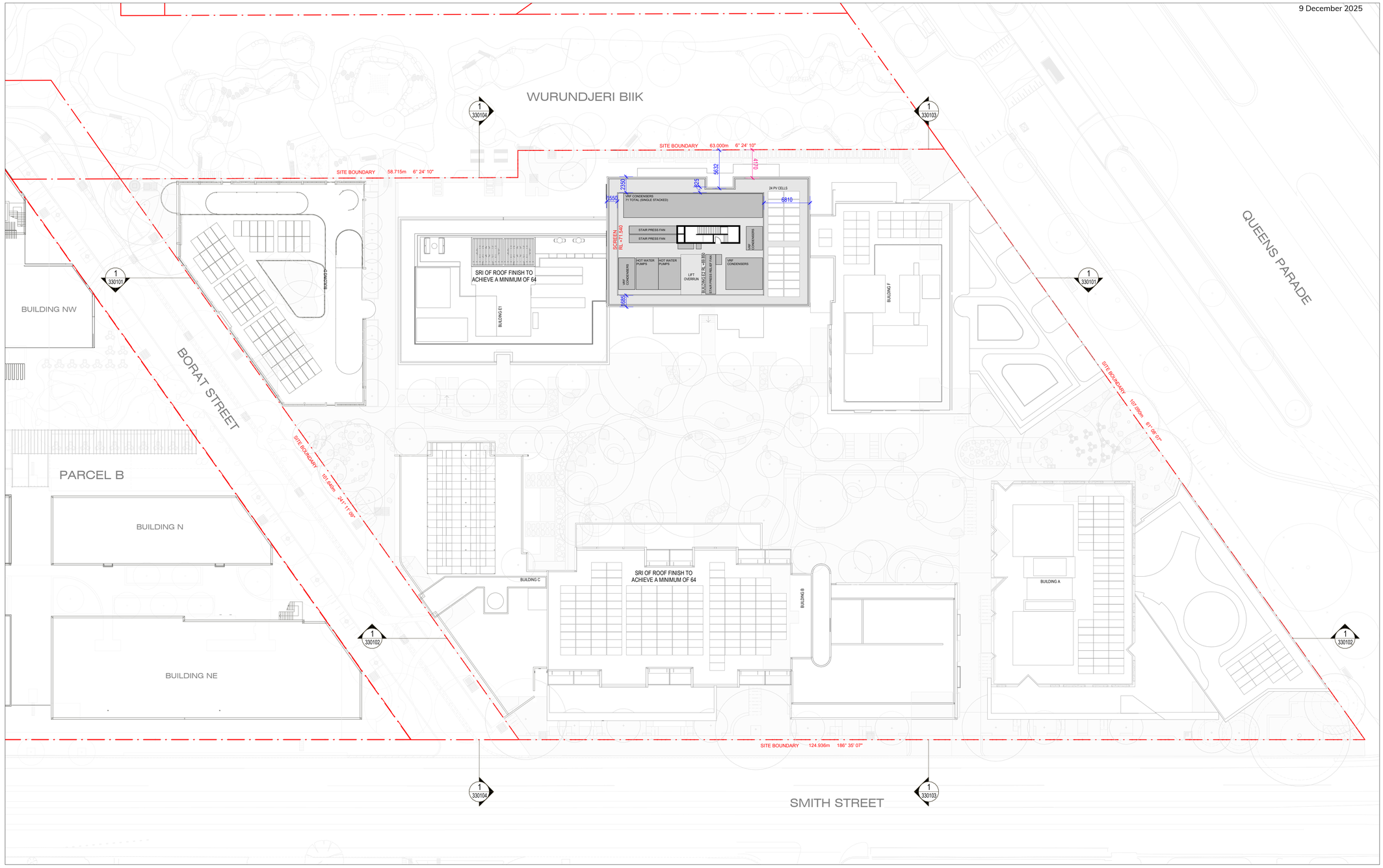
REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - LEVEL 12**
Drawing Number: FGWC-ARC-Z-DRW-TP-211200
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus™ Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

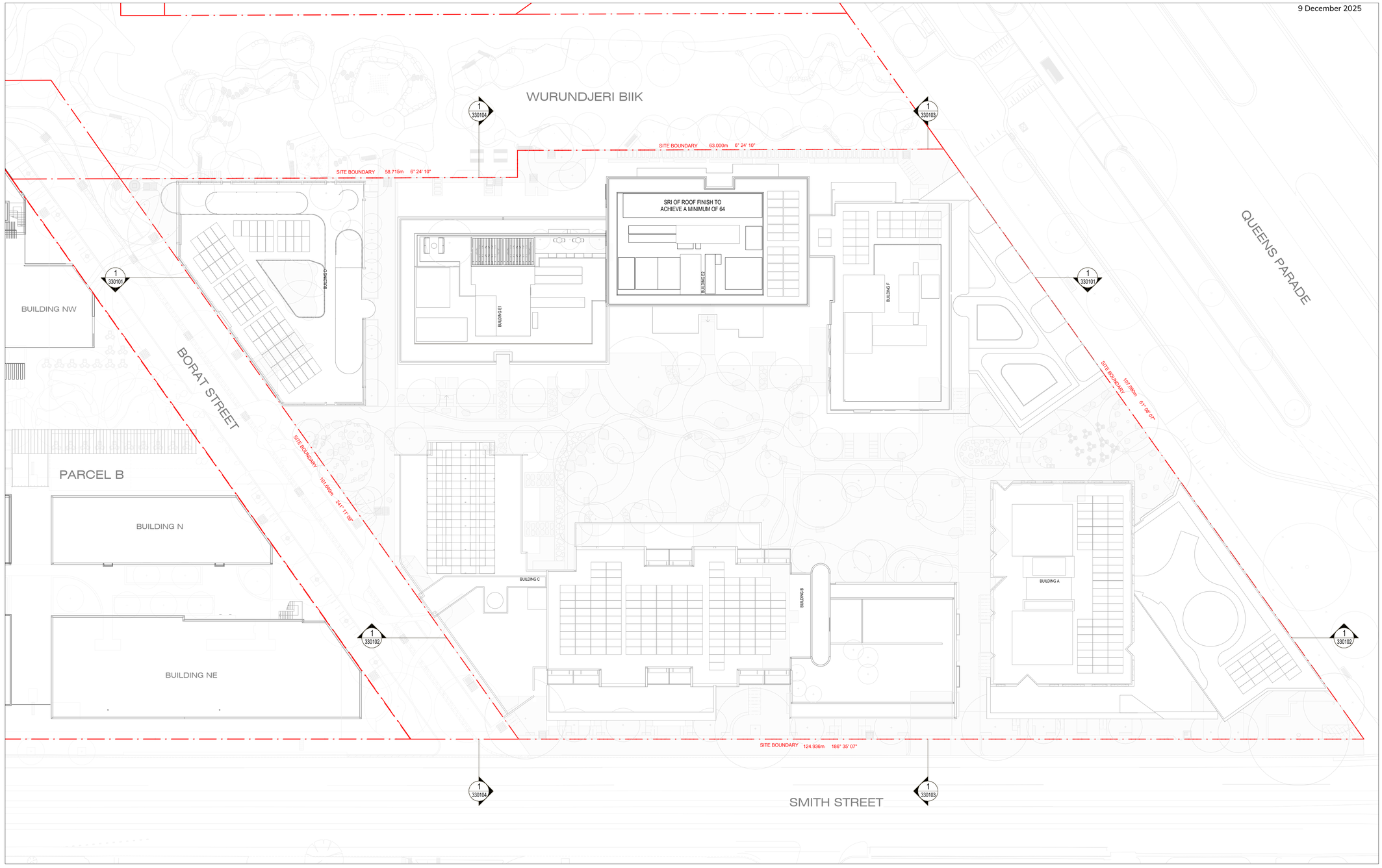
REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - LEVEL 13**
Drawing Number: FGWC-ARC-Z-DRW-TP-211300
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK
BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT PLAN - ROOF LEVEL**
Drawing Number: FGWC-ARC-Z-DRW-TP-211400
Issue: ISSUED FOR TOWN PLANNING
Revision: TP01
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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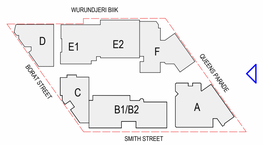
Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025

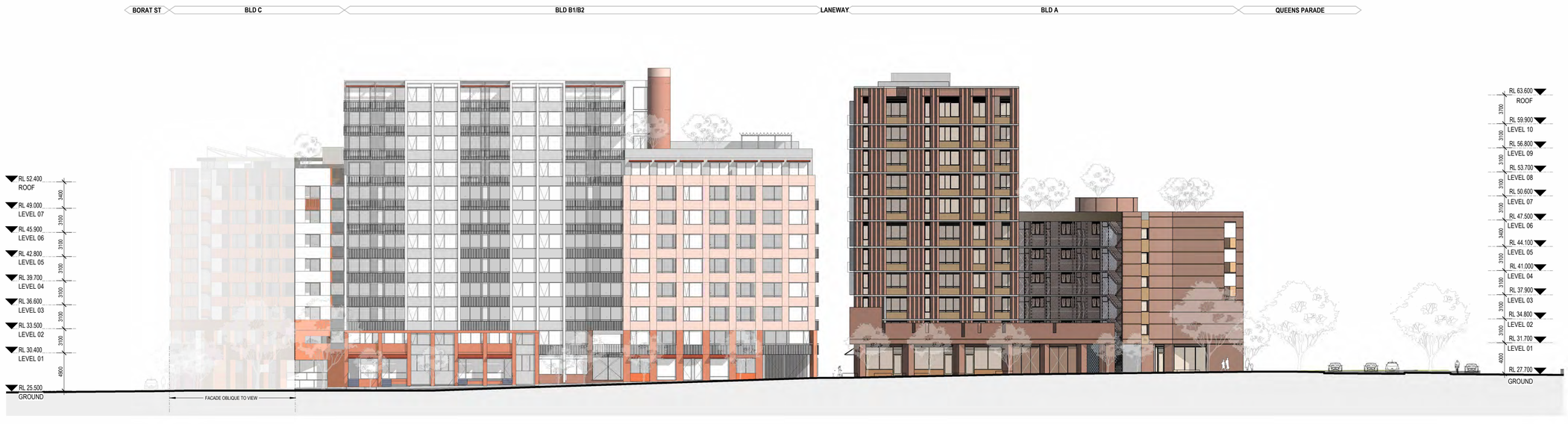
Project Address:	433 Smith Street, Fitzroy North, VIC 3068
Drawing:	**NORTH ELEVATION**
Drawing Number:	FGWC-ARC-Z-DRW-TP-300101
Issue:	ISSUED FOR TOWN PLANNING
Revision:	TP01
Scale@A1:	1:250



Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK
BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025

Project Address:	433 Smith Street, Fitzroy North, VIC 3068
Drawing:	**EAST ELEVATION**
Drawing Number:	FGWC-ARC-Z-DRW-TP-300102
Issue:	ISSUED FOR TOWN PLANNING
Revision:	TP01
Scale@A1:	1:250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK
BREATHE
W–B WOODS BAGOT
architectus™
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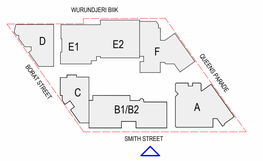
KENNEDY NOLAN



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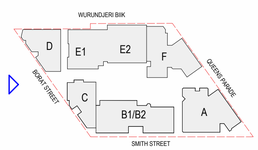
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™





Fitzroy Gasworks Parcel C

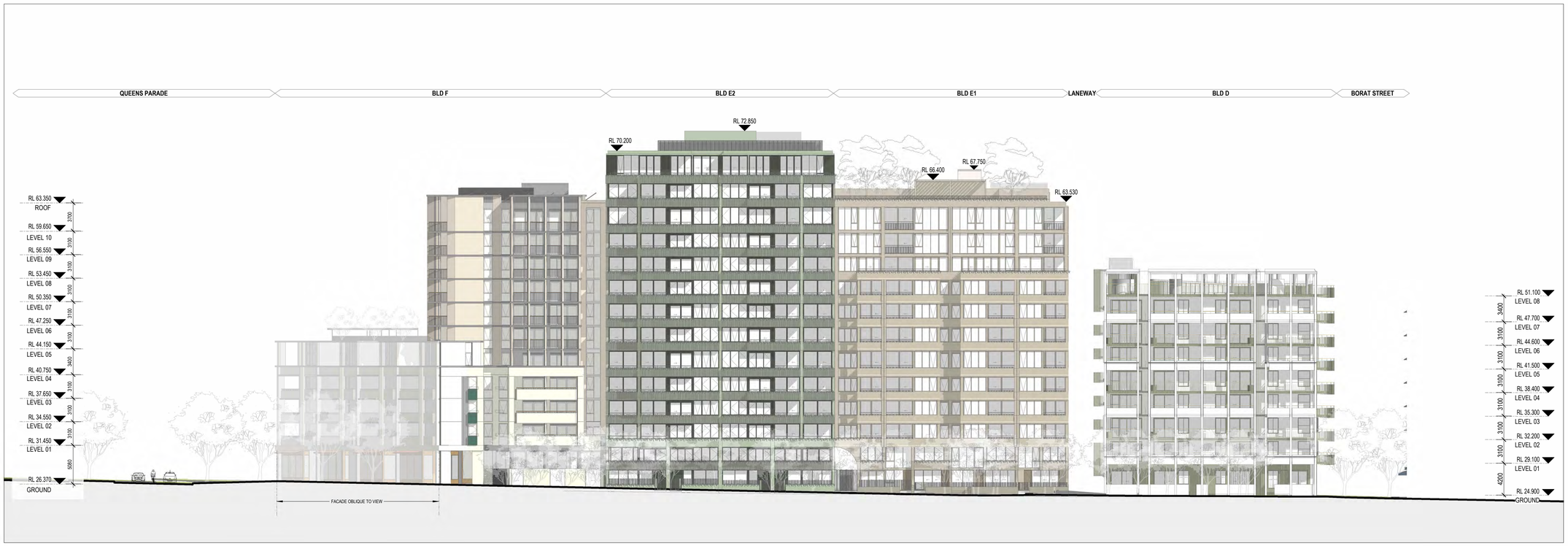
REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **SOUTH ELEVATION**
Drawing Number: FGWC-ARC-Z-DRW-TP-300103
Issue: ISSUED FOR TOWN PLANNING
Revision: TP01
Scale@A1: 1:250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK
BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

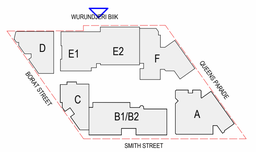
architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025

Project Address:	433 Smith Street, Fitzroy North, VIC 3068
Drawing:	**WEST ELEVATION**
Drawing Number:	FGWC-ARC-Z-DRW-TP-300104
Issue:	ISSUED FOR TOWN PLANNING
Revision:	TP01
Scale@A1:	1:250



Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK
BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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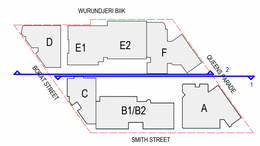
1 COURTYARD ELEVATION - WEST (BUILDING A, B &C)
SCALE: 1 : 250



2 COURTYARD ELEVATION - EAST (BUILDING D, E &F)
SCALE: 1 : 250



Fitzroy Gasworks Parcel C

REV.	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COURTYARD ELEVATIONS - EAST & WEST**
Drawing Number: FGWC-ARC-Z-DRW-TP-300105
Issue: ISSUED FOR TOWN PLANNING
Revision: TP01
Scale@A1: 1:250

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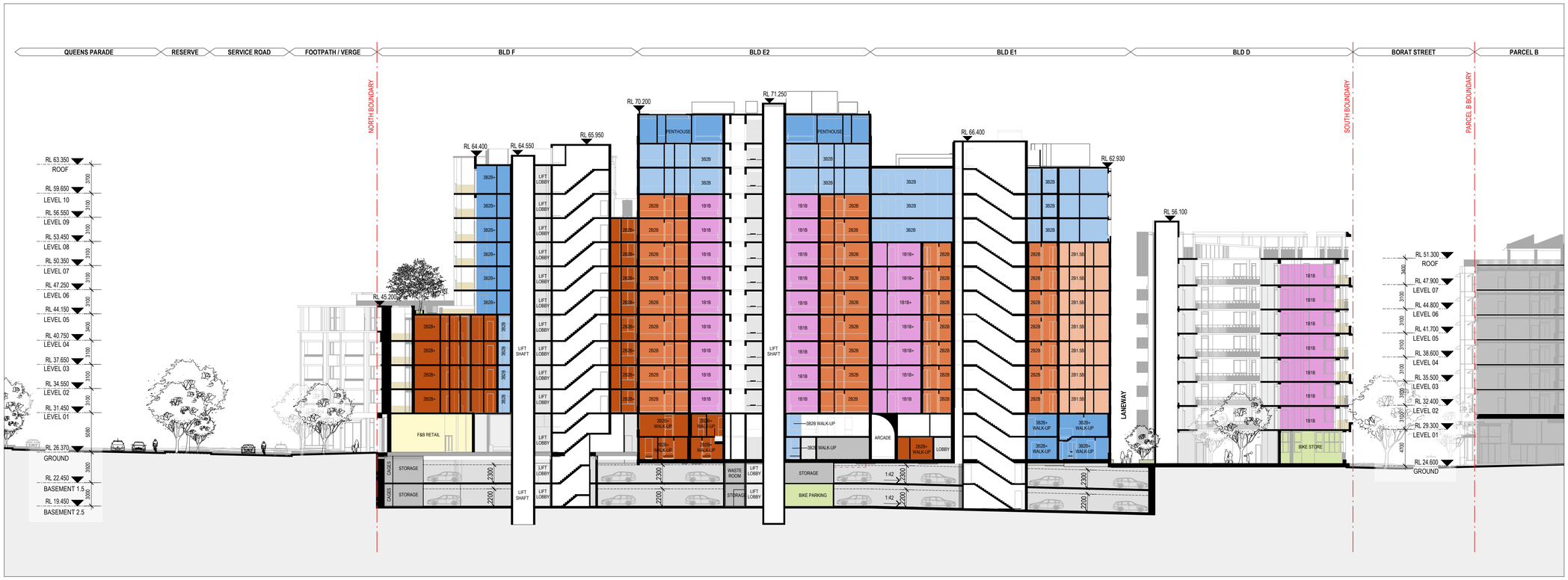
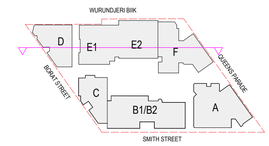
Milieu
hickory
STUDIO BRIGHT
FIELDWORK BREATHE
W–B WOODS BAGOT
architectus™ Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™





Fitzroy Gasworks Parcel C

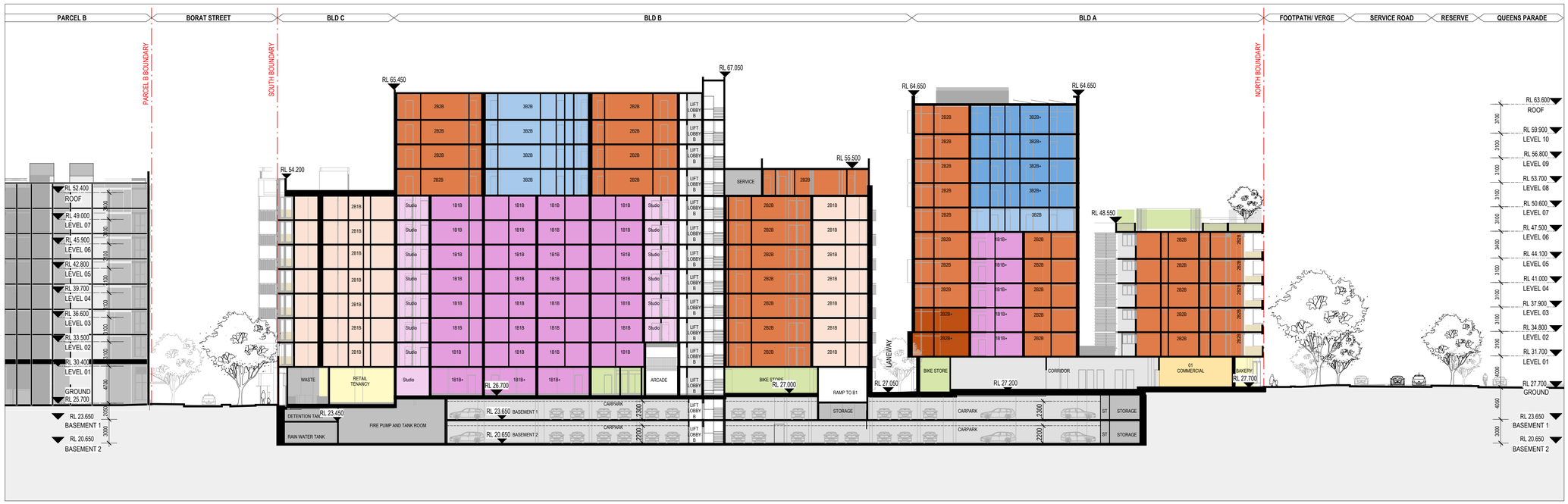
REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025

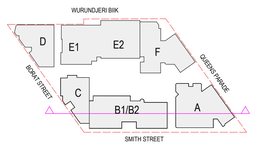
Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT SECTION - NS 1**
Drawing Number: FGWC-ARC-Z-DRW-TP-330101
Issue: ISSUED FOR TOWN PLANNING
Revision: TP01
Scale@A1: 1:250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™





Fitzroy Gasworks Parcel C

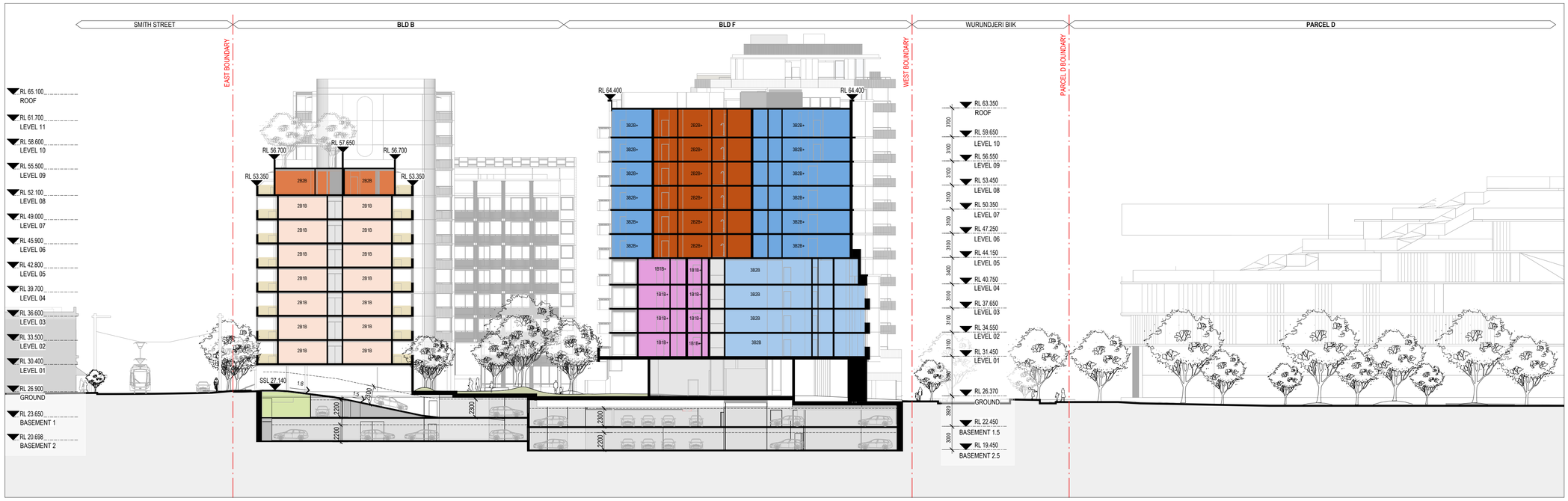
REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025

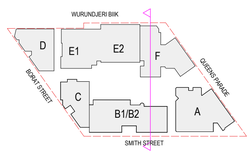
Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT SECTION - NS 2**
Drawing Number: FGWC-ARC-Z-DRW-TP-330102
Issue: ISSUED FOR TOWN PLANNING
Revision: TP01
Scale@A1: 1:250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK
BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™





Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025

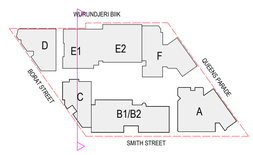
Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **GENERAL ARRANGEMENT SECTION - EW 1**
Drawing Number: FGWC-ARC-Z-DRW-TP-330103
Issue: ISSUED FOR TOWN PLANNING
Revision: TP01
Scale@A1: 1:250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK
BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™





Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025

Project Address:	433 Smith Street, Fitzroy North, VIC 3068
Drawing:	**GENERAL ARRANGEMENT SECTION - EW 2**
Drawing Number:	FGWC-ARC-Z-DRW-TP-330104
Issue:	ISSUED FOR TOWN PLANNING
Revision:	TP01
Scale@A1:	1:250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK, BREATHE, W–B WOODS BAGOT, architectus™, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™

Site Summary									
		Percentage Compliant							
LEVEL	No. of Apartments	D26 Functional Layout	D27 Room Depth	D28 Windows	D21 Storage Compliance	D21 External Storage Required (m3)	D29 Natural Ventilation (min 40%)	D20 Private Open Space	D18 Accesibility (min 50%)
Ground Level	37	70%	89%	100%	100%	9.10	22%	14%	27%
Level 1	62	69%	98%	100%	100%	134.80	58%	95%	69%
Level 2	64	56%	98%	100%	100%	139.90	53%	95%	70%
Level 3	64	56%	98%	100%	100%	139.90	53%	95%	73%
Level 4	64	56%	98%	100%	100%	139.90	53%	95%	72%
Level 5	59	54%	98%	100%	100%	139.90	54%	95%	76%
Level 6	53	49%	98%	100%	100%	94.90	47%	94%	75%
Level 7	53	57%	98%	100%	100%	94.90	47%	94%	75%
Level 8	27	85%	93%	100%	100%	56.70	48%	100%	96%
Level 9	23	78%	91%	100%	100%	56.30	43%	100%	91%
Level 10	21	81%	90%	100%	100%	44.30	48%	100%	90%
Level 11	10	80%	100%	100%	100%	2.30	20%	100%	100%
Level 12	2	100%	100%	100%	100%	0.00	100%	100%	100%
Level 13									
Level 14									
Level 15									
Level 16									
Level 17									
Level 18									
Level 19									
Overall	**539**	**333**	**522**	**539**	**539**	**1052.9**	**265**	**486**	**394**
		61.8%	**96.8%**	**100.0%**	**100.0%**		**49.2%**	**90.2%**	**73.1%**

Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **BADS SCHEDULE**
Drawing Number: FGWC-ARC-Z-DRW-TP-800000
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: N.T.S.

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

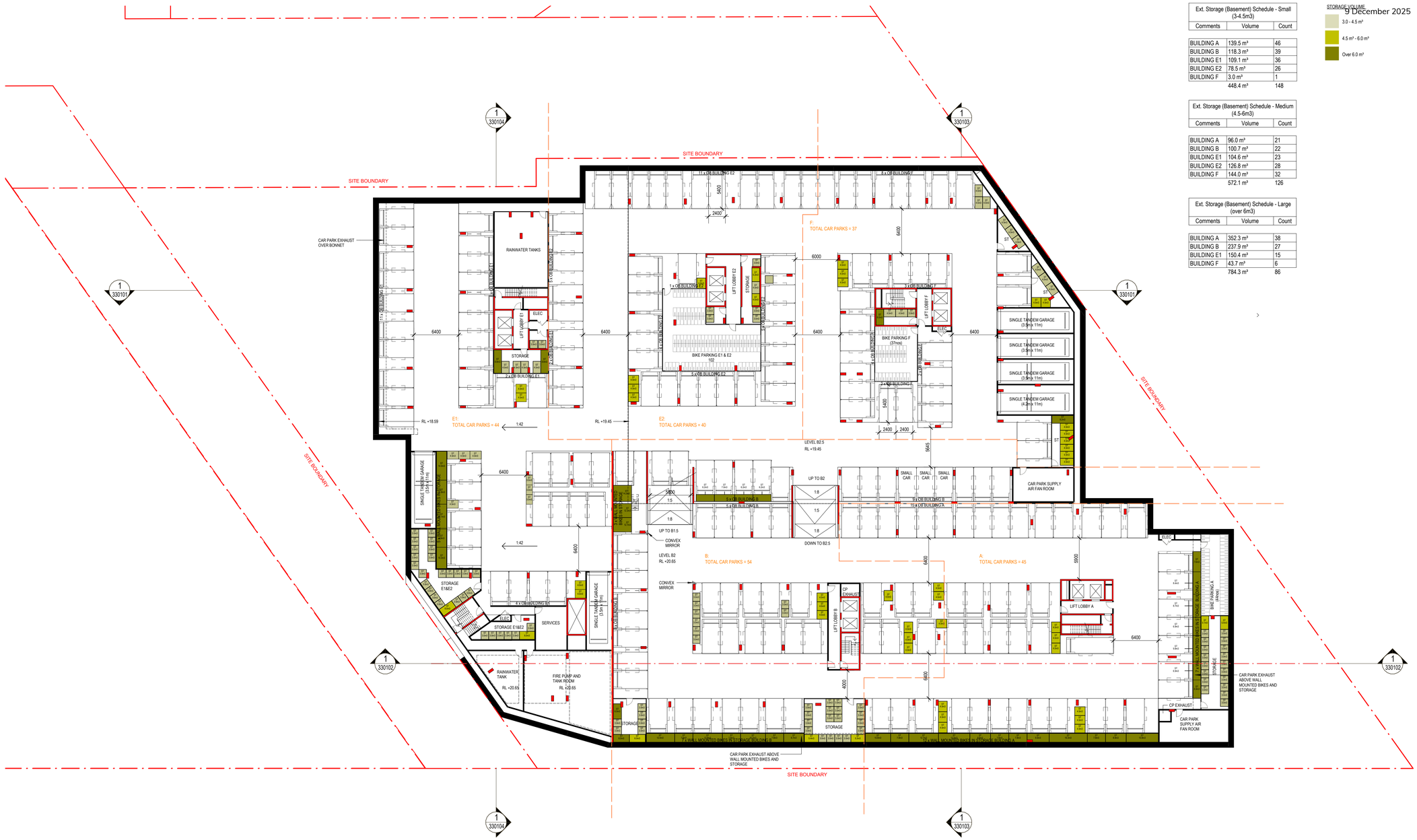
architectus™

Ext. Storage (Basement) Schedule - Small (3-4.5m3)		
Comments	Volume	Count
BUILDING A	139.5 m³	46
BUILDING B	118.3 m³	39
BUILDING E1	109.1 m³	36
BUILDING E2	78.5 m³	26
BUILDING F	3.0 m³	1
	448.4 m³	148

Ext. Storage (Basement) Schedule - Medium (4.5-6m3)		
Comments	Volume	Count
BUILDING A	96.0 m³	21
BUILDING B	100.7 m³	22
BUILDING E1	104.6 m³	23
BUILDING E2	126.8 m³	28
BUILDING F	144.0 m³	32
	572.1 m³	126

Ext. Storage (Basement) Schedule - Large (over 6m3)		
Comments	Volume	Count
BUILDING A	352.3 m³	38
BUILDING B	237.9 m³	27
BUILDING E1	150.4 m³	15
BUILDING F	43.7 m³	6
	784.3 m³	86

STORAGE VOLUME
- 3.0 - 4.5 m³
- 4.5 m³ - 6.0 m³
- Over 6.0 m³



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - BASEMENT LEVEL 02**
Drawing Number: FGWC-ARC-Z-DRW-TP-800100
Issue: ISSUED FOR TOWN PLANNING
Revision: TP01
Scale@A1: 1 : 250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK
BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

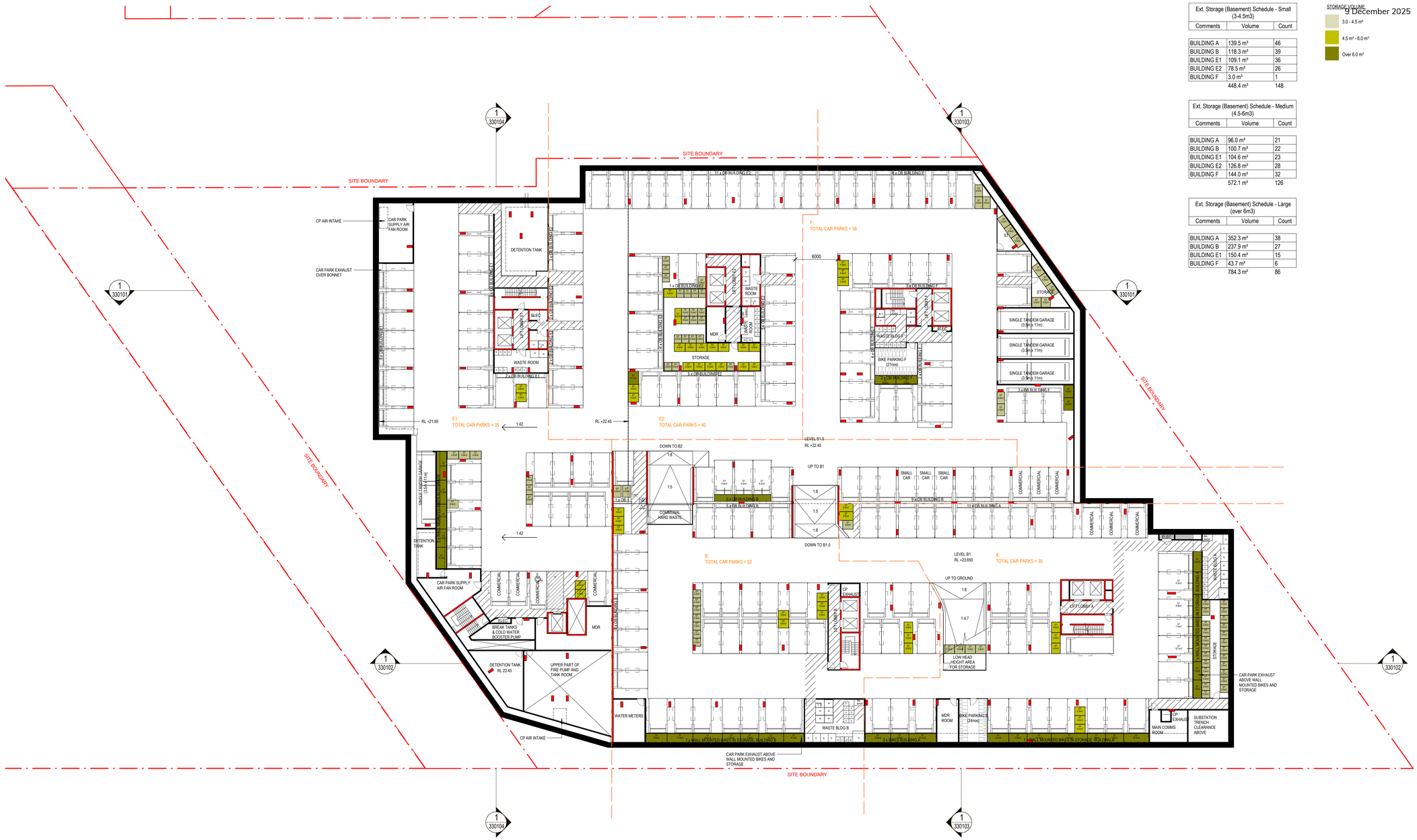
architectus™

Ext. Storage (Basement) Schedule - Small (3-4.5m3)		
Comments	Volume	Count
BUILDING A	139.5 m³	46
BUILDING B	118.3 m³	39
BUILDING E1	109.1 m³	36
BUILDING E2	78.5 m³	26
BUILDING F	3.0 m³	1
	448.4 m³	148

Ext. Storage (Basement) Schedule - Medium (4.5-6m3)		
Comments	Volume	Count
BUILDING A	96.0 m³	21
BUILDING B	100.7 m³	22
BUILDING E1	104.6 m³	23
BUILDING E2	126.8 m³	28
BUILDING F	144.0 m³	32
	572.1 m³	126

Ext. Storage (Basement) Schedule - Large (over 6m3)		
Comments	Volume	Count
BUILDING A	352.3 m³	38
BUILDING B	237.9 m³	27
BUILDING E1	150.4 m³	15
BUILDING F	43.7 m³	6
	784.3 m³	86

STORAGE VOLUME
- 3.0 - 4.5 m³
- 4.5 m³ - 6.0 m³
- Over 6.0 m³



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - BASEMENT LEVEL 01**
Drawing Number: FGWC-ARC-Z-DRW-TP-800200
Issue: ISSUED FOR TOWN PLANNING
Revision: TP01
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK, BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - GROUND**
Drawing Number: FGWC-ARC-Z-DRW-TP-810000
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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OVERLOOKING ANALYSIS LEGEND

- 9m VIEW AREA WITH 45° ANGLE ON BOTH SIDES FROM WINDOW OR BALCONY
- POTENTIAL 9m VIEW AREA WITH 45° ANGLE ON BOTH SIDES FROM WINDOW OR BALCONY BUT BLOCKED BY EXISTING OR NEW OBSTRUCTION
- PRIVATE OPEN SPACE (POS)
- WINDOW LOCATION
- MIN 1.0M HIGH BALCONY BALUSTRADE
- SCREENING WITH 25% TRANSPARENCY AT 1700mm HIGH
- B — PRIVACY FILM AT 1700mm HIGH
- C — PERFORATED SCREEN
- D — REEDED GLASS AT 1700mm HIGH

Fitzroy Gasworks Parcel C

REV.	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - MEZZANINE**
Drawing Number: FGWC-ARC-Z-DRW-TP-810050
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

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Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - LEVEL 01**
Drawing Number: FGWC-ARC-Z-DRW-TP-810100
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus™, Freadman White, KENNEDY NOLAN

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Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
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REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - LEVEL 02**
Drawing Number: FGWC-ARC-Z-DRW-TP-810200
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK, BREATHE, W–B WOODS BAGOT, architectus™, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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Fitzroy Gasworks Parcel C

REV.	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - LEVEL 03**
Drawing Number: FGWC-ARC-Z-DRW-TP-810300
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - LEVEL 04**
Drawing Number: FGWC-ARC-Z-DRW-TP-810400
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK
BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - LEVEL 05**
Drawing Number: FGWC-ARC-Z-DRW-TP-810500
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - LEVEL 06**
Drawing Number: FGWC-ARC-Z-DRW-TP-810600
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu hickory STUDIO BRIGHT FIELDWORK BREATHE W–B WOODS BAGOT architectus Freadman White KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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Fitzroy Gasworks Parcel C

REV.	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - LEVEL 07**
Drawing Number: FGWC-ARC-Z-DRW-TP-810700
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - LEVEL 08**
Drawing Number: FGWC-ARC-Z-DRW-TP-810800
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
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REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - LEVEL 09**
Drawing Number: FGWC-ARC-Z-DRW-TP-810900
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

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Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - LEVEL 10**
Drawing Number: FGWC-ARC-Z-DRW-TP-811000
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK
BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - LEVEL 11**
Drawing Number: FGWC-ARC-Z-DRW-TP-811100
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus™, Freadman White, KENNEDY NOLAN

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Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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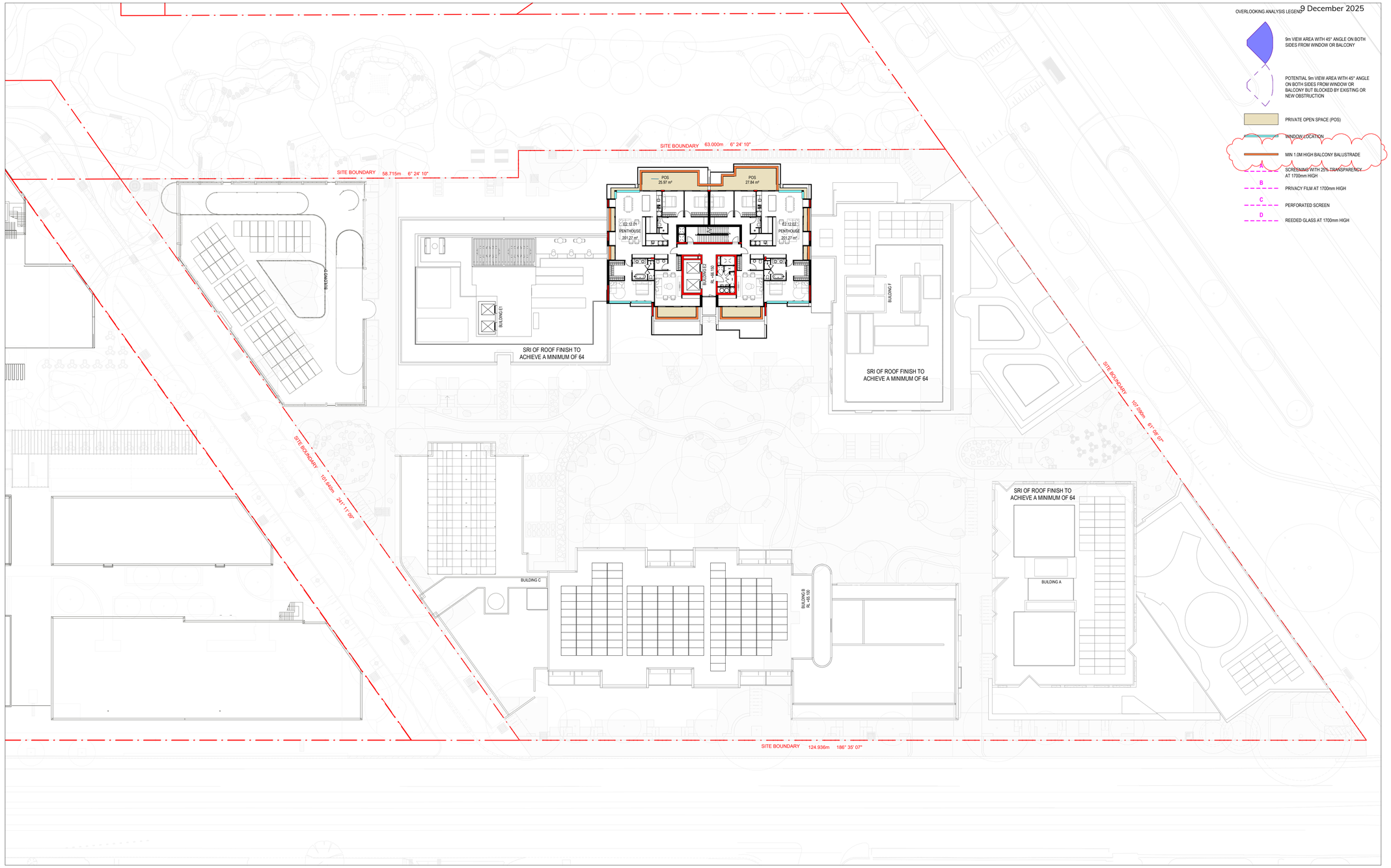

Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - LEVEL 12**
Drawing Number: FGWC-ARC-Z-DRW-TP-811200
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

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Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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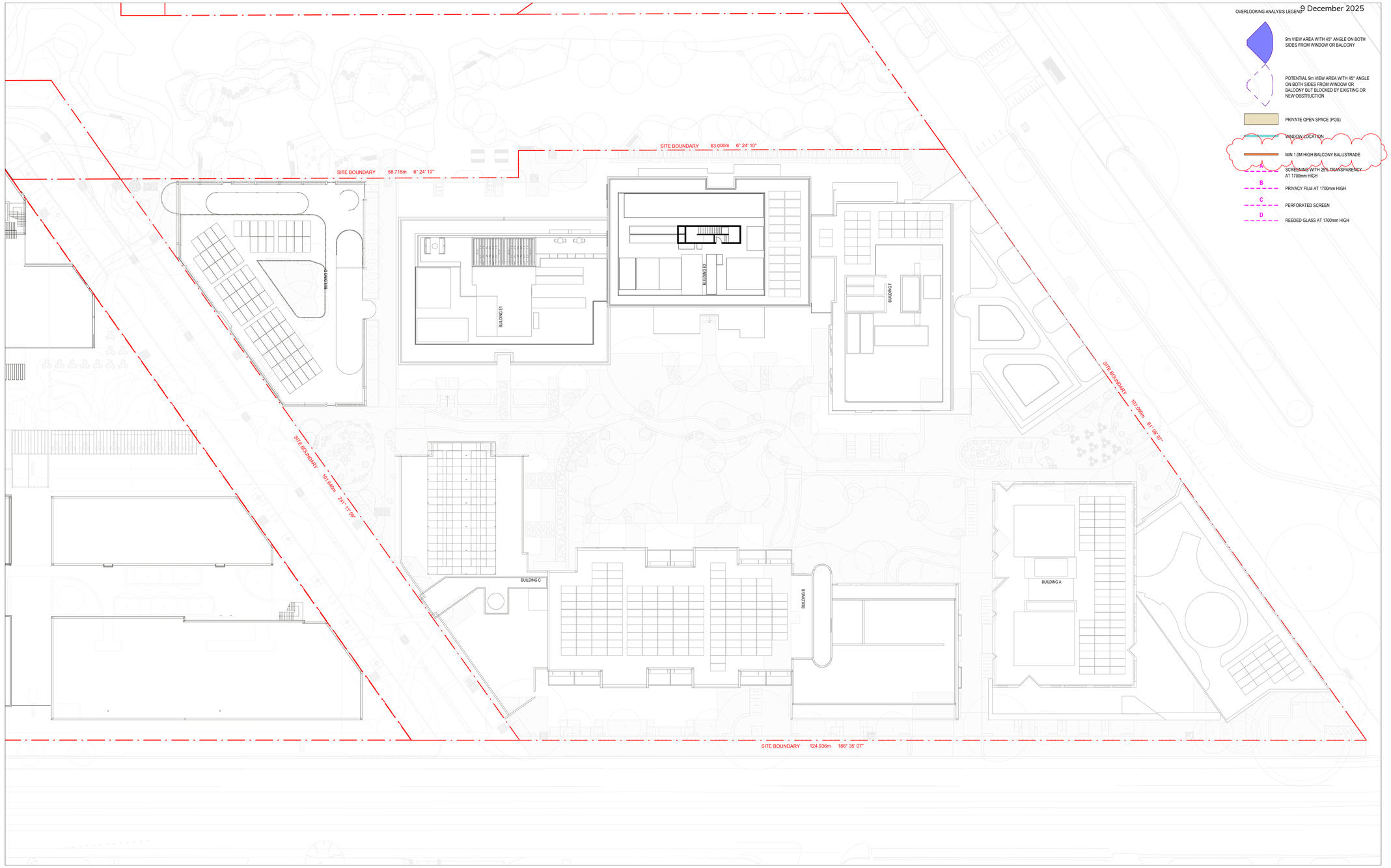


Fitzroy Gasworks Parcel C

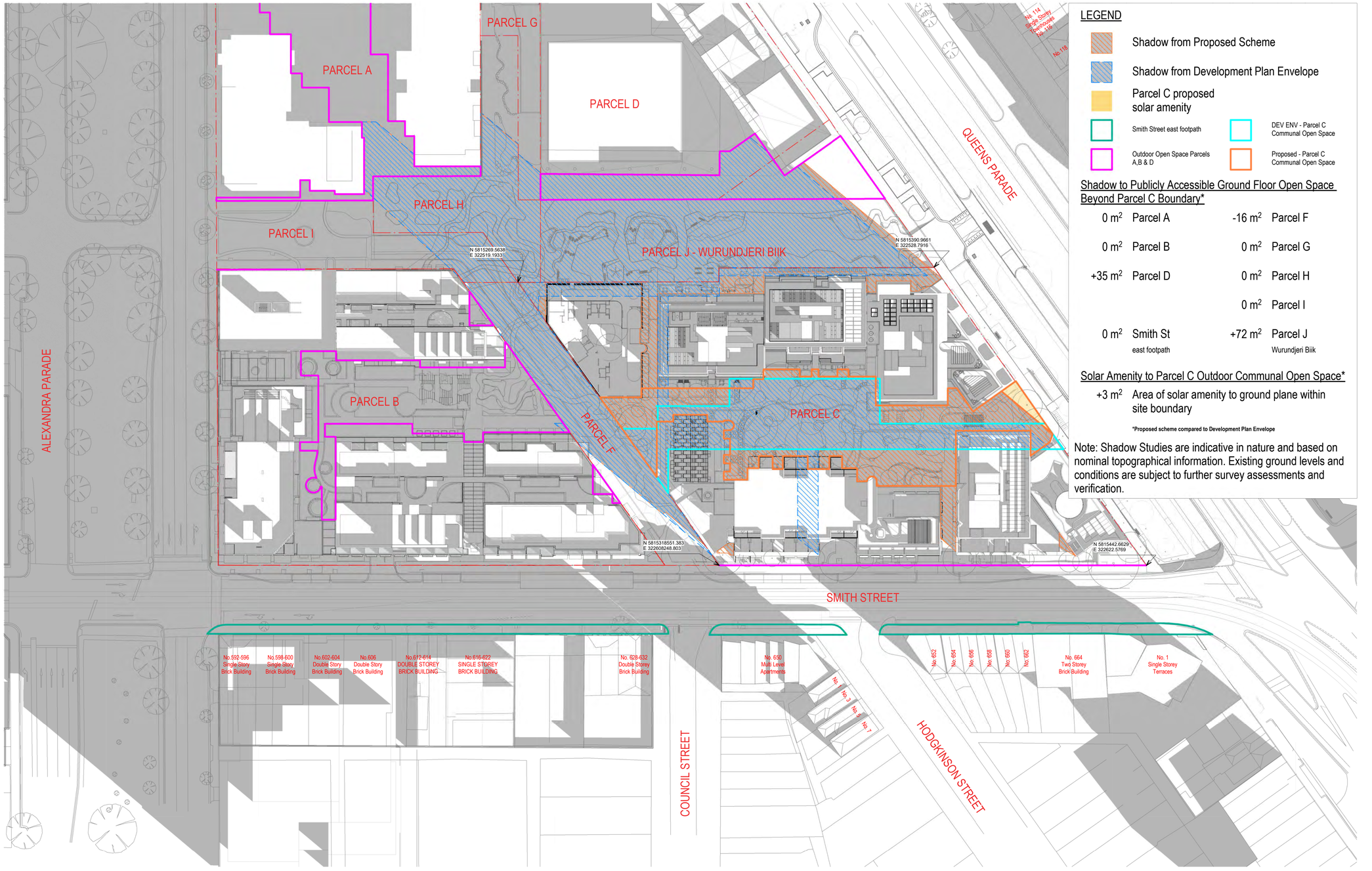
REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **COMPLIANCE PLAN - LEVEL 13**
Drawing Number: FGWC-ARC-Z-DRW-TP-811300
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 250

Delivery Team:
Milieu
hickory
STUDIO BRIGHT
FIELDWORK
BREATHE
W–B WOODS BAGOT
architectus™
Freadman White
KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



LEGEND

- Shadow from Proposed Scheme
- Shadow from Development Plan Envelope
- Parcel C proposed solar amenity
- Smith Street east footpath
- DEV ENV - Parcel C Communal Open Space
- Outdoor Open Space Parcels A,B & D
- Proposed - Parcel C Communal Open Space

Shadow to Publicly Accessible Ground Floor Open Space Beyond Parcel C Boundary*

0 m²	Parcel A	-16 m²	Parcel F
0 m²	Parcel B	0 m²	Parcel G
+35 m²	Parcel D	0 m²	Parcel H
		0 m²	Parcel I
0 m²	Smith St east footpath	+72 m²	Parcel J Wurundjeri Biik

Solar Amenity to Parcel C Outdoor Communal Open Space*

+3 m² Area of solar amenity to ground plane within site boundary

*Proposed scheme compared to Development Plan Envelope

Note: Shadow Studies are indicative in nature and based on nominal topographical information. Existing ground levels and conditions are subject to further survey assessments and verification.

Fitzroy Gasworks Parcel C

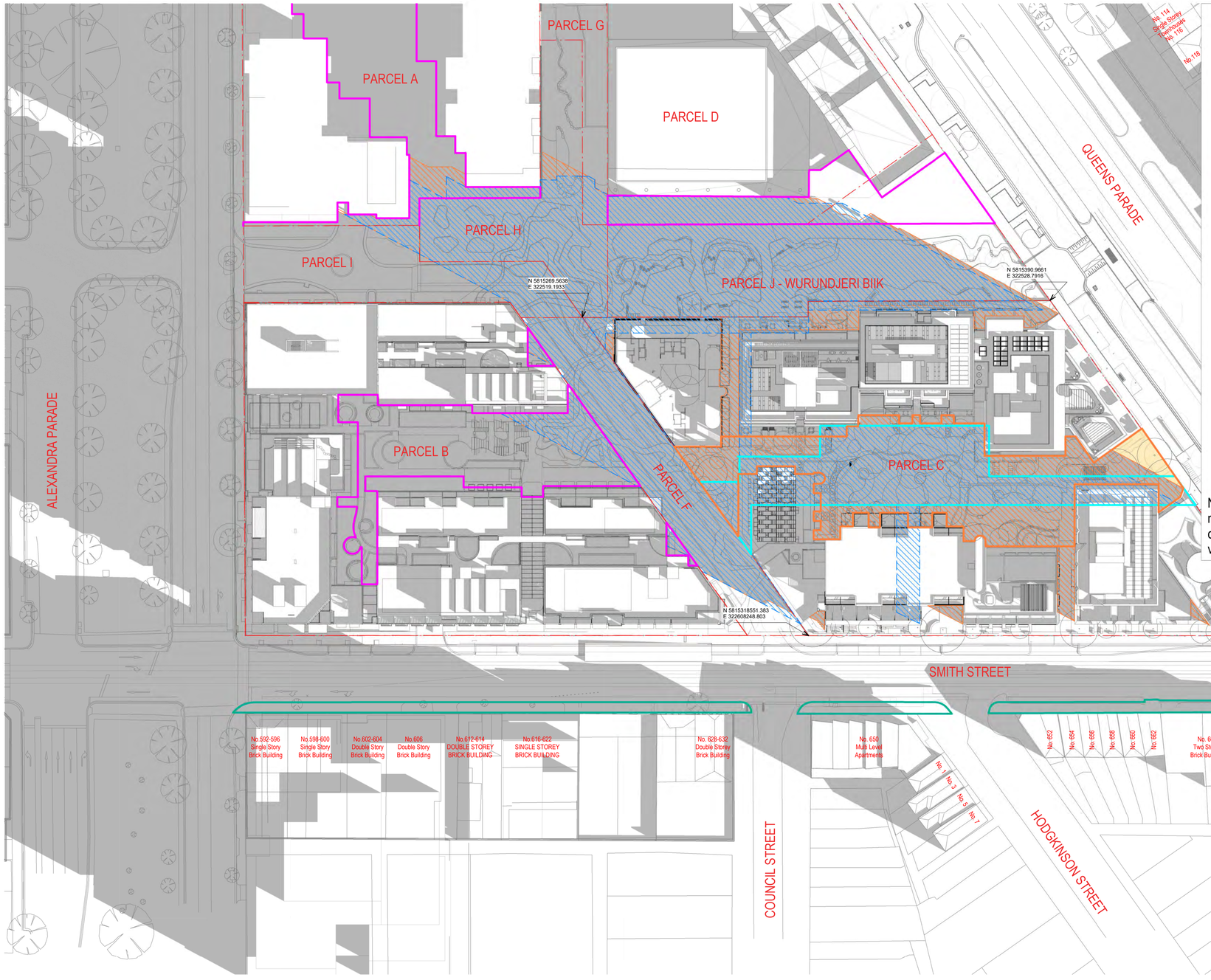
REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **PROPOSED SHADOWS - 21/06 - 9AM**
Drawing Number: FGWC-ARC-Z-DRW-TP-871101
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 500

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



LEGEND

- Shadow from Proposed Scheme
- Shadow from Development Plan Envelope
- Parcel C proposed solar amenity
- Smith Street east footpath
- DEV ENV - Parcel C Communal Open Space
- Outdoor Open Space Parcels A,B & D
- Proposed - Parcel C Communal Open Space

Shadow to Publicly Accessible Ground Floor Open Space Beyond Parcel C Boundary*

+79 m²	Parcel A	-23 m²	Parcel F
0 m²	Parcel B	0 m²	Parcel G
+3 m²	Parcel D	+44 m²	Parcel H
		0 m²	Parcel I
0 m²	Smith St east footpath	+46 m²	Parcel J Wurundjeri Biik

Solar Amenity to Parcel C Outdoor Communal Open Space*

+27 m² Area of solar amenity to ground plane within site boundary

***Proposed scheme compared to Development Plan Envelope**

Note: Shadow Studies are indicative in nature and based on nominal topographical information. Existing ground levels and conditions are subject to further survey assessments and verification.

Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **PROPOSED SHADOWS - 21/06 - 10AM**
Drawing Number: FGWC-ARC-Z-DRW-TP-871102
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 500

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK, BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

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Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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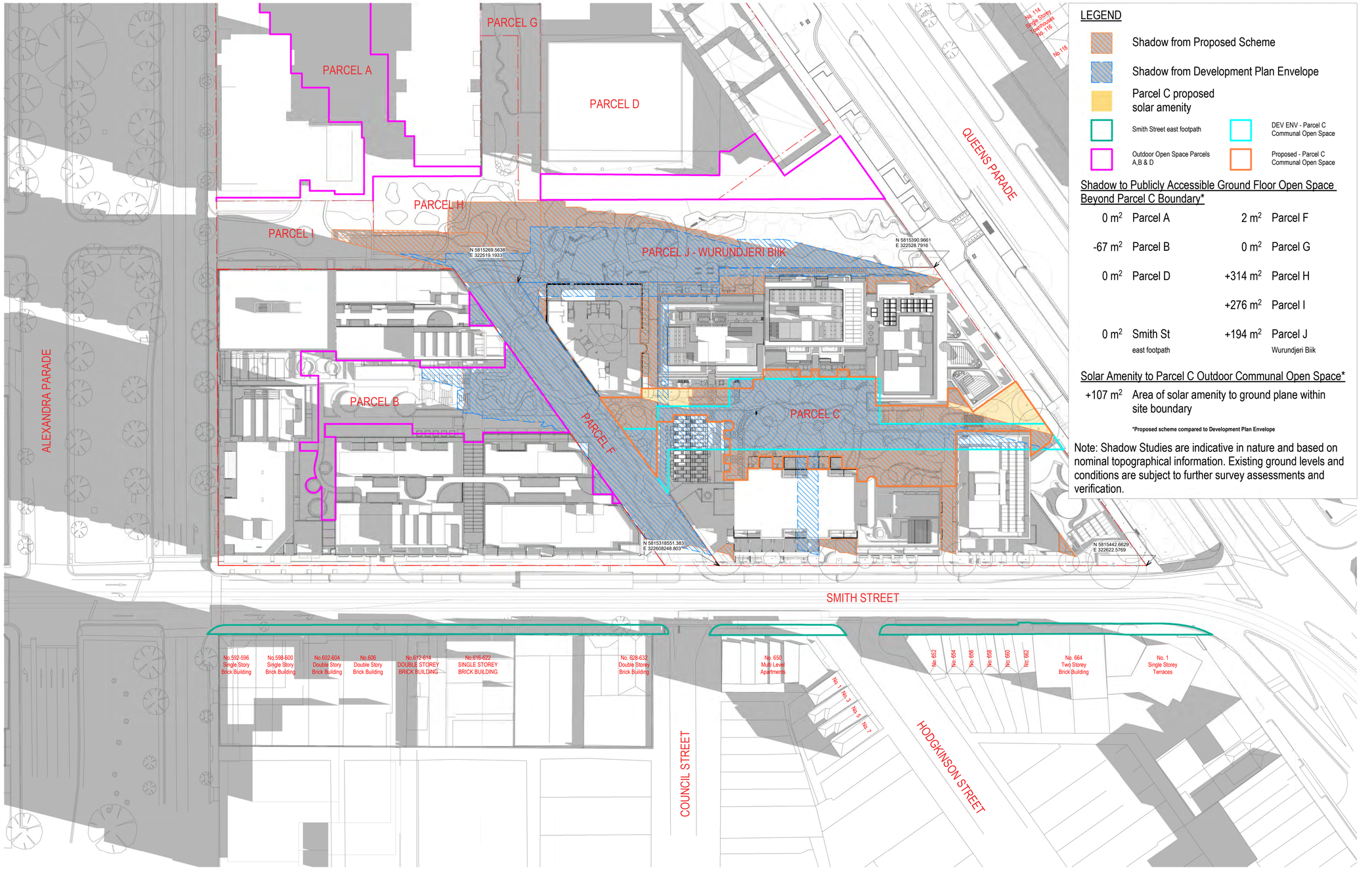


LEGEND

- Shadow from Proposed Scheme
- Shadow from Development Plan Envelope
- Parcel C proposed solar amenity
- Smith Street east footpath
- DEV ENV - Parcel C Communal Open Space
- Outdoor Open Space Parcels A,B & D
- Proposed - Parcel C Communal Open Space

Shadow to Publicly Accessible Ground Floor Open Space Beyond Parcel C Boundary*

0 m²	Parcel A	2 m²	Parcel F
-67 m²	Parcel B	0 m²	Parcel G
0 m²	Parcel D	+314 m²	Parcel H
		+276 m²	Parcel I
0 m²	Smith St east footpath	+194 m²	Parcel J Wurundjeri Biik

Solar Amenity to Parcel C Outdoor Communal Open Space*

+107 m² Area of solar amenity to ground plane within site boundary

*Proposed scheme compared to Development Plan Envelope

Note: Shadow Studies are indicative in nature and based on nominal topographical information. Existing ground levels and conditions are subject to further survey assessments and verification.

Fitzroy Gasworks Parcel C

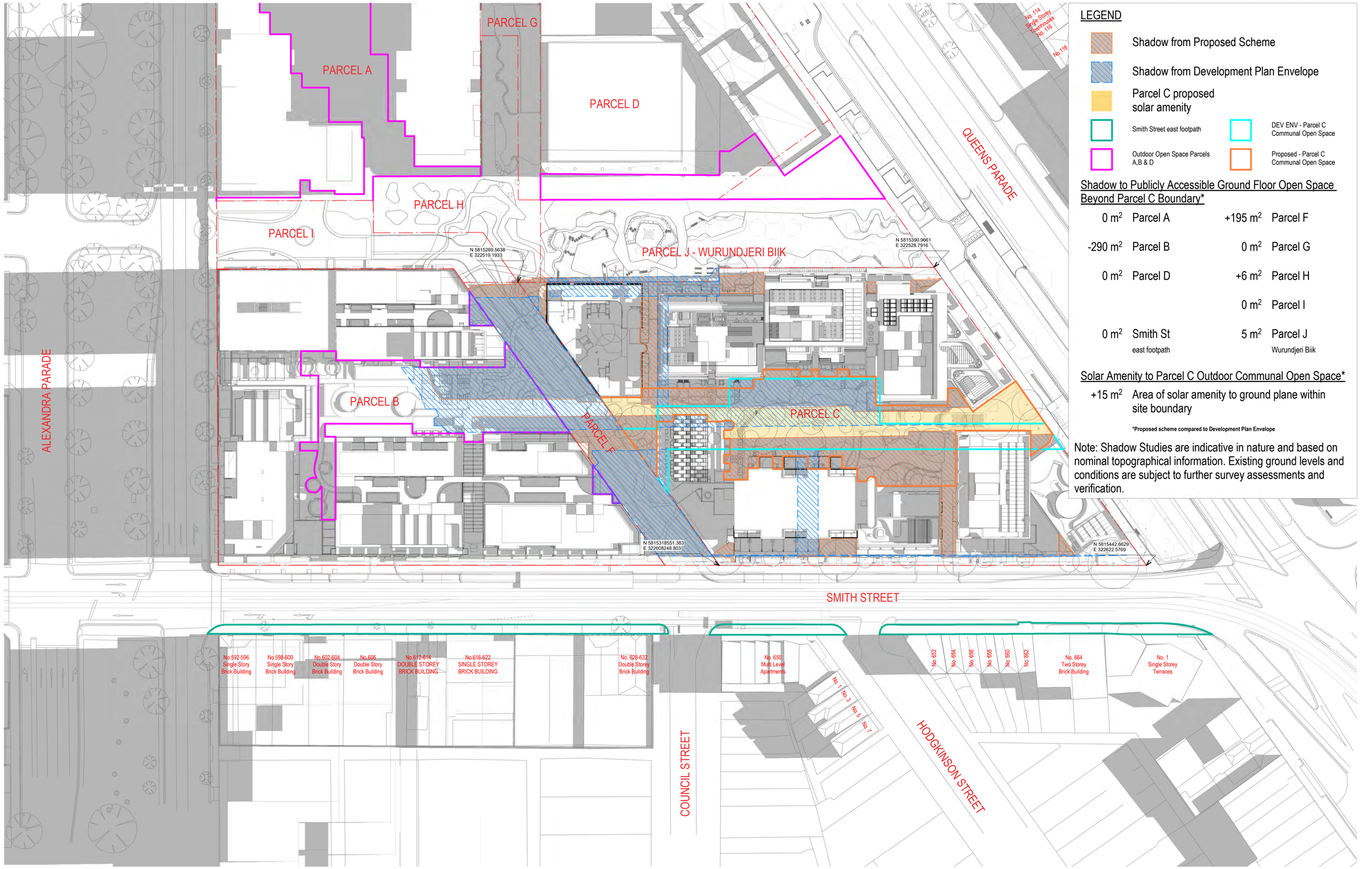
REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **PROPOSED SHADOWS - 21/06 - 11AM**
Drawing Number: FGWC-ARC-Z-DRW-TP-871103
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 500

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

architectus™



LEGEND

- Shadow from Proposed Scheme
- Shadow from Development Plan Envelope
- Parcel C proposed solar amenity
- Smith Street east footpath
- DEV ENV - Parcel C Communal Open Space
- Outdoor Open Space Parcels A,B & D
- Proposed - Parcel C Communal Open Space

Shadow to Publicly Accessible Ground Floor Open Space Beyond Parcel C Boundary*

0 m²	Parcel A	+195 m²	Parcel F
-290 m²	Parcel B	0 m²	Parcel G
0 m²	Parcel D	+6 m²	Parcel H
		0 m²	Parcel I
0 m²	Smith St east footpath	5 m²	Parcel J Wurundjeri Biik

Solar Amenity to Parcel C Outdoor Communal Open Space*

+15 m² Area of solar amenity to ground plane within site boundary

*Proposed scheme compared to Development Plan Envelope

Note: Shadow Studies are indicative in nature and based on nominal topographical information. Existing ground levels and conditions are subject to further survey assessments and verification.

Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **PROPOSED SHADOWS - 21/06 - 12PM**
Drawing Number: FGWC-ARC-Z-DRW-TP-871104
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 500

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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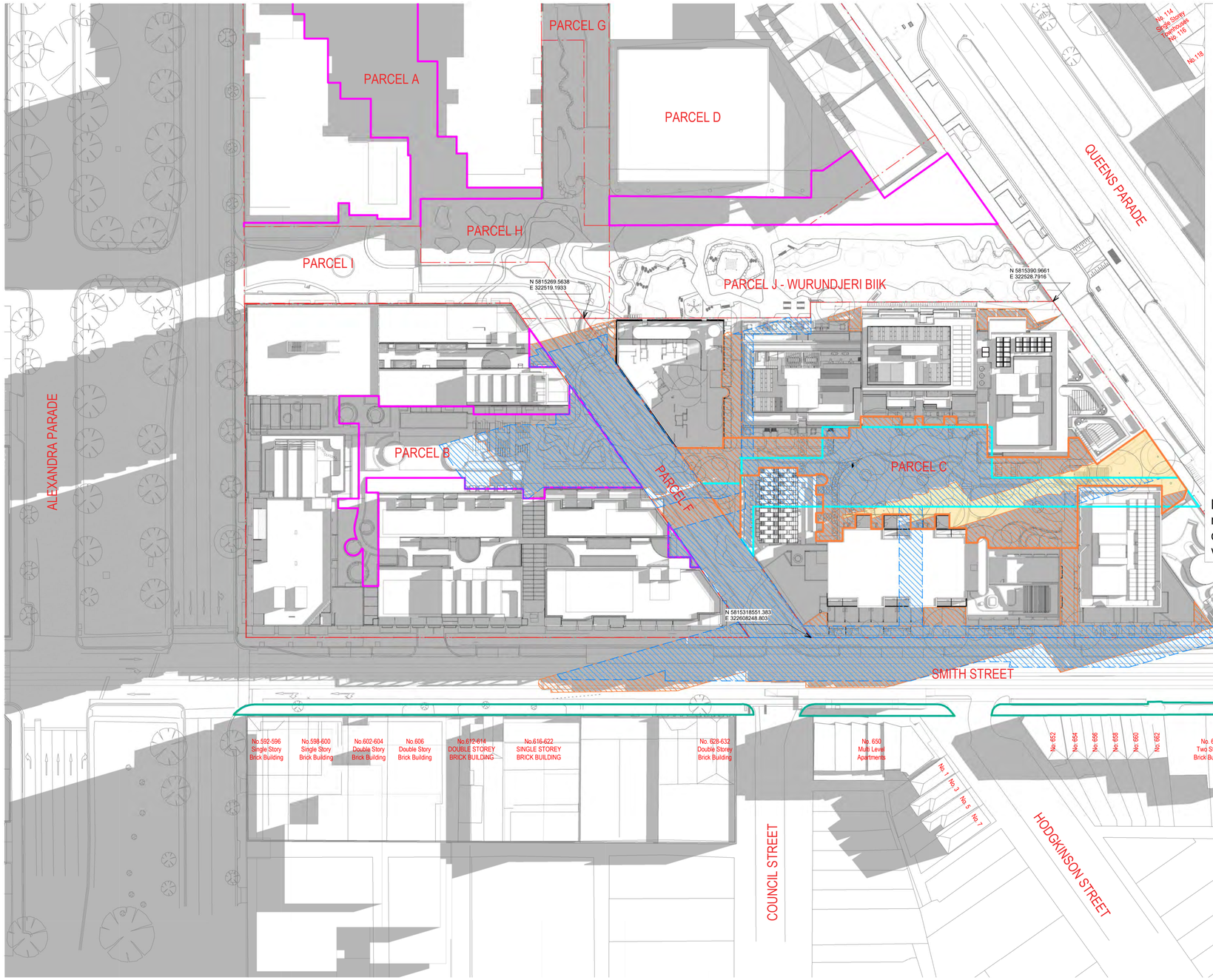

LEGEND

- Shadow from Proposed Scheme
- Shadow from Development Plan Envelope
- Parcel C proposed solar amenity
- Smith Street east footpath
- DEV ENV - Parcel C Communal Open Space
- Outdoor Open Space Parcels A,B & D
- Proposed - Parcel C Communal Open Space

Shadow to Publicly Accessible Ground Floor Open Space Beyond Parcel C Boundary*

0 m²	Parcel A	+112 m²	Parcel F
-127 m²	Parcel B	0 m²	Parcel G
0 m²	Parcel D	0 m²	Parcel H
		0 m²	Parcel I
0 m²	Smith St east footpath	0 m²	Parcel J Wurundjeri Biik

Solar Amenity to Parcel C Outdoor Communal Open Space*

+366 m² Area of solar amenity to ground plane within site boundary

*Proposed scheme compared to Development Plan Envelope

Note: Shadow Studies are indicative in nature and based on nominal topographical information. Existing ground levels and conditions are subject to further survey assessments and verification.

Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **PROPOSED SHADOWS - 21/06 - 1PM**
Drawing Number: FGWC-ARC-Z-DRW-TP-871105
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 500

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

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Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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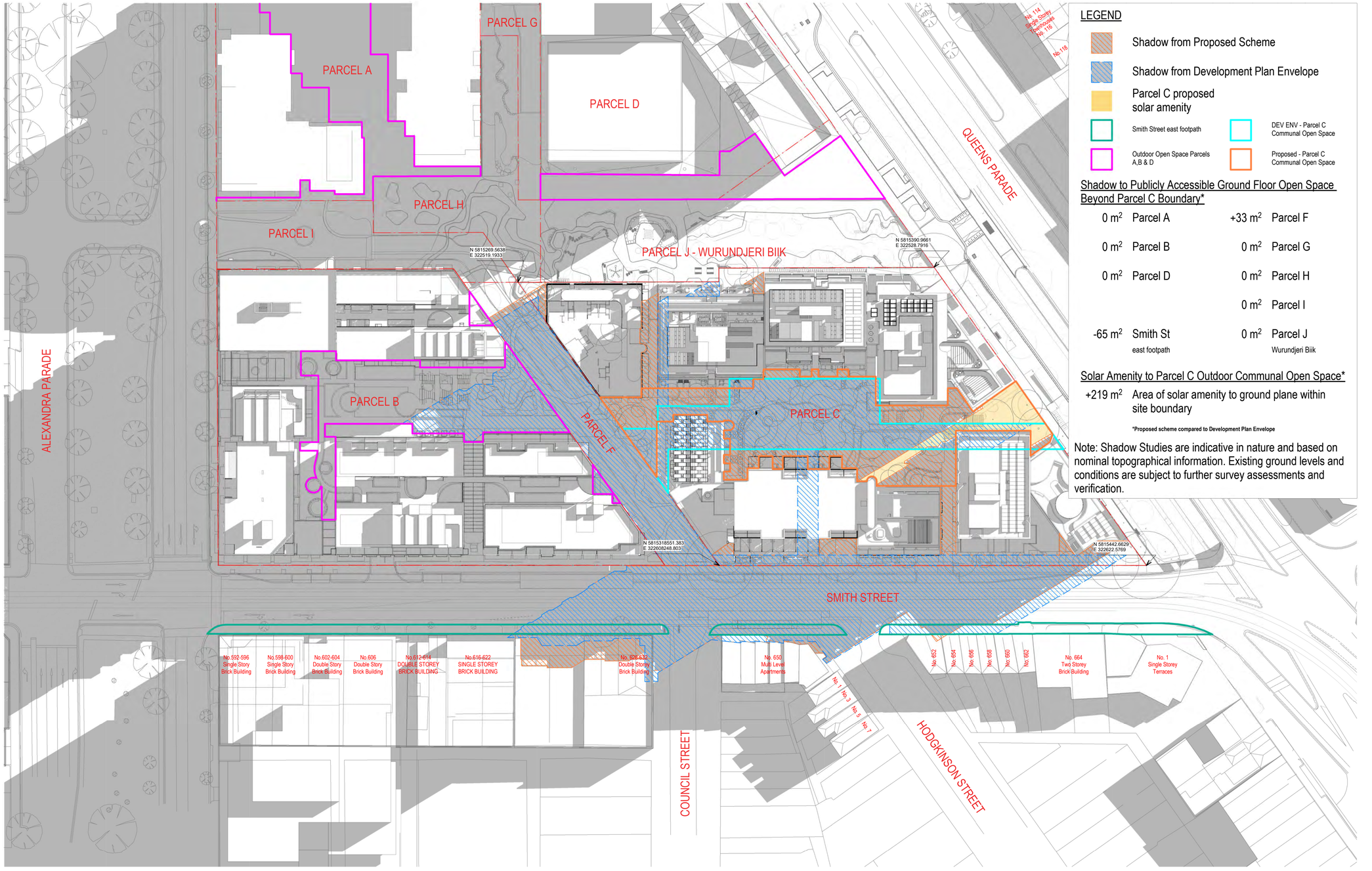

LEGEND

- Shadow from Proposed Scheme
- Shadow from Development Plan Envelope
- Parcel C proposed solar amenity
- Smith Street east footpath
- DEV ENV - Parcel C Communal Open Space
- Outdoor Open Space Parcels A,B & D
- Proposed - Parcel C Communal Open Space

Shadow to Publicly Accessible Ground Floor Open Space Beyond Parcel C Boundary*

0 m²	Parcel A	+33 m²	Parcel F
0 m²	Parcel B	0 m²	Parcel G
0 m²	Parcel D	0 m²	Parcel H
		0 m²	Parcel I
-65 m²	Smith St east footpath	0 m²	Parcel J Wurundjeri Biik

Solar Amenity to Parcel C Outdoor Communal Open Space*

+219 m² Area of solar amenity to ground plane within site boundary

*Proposed scheme compared to Development Plan Envelope

Note: Shadow Studies are indicative in nature and based on nominal topographical information. Existing ground levels and conditions are subject to further survey assessments and verification.

Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **PROPOSED SHADOWS - 21/06 - 2PM**
Drawing Number: FGWC-ARC-Z-DRW-TP-871106
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 500

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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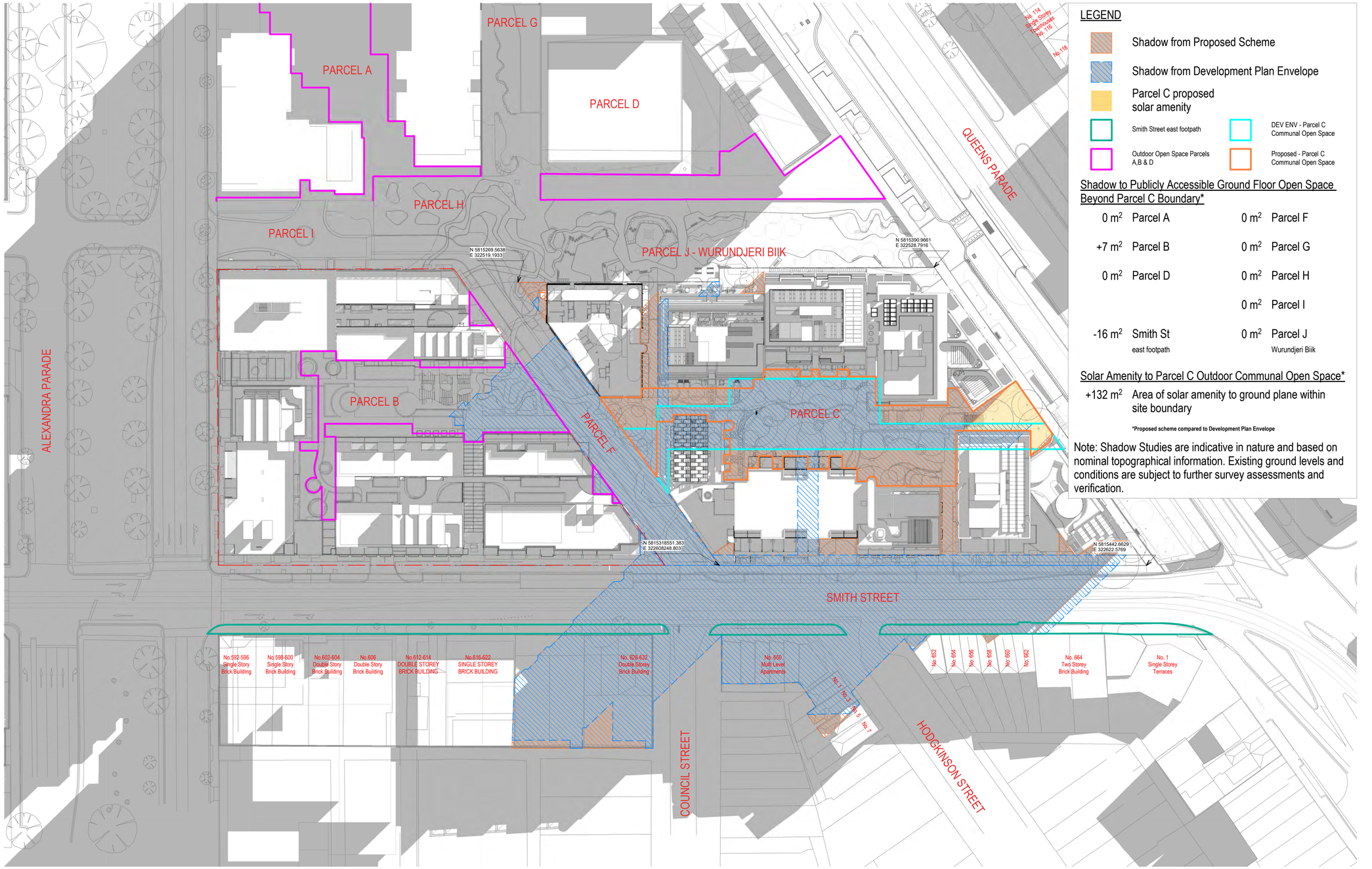

LEGEND

- Shadow from Proposed Scheme
- Shadow from Development Plan Envelope
- Parcel C proposed solar amenity
- Smith Street east footpath
- DEV ENV - Parcel C Communal Open Space
- Outdoor Open Space Parcels A,B & D
- Proposed - Parcel C Communal Open Space

Shadow to Publicly Accessible Ground Floor Open Space Beyond Parcel C Boundary*

0 m²	Parcel A	0 m²	Parcel F
+7 m²	Parcel B	0 m²	Parcel G
0 m²	Parcel D	0 m²	Parcel H
		0 m²	Parcel I
-16 m²	Smith St east footpath	0 m²	Parcel J Wurundjeri Biik

Solar Amenity to Parcel C Outdoor Communal Open Space*

+132 m² Area of solar amenity to ground plane within site boundary

*Proposed scheme compared to Development Plan Envelope

Note: Shadow Studies are indicative in nature and based on nominal topographical information. Existing ground levels and conditions are subject to further survey assessments and verification.

Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **PROPOSED SHADOWS - 21/06 - 3PM**
Drawing Number: FGWC-ARC-Z-DRW-TP-871107
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 500

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK, BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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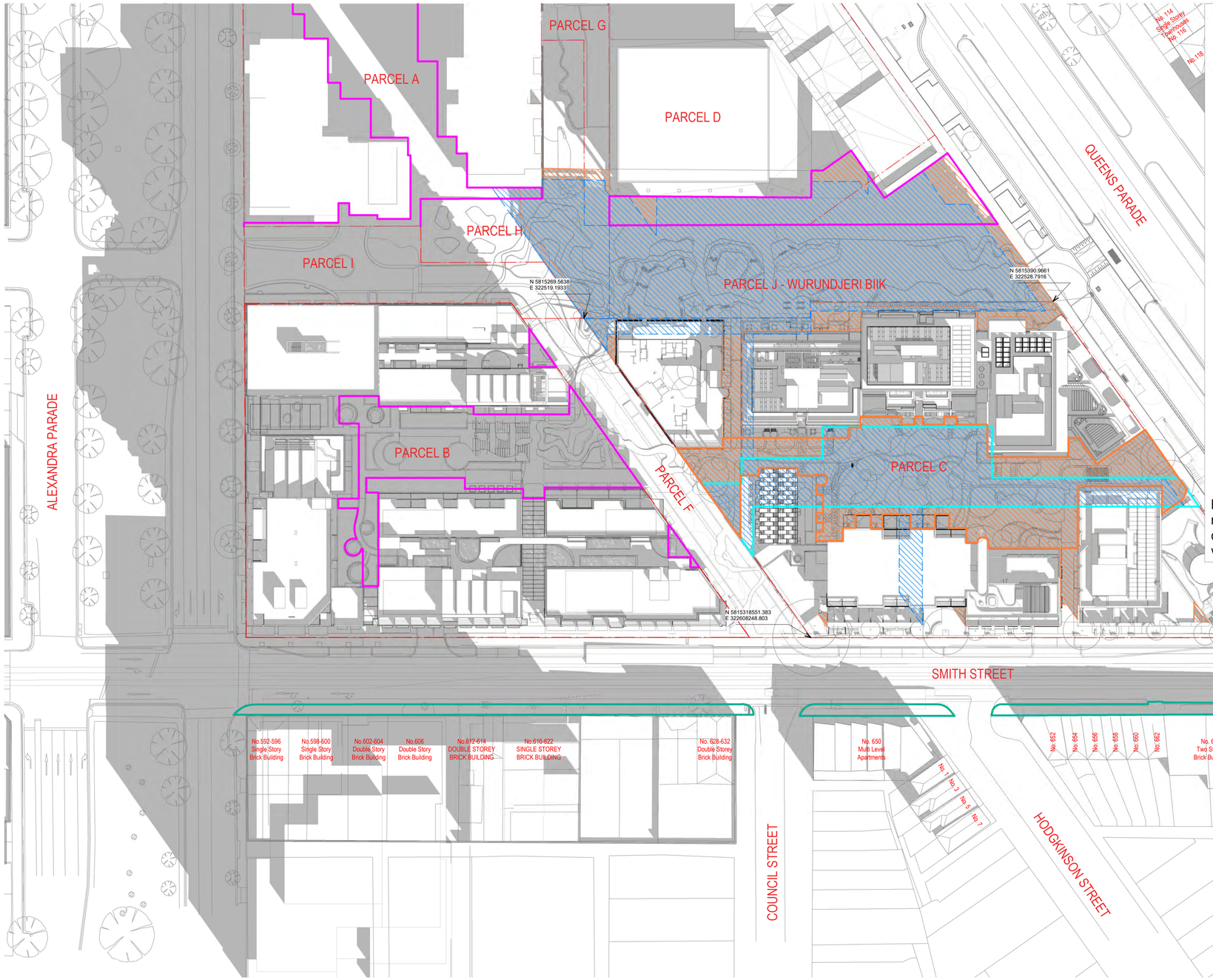

LEGEND

- Shadow from Proposed Scheme
- Shadow from Development Plan Envelope
- Parcel C proposed solar amenity
- Smith Street east footpath
- DEV ENV - Parcel C Communal Open Space
- Outdoor Open Space Parcels A,B & D
- Proposed - Parcel C Communal Open Space

Shadow to Publicly Accessible Ground Floor Open Space Beyond Parcel C Boundary*

-17 m²	Parcel A	0 m²	Parcel F
0 m²	Parcel B	+22 m²	Parcel G
+237 m²	Parcel D	-41 m²	Parcel H
		0 m²	Parcel I
0 m²	Smith St east footpath	+82 m²	Parcel J Wurundjeri Biik

Solar Amenity to Parcel C Outdoor Communal Open Space*

+83 m² Area of solar amenity to ground plane within site boundary

***Proposed scheme compared to Development Plan Envelope**

Note: Shadow Studies are indicative in nature and based on nominal topographical information. Existing ground levels and conditions are subject to further survey assessments and verification.

Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **PROPOSED SHADOWS - 22/09 - 9AM**
Drawing Number: FGWC-ARC-Z-DRW-TP-872101
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 500

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK, BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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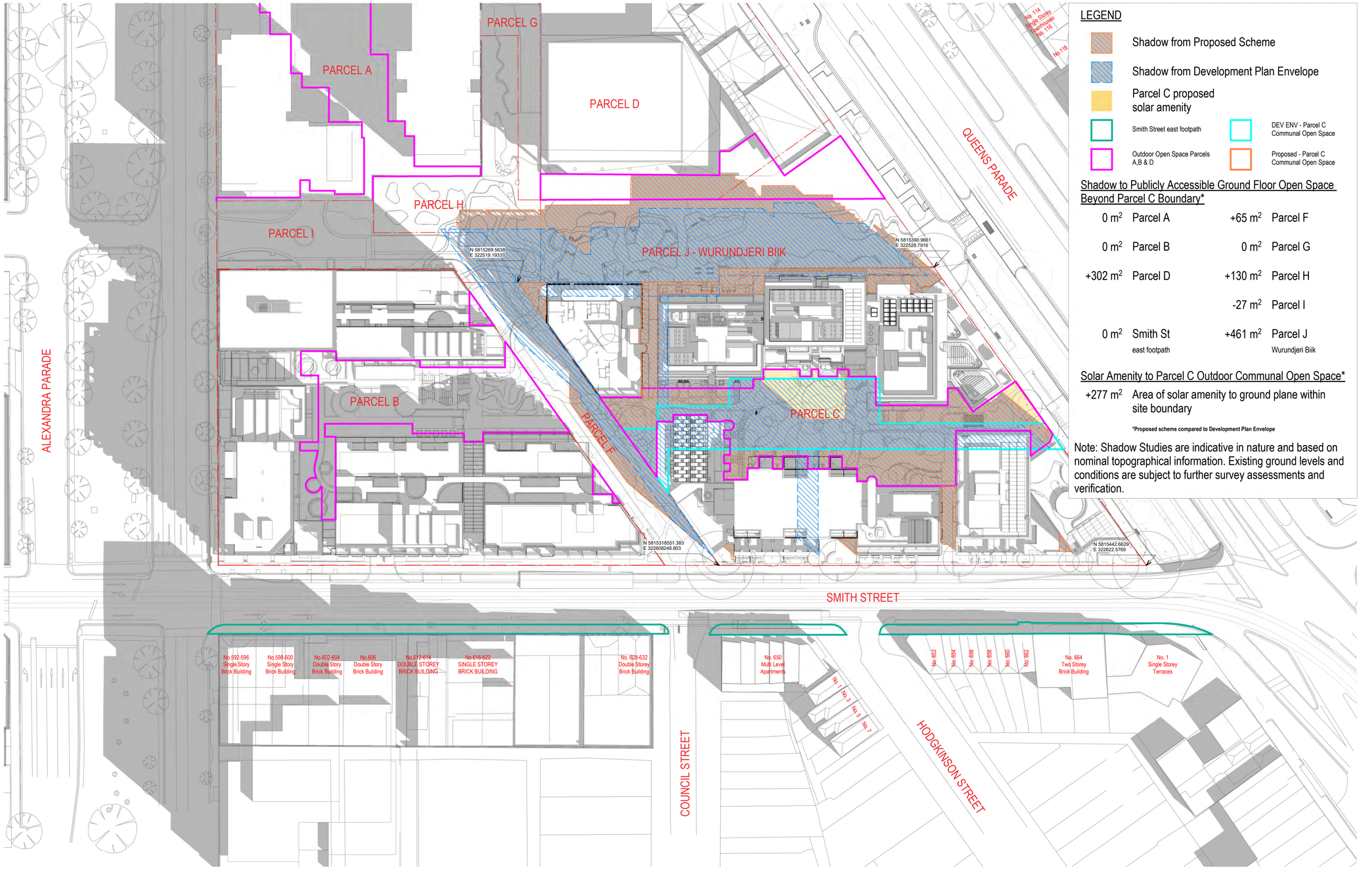

LEGEND

- Shadow from Proposed Scheme
- Shadow from Development Plan Envelope
- Parcel C proposed solar amenity
- Smith Street east footpath
- DEV ENV - Parcel C Communal Open Space
- Outdoor Open Space Parcels A,B & D
- Proposed - Parcel C Communal Open Space

Shadow to Publicly Accessible Ground Floor Open Space Beyond Parcel C Boundary*

0 m²	Parcel A	+65 m²	Parcel F
0 m²	Parcel B	0 m²	Parcel G
+302 m²	Parcel D	+130 m²	Parcel H
		-27 m²	Parcel I
0 m²	Smith St east footpath	+461 m²	Parcel J Wurundjeri Biik

Solar Amenity to Parcel C Outdoor Communal Open Space*

+277 m² Area of solar amenity to ground plane within site boundary

*Proposed scheme compared to Development Plan Envelope

Note: Shadow Studies are indicative in nature and based on nominal topographical information. Existing ground levels and conditions are subject to further survey assessments and verification.

Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **PROPOSED SHADOWS - 22/09 - 10AM**
Drawing Number: FGWC-ARC-Z-DRW-TP-872102
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 500

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK, BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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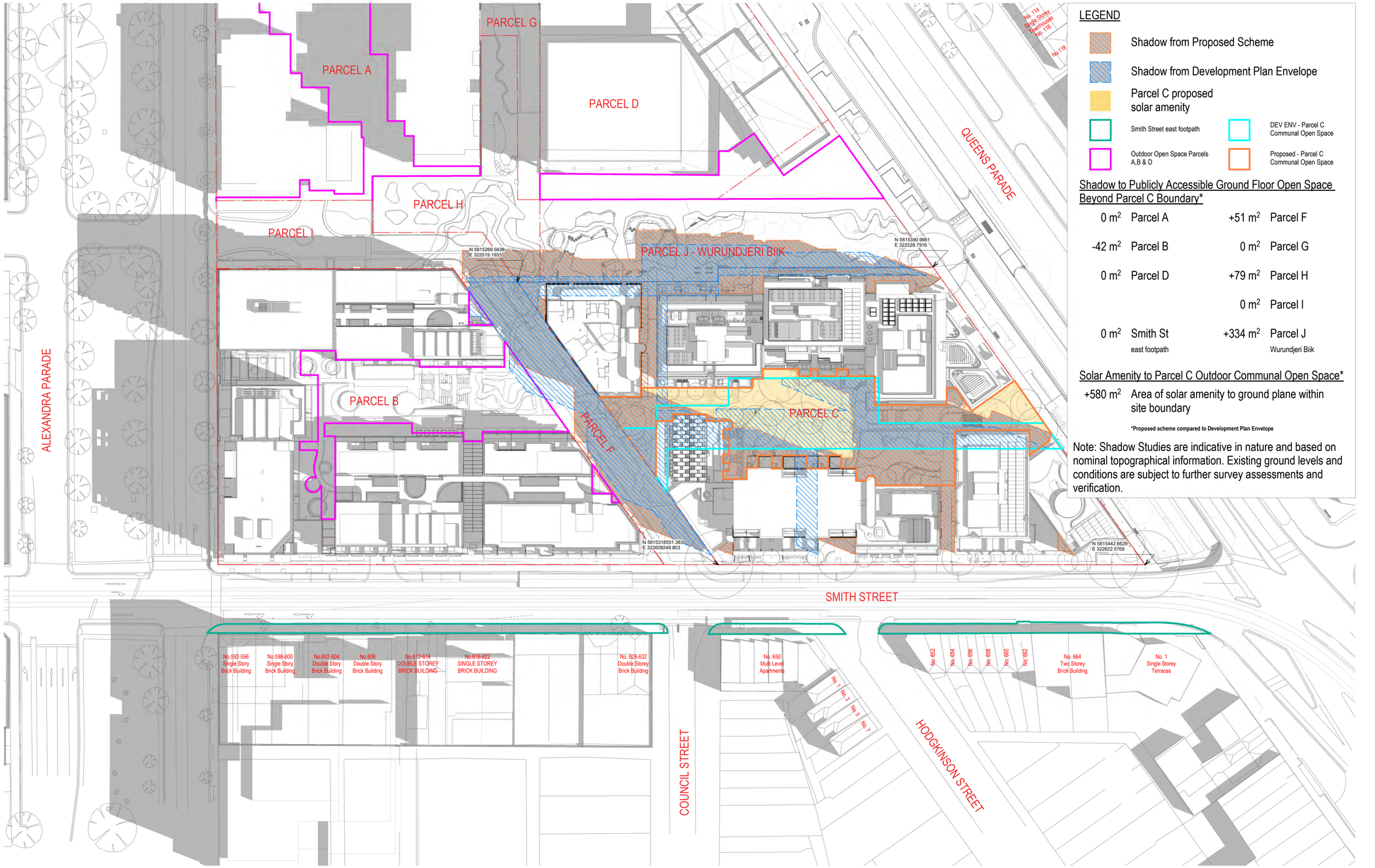

LEGEND

- Shadow from Proposed Scheme
- Shadow from Development Plan Envelope
- Parcel C proposed solar amenity
- Smith Street east footpath
- DEV ENV - Parcel C Communal Open Space
- Outdoor Open Space Parcels A,B & D
- Proposed - Parcel C Communal Open Space

Shadow to Publicly Accessible Ground Floor Open Space Beyond Parcel C Boundary*

0 m²	Parcel A	+51 m²	Parcel F
-42 m²	Parcel B	0 m²	Parcel G
0 m²	Parcel D	+79 m²	Parcel H
		0 m²	Parcel I
0 m²	Smith St east footpath	+334 m²	Parcel J Wurundjeri Biik

Solar Amenity to Parcel C Outdoor Communal Open Space*

+580 m² Area of solar amenity to ground plane within site boundary

*Proposed scheme compared to Development Plan Envelope

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Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **PROPOSED SHADOWS - 22/09 - 11AM**
Drawing Number: FGWC-ARC-Z-DRW-TP-872103
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 500

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK, BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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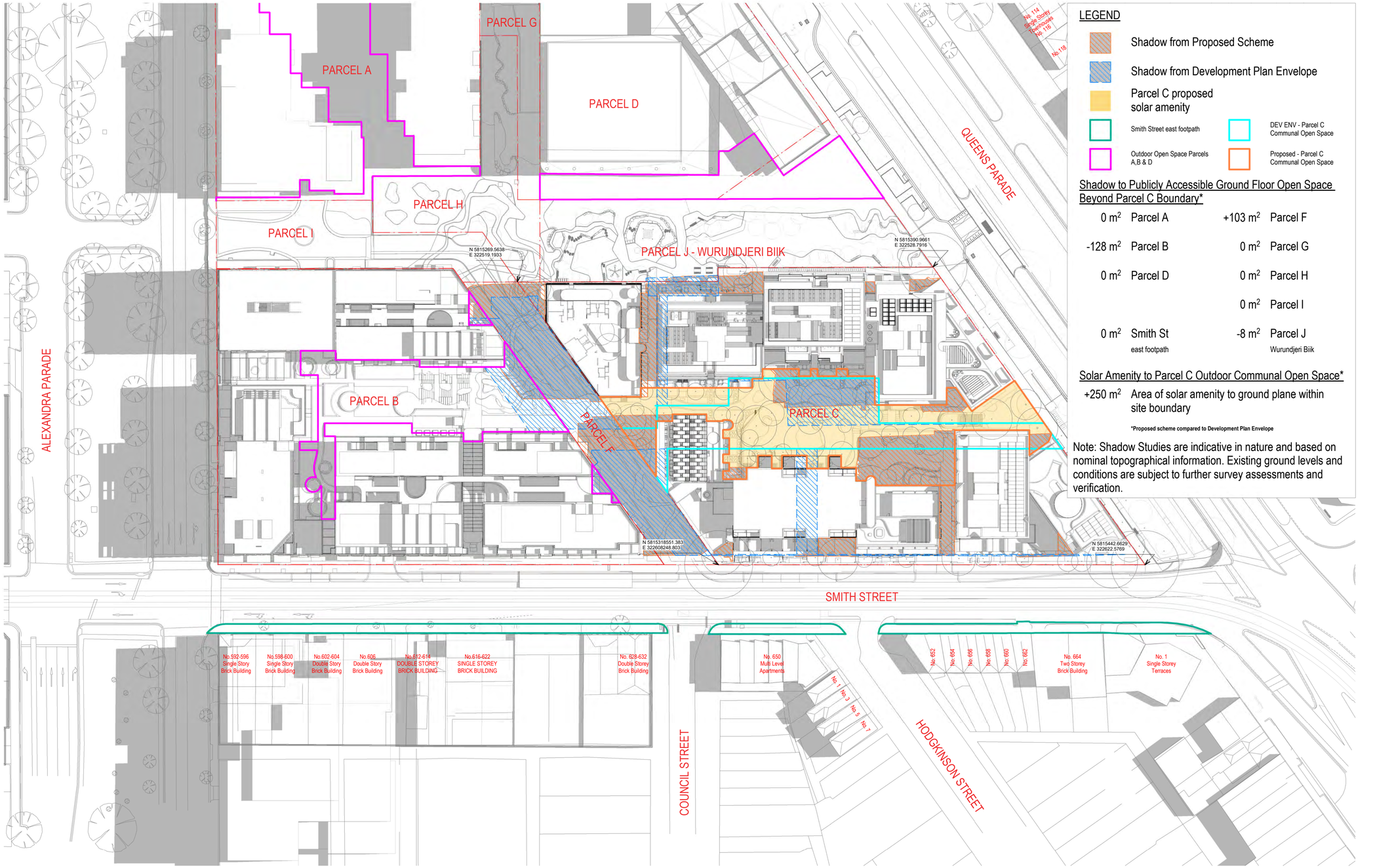

LEGEND

- Shadow from Proposed Scheme
- Shadow from Development Plan Envelope
- Parcel C proposed solar amenity
- Smith Street east footpath
- DEV ENV - Parcel C Communal Open Space
- Outdoor Open Space Parcels A,B & D
- Proposed - Parcel C Communal Open Space

Shadow to Publicly Accessible Ground Floor Open Space Beyond Parcel C Boundary*

0 m²	Parcel A	+103 m²	Parcel F
-128 m²	Parcel B	0 m²	Parcel G
0 m²	Parcel D	0 m²	Parcel H
		0 m²	Parcel I
0 m²	Smith St east footpath	-8 m²	Parcel J Wurundjeri Biik

Solar Amenity to Parcel C Outdoor Communal Open Space*

+250 m² Area of solar amenity to ground plane within site boundary

*Proposed scheme compared to Development Plan Envelope

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Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **PROPOSED SHADOWS - 22/09 - 12PM**
Drawing Number: FGWC-ARC-Z-DRW-TP-872104
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 500

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK, BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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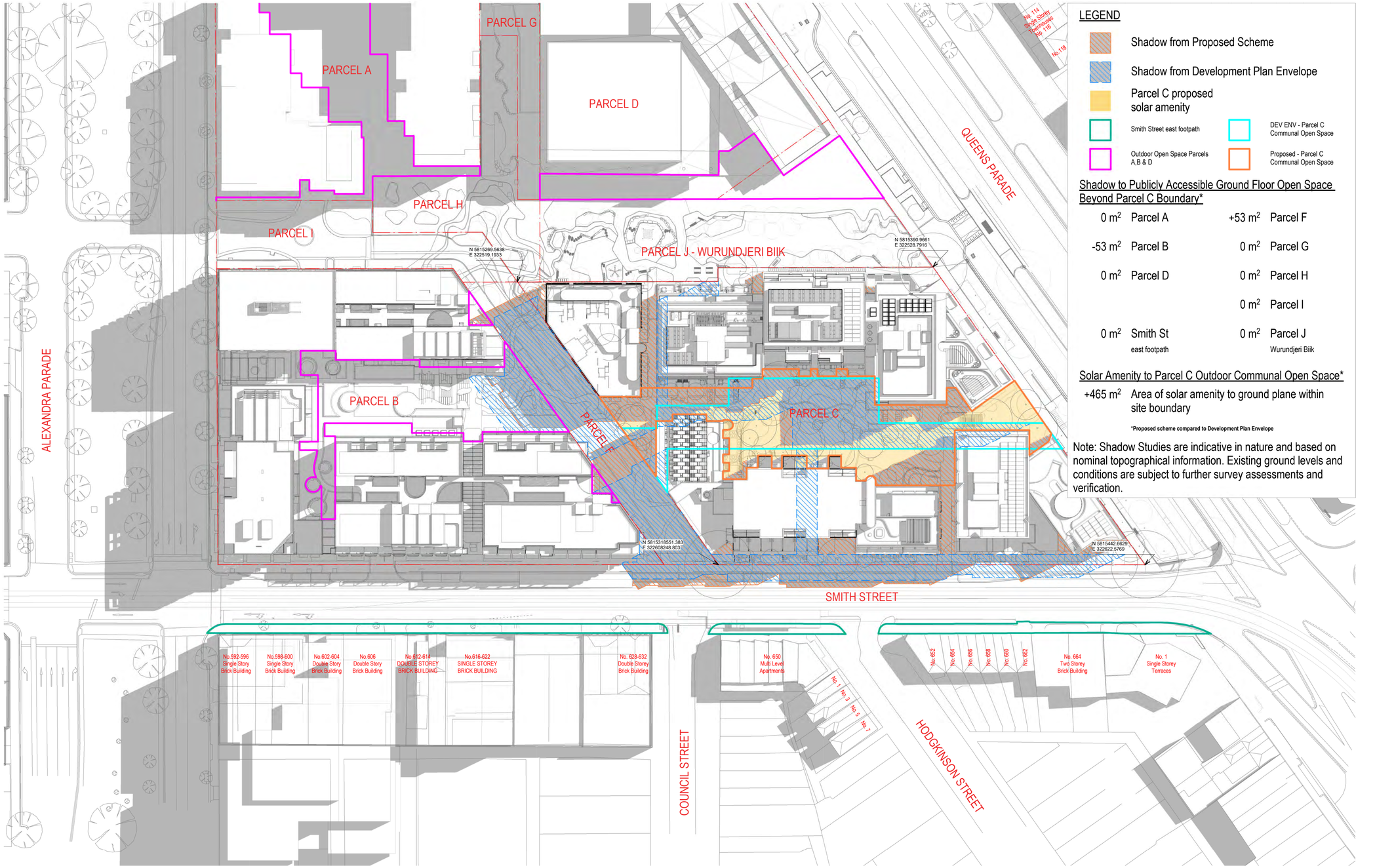

LEGEND

- Shadow from Proposed Scheme
- Shadow from Development Plan Envelope
- Parcel C proposed solar amenity
- Smith Street east footpath
- DEV ENV - Parcel C Communal Open Space
- Outdoor Open Space Parcels A,B & D
- Proposed - Parcel C Communal Open Space

Shadow to Publicly Accessible Ground Floor Open Space Beyond Parcel C Boundary*

0 m²	Parcel A	+53 m²	Parcel F
-53 m²	Parcel B	0 m²	Parcel G
0 m²	Parcel D	0 m²	Parcel H
		0 m²	Parcel I
0 m²	Smith St east footpath	0 m²	Parcel J Wurundjeri Biik

Solar Amenity to Parcel C Outdoor Communal Open Space*

+465 m² Area of solar amenity to ground plane within site boundary

*Proposed scheme compared to Development Plan Envelope

Note: Shadow Studies are indicative in nature and based on nominal topographical information. Existing ground levels and conditions are subject to further survey assessments and verification.

Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **PROPOSED SHADOWS - 22/09 - 1PM**
Drawing Number: FGWC-ARC-Z-DRW-TP-872105
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 500

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK, BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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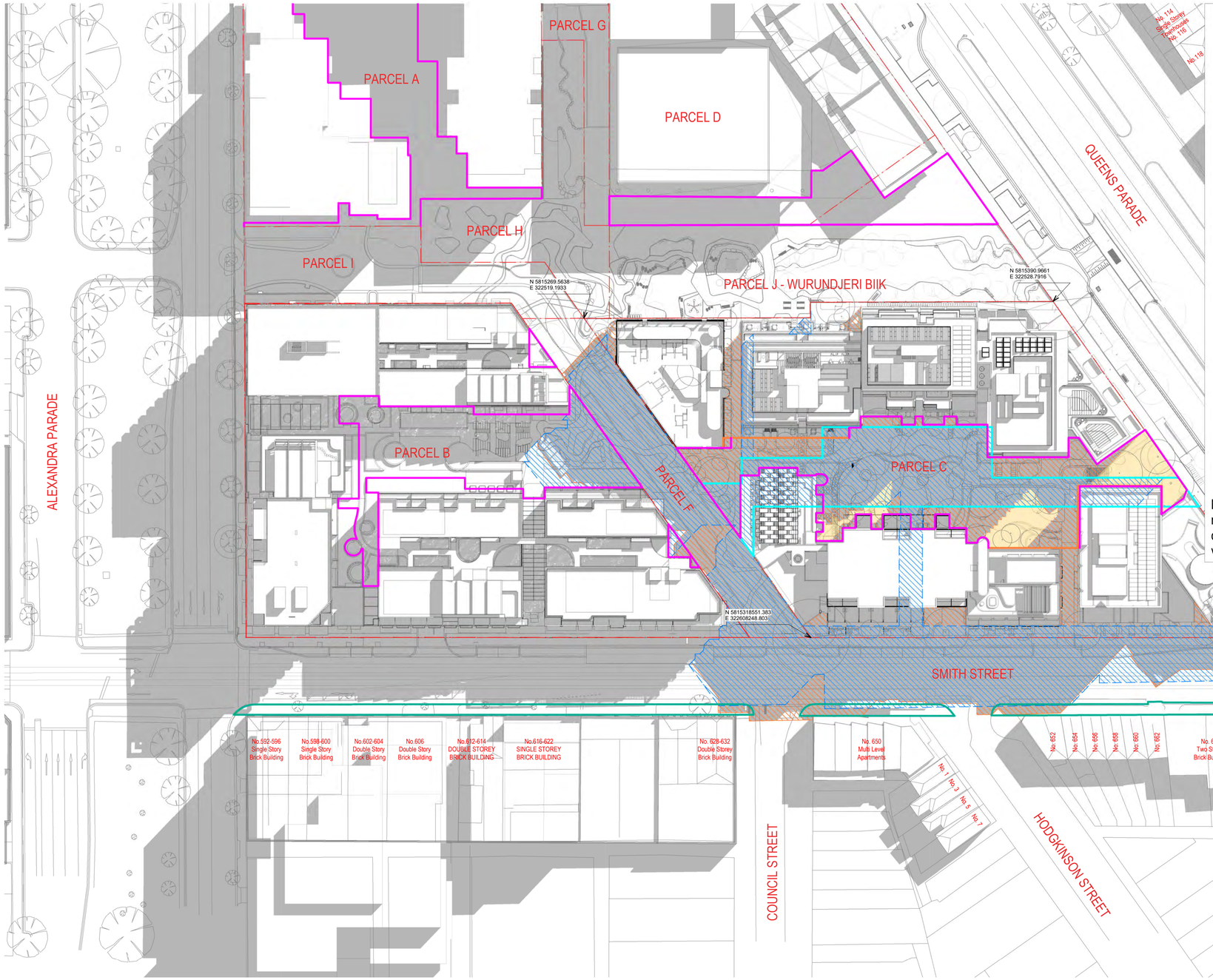

LEGEND

- Shadow from Proposed Scheme
- Shadow from Development Plan Envelope
- Parcel C proposed solar amenity
- Smith Street east footpath
- DEV ENV - Parcel C Communal Open Space
- Outdoor Open Space Parcels A,B & D
- Proposed - Parcel C Communal Open Space

Shadow to Publicly Accessible Ground Floor Open Space Beyond Parcel C Boundary*

0 m²	Parcel A	+105 m²	Parcel F
-69 m²	Parcel B	0 m²	Parcel G
0 m²	Parcel D	0 m²	Parcel H
		0 m²	Parcel I
+73 m²	Smith St east footpath	0 m²	Parcel J Wurundjeri Biik

Solar Amenity to Parcel C Outdoor Communal Open Space*

+352 m² Area of solar amenity to ground plane within site boundary

*Proposed scheme compared to Development Plan Envelope

Note: Shadow Studies are indicative in nature and based on nominal topographical information. Existing ground levels and conditions are subject to further survey assessments and verification.

Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **PROPOSED SHADOWS - 22/09 - 2PM**
Drawing Number: FGWC-ARC-Z-DRW-TP-872106
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 500

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK, BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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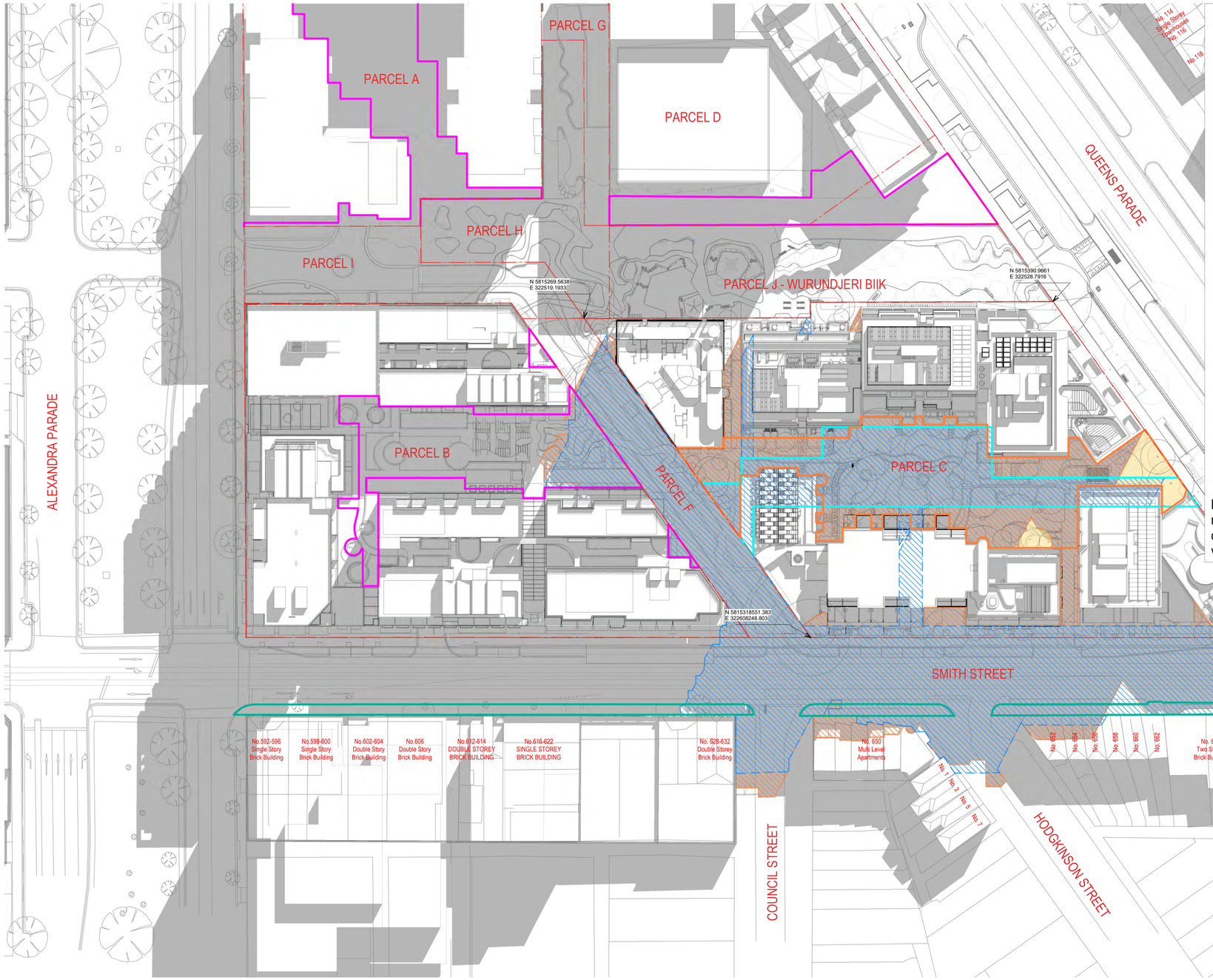

LEGEND

- Shadow from Proposed Scheme
- Shadow from Development Plan Envelope
- Parcel C proposed solar amenity
- Smith Street east footpath
- DEV ENV - Parcel C Communal Open Space
- Outdoor Open Space Parcels A,B & D
- Proposed - Parcel C Communal Open Space

Shadow to Publicly Accessible Ground Floor Open Space Beyond Parcel C Boundary*

0 m²	Parcel A	+13 m²	Parcel F
+38 m²	Parcel B	0 m²	Parcel G
0 m²	Parcel D	0 m²	Parcel H
		0 m²	Parcel I
-41 m²	Smith St east footpath	0 m²	Parcel J Wurundjeri Biik

Solar Amenity to Parcel C Outdoor Communal Open Space*

+146 m² Area of solar amenity to ground plane within site boundary

***Proposed scheme compared to Development Plan Envelope**

Note: Shadow Studies are indicative in nature and based on nominal topographical information. Existing ground levels and conditions are subject to further survey assessments and verification.

Fitzroy Gasworks Parcel C

REV	DESCRIPTION	DATE
TP01	ISSUED FOR TOWN PLANNING	01/07/2025
TP02	RESPONSE TO RFI 1	03/10/2025

Project Address: 433 Smith Street, Fitzroy North, VIC 3068
Drawing: **PROPOSED SHADOWS - 22/09 - 3PM**
Drawing Number: FGWC-ARC-Z-DRW-TP-872107
Issue: RESPONSE TO RFI 1
Revision: TP02
Scale@A1: 1 : 500

Delivery Team: Milieu, hickory, STUDIO BRIGHT, FIELDWORK BREATHE, W–B WOODS BAGOT, architectus, Freadman White, KENNEDY NOLAN

Melbourne
Wurundjeri Country
Level 25, 385 Bourke Street
Melbourne VIC 3000
melbourne@architectus.com.au

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Affordable Housing Report

Fitzroy Gasworks, Parcel B

October 2025



Assemble

Certified B Corporation
Climate Active NETWORK MEMBER
RECONCILIATION ACTION PLAN REFLECT


Assemble is located on the traditional lands of the Wurundjeri Woi Wurrung peoples of the Kulin Nation. We acknowledge that sovereignty was never ceded, and pay our respects to their elders past and present. We extend this respect to all Aboriginal and Torres Strait Islanders across Victoria, and Australia.
Affordable Housing Report
1

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1.0 Overview

1.1 Assemble x Housing Choices Australia

Assemble and Housing Choices Australia (HCA) has formed a joint venture partnership, known as Assemble X HCA HA Ltd, to deliver social and affordable housing across a portfolio of Built to Rent (BTR) projects. Assemble and HCA came together out of a shared vision for housing affordability, a desire to promote private investment in social and affordable housing, and to reduce reliance on government support. Our partnership couples the capacity of the private sector with the unique expertise of the community housing sector in managing specialist and higher needs cohorts.

Housing Choices Australia (HCA)

HCA is an organisation focused on managing social housing and will be responsible for managing the social housing on behalf of Assemble X HCA. HCA's community housing experience will underpin the success of the integrated model.

HCA's vision is for all people to be affordably housed in neighbourhoods that support life opportunities. Its mission is to provide affordable homes across Australia, working with partners to create resilient and inclusive neighbourhoods.

HCA was established in 2008. The HCA Group of Companies owns and manages over 7,000 properties in Victoria, South Australia, Tasmania, New South Wales and Western Australia. HCA is a Tier 1 registered housing association under the Housing Act (1983).

Assemble

Assemble is an end-to-end build-to-rent development, investment and community management group with a focus on delivering occupant centric housing at rents which are affordable for low and moderate income Australians. Assemble will manage the affordable and market dwellings and commercial space within Assemble X HCA projects and will provide the resourcing, capital and platform to make a scalable impact. Assemble's vision is building a future where more Australians can access and live in sustainable, appropriate and well-designed homes and neighbourhoods. Assemble develops innovative investment models to fund the development of new housing that meets the needs of middle-and-lower-income households, making more housing available where it's needed.

1.2 Project Background

The Victorian Government is redeveloping Crown Land known as the former Fitzroy Gasworks site, located at 433 Smith Street, Fitzroy North, 3068 (FGW Precinct). The FGW Precinct is at the nexus of four inner north suburbs, Fitzroy, Fitzroy North, Clifton Hill, and Collingwood. The 3.9-hectare site, which is bordered by Smith Street, Alexandra Parade, George Street and Queens Parade, is proposed to include new housing, a senior high school, a sports centre and open space.

Parcel B and C are being developed in a Joint Venture (INC-JV) between Assemble and Milieu and comprises a residential project of approximately 1052 apartments across the two Parcels. It is the intention of the Participants that the Land be developed as follows:

- Parcel B (Assemble – as contemplated in this report) for 513 Build to Rent (BTR) development with ancillary ground floor uses, public road and public realm.
- Parcel C (Milieu) for 539 Build to Sell (BTS), ancillary ground floor uses and public realm.

1.3 Design Approach

Assemble X HCA will deliver tenure blind buildings with consistency throughout the affordable, social and market housing. The location of the lobby and communal spaces ensures suitability to the needs of a more complex demographic mix, with careful regard to universal access, safety by design principles.

On a project of the scale proposed, there is a reduced efficiency in adopting a dual specification for market and social housing units. Given Assemble X HCA's long term responsibility for maintenance, the level of robustness is paramount in the longevity of our projects. All apartments adopt high quality kitchens, finishes and level of amenity, with robustness and ease of replacement factored into the design.

Non-Residential Resident and Community Offer

Assemble understands resilient communities are core to positive longer term investment outcomes and have invested in in-house urban design and neighbourhood development expertise to guide high-quality, end to end design and development outcomes. As a long-term investor and manager of BTR assets, it is important that the design of the public realm, community amenity spaces and integration with the broader neighbourhood is at the forefront in our development process. These spaces must respond to current community's needs and be future proofed for future generations.

Assemble's built-to-rent model actively supports and encourages opportunities for social connection through the design of our resident spaces within our developments. When the design of public and communal spaces fosters strong communities, this improves housing security, providing for greater stability and reduced transience. Only through the enabling of meaningful relationships between residents can we cultivate a sense of belonging and wellbeing – ultimately, resilient housing communities. This is achieved by:

- Delivering high-quality design outcomes in built form, open space and public realm which contributes to neighbourhood amenity.
- Site location proximity to schools, transport and employment hubs to support the resident community.
- Focus on casual and flexible communal spaces for resident and broader community use.
- Designing spaces that encourage day to day incidental encounters, whether within each residential floor, at the lobby of the building or within the public realm.
- Flexible housing options that allow movement within the development as resident needs change through circumstance

2.0 Status of Affordable Housing Across Precinct

2.1 Parcel A

On the 29th of November 2022 a permit was issued for 358 apartments at 111 Queens Parade, Fitzroy North (Parcel A). This permit includes 120 social (subject to Government Funding as outlined within section 1.2.2 of Development Plan). and 71 affordable dwellings and is yet to be acted upon. Development Victoria is currently on market for the sale of Parcel A.

2.2 Parcel B and C Combined

In July 2025 two separate permit applications will be lodged with DTP for 513, Build to Rent apartments at 433, Smith Street, Fitzroy North (Parcel B) and 539 apartments at 433 Smith Street, Fitzroy North (Parcel C). The below table outlines the combined affordable housing delivered across Parcel B and C:

	Total Dwellings	Affordable Housing	Social Housing	At Cost Housing	Social, Affordable and Innovative Housing %
Parcel B	513	43	121	0	164 (32%)
Parcel C	539	10	0	32	42 (8%)
Total	**1,052**	**53**	**121**	**32**	**206 (20%)**

- **Social Housing:** A minimum of 121 Social homes, to be managed by a Registered Housing Provider and made available as Social rental homes for a minimum period of 40 years. These dwellings are subject to an agreement with Homes Victoria.
- **Affordable Housing:** A minimum of 53 Affordable rental homes, made available as low or moderate income housing. The Affordable dwellings will be maintained for a minimum period of 20 years.
- **At Cost Housing;** 32 Homes sold at cost, under the Nightingale model with priority access to eligible buyers and key workers. These homes are expected to be priced at a level considered to be affordable to initial purchasers who fall within the moderate-income range's (annual) as specified by the Minister by notice published in the Government Gazette at the time of sale. There will be a Deed of Covenant – Re-Sale Restrictions enshrining ongoing affordability for the first owner and subsequent owners for these 32 homes via a legal deed between the owner and The Nightingale Foundation. There will be no registerable agreements or Section 173 agreements associated with these homes.

3.0 Innovative Housing (Parcel C)

The delivery of at-cost housing aligns with and advances the intent of the Dwelling Diversity and Affordable Housing Report (March 2021) by introducing a financially sustainable, socially integrated, and design-led alternative to traditional affordable housing models.

Unlike conventional models reliant on ongoing government subsidy or capital grant funding, at-cost housing enables dwellings to be delivered at the true construction cost, removing developer profit margins and speculative uplift. This directly addresses one of the 2021 report's key findings; that affordability challenges in inner-urban areas are primarily driven by land value escalation and profit-driven development rather than construction cost inefficiencies.

By prioritising cost transparency and reinvestment over profit extraction, the at-cost model broadens the spectrum of affordability options available within the precinct. It supports the "continuum of housing need" framework established in the 2021 report; bridging the gap between social housing (for very low-income households) and the open market (targeted at high-income buyers). This model particularly benefits key workers and moderate-income earners, a cohort identified in the report as being underserved by existing housing mechanisms but essential to maintaining a diverse and resilient urban community.

Furthermore, the at-cost approach embodies the 2021 report's innovation principle, which encourages non-traditional delivery mechanisms that leverage design quality, sustainability, and partnership models rather than subsidies. It allows for a tenure-blind, mixed-income outcome, aligning with the precinct's broader objectives for social inclusion and avoiding the segregation typically associated with affordable housing.

By integrating at-cost housing into the overall precinct delivery, the model also promotes financial and operational self-sufficiency, reducing dependency on public funding while maintaining affordability in perpetuity through deed-restricted or covenant-based frameworks, consistent with the governance mechanisms proposed in the 2021 report.

In short, at-cost housing represents a progressive evolution of the affordable housing model, delivering on the 2021 report's principles of innovation, diversity, and integration by creating a market-disruptive, transparent, and equitable housing product that supports long-term affordability and urban inclusivity without compromising design quality or financial viability.

Refer to the Parcel C, Affordable Housing Report for additional information.

4.0 Legislative Requirements

4.1 Requirements of DPO16

DPO16 sets out the requirements for the Development Plan. The Summary table in Part 10.0 Development Plan Requirements outlines each of the requirements and explains how the Development Plan documents addresses the requirements of the DPO. Overall, the components of this Development Plan as required by DPO16, Provide a range of dwelling types to cater for a variety of housing needs including the provision of 20% of dwellings as Affordable Housing (as defined at section 3AA of the Planning and Environment Act 1987).

4.2 Development Victoria Fitzroy Gasworks Development Plan

The Development Plan Victoria Gasworks (Development Plan) stipulates that 20% of dwellings (or equivalent) will be Affordable Housing across the precinct, with a minimum of 2.5% for Parcel B. In response to the high and growing percentage of lone-person and couple without children households across the City of Yarra, a mix of studios, 1, 2 and 3 bedroom dwellings should be provided. This dwelling mix would be expected to cater towards a diversity of household structures.

As outlined under Section 7.1 of the Endorsed Development Plan, The Affordable Housing Strategy for this site will deliver 20% of dwellings as Affordable Housing. The strategy contemplates two primary delivery models:

- Social Housing, that is subject to State funding will be either; owned by the State and operated by a Registered Housing Agency, or owned and operated by a Registered Housing Agency. 100% of Social Housing dwellings must be allocated to eligible households on the Victorian Housing Register (VHR). No more than 25% of household income is spent on rent.

- Market Affordable Housing comprising market products such as affordable rental and affordable purchase products with flexibility for a range of delivery models and tenures. Market Affordable Housing dwellings will be allocated to eligible

households earning within the Victorian Government-defined income bands (updated annually by the Governor in Council Order). Affordable rents assume 30% of household income is spent on rent. An assessment will be made to validate that households earn within the designated Affordable Housing income bands.

The ability of the site to deliver any significant amount of Social Housing is dependent on securing State funding support. If State funding is not secured, the targeted delivery of 20% of dwellings as Affordable Housing will be met primarily through affordable market products with the flexibility for other innovative Affordable Housing models to be applied.

The Dwelling Diversity and Affordable Housing Report (March 2021) for 111 Queens Parade and 433 Smith Street (former Fitzroy Gasworks) which was endorsed as part of the DP and informs Part 7 of the DP sets out Development Victoria's strategy to deliver 20% affordable housing within the precinct, ensuring housing diversity and social inclusion across income groups. Key findings within this document include:

- Strong demand for affordable 1- and 2-bedroom dwellings, particularly for low to moderate-income renters.
- Decline in lower-income residents in the City of Yarra highlights the need for more accessible housing options.
- 20% of total dwellings (~240 homes) to be provided as affordable housing across the development.
- Mix includes social housing (very low–low income) and affordable rental housing (moderate income).
- Rent capped at 30% of household income, ensuring genuine affordability.
- All affordable housing is to be tenure-blind — visually and materially indistinguishable from private housing.
- Family-friendly dwellings (2–3 bedrooms) are included, with access to communal and play spaces.
- Affordable housing to be secured via Section 173 agreements for a minimum of 15–30 years.
- Partnership model: Delivery through a combination of government, community housing providers, and private developers via both rental and market housing.
- Fully aligned with State and City of Yarra housing strategies, supporting diverse, inclusive, and sustainable communities close to public transport and jobs.

The report confirms that the Fitzroy Gasworks redevelopment provides a balanced, mixed-tenure housing model, addressing local affordability gaps, maintaining social diversity, and setting a benchmark for integrated, tenure-blind affordable housing delivery in inner Melbourne.

4.3 Planning Submission Requirements

Any future planning permit application is to be supported by a report that sets out how the development response aligns with the requirements of section 7.2 of the Development Plan, and at a minimum specify the following:

- The Report must set out how the development will respond to the following requirements:
- Affordable Housing response including percentage of total dwellings, number and proportion of studio, 1 bedroom, 2 bedroom and 3+ bedroom dwellings and alignment with assessed housing need.
- The indicative location within the development and individual buildings, including confirmation that the dwellings will be externally indistinguishable from other dwellings, and the proposed maximum number of Affordable Housing units for any single floor.
- Evidence establishing that the arrangement can demonstrate an appropriate affordability outcome for an Eligible Household, defined in accordance with the Planning and Environment Act 1987.
- Demonstrate how the proposed ownership, management and/or legal agreements supports the delivery of Affordable Housing.
- Status of Affordable Housing delivery across the Fitzroy Gasworks Precinct.

5.0 Affordable Housing Response

5.1 Proposed Dwelling Mix

The anticipated dwelling mix for the development is outlined in the table below. The social housing mix has been prescribed by Homes Victoria and tenants will be allocated by Homes Victoria.

The affordable housing mix prioritises 1 and 2 bedroom dwellings according to demand, however the typology mix can be changed over time to adapt to changes in demand from each of the cohorts.

Unit Mix				

	Affordable	Social	Market	Total
1-bed (Compact)	15	-	62	**77**
1-bed	12	63	138	**213**
2-bed 1-bath	16	31	55	**102**
2-bed 2-bath	-	1	76	**77**
3-bed 1-bath	-	26	-	**26**
3-bed 2-bath	-	-	18	**18**
Total	**43***	**121***	**349**	**513**
Affordable housing commitment	**164**			
Proportion	**8%**	**24%**	**68%**	**100%**

*These dwellings are subject to an agreement with Homes Victoria.

5.2 Social Dwellings

The social housing mix has been prescribed by Homes Victoria and tenants will be allocated by Homes Victoria, managed by Assemble X HCA. Homes Victoria proposes to relocate existing Social Housing residents into the project.

Key features of Assemble X HCA's social housing for the project include:

- All tenants will be relocated in accordance with Homes Victoria Requirements.
- HCA (or another Registered Housing Provider) will be responsible for tenancy management, and Assemble will be responsible for asset management across all dwellings to benefit from economies of scale.

Assemble x HCA will retain overall responsibility for tenancy management for social housing tenants. Assemble x HCA may fulfil that responsibility by contracting out the tenancy management to a registered housing agency, in this case HCA. In the social housing sector, it is not uncommon for social housing tenancy management services to be contracted to a registered housing agency that has the staff, processes, and scale to deliver.

5.3 Moderate Income Households Greater Capital City Area of Melbourne

The threshold for Moderate Income Households has been established in consideration of the affordable housing ranges as specified in 'SECTION 3AB – SPECIFICATION OF INCOME RANGES' of the Planning and Environment Act 1987, as applicable from 1 July 2024. The ranges specified therein are reflected in the following table, including for very low, low and moderate income ranges.

Greater Capital City Statistical Area of Melbourne			
	Very low-income range (annual)	Low income range (annual)	Moderate income range (annual)
Single adult	Up to $30,640	$30,641 to $49,020	$49,021 to $73,530
Couple, no dependant	Up to $45,950	$45,951 to $73,530	$73,531 to $110,300
Family (with one or two parents) and dependent children	Up to $64,330	$64,331 to $102,950	$102,951 to $154,410

Source: Planning and Environment Act 1987 – Section 3AB – Specification of Income Ranges (25 June 2024)

5.4 Affordable Rental Prices and Processes

A summary of the comparable market rent data provided by EY and the proposed rents for the project, can be found in Table 1. As illustrated, the proposed rents are within the identified 2024 market parameters for each apartment type. The rental rates are reflective of the 2024 market at the time of the analysis and the Assemble rental figures are set for residents entering into a rental agreement. The below affordable rents represent a 10% discount to the assessed market rents.

	Market Analysis (including 10% discount)	**Proposed Dwellings**	
Typology	EY (Aug 2024)	Number	Adopted
Studio	$504	15	$504
1 Bed 1 Bath	$573	12	$573
2 Bed 1 Bath	$723	16	$723

Applying 30% of the gross moderate income in accordance with the ranges within 'SECTION 3AB – SPECIFICATION OF INCOME RANGES' of the Planning and Environment Act 1987 to the rental ranges of the apartments, informs 43 of the total 513 apartments are 'affordable' with:

- 15 studio apartments are affordable for a couple with no dependents
- 12, 1-bedroom, 1 bathroom apartments are affordable for a couple with no dependents, up to the $630+ range
- 16, 2-bedroom, 1 bathroom apartments are affordable for a family household

6.0 Ownership and Management

6.1 Tenure

The benefit of the social and affordable rental housing developed will be guaranteed for a minimum period of 20 years. The proposed operating models proposed in respect of the social and affordable homes in Parcels B are:

- Aboriginal Housing Victoria will allocate and manage 10% social and affordable prioritised for access by Aboriginal and Torres Strait Islander Peoples. These homes are prioritised for access by Aboriginal and Torres Strait Islander People in accordance with Aboriginal Housing Victoria Allocations Policy and Rent Setting Policy
- Assemble will allocate and manage the balance of the affordable homes.
- Housing Choices Australia will allocate and manage the balance of the social homes.

If Aboriginal Housing Victoria is unable to allocate any of the social or affordable homes to an Aboriginal and Torres Strait Islander resident, then the homes will be reallocated to either Assemble or Housing Choices Australia to allocate and manage (depending on whether they are social homes or affordable homes).

These Social Housing dwellings are subject to an agreement with Homes Victoria.

6.2 Community Management Strategy

Together, Assemble and Housing Choices Australia have worked to develop strategies pursuant to which their joint management of a Build-to-Rent building on a mixed tenure (i.e. social, affordable and market residents), tenure blind (i.e. social homes are not discernible from affordable or market homes and vice versa) basis aims to deliver one cohesive, integrated and inclusive community of residents, as opposed to three separate resident cohorts which do not relate to another or the broader community in which they live. This approach will be 'carried through' across both Parcel B and C to ensure deliver a truly integrated mixed tenure precinct at Fitzroy Gasworks.

Both Parcels B and C include significant communal amenity, which is a form of 'social infrastructure' to build community connection across the precinct. Assemble and Housing Choices Australia act as the Community Engagement Leads across both Parcel B and C, and Housing Choices Australia Assemble will work to purposely engage with social, affordable and private residents across the precinct.

The Community Engagement principles include:

- Community activities will be non-discriminatory and tenure blind
- Assemble and Housing Choices Australia on-site community teams will support a 'one-community' approach on each site
- Locally driven solutions for each site will be guided by a centrally designed Community Engagement Strategy, which will also embed the resident voice in the development of the Strategy.
- Assemble and Housing Choices Australia will deliver a range of events and activities, designed to activate the communal amenity, build social connections between residents and make meaningful contributions to the wider Fitzroy Gasworks community.

Further to building cohesive, sustainable communities, Assemble and Housing Choices Australia's joint management approach takes its cues from international best practice public housing examples which demonstrate that it is possible, with the right management framework and operational disciplines for residents to move upwards along the housing continuum (i.e., social residents become affordable rental residents, affordable rental residents become market rental residents and market rental residents become homeowners).

With onsite operational service teams, we are privy to direct and real-time feedback from the community both through our app system, as well as face to face within the communal space, ensuring immediate support and mitigating negative outcomes that can result from dissatisfaction and high turnover. This also allows us to modify both the design and management of our communal and public spaces to respond to resident needs over time.

Homes for change

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RECONCILIATION ACTION PLAN REFLECT

Fitzroy Gasworks
Fitzroy, Victoria

Affordable Housing Report
Parcel C

Submission prepared by Milieu Property
October 2025

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Project Background

The Victorian Government is redeveloping Crown Land known as the former Fitzroy Gasworks site, located at 433 Smith Street, Fitzroy North, 3068 (FGW Precinct). The FGW Precinct is at the nexus of four inner north suburbs, Fitzroy, Fitzroy North, Clifton Hill, and Collingwood. The 3.9-hectare site, which is bordered by Smith Street, Alexandra Parade, George Street and Queens Parade, is proposed to include new housing, a senior high school, a sports centre and open space.

The application is comprised of a residential project of approximately 539 apartments across Lot C (Parcel C) a 1.063-hectare site. It is the intention of the applicant (Milieu) that the land be developed as Build to Sell (BTS), ancillary ground floor uses and public realm. The housing to be developed subject to planning approval is intended to comprise:

- 479 at market homes
- 43 'at cost' homes delivered under licence from Nightingale
- 10 affordable homes
- 7 specialist disability accommodation (SDA) homes



Legislative Requirements

Ministerial Notice SPECIFIED MATTERS UNDER SECTION 3AA(2) dated 17 May 2018

The documents referenced under the Ministerial Notice SPECIFIED MATTERS UNDER SECTION 3AA(2) support the inclusion of one- and two-bedroom apartments.

- Australian Bureau of Statistics (ABS) Community Profiles & Census Profiles for Victoria: Show a consistent trend toward smaller household sizes, particularly in metropolitan and inner urban areas, indicating strong demand for studios, 1 and 2 bedroom dwellings.
- Department of Health and Human Services (DHHS) Rental Report: While this report details median rents by dwelling type rather than explicit vacancy rates, the consistently high and rising rents for one- and two-bedroom apartments across metropolitan Melbourne suggest sustained demand.
- Metropolitan Regional Housing Plans: These often emphasise increasing housing diversity and affordability, with specific reference to the need for smaller, more affordable housing typologies such as one- and two- bedroom apartments.
- Victorian Housing Register (Public Housing Waiting List): Though not directly shown in the datasets retrieved, sector analysis indicates that a substantial share of applicants—particularly those requiring public housing—are seeking one- and two-bedroom units. This supports targeted provision of these dwelling types.
- Victoria in Future (VIF) data tables: Projects a significant increase in smaller households: the average household size is expected to decline from 2.52 to 2.43 persons by 2051. This demographic trend underpins robust demand for smaller dwelling types, including studios, one- and two-bedroom apartments

Taken together, these sources provide clear evidence that one- and two-bedroom apartments are appropriate and necessary to meet current and projected housing needs.

Requirements of DPO16

DPO16 sets out the requirements of this Development Plan and its relevant background documents. The Summary table in Part 10.0 Development Plan Requirements outlines each of the requirements and explains how the plan and documents address them. Overall, the components of this Development Plan as required by DPO16, provide a range of dwelling types to cater for a variety of housing needs including the provision of 20% of dwellings as Affordable Housing (as defined at section 3AA of the Planning and Environment Act 1987) across the Precinct.

Development Victoria Fitzroy Gasworks Development Plan

The Development Plan Victoria Gasworks (Development Plan) stipulates that 20% of dwellings (or equivalent) will be Affordable Housing within the Precinct In response to the high and growing percentage of single-person and couple without children households across the City of Yarra, a mix of studios, 1, 2 and 3 bedroom dwellings should be provided. This dwelling mix would be expected to cater towards a diversity of household structures.
As outlined under Section 7.1 of the Endorsed Development Plan The Affordable Housing Strategy for this site will deliver 20% of dwellings as Affordable Housing. The strategy comprises two primary delivery models:

- Social Housing, that is subject to State funding will be either; owned by the State and operated by a Registered Housing Agency, or owned and operated by a Registered Housing Agency; an
- Market Affordable Housing comprising market products such as affordable rental and affordable purchase products with flexibility for a range of delivery models and tenures.

The ability of the site to deliver any significant amount of Social Housing is entirely dependent on securing State funding support. If State funding is not secured, the targeted delivery of 20% of dwellings as Affordable Housing will be met primarily through affordable market products with the flexibility for other innovative Affordable Housing models to be applied.

Affordable Housing is to be allocated according to the adopted delivery model:

- Social Housing: 100% of Social Housing dwellings is to be allocated to eligible households on the Victorian Housing Register (VHR).
- Market Affordable Housing: Market Affordable Housing dwellings will be allocated to eligible households earning within the Victorian Government-defined income bands, updated annually by the Governor in Council Order. An assessment will be made to validate that households earn within the designated Affordable Housing income bands.

The **Dwelling Diversity and Affordable Housing Report (March 2021)** for 111 Queens Parade and 433 Smith Street (former Fitzroy Gasworks) which was endorsed as part of the DP and informs Part 7 of the DP sets out Development Victoria's strategy to deliver **20% affordable housing** within the precinct, ensuring housing diversity and social inclusion across income groups. Key findings within this document include:

- Strong demand for affordable 1- and 2-bedroom dwellings, particularly for low to moderate-income renters.
- Decline in lower-income residents in the City of Yarra highlights the need for more accessible housing options.
- 20% of total dwellings (~240 homes) to be provided as affordable housing across the development.
- Mix includes social housing (very low–low income) and affordable rental housing (moderate income).
- Rent capped at 30% of household income, ensuring genuine affordability.
- All affordable housing is to be tenure-blind — visually and materially indistinguishable from private housing.
- Family-friendly dwellings (2–3 bedrooms) are included, with access to communal and play spaces.
- Affordable housing to be secured via Section 173 agreements for a minimum of 15–30 years.
- Partnership model: Delivery through a combination of government, community housing providers, and private developers via both rental and market housing.
- Fully aligned with State and City of Yarra housing strategies, supporting diverse, inclusive, and sustainable communities close to public transport and jobs.

The report confirms that the Fitzroy Gasworks redevelopment provides a balanced, mixed-tenure housing model, addressing local affordability gaps, maintaining social diversity, and setting a benchmark for integrated, tenure-blind affordable housing delivery in inner Melbourne.

Affordability Criteria

The measure of affordability is dependent on the adopted delivery model:

- Market Affordable Housing, purchase product: No more than 30% of household income is spent on mortgage. Price points are to be within the purchasing capacity of target households. For other Affordable Housing models not captured within these three broad categories, affordability is assumed to mean that housing costs (either mortgage or rent) will be no more than 30% of household income. As specified in Section 7.2.1 Allocation of FGW Development Plan, to be eligible for Affordable Housing households must earn within the Victorian Government-defined income bands. In all delivery models the dwelling is to be appropriate to the needs of the household occupying it.
- Market Affordable Housing, rental product: Affordable rents are calculated assuming 30% of household income is spent on rent.

Planning Submission Requirements

Any future planning permit application is to be supported by a report that sets out how the development response aligns with the requirements of section 7.2, and at a minimum specify the following:

The Report must set out how the development will respond to the following requirements:

- Affordable Housing response including percentage of total dwellings, number and proportion of studio, 1 bedroom, 2 bedroom and 3+ bedroom dwellings and alignment with assessed housing need.
- The indicative location within the development and individual buildings, including confirmation that the dwellings will be externally indistinguishable from other dwellings, and the proposed maximum number of Affordable Housing units for any single floor.
- Evidence establishing that the arrangement can demonstrate an appropriate affordability outcome for an Eligible Household, defined in accordance with the Planning and Environment Act 1987.
- Demonstrate how the proposed ownership, management and/or legal agreements supports the delivery of Affordable Housing.
- Status of Affordable Housing delivery across the Fitzroy Gasworks Precinct.

Status of Social and Affordable Housing Across the FGW Precinct

Parcel A

On the 29th of November 2022 a permit was issued for 358 apartments at 111 Queens Parade, Fitzroy North (Parcel A). This permit includes 120 social (subject to Government Funding) and 71 affordable dwellings and is yet to be acted upon. Development Victoria is currently on market for the sale of Parcel A. As outlined within section 1.2.2 of Development Plan.

Parcel B and C Combined

In July 2025 two separate permit applications will be lodged with DTP for 513, Build to Rent apartments at 433, Smith Street, Fitzroy North (Parcel B) and 539 apartments at 433 Smith Street, Fitzroy North (Parcel C). The below table outlines the combined affordable housing delivered across Parcel B and C:

	Total Dwellings	Affordable Housing	Social Housing	'At Cost' Housing	Social, Affordable and Innovative Housing
Parcel B	513	43	121	0	164 (32%)
Parcel C	539	10	0	32	42 (8%)
Total	1,052	53	121	32	206 (20%)

- **Social Housing**: A minimum of 121 Social homes, to be managed by a Registered Housing Provider and made available as Social rental homes for a minimum period of 40 years. These dwellings are subject to an agreement with Homes Victoria.
- **Affordable Housing:** A minimum of 53 Affordable rental homes, made available as low or moderate income housing. The Affordable dwellings will be maintained for a minimum period of 20 years.
- **At Cost Housing:** 32 Homes sold at cost, under the Nightingale model with priority access to eligible buyers and key workers. These homes are expected to be priced at a level considered to be affordable to initial purchasers who fall within the moderate-income range's (annual) as specified by the Minister by notice published in the Government Gazette at the time of sale. There will be a Deed of Covenant – Re-Sale Restrictions enshrining ongoing affordability for the first owner and subsequent owners for these 32 homes via a legal deed between the owner and The Nightingale Foundation. There will be no registerable agreements or Section 173 agreements associated with these homes.

Innovative Housing

The delivery of at-cost housing aligns with and advances the intent of the Dwelling Diversity and Affordable Housing Report (March 2021) by introducing a financially sustainable, socially integrated, and design-led alternative to traditional affordable housing models.

Unlike conventional models reliant on ongoing government subsidy or capital grant funding, at-cost housing enables dwellings to be delivered at the true construction cost, removing developer profit margins and speculative uplift. This directly addresses one of the 2021 report's key findings; that affordability challenges in inner-urban areas are primarily driven by land value escalation and profit-driven development rather than construction cost inefficiencies.

By prioritising cost transparency and reinvestment over profit extraction, the at-cost model broadens the spectrum of affordability options available within the precinct. It supports the "continuum of housing need" framework established in the 2021 report; bridging the gap between social housing (for very low-income households) and the open market (targeted at high-income buyers). This model particularly benefits key workers and moderate-income earners, a cohort identified in the report as being underserved by existing housing mechanisms but essential to maintaining a diverse and resilient urban community.

Furthermore, the at-cost approach embodies the 2021 report's innovation principle, which encourages non-traditional delivery mechanisms that leverage design quality, sustainability, and partnership models rather than subsidies. It allows for a tenure-blind, mixed-income outcome, aligning with the precinct's broader objectives for social inclusion and avoiding the segregation typically associated with affordable housing.

By integrating at-cost housing into the overall precinct delivery, the model also promotes financial and operational self-sufficiency, reducing dependency on public funding while maintaining affordability in perpetuity through deed-restricted or covenant-based frameworks, consistent with the governance mechanisms proposed in the 2021 report.

In short, at-cost housing represents a progressive evolution of the affordable housing model, delivering on the 2021 report's principles of innovation, diversity, and integration by creating a market-disruptive, transparent, and equitable housing product that supports long-term affordability and urban inclusivity without compromising design quality or financial viability.

Refer to the attached Letter from Nightingale for further information pertaining to the Nightingale model.

Affordable Housing Response

Design Approach

Milieu aims to achieve tenure blindness within each development, with building and interior design consistent throughout the affordable, SDA and market housing. We carefully consider the location of the lobby and communal spaces, to ensure suitability to the needs of a more complex demographic mix, with careful regard to universal access, safety by design principles, and ensuring that the design of our common spaces is not exclusive to different people within our integrated community.

Delivery Approach

Milieu are considering the following two delivery models:

1. Retail sales to eligible purchasers who meet the affordability criteria.
2. Wholesale purchase by a registered CHP for management as affordable rental housing to eligible tenants who meet the affordability criteria. The benefit of the affordable rental housing developed across Parcel C will be guaranteed for a minimum period of 20 years. Housing Choices Australia are the preferred partner to wholesale purchase and manage the affordable housing.

Housing Choices Australia (HCA)

HCA is an organisation focused on managing social and affordable housing and will be responsible for managing the social housing HCA's community housing experience will underpin the success of the integrated model.
HCA's vision is for all people to be affordably housed in neighbourhoods that support life opportunities. Its mission is to provide affordable homes across Australia, working with partners to create resilient and inclusive neighbourhoods.
HCA was established in 2008. The HCA Group of Companies owns and manages over 7,000 properties in Victoria, South Australia, Tasmania, New South Wales and Western Australia. HCA is a Tier 1 registered housing association under the Housing Act (1983).

Proposed Dwelling Mix

The anticipated dwelling mix for the development is shown in the table below. Note that this mix reflects current assumptions but is subject to ongoing review. The proposal comprises 1.8% affordable homes.

Type	Market	At Cost	Affordable*	SDA	Total
Studio	25	11			36

1B1B	117	7	7		131
1B1B+	38				38
2B1B	41	25	3		69
2B1.5B	30				30
2B1.5B+	2				2
2B2B	129			7	136
2B2B+	27				27
3B1B	0				0
3B2B	46				46
3B2B+	24				24
Total	**479**	**43**	**10**	**7**	**539**
Proportion	**88.9%**	**8.0%**	**1.8%**	**1.3%**	**100%**

*Studio dwellings may be substituted for a portion or all of the proposed 1B1B and 2B1B dwellings subject to market demand.

Proposed Dwelling Locations

The Nightingale Building (Building C) comprises 53 dwellings in total. Of these, 10 are designated as Affordable Homes to be sold either to a community housing provider for rental as affordable housing or directly to eligible buyers within government-defined moderate-income bands, with these homes subject to a Section 173 Agreement to be registered on title. The Affordable Homes will be externally indistinguishable from other dwellings, and the proposed maximum number of Affordable Housing units for any single floor is 4.

The remaining dwellings (43) are to be offered for sale “at cost” under the Nightingale Model. These dwellings will be balloted with 32 prioritised for moderate-income buyers, then offered to key workers outside these income bands if not taken up, and finally to the broader market if still available. Unlike the initial 10, these “at cost” dwellings will not be subject to a Section 173 agreement.

Position within the neighbourhood
Establish an important stepping stone from into Borat Street from the established neighbourhood to the east. A prominent corner form in the experience of Smith Street.

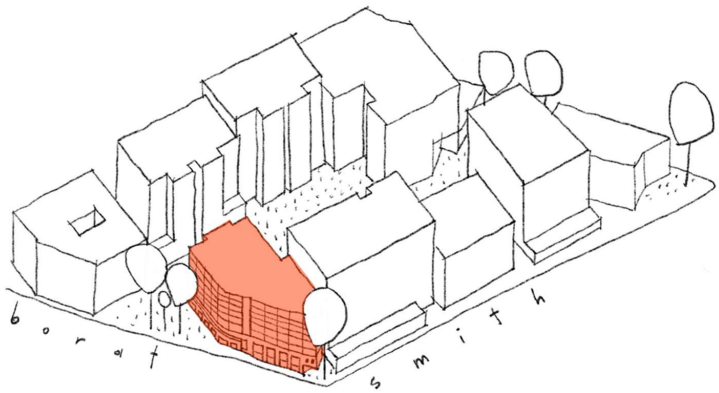


Figure 2: Extract from Kennedy Nolan Design Report

Affordable Target Cohorts

The selected housing providers do not discriminate in respect of resident selection and have no specific targets to meet in terms of gender, ethnicity, sexuality etc. Target cohorts for affordable housing may include the following:

- Lower and moderate-income workers with employment in the Fitzroy area or surrounding suburbs – for example, hospitality or retail workers in the inner north, staff from the University of Melbourne, workers from the hospital precinct in Parkville; teaching staff at local schools.
- Aboriginal and Torres Strait Islander Peoples.
- Residents are likely to be in younger age groups (the average age in the City of Yarra is 33, with the largest age bracket being 25-29).

Moderate Income Households Greater Capital City Area of Melbourne

DPO16 sets out the requirements of this Development Plan and its relevant background documents. The Summary table in Part 10.0 Development Plan Requirements outlines each of the requirements and explains how the plan and documents address the threshold for Moderate Income Households has been established in consideration of the affordable housing ranges as specified in 'SECTION 3AB – SPECIFICATION OF INCOME RANGES' of the Planning and Environment Act 1987, as applicable from 1 July 2024. The ranges specified therein are reflected in the following table, including for very low, low and moderate income ranges.

	Greater Capital City Statistical Area of Melbourne		
	Very low-income range (annual)	**Low income range (annual)**	**Moderate income range (annual)**
Single adult	Up to $30,640	$30,641 to $49,020	$49,021 to $73,530
Couple, no dependant	Up to $45,950	$45,951 to $73,530	$73,531 to $110,300
Family (with one or two parents) and dependent children	Up to $64,330	$64,331 to $102,950	$102,951 to $154,410

Source: Planning and Environment Act 1987 – Section 3AB – Specification of Income Ranges (25 June 2024)

Affordable Sales Prices

A housing retail sales model can support affordable housing delivery through several targeted mechanisms:

- Purchase Price: The allocated dwellings will be priced to ensure that eligible moderate-income households spend no more than 30% of their gross household income on monthly servicing requirements for a 30-year mortgage. Note: dwelling prices will be confirmed upon execution of a construction contract with the appointed Head Contractor.
- Purchase-Appropriate Typologies: The housing typologies offered, such as studios, one- and two-bedroom apartments—are selected based on being within the financial reach of eligible households.
- Prioritised Sales Mechanism: The sales process will be a pre-qualified ballot via including income and household verification ensuring the selected dwellings meet affordable housing objectives rather than being sold into the general market.

Affordable Rental Prices

The rents set for the affordable homes will reflect the applicable 'affordable' gross moderate household income thresholds under the Planning & Environment Act 1987.

To determine appropriate rents under the Planning and Environment Act 1987, rents must be set at levels that align with the affordable gross moderate-income household thresholds as specified in the 3AB – SPECIFICATION OF INCOME RANGES Order in Council, which are generally defined as rents not exceeding 30% of gross income for eligible income groups. For moderate-income households based on table 1 – Great Capital City Statistical Area of Melbourne (typically earning $49,021 (single adult) – $154,410 (Family) per annum), this equates to approximately $280–$890 per week. Rent setting is subject to review of the purchasing registered CHP and the Order in Council at the time.

In addition to the income-based threshold, the following appropriateness tests inform rent setting:

- Allocation: Dwellings will be targeted toward household types aligned with demand on the Victorian Housing Register – including singles, couples, and single-parent families – via an approved Community Housing Provider (CHP) or equivalent allocation pathway.
- Longevity: The affordable housing stock will be secured in perpetuity (or for a minimum period of 20 years from the issuing of Occupancy Permit) ensuring long-term public benefit.
- Tenure: Dwellings will be offered as long-term (leases of up to three years in line with State Revenue Office definitions for Build-to-Rent) rental tenure through a registered CHP, aligned with the needs of the intended cohorts, and in accordance with regulatory compliance standards.
- Type of housing: All affordable dwellings will meet the design standards under the Apartment Design Guidelines and tenure-blind—no distinction in design, materials, or amenity between market, affordable homes—to support equity and inclusion.
- Location: The dwellings are located within close walking distance to public transport, employment hubs, education, open space and community infrastructure, ensuring accessibility and minimising transport-related disadvantage.

- Integration: Affordable dwellings will be indistinguishable from private dwellings, fully integrated within the built form and share common entries, services and open spaces, avoiding social or spatial segregation.
- Official estimates of housing need: The provision aligns with official estimates (e.g. Victoria in Future 2023, ABS, DHHS Rental Reports) that highlight growing demand for one- and two-bedroom housing in inner and middle-ring locations, particularly for smaller households and key worker populations.



Figure 3: Nightingale Village, Brunswick. Photography by Tom Ross.

INDEPENDENT URBAN DESIGN ADVICE

PROPOSED DEVELOPMENT AT 111 QUEENS PARADE, FITZROY NORTH

October 2025

Prepared by

Prof. Robert McGauran

B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, FVPELA, Architect

Our Ref:

BACKGROUND

1. In May 2025 Yarra City Council (Council) asked me to review a planning application submitted as part of a planning permit application for Parcels B and C of the former Fitzroy Gasworks site at 433 Smith Street in my capacity as an Urban Designer.
2. Council would, in particular, like my opinion on whether the proposal meets the outcomes and underlying purposes of the Development Plan (to inform a position about whether the proposal is generally in accordance with the Development Plan) and whether the heights and podiums, including contributory public realm elements, are worthy of support as deviations to the endorsed development plan.

DISCLOSURE

3. MGS Architects has some history with the Gasworks site.
   a. We prepared the original Urban Design Guidelines for Development Victoria and updated same in 2020.
   b. We prepared a Site Analysis and Design Response Report for Development Victoria in 2021
   c. We were part of an unsuccessful bid consortia, albeit in a minor role, for parcels on the site.

SITE CONTEXT

4. The Fitzroy Gasworks Development Plan, Development Victoria, 2022, describes the site and context as follows.
5. The site is in a high-amenity area at the intersection of Fitzroy, Collingwood, Fitzroy North, and Clifton Hill. Within an 800m walking radius, the site has four primary schools and one year 10- 12 campus. The site is within easy walking distance of the major parks such as Edinburgh Gardens and its associated facilities. It is also close to the Fitzroy Pool and Bargoonga Nganjin North Fitzroy Library. The site benefits from its proximity to the well-established shopping and hospitality neighbourhood centres of Smith Street, Brunswick Street, St George's Road, and Queens Parade.
6. The site is in a rich and fine-grained urban context, with a variety of building typologies and building heights in the surrounding areas. Queens Parade Boulevard (HO93) creates a significant heritage interface at the northern boundary of the site, notable for its established street trees and diversity of architecture. This heritage context is strengthened by the emporium character of Smith Street and a number of 20th-century brick warehouses located close to the site. The Fitzroy Gasworks Valve House (HO211) is located within the site, and the Clifton Hill Shot Tower is a local landmark in the vicinity of Fitzroy Gasworks.
7. The site is in an active and public transport-rich area. It is close to two major cycling corridors - along Napier and Wellington Streets. Whilst not in walking distance of a train station, it is close to tram 86 (Smith Street), tram 11 (Brunswick Street) and tram 96 (Nicholson Street). Whilst the site has a rich range of destinations within walking distance, the immediate vicinity of the site is dominated by major roads, such as Alexandra Parade, creating a barrier for pedestrians.
8. While the surrounding neighbourhoods are characterised as fine-grain heritage-built form, in recent years, new development has occurred on larger sites, such as new apartment buildings at 416 and 450 Smith Street. Several large sites within 400m of the site have received planning approval to redevelop. 25-58 Queens Parade has a

permit for three apartment buildings of up to 10 storeys in height. Developments have been approved for 81- 89 Queens Parade and The Foundry (600 Smith Street), immediately adjacent to the site. They both comprise a mix of uses - each proposing a supermarket, hospitality, and office. Other large sites nearby also have the potential to be redeveloped soon, such as Fye's Storage to the south of the site.

9. The site acts as an 'island' between the major roads of Alexandra Parade, Smith Street, Queens Parade and George Street. These streets are currently dominated by cars, with narrow footpaths, few street trees and low amenity pedestrian crossings.
10. The Better Apartment Design Standards (BADS) defines a building to be within a 'noise influence area' if it is within 300m of a freeway or tollway, or 300m of another road that is carrying 40,000 Annual Average Daily Traffic Volume. Buildings within this area typically require an acoustic report and should mitigate noise through the design.
11. Only Alexandra Parade meets the BADS definition of a 'noise influence area;' however, the entire site falls within 300 metres, and therefore noise mitigation is a consideration throughout.

STATUTORY AND STRATEGIC PLANNING CONTEXT

PLAN MELBOURNE

12. Within Plan Melbourne, several outcomes, directions, and policies need to be considered when reviewing this proposal from an urban design perspective.
13. Plan Melbourne outlines a vision of Melbourne as a 'global city of opportunity and choice.' This vision is guided by seven key outcomes, each supported by directions and policies towards their implementation.
14. Outcomes relevant to the land-use and built-form changes sought by this proposal include the following:
    a) Outcome 1: Melbourne is a productive city that attracts investment, supports innovation, and creates jobs.
    b) Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity.
    c) Outcome 5: Melbourne is a city of inclusive, vibrant, and healthy neighbourhoods.
15. Direction 1.1 seeks to create a city structure that strengthens Melbourne's competitiveness for jobs and investment, particularly regarding supporting the central city to become Australia's largest commercial and residential centre by 2050.
    a) Policy 1.1.1 & 1.1.2 encourages new development opportunities to create and grow office floor space amongst residential space is to deliver co-benefits of employment, reduced commuting and transport costs for workers and residents. Urban renewal precincts in and around the central city are acknowledged here to play a major role in delivering high-quality, distinct, and diverse neighbourhoods that offer a mix of uses.
16. Direction 4.1 advocates a place-making approach to urban design to create "more great public places across Melbourne."
    a) Policy 4.3.1 seeks to integrate place-making practices into road-space management to ensure the design of streets encourages the use of active

transport and facilitates a greater degree of and encounter and interaction between people and places.

17. Direction 5.1 outlines the ambition of creating a city of 20-minute neighbourhoods by encouraging the development of vibrant, mixed-use neighbourhoods linked by a network of activity centres. 'Walkability,' 'housing diversity,' 'ability to age in place' are identified here as key characteristics of 20-minute neighbourhoods.
18. Direction 5.3 notes the importance of social infrastructure in supporting strong communities. Delivery and co-location of social infrastructure in accessible locations in proximity to public transport is a key policy under this direction.
19. Policy guidelines to consider where relevant include:
    a) Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).
    b) Safer Design Guidelines for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment, 2005).
    c) Urban Design Charter for Victoria (Department of Planning and Community Development 2009).

URBAN DESIGN GUIDELINES FOR VICTORIA

20. The Victoria Planning Provisions were amended to require consideration of the Urban Design Guidelines for Victoria and Apartment Design Guidelines for Victoria, where applicable, in the design and assessment of new development proposals.
21. 1.3 Large Development Structure seeks to develop a high-quality amenity for sites, whilst Objective 1.4.1 b seeks to arrange blocks and streets in higher density residential precincts to provide all lots with access to an activity centre, public transport, and high-quality open space within walking distance.
22. Objective 1.5.1 a seeks to locate walking destinations and activities along main pedestrian streets and paths, with destinations nominated including bus stops, parks, and recreation facilities.
23. 1.5.1b., seeks to provide for a level of active frontage and lot access appropriate to street frontage and notes that driveways and crossovers compromise pedestrian amenity and safety.
24. Cl 3. 4.1 seeks to ensure communal open space is accessible and functional. Section 3 notes that the design of communal open space is to be usable in a range of weather conditions and at all times of the year and provides a tip, to consider the orientation of the open space for optimal winter solar access and summer shading, shelter from wind and rain and providing all weather ground surface materials.
25. 5.1 buildings in activity centres
    a. 5.1.1 seeks to ensure the building scale and building form support the context and preferred future character of the activity area centre.
    b. 5. 1.3 seeks to ensure buildings in activity centres provide equitable access to daylight and sunlight. Objective I seek to locate and arrange the buildings to allow daylight and winter sun access to key public spaces and keep pedestrian street spaces. Objective B seeks to allow sufficient distance between buildings to allow access to daylight for neighbouring windows. Objective C seeks to protect daylight and sunlight access to the private and communal open space of adjacent dwellings.
26. Objective 5.1.4 seeks to minimise adverse wind effects caused by buildings in activity centres and to:

c. Orient large buildings to minimise wind effects at Street level and on adjoining properties and public spaces.
d. Detail the building facade to minimise wind effects on streets and spaces as part of the building's design, to install continuous weather protection for pedestrian priority streets and public spaces.

STATE PLANNING POLICY FRAMEWORK

27. Clause 11.01-1R Settlement - Metropolitan Melbourne includes the following relevant strategies:
    a. Focus investment and growth in places of state significance, including Metropolitan Melbourne Central City, Metropolitan activity centres, and major urban renewal precincts.
    b. Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts that offer more choice in housing, create jobs and opportunities for local businesses, and deliver better access to services and facilities.
    c. Clause 11.02- 1S – Supply of urban land. The relevant objective of this clause is: To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional, and other community uses. The relevant strategy of this clause is:
    d. Planning for urban growth should consider: Opportunities for the consolidation, redevelopment, and intensification of existing urban areas.
28. Clause 11.03-1S Activity Centres has as its objective to encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community. Strategies include:
    e. Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:
        1. Comprises a range of centres that differ in size and function.
        2. Is a focus for business, shopping, working, leisure, and community facilities.
        3. Provides different types of housing, including forms of higher-density housing.
        4. Is connected by transport.
        5. Maximises choices in services, employment, and social interaction.
    f. Support the role and function of each centre in the context of its classification, the policies for housing intensification, and the development of the public transport network.
    g. Undertake strategic planning for the use and development of land in and around activity centres.
    h. Give clear direction on preferred locations for investment.
    i. Encourage a diversity of housing types at higher densities in and around activity centres.
    j. Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.
    k. Improve access by walking, cycling and public transport to services and facilities.

l. Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment, and support local economies.
m. Encourage economic activity and business synergies.
n. Improve the social, economic, and environmental performance and amenity of activity centres.

29. Clause 11.03- 1R Activity Centres – Metropolitan Melbourne. Strategies include supporting the development and growth of Metropolitan Activity Centres by ensuring they:
o. Can accommodate significant growth for a broad range of land uses.
p. Are supported with appropriate infrastructure.
q. Are hubs for public transport services.
r. Offer good connectivity for a regional catchment.
s. Provide high levels of amenity.

30. Clause 13.04- 1S – Contaminated and potentially contaminated land. The objective of this clause is: To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely. Relevant strategies include the following:
t. Ensure contaminated or potentially contaminated land is or will be suitable for the proposed use, prior to the commencement of any use or development.
u. Facilitate the remediation of contaminated land to make the land suitable for future intended use or development.

31. Clause 13.05-1S – Noise management. The objective of this clause is: To assist the management of noise effects on sensitive land uses. Relevant strategy includes:
v. Ensure that development is not prejudiced and community amenity and human health is not adversely impacted by noise emissions.

32. 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." Relevant strategies outlined towards achieving this goal include the following:
a) Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility, and providing for inclusiveness.
b) Ensure the interface between the private and public realm protects and enhances personal safety.
c) Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.
d) Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, are of a high standard, create a safe environment for users and enable easy and efficient use.
e) Ensure that development provides landscaping that supports the amenity, attractiveness, and safety of the public realm.
f) Promote good urban design along and abutting transport corridors.

33. Clause 15-01-1R Urban design – Metropolitan Melbourne sets out to create a "distinctive and liveable city with quality design and amenity" by undertaking the following relevant strategies:

a) Support the creation of well-designed places that are memorable, distinctive, and liveable.
b) Integrate placemaking practices into road space management.
c) Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.

34. 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." Relevant strategies outlined towards achieving this goal include the following:
    a) Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility, and providing for inclusiveness.
    b) Ensure the interface between the private and public realm protects and enhances personal safety.
    c) Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.
    d) Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts, and walkways, is of a high standard, create a safe environment for users and enable easy and efficient use.
    e) Ensure that development provides landscaping that supports the amenity, attractiveness, and safety of the public realm.
    f) Promote good urban design along and abutting transport corridors.
35. Clause 15.01- 02S Building design aims to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development. Relevant strategies include:
    a. Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, and massing of new development.
    b. Ensure development responds and contributes to the strategic and cultural context of its location.
    c. Minimise the detrimental impact of development on neighbouring properties, the public realm, and the natural environment.
    d. Improve the energy performance of buildings through siting and design measures that encourage:
        1. Passive design responses that minimise the need for heating, cooling, and lighting.
        2. On-site renewable energy generation and storage technology.
        3. Use of low embodied energy materials.
    e. Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics, and e-waste.
    f. Encourage the use of recycled and reusable materials in building construction and undertake adaptive reuse of buildings, where practical.
    a. Encourage water efficiency and the use of rainwater, stormwater, and recycled water.
    b. Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.

c. Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.
d. Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.
e. Ensure development is designed to protect and enhance valued landmarks, views, and vistas.
f. Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists, and vehicles.
g. Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces, and supports cooling and greening of urban areas.
    i. This clause also states that planning must consider as relevant:
h. Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017)
i. Apartment Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2021)
j. Waste Management and Recycling in Multi-unit Developments (Sustainability Victoria, 2019)

36. Clause 15.01- 4S Healthy neighbourhoods seeks to achieve neighbourhoods that foster healthy active living and community wellbeing by designing neighbourhoods that encourage community interaction, physical activity, and engagement amongst community members of all ages and abilities. Key relevant strategies include the provision of:
    a) Connected, safe, pleasant, and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.
    b) Streets with direct, safe, and convenient access to destinations.
    c) Conveniently located public spaces for active recreation and leisure.
37. Clause 15.01-5S – Neighbourhood character. The objective of this clause is to recognise, support and protect neighbourhood character, cultural identity, and sense of place.
38. I understand the principles of Clause 15.02 Sustainable Development have been invested in other PPF areas of the Scheme and strengthened in response to climate change challenges and the role of the built environment in mitigating climate change impacts.
39. Clause 16.01-1S – Housing supply. The objective of this clause is to facilitate well-located, integrated, and diverse housing that meets community needs.
    a) The relevant strategies are:
        i. Encourage higher density housing development on sites that are well located in relation to jobs, services, and public transport.
        ii. Encourage the development of well-designed housing that:
        i. A high level of internal and external amenity.
        ii. Incorporates universal design and adaptable internal dwelling design.
40. Clause 17.01 Economic Development acknowledges the role of planning in providing a strong, innovative, and diversified economy where all sectors are critical to its property. Specifically, planning has a key role in providing land, facilitating decisions, and resolving land use conflicts to enable regions to capitalise upon their strengths and achieve their economic potential.

a) Clause 17.01-1S – Diversified economy. The objective of this clause is to strengthen and diversify the economy. The relevant strategies of this clause are:
    a) Protect and strengthen existing and planned employment areas and plan for new employment areas.
    b) Improve access to jobs closer to where people live.

41. Clause 17.02-1S – Business. The relevant objective of this clause is to encourage development that meets the communities' needs for retail, entertainment, office, and other commercial services. Relevant strategies include:
    a) Locate commercial facilities in existing or planned activity centres.
    b) Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.
42. Clause 18 Transport encourages solutions that ensure an integrated and sustainable public transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movement of goods and people and is safe.
43. Clause 18.01-1S Land use and transport integration outlines strategies to facilitate access to social, cultural, and economic opportunities by effectively integrating land use and transport. The following strategies are relevant to this proposal:
    a) Plan and develop a transport system that facilitates:
        i. Social and economic inclusion for all people and builds community wellbeing.
        ii. The best use of existing social and economic infrastructure.
        iii. A reduction in the distances people must travel to access jobs and services.
        iv. Better access to, and greater mobility within, local communities.
        v. Network-wide efficiency and coordinated operation.
    b) Plan movement networks and adjoining land uses to minimise disruption to residential communities and their amenity.
    c) Plan improvements to public transport, walking and cycling networks to coordinate with the ongoing development and redevelopment of urban areas.
    d) Protect existing and facilitate new walking and cycling access to public transport. Design neighbourhoods to:
        i. Better support active living.
        ii. Increase the share of trips made using sustainable transport modes.
        iii. Respond to the safety needs of all users.
44. Clause 18.02-1S – Walking. The objective of this clause is to facilitate an efficient and safe walking network and increase the proportion of trips made by walking.
45. Clause 18.02- 2S Cycling. The objective of this clause is to facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling. Relevant strategies include:
    a) Support increased cycling by providing:
        i. Cycling routes and cycling infrastructure early in new developments and in all major transport projects.
        ii. Cycle parking and related end of trip facilities to meet demand at education, recreation, transport, shopping, commercial, public transport interchanges and community facilities, significant trip-generating developments, and other major attractions.

46. Clause 18.02-3S – Public Transport. The objective of this clause is to facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.
47. Clause 19.02- 6R Open space – Metropolitan Melbourne outlines the objective to strengthen the integration of Melbourne's open space network. Strategies relevant to this proposal include the following:
    a) Develop a network of local open spaces that are accessible and of high quality and include opportunities for new local open spaces through planning for urban redevelopment projects.
    b) Create continuous open space links and trails along the Yarra River parklands (extending from Warrandyte to Port Phillip Bay).
    c) Continue the development of the lower Yarra River as a focus for sport, entertainment, and leisure.
48. Clause 19.03-1S – Development and infrastructure contributions plans. The relevant objective of this clause is:
    a) To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.
49. Clause 19.03-3S – Integrated water management. The relevant objective of this clause is:
    a) To sustainably manage water supply and demand, water resources, wastewater, drainage, and stormwater through an integrated water management approach.

LOCAL PLANNING POLICY FRAMEWORK

50. Clause 11.01- 1R Settlement - Metropolitan Melbourne includes the following relevant strategies:
    a) Focus investment and growth in places of state significance, including Metropolitan Melbourne Central City, Metropolitan activity centres, and major urban renewal precincts.
    b) Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts that offer more choice in housing, create jobs and opportunities for local businesses, and deliver better access to services and facilities.
51. Clause 11.03-1L – Activity centres. The objective of this clause is to manage a sustainable network of activity centres that facilitate appropriate economic and housing growth and provide attractive places for social and community interaction. Strategies are:
    a) Encourage uses and development in activity centres that support the employment areas, health and education precincts shown in clause 02.04 (Strategic Framework Plan).
    b) Support development within activity centres that is consistent with the capacity for each centre as identified in clause 16.01-1L (Strategic Housing Framework Plan).
    c) Support high-quality mid-rise buildings in major and neighbourhood activity centres.
    d) Support development that improves the built form character of activity centres, while conserving heritage places, streetscapes, and views to identified landmarks.

e) Support use and development which contribute to the night-time economies of activity centres, while limiting adverse amenity impacts within the centres and surrounding residential neighbourhoods.
f) Support development that sensitively transitions to interfaces with low-rise residential neighbourhoods.
g) Promote use and development that support street-level activation and passive surveillance of the public realm.
h) Support development that improves the public realm and positively contributes to the streetscape environment within activity centres.
i) Promote the metropolitan and local retail and commercial roles of each activity centre.

52. Clause 13.07-1L-01 – Interfaces and amenity. The objective of this clause is:
a) To protect the operation of business and industrial activities from new residential use and development.
b) To provide a reasonable level of amenity to new residential development within or adjacent to land in commercial and industrial zones.

53. Relevant strategies include the following:
a) Non-residential use and development
b) Locate noise-generating uses, including plant and equipment, away from noise-sensitive habitable rooms (in particular, bedrooms) and private open space and where appropriate, incorporate acoustic attenuation measures.
c) Locate fume and air emission-generating uses (including plant and equipment) away from residential uses or, where appropriate, provide a reasonable buffer.
d) Conceal commercial or industrial storage, waste or other processing activities from residential properties and locate them away from primary street frontages.
e) Minimise odour and noise disruption to nearby residential properties from commercial or industrial waste (solid, gas and liquid) management practices and storage.
f) Minimise light spill (from both fixed and vehicular lights) beyond the perimeter of the site and onto habitable room windows of nearby residential properties through appropriate design, location, and management practices.

54. Residential development
a) Ensure new residential use and development includes design measures to minimise the impact of the normal operation of existing commercial and industrial operations on the amenity of the dwelling, such as:
i. Locating noise-sensitive rooms (in particular, bedrooms) and private open space away from existing and potential noise sources, and where appropriate, incorporating other measures such as acoustic fencing, landscaping, acoustic glazing to balconies and windows and building setbacks.
ii. Providing for air ventilation that avoids compromising acoustic amenity when windows are closed.
iii. Incorporate measures to protect residents from unreasonable fumes or air emissions, light spillage, vibration and other disturbances from nearby business or industrial operations, including through appropriate

orientation of windows, habitable rooms, balconies, and ventilation systems.

iv. Minimise the potential for overlooking from existing business or industrial premises into habitable room windows and private open space areas, through appropriate siting, setbacks, articulation, screening, and landscaping.

55. Clause 15- 01- 1R Urban design – Metropolitan Melbourne sets out to create a "distinctive and liveable city with quality design and amenity" by undertaking the following relevant strategies:
    a) Support the creation of well-designed places that are memorable, distinctive, and liveable.
    b) Integrate placemaking practices into road space management.
    c) Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.
56. Clause 15.01-1L – Urban design. Relevant strategies include:
    a) Public realm: Support development that creates new public spaces to serve the needs of residents, workers, traders, and visitors.
    b) Wind: 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.
    c) Weather protection: Support development that provides weather protection of the public realm (including footpaths and plazas).
    d) Projections over a public realm: Discourage development that projects (including internal floor space, balconies, and garage doors) into or over a public realm (including a laneway). This does not apply to verandahs/awnings for weather protection and architectural features, particularly in commercial areas.
57. Clause 15.01- 2L – Building design applies to all development. Various strategies are listed, with only the key items listed below:
    a) Building form
    b) Design development to:
        i. Reflect and respond to the streetscape elements.
        ii. 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.
        iii. Make a positive contribution to the streetscape through high-quality architecture and urban design.
        iv. Discourage blank or unarticulated walls.
        v. Use articulation or massing or change of surface treatment or a combination of these to minimise visual bulk and integrate with the surrounding character.
    c) Building heights
        i. Ensure the height of new buildings responds 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.

ii. Ensure that development reflects the predominant low-rise character of the area, except in the areas below where mid-rise should be directed:
    - Major and neighbourhood activity centres as shown in the Strategic Framework Plan in clauses 02.04 and 11.03- 1L.

d) Support mid-rise development that:
   i. Contributes to a high-quality built form.
   ii. Demonstrates architectural design excellence.
   iii. Provides a transitional scale to the buildings in adjoining low-rise neighbourhoods to protect amenity and discourage visual bulk.
   iv. Improves movement through the site.
   v. Provides active frontages at street level.
   vi. Contributes to an improved public realm.

e) Building setbacks
   i. Buildings should align with the street at ground level unless for the provision of public open space or landscaping.
   ii. Development should incorporate setbacks that:
       - Reflect the general pattern of front, side, and rear setbacks in the streetscape, particularly on the same side of the street.
       - Limit excessive tiered building profiles on street and laneway frontages and encourage the use of contextual materials and finishes at upper levels.
       - Provide space for soft landscaping, including the planting of canopy trees, where appropriate.

f) Discourage front setbacks that include:
   i. Hard paving (other than footpaths and driveways) in the front setbacks in residential areas.
   ii. Car parking, basement access, and ventilation shafts.
   iii. Balconies and building services.

g) Walls on boundaries
   i. Ensure walls on boundaries minimise adverse impact on the amenity of adjoining residential properties through unreasonable overshadowing of private open space, visual bulk, or loss of daylight to habitable room windows.

h) Site coverage
   i. Encourage site coverage of new development that does not exceed a maximum site coverage of 80% of the site area, unless:
       - The pattern of site coverage in the immediate area is higher than 80%; or
       - There is a need to cap the site to deal with contamination.

i) Internal amenity
   i. Provide a high-quality environment for building occupants, including internal spaces, access to private open space, daylight, and ventilation.
   ii. Encourage developments to provide:
       - Lighting of common spaces.
       - Passive surveillance of common spaces.
       - Landscaping that maximises sightlines.

j) Impact of development on adjoining properties

i. Discourage impacts on existing adjoining development through:
- Unreasonable overshadowing of secluded open space and loss of daylight to habitable room windows.
- Visual bulk.
- Overlooking and excessive screening.
- Noise from building plant and equipment.
- Loss of on-streetcar parking from excessive crossovers.

k) Roof form
i. Design development to reflect or complement the dominant roof form of the surrounding area.

l) Materials
- Encourage a simple palette of durable materials that respond to the streetscape character through type, colour, finish, and contrast.
- Encourage anti-graffiti materials and treatments at ground level.
- Discourage detriment to nearby properties when using reflective materials.

m) Landscaping
ii. Support landscaping (including planting in deep soil, planter boxes, green walls, and green roofs) which:
- Promote the ongoing health of trees and vegetation that has been retained on site.
- Respect the landscape character of the area where there is a prevailing character.
- Integrate with the building design.
- Use materials, treatments and plants that are permeable, durable, and resistant to adverse environmental conditions.
- Maximise internal sight lines to provide for pedestrian safety.
- Discourage landscaping in new development which uses existing or potentially invasive weed species.

n) Pedestrian access
i. Provide separate vehicular and pedestrian access.
ii. Provide clearly identifiable, accessible, well-lit, and safe pedestrian entries with a sense of address to a street.
iii. Align entries at ground floor level with the street level to assist with universal access.
iv. Provide weather protection for entries.

o) Frontages
i. Provide active frontages in commercial areas.
ii. 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.
iii. Orient development to the street, and to both streets for a corner site.
iv. Discourage dominant car parking, garage doors, and driveways.

p) Front fences and gates
i. Provide privacy and security that allows natural surveillance between the building and the street.

q) Car parking, loading facilities and outbuildings.

i. Encourage carports, car spaces, external car stackers, garages, loading facilities and outbuildings to be:
    - Located at the rear of a building, in an area of lower pedestrian activity, where appropriate.
ii. Require car parking, including basement car parking and external car stackers, to incorporate high standards of design and amenity.
iii. Maintain the prominence of pedestrian entries.
iv. Minimise the number of garage doors facing a street.
v. Discourage open, ground-level multi-space car parks.
vi. Provide legible and safe vehicular entries.
vii. Conceal the view of car stackers from the public realm through design treatment.
viii. Minimise noise from deliveries through appropriate design, location, and management of loading bays.

r) Service equipment
i. Ensure that service infrastructure is appropriately sited and incorporated into the design of new buildings which has limited visibility from the public realm.
ii. Allow plant rooms, lift overruns and other features of this nature to exceed the height of a building where:
    - Less than half the roof area is occupied by the equipment (except solar panels).
    - No additional overshadowing is created.

s) Policy guidelines

t) Overshadowing:
Unless specified elsewhere in this scheme, ensure development allows direct sunlight between 10 am and 2 pm on 22 September to any part of the:
    - Footpath on the southern side of streets orientated east-west in activity centres as defined in clause 11.03- 1L.
    - Opposite footpath on streets orientated north-south in activity centres as defined in clause 11.03- 1L.

58. Clause 15.01-2L – Environmentally sustainable development. The objective of this clause is to achieve best practice in environmentally sustainable development from the design stage through to construction and operation.
59. Clause 15.01-2L-02 – Landmarks. The objective of this clause is to maintain the visual prominence of and protect primary views of Yarra's valued landmarks.
    a) The relevant strategies are:
        i. Maintain primary views of landmarks identified in Table 1.
        iii. Site, scale, and setback new development to minimise encroachment of views to the identified significant elements of landmarks in Table 1.
        iv. Provide adequate setback and building separation to maintain a clear sky between the identified significant elements of the landmark in Table 1 and new development.
        v. Minimise light spill from new development to reduce the visual prominence of identified illuminated landmark signs at night.
60. Clause 15.01- 4R – Healthy neighbourhoods - Metropolitan Melbourne. The strategy is to create a city of 20-minute neighbourhoods, which 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.

61. Clause 15.03-1L – Heritage. The objective of this clause is:
    a) To conserve and enhance Yarra's natural and cultural heritage.
    b) To preserve the scale and pattern of streetscapes in heritage places.
    c) To ensure the adaptation of heritage places is consistent with the principles of good conservation practices.
    d) To promote signs that conserve and enhance the significance of a heritage place.
62. Clause 16.01- 1R – Housing supply – Metropolitan Melbourne. Relevant strategies are:
    a) Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed-use development opportunities in locations that are:
        i. Neighbourhood activity centres - especially those with good public transport connections.
    b) Identify areas that offer opportunities for more medium and high-density housing near employment and transport in Metropolitan Melbourne.
    c) Facilitate increased housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs, and public transport.
63. Clause 16.01- 1L – Location of residential development. The subject site is identified as being in a 'moderate change area' within the 'Strategic House Framework Plan – Fitzroy and Collingwood.' The objective of this clause is to support residential growth that is appropriate to both its physical location and strategic context.
64. The relevant strategies are:
    a) Support medium-density residential and mixed-use development that is responsive to heritage significance and streetscape character.
    b) Encourage lot consolidation to facilitate increased densities and efficient use of land, where appropriate.
65. Clause 18.02-2R – Cycling – Metropolitan Melbourne. The strategy of this clause is 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.
66. Clause 18.02-3R – Principal Public Transport Network. Relevant strategies include the following:
    a) Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.
67. Clause 19.03-3L – Water sensitive urban design. The relevant objectives of this clause include:
    a) To achieve the best practice stormwater quality.
68. The relevant strategies of this clause are:
    a) Encourage green roofs, walls, and facades on buildings where practicable (to be irrigated with rainwater/stormwater) to enhance the role of vegetation on buildings in managing the quality and quantity of stormwater.
    b) Incorporate works to maintain or improve the quality of stormwater within or exiting the site.

c) Minimise adding to stormwater discharge or adversely affecting water quality entering the drainage system.

69. Clause 19.03-5L – Waste. The relevant strategies of this clause are:
   a) Make provision for waste and recycling in new development, including separation, storage and collection facilities and facilities for composting.
   b) Ensure that the size and design of waste and recycling facilities can accommodate the waste and recycling likely to be generated by the development.
   c) Ensure that waste and recycling facilities are located to enable ease of use by occupants and access for transport.
   d) Where possible, encourage waste and recycling facilities to be sensitively and discreetly located.

ZONING

70. Parcels B and C lie within the Mixed-Use Zone (MUZ). The MUZ provides for a range of residential, commercial, industrial, and other uses which complement the mixed-use function of the locality, as well as providing for housing at higher densities. The zone also encourages development that responds to the existing or preferred neighbourhood character of the area. The MUZ applies to the southwestern, south, eastern, and north-eastern parts of the subject site.

OVERLAYS

Heritage Overlay (HO)

71. The HO seeks to conserve and enhance heritage places of natural or cultural significance. It also ensures that development does not adversely affect the significance of heritage places.
72. Schedule HO211 identifies the Former Fitzroy Gasworks Valve House and Store, including an incorporated plan under the provisions of Clause 43.01.

Design & Development Overlay - Schedule 2 (DDO2)

73. DDO2 applies along the southern boundary of the site, along Alexandra Parade. This overlay seeks to recognise the importance of main roads to the image of the city and to retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.

Environmental Audit Overlay (EAO)

74. The EAO applies to the whole site. This overlay seeks to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination. Site decontamination has been completed.

Special Building Overlay (SBO)

75. The SBO applies to the western and southern boundaries of the site. This overlay seeks to identify land in urban areas susceptible to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority. The SBO also ensures that development maintains the free passage and temporary storage of floodwaters, minimises flood

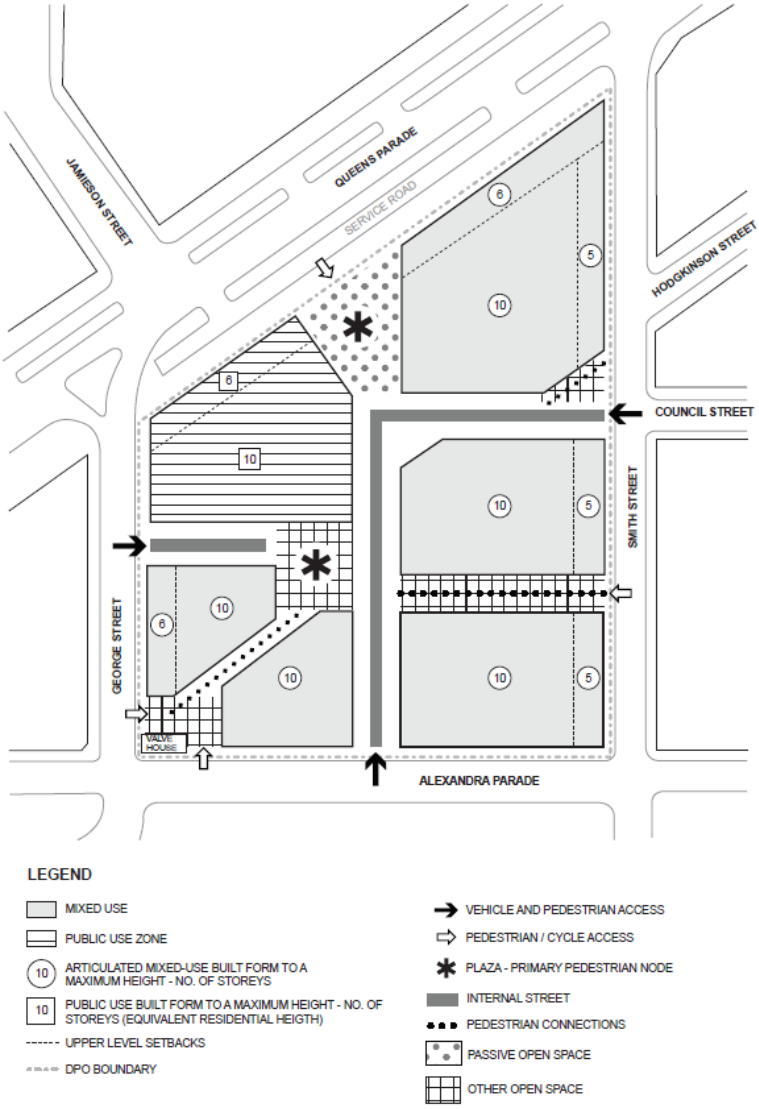
damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.

76. Where measures are required to address local flooding, the proposed design response should aim to:
    a) Maximise the publicly accessible area where possible.
    b) Where vertical flood barriers are required, explore options to maximise public realm integration including materials selection and incorporation into other landscape and/or built form elements.
    c) Minimise visual obstructions to provide visual connection to internal spaces and promote activation.
    d) Ensure level changes occur within the building envelope and enable active uses to connect to the street at ground level where possible. Ensure disabled access is provided from the internal street or courtyard.
77. Floor and basement levels of proposed buildings will need to be designed to respond to flooding (particularly in relation to the Special Building Overlay which affects part of the subject site). Details of floor levels (AHD) and indicative cross-sectional details will need to be provided as part of the detailed design at Planning Permit Stage to ensure buildings are well designed and integrated into the overall development to provide accessibility, activation and connection with the street and other key public interfaces.

Development Plan Overlay - Schedule 16 (DPO16)

78. DPO16 sets out the requirements of this Development Plan and its relevant background documents. The Summary table in Part 10.0 Development Plan Requirements outlines each of the requirements and explains how the plan and documents address them. Overall, the components of this Development Plan as required by DPO16 are to:
    a) Develop a mixed-use precinct comprising a variety of housing types, community facilities, and public open space.
    b) Respond to the significance of Queens Parade and Alexandra Parade with built form that considers the design, height, and visual bulk of the development in relation to surrounding land uses and developments and contributes to their significance as formal boulevards. It is noted that DPO16 requires the Development Plan to be 'generally in accordance with the building height and setback requirements outlined within the schedule.
    c) Address Smith Street to strongly encourage the use of tram services in connection with the development of the site, and to contribute to the streetscape character and vitality of the activity strip along the length of Smith Street.
    d) Create usable, safe, and accessible public spaces to meet local needs and improve resident amenity and usability.
    e) Create pedestrian and bicycle access into and through the precinct to support its development and integrate activity in the area with surrounding neighbourhoods.
    f) Provide a range of dwelling types to cater for a variety of housing needs, including the provision of 20% of dwellings as Affordable Housing (as defined at section 3AA of the Planning and Environment Act 1987).

g) Provide community infrastructure to service the needs of the local area, ensuring they complement the adjoining proposed indoor sports courts and integration of the site with the adjoining proposed education facility.
h) Incorporate sustainable design features to address water management, solar access and innovative energy saving initiatives.



79. Importantly, the DDO anticipates: -
a) Minimise over-shadowing effects within the site and on adjoining land.
b) Design public open spaces to have good solar amenity, good passive surveillance.

FITZROY GASWORKS DEVELOPMENT PLAN

PROPOSED DEVELOPMENT

80. The master planning and design consortium team for this application has committed to the following.
    a) Housing
        i. A diverse mix of housing, including 80 social homes.
        ii. 88 affordable homes
        iii. 45 'at cost' homes delivered under license with Nightingale
        iv. 6 Specialist Disability Homes
        v. Multiple communal spaces varying in size for multiple uses.
    b) Ground Plane
        i. Pedestrian links
        ii. Publicly accessible courtyards
        iii. Built form oriented and shaped to maximise solar access.
        iv. Activated corners and neighbourhood pockets.
    c) Sustainability
        i. Greenstar Communities - 6 stars
        ii. Greenstar Buildings - 5 stars
        iii. 20% embodied carbon reduction
        iv. Net Zero Operationally
        v. EV Charging
        vi. Maximise potential for energy generation on site, with solar panels to most rooftops.
        vii. NatHERS average of 7 stars baseline for all buildings and 7.5 achieved for Nightingale.
        viii. Minimise waste produced on site.
    d) Country
        i. Pre-established relationship with Development Victoria and Traditional Owners predevelopment team engagement
        ii. Designing with Country approach
        iii. Gifting of commercial space to the Wurundjeri Woi-Wurrung Cultural Heritage Aboriginal Corporation (Wurundjeri)
        iv. 10% of social and affordable homes provided to Aboriginal Housing Victoria (AHV) in Parcel B.

PARCEL B

81. Parcel B proposes 5 buildings ranging from 8 to 14 storeys above a 2-level basement, designed as 6 distinct buildings by Fieldwork, with Retail precinct designed by Nelson Koo.
    a) <u>Uses</u>
        i. Total of 500 homes, including:
        ii. 80 social,
        iii. 80 affordable homes,
        iv. 340 at market homes,
        v. HAFF 2, the social may increase to 120, noting that the additional 40 social dwellings will be converted from the affordable dwellings.

vi. 10% of social and affordable homes delivered in partnership with Aboriginal Homes Victoria (AHV)
vii. 4300sqm of non-residential ground floor uses including retail, commercial, and F&B

b) Public Realm
i. 2663sqm of publicly accessible ground plane (38% more than in the Development Plan) equating to 31% of the parcels site area, including:
ii. 500sqm forecourt to Parcel B with licensed seating zones integrated in the landscape design.
iii. c. 1300sqm publicly accessible courtyard above supermarket
iv. 1x street-facing courtyard
v. 1x east-west pedestrian link
vi. Residential amenity, retail spaces activating Smith Street
vii. Improved solar access.

c) Car and Bicycle Parking
i. 145 publicly accessible car parks located within the basement accessed off Smith Street and Gore Street to service the precinct.
ii. 175 resident car parks located within the basement accessed off Gore Street
iii. A minimum of 2 bicycle parks per dwelling, plus visitor parks within the public realm
iv. Provision for bicycle parking across basement, ground floor, and upper levels, incorporating options for both standard and larger-format bikes (e.g. cargo bikes, e-bikes, and scooters), with a combination of wall-mounted and floor-mounted solutions.

PARCEL C

82. Parcel C proposes 7 buildings ranging from 8 to 14 storeys above a 2-level basement, designed as 8 distinct buildings by 6 different architects.
Uses
a) Total of 545 homes, including:
i. 486 at Market Homes
ii. 8 affordable homes
iii. 45 'at cost' homes (Nightingale)
iv. 6 specialist disability accommodation homes
v. c.1500sqm of non-residential ground floor uses, including retail, commercial, and F&B
vi. Gifting of a 200sqm commercial space to the Wurundjeri Woi- Wurrung Cultural Heritage Aboriginal Corporation.

b) Public Realm
i. 3598sqm of publicly accessible ground plane (20% more than in the Development Plan) equating to 34% of the parcel's site area, including:
ii. 68m x 33m courtyard
iii. 2x street-facing courtyards
iv. 1x north-south and 4x east-west pedestrian links
v. Improved solar access.
vi. 6x opportunities for public art integration

c) Car and Bicycle Parking
   i. 425 car parks all located within the basement, accessed off Smith Street
   ii. A minimum of 2 bicycle parks per dwelling plus visitor parks within the public realm
   iii. Provision for bicycle parking across the basement, ground floor, and upper levels, incorporating options for both standard and larger-format bikes (e.g. cargo bikes, e-bikes, and scooters), with a combination of wall-mounted and floor-mounted solutions.

83. The development plan is described below: -



84. The interpretation of this plan can be explained in the applicant's evolution of the development plan into proposed massing:



Development Plan Massing

85. The Urban Context report demonstrates satisfactorily that the super lot dimensions of the site resonate with the characteristics of urban development that underpin much of the mixed-use and commercial mains street areas to the south.

86. The Precinct design Principles outlined are as follows: -

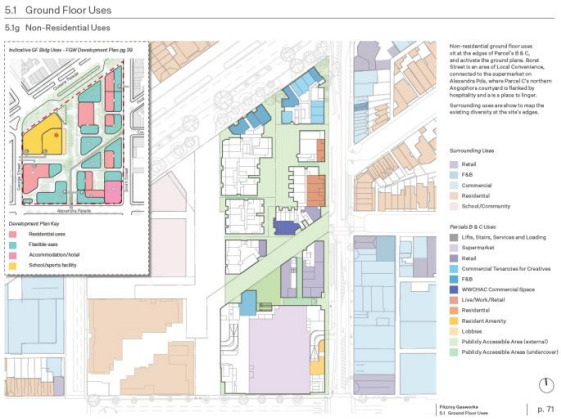
a) Context: Neighbourhood Complexity
b) Context: Public Invitation
c) Context: Immersive, connective natural systems
d) Performance: Articulated Skyline
e) Character: Architectural Diversity
f) Land Use: Sampling Context

87. Improving amenity for the precinct has been supported through measures including:
a) Introduce street-facing open space.
b) Lower heights on Village Street.
c) Increase courtyard amenity.
d) Separation

88. These are supported by: -
a) Design tactics
b) Unifying Elements, and
c) Ground Plane Tactics to both retail and commercial frontages.

89. The Plan indicates this vision is being realised over 4 sub-precincts: -
a) Smith St Local Convenience
b) Borat Square Commercial/retail
c) Queens Corner Creative Village
d) Smith Street Flexible Work/retail

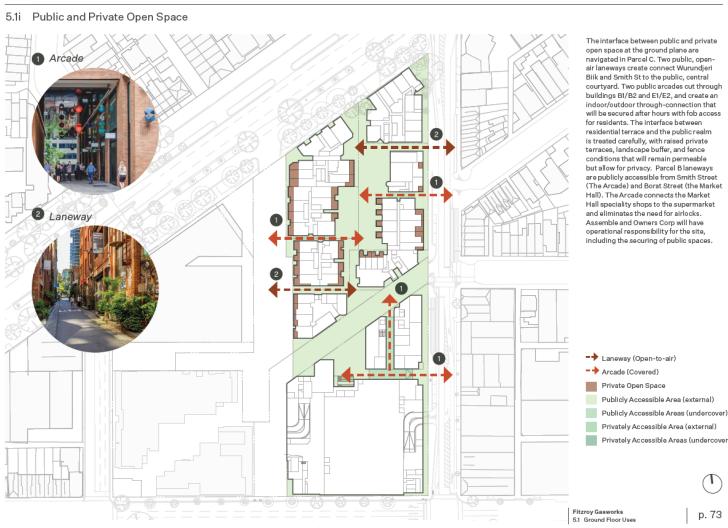
90. The proposed Ground floor configuration is shown as follows: -



91. With Residential uses as follows: -



92. The vision contemplates publicly accessible space that interconnects to surrounding streets and space.



93. The approach foreshortens the dimensions of the south ground level space to accommodate a larger ground level supermarket. The plan incorporates and publicly accessible elevated area above part of this tenancy.

94. The trade-off provided by the applicant has been the expansion of the characteristics of the northern courtyard zones at ground level and with this enhance the quantities of public space enjoying sunlight at the equinox and the opportunities for the programming of this space. The connectivity of this space, east-west and north-south, deliver a complementary network to that afforded by the adjoining parklands.

95. I am satisfied that the approach is both carefully evidenced and well configured and warrants support at an urban design level.

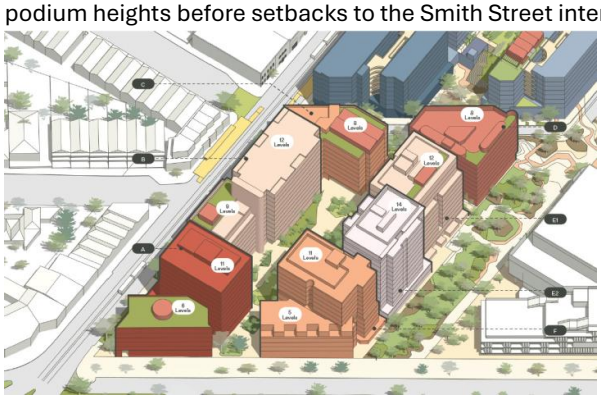
Heights and configuration

96. The realisation that the revised plan has contemplated a substantial reconfiguration of development footprints and scale.



a) In Parcel B above, uplifts in scale if 1 to 4 levels over the maximum heights contemplated at the Alexandra Parade interface with a similar higher,

b) The northeast interface with Smith Street fails to introduce the maximum podium heights before setbacks to the Smith Street interface.

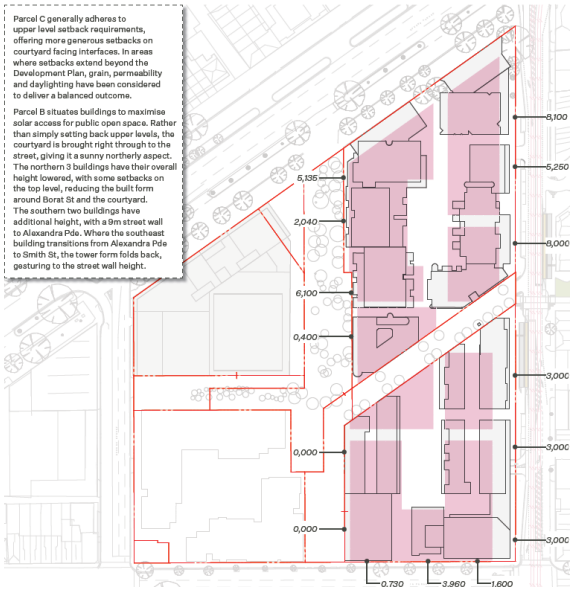


c) The Parcel C response sees similar measures with heights exceeding the maximum heights and sought for Buildings A, B, E1, E2, and F.

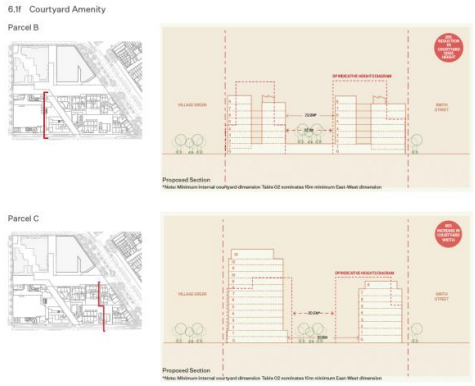
d) The plan notes *that the Development Plan's consistent 3m setback along Smith Street is adhered to and, in some instances, extended to create breaks in form and relief on the street*. The footprint proposed is described in comparison to the underpinning Development Plan (shown in pink).

e) The plan indicates that Development E and NE both exceed the maximum heights and do not deliver the proposed setbacks from podium scale sought in the DDO.

f) Similarly, the plan indicates B, E1, E2, and F.



97. These are described in the study of courtyard amenity shown below.

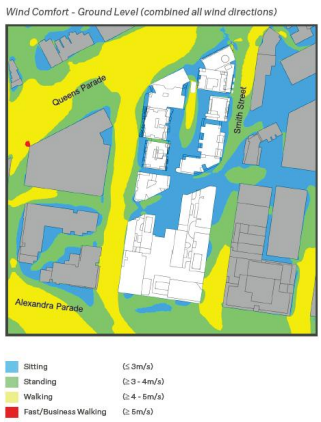


98. Whilst these plans do demonstrate that the amenity of internal courtyard areas is enhanced, they also demonstrate that the enhancement of this internal publicly accessible private space has in part been achieved by building greater scale and less setback at the interface with public parklands and key main streets to the west and east.

99. The landscape plan is described and areas affected are described below.



Wind comfort



100. *The Vipac Pedestrian Wind Comfort - Computational Wind Engineering (Parcel B)* wind report has not indicated the existing amenity levels of interfacing perimeter areas of the public parklands and perimeter streets that form the basis of assessing impact. Instead, it has just assessed the outcomes of the proposal put forward. indicates that much of the primary parkland open space to the west of the parcels

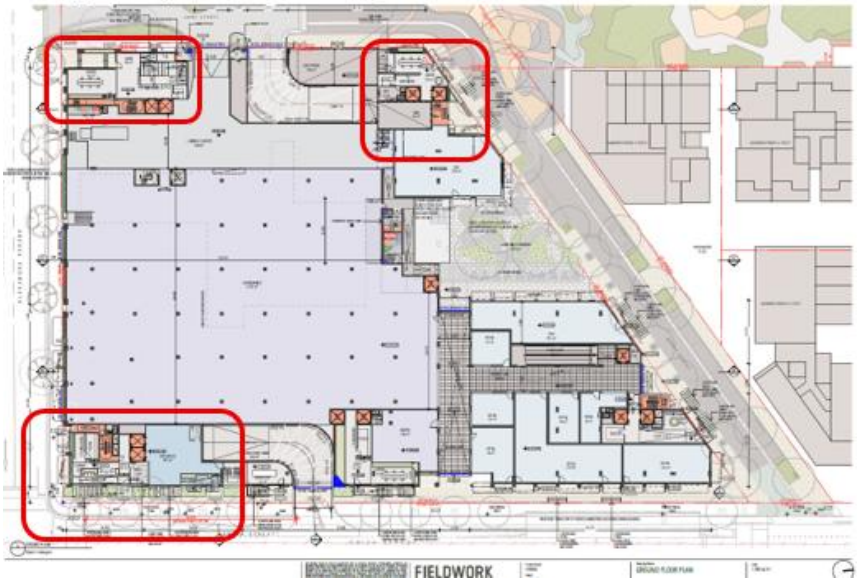
does not achieve outcomes aligned with the role and hence the amenity needs of the key social collective spatial plazas and green park zones. Within Wurrundjeri Biik.

101. There is little doubt that the sheer design resolution of the adjoining sports centre has not contributed to an enhanced amenity, but we are not provided with the details of existing conditions.

102. Whilst the parklands may already experience some detrimental wind speeds that are not aligned with the role of this key regional open space. The proposed standards for the southwestern interfaces with the Wurrundjeri Biik Reserve to achieve only a walking standard and similarly at the Southeastern interface of development with Smith Street, are not, in my view, commensurate with the roles of the precinct as a focus for green travel, services and recreation, open space and social interaction and education.

103. The ground floor plans indeed demonstrate the importance of amenity to these interfaces, with the primary residential entries located at the Southwest, northwest, and southeast corners (shown in red boxes) where the pedestrian amenity in the interfacing areas is achieving only a standard for walking. This benchmark is quite obviously inadequate, with a standing benchmark as a minimum necessary.

104. I also note that the western public housing interface with this public space is also only meeting a walking standard, despite the landscape plans indicating external plaza areas.



Microclimate

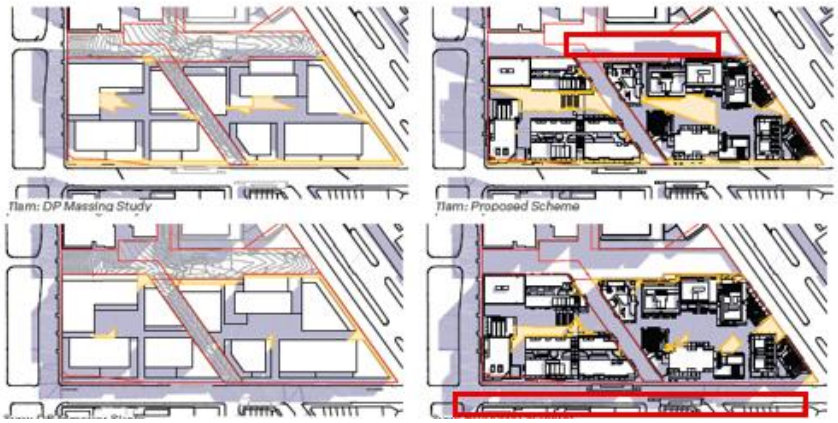
Solar access to open space

105. The analysis indicates that the central space outcomes are equivalent to or better than those afforded by the Development Plan arrangements. The outcomes for these areas are both welcome and supported.

106. A significant negative, however, derives from the off-site impacts with increased overshadowing of key open space areas in Wurrundjeri Biik in the morning and the

eastern footpaths of Smith Street in the afternoon and as a minimum achieves the standard sought by DDO16's footprints commensurate with the roles of the precinct as a focus for green travel, services and recreation, open space and social interaction and education.

5.9c Solar Analysis: Solar Access to Open Space



107. This is particularly the case given the roles of the precinct as a focus for green travel, services and recreation, open space and social interaction and education.

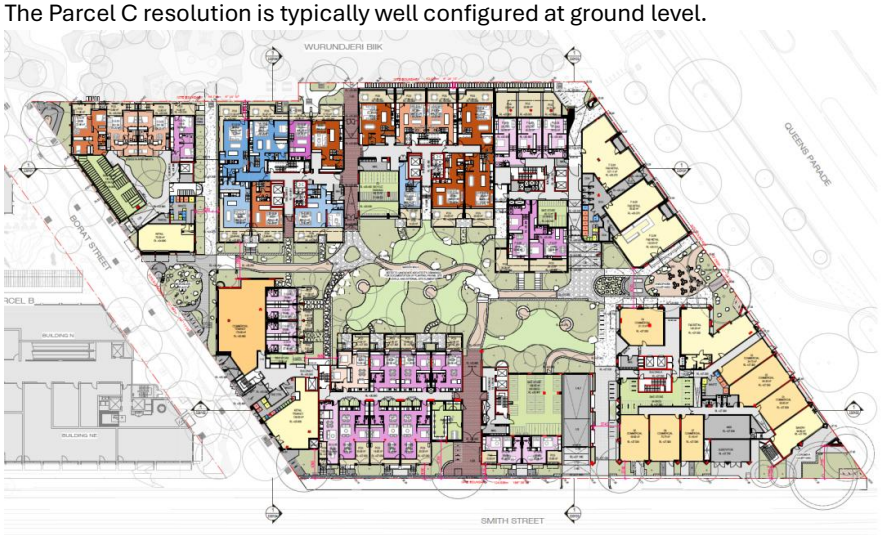
DESIGN

108. The development of a choreographed suite of buildings by a group of architects with established reputations for design quality is a great framework likely to if well briefed, deliver a good outcome for the project.
109. Overall, I am satisfied that the project is well-conceived and if the key matters noted herein are addressed, will deliver an outcome of acceptable amenity.
110. The design of Parcel B is well configured. The street level is typically well activated, the shared communal circulating areas generous in scale and the organisation of upper-level communal areas similarly well oriented. I am comfortable that the heights of Building SW and SE at levels greater than the maximums sought can be supported. Similarly, the inclusion of shared amenity zones at eroded rooftop levels is also supported.
111. Building NE provides a smaller footprint to the western wing and a deeper eastern wing. The adoption of a deeper eastern wing to upper levels has resulted in offsite impacts to Smith Street that are in my both avoidable and necessary. The protection of the eastern footpath between 11am and 2pm. The indicative footprint for this is shown below.



Parcel C

112. The Parcel C resolution is typically well configured at ground level.



113. Mid-level arrangements and arrangements are similarly well conceived. The verdancy of the western interfaces proposed by the applicant supported as a principle and could be further enhanced in responding to issues raised recommending erosion of upper levels.

114. At upper levels, however, greater setbacks and reduced scale are critical principles to be adopted to mitigate off-site impacts. The marked areas below provide an indication of the areas requiring greater setbacks.



Level 8



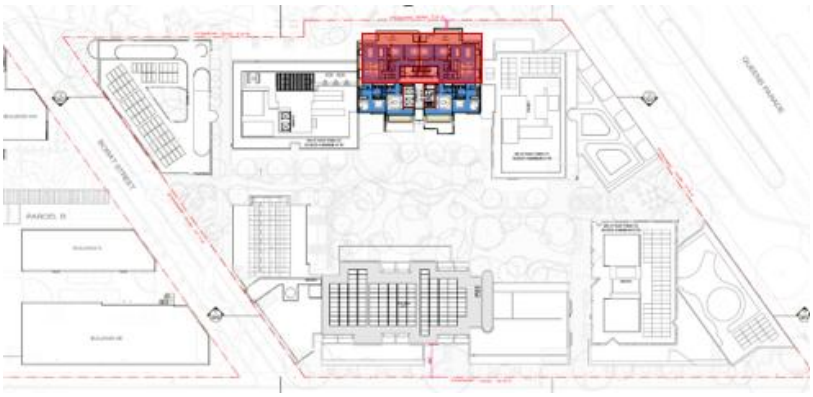
Level 9



Level 10



Level 11



Level 12

Overlooking between Units

115. The plans indicate a level of overlooking between units and between floors that requires a response. Indicative issues are indicated below in Buildings E1 and E2.





116. Similar issues exist regarding Building D from public gallery areas to units and between Building E1 and D.

117.



118. **Building A**



119. The plan indicates inter-apartment overlooking.
120. Additionally, the plan indicates three-bedroom apartments with a very modest zone for living space, given the apartment indicates the plan envisages up to 6 residents. The furniture layout should demonstrate that lounge seating for 6 persons should be shown.

Bike Provision in Parcel B

121. Whilst I understand the logic of having the upper basement used primarily to service the retail level above, I am concerned that this decision has also resulted in the bulk of cycling storage also being the primary location for the primary precinct bicycle storage with nearly 1000 bicycles, with the bulk dependent on access through the primary lobby for access to the storage with the 1:5 ramps and their narrow configuration unsuitable bring as it is cyclists in conflict with the retail customer carparking.
122. In my view, a more sophisticated arrangement providing direct street access via a bespoke cycling entry arrangement to the Level 2 floor. Ideally, these should be provided from the Smith Street interface and from the Borat Street interface as a minimum.
123. Options might include adding a second lift to the lift currently serving only the upper-level terrace off the arrival plaza and reconfiguring both lifts to extend down to level 2, and additional connections servicing this level from key arrival locations.
124. The investigation areas below are indicative of how this could be managed so that the dramatic modal shift strategy to biocycle ownership and use (which I support), is matched by prioritising the convenience of using these floors.



125. **SUMMARY OF FINDINGS**

126. I am satisfied that the underlying conceptual framework, design quality, materials, ESD ambition and retail and housing strategies put forward are acceptable, subject to the amendments proposed.

127. The affordable housing proposal suggests 24% social (minimum 80 homes) and 8% affordable housing for 164 units, with 17 of these homes to be prioritised for households with Aboriginal and Torres Strait Islander Peoples.

128. This level of commitment is contingent on HAFF support which I understand is well advanced.

Recommendation 1.

Wind Amenity & Safety

- Revise façade treatments and approaches to the buildings in Parcel C to ensure there is no negative wind speed impact on the adjoining Wurrundjeri Biik Parklands, Queens Parade and Smith Street interfaces.
- Ensure the Wind Amenity achieved at the southwest, northwest, and southeast, interfaces of Parcel B with Alexandra Parade, Wurrundjeri Biik Parklands, and Smith Street is suitable for standing given their key entry, crossing and waiting roles.
- Provide clearly marked pedestrian priority crossings linking the footpaths: -
    - at the southwestern interface across the loading dock entry and parking entries, to the northwestern residential entry areas.
    - Midblock across the Smith Street vehicle crossing, to the satisfaction of Council's Traffic Engineers.

Recommendation 2.

Sunlight to Open Spaces

Amend the proposed scales and setbacks of buildings in Parcel B & C to ensure there is no: -

a. overshadowing from the development of Parcels B & C on the eastern footpath of Smith Street from the kerb before 2 pm at the September 22nd Equinox.
b. No additional overshadowing from development of Parcels B & C on the western interfacing Wurrundjeri Biik Parklands over that contemplated by the endorsed Development Plan after 10 am at the September 22nd Equinox.

Recommendation 3

Building Form and Setbacks

Amend the building height and envelope of the following Buildings to ensure the following: -

Parcel B

- Building NE
- Parcel C

Building B

- Building A
- Building E1
- Building E2
- Building F,

To ensure the following outcomes are achieved: -

a. overshadowing from the development of Parcels B & C on the eastern footpath of Smith Street from the kerb before 2 pm at the September 22nd Equinox.
b. No additional overshadowing from the development of Parcels B & C on the western interfacing Wurrundjeri Biik Parklands over that contemplated by the endorsed Development Plan after 10 am at the September 22nd Equinox.

Recommendation 4

Access to Bicycle Infrastructure

The substantial bicycle storage on Basement Level 2 requires similarly ambitious direct and convenient access that does not diminish the pedestrian arrival experience to premises or engage cyclists with retail customers accessing the same vehicle ramps. A revised and higher capacity access to the lower basement level bicycle ramps to the satisfaction of the Council.

CONCLUSION

With the proposed amendments, I am satisfied that a satisfactory outcome can be achieved.

DOCUMENTS FORMING THE BASIS OF THIS REPORT

a) Fitzroy Gasworks Development Plan 433 Smith Street North Fitzroy, Victoria, 2022

b) Fitzroy Gasworks May 7th DTP Pre App 01, Presentation by master planning and design team, 2025.

- 433 Smith Street Fitzroy North (Parcel B)-Access Report Schematic Design
- 433 Smith Street Fitzroy North (Parcel B)-Acoustic Assessment
- 433 Smith Street Fitzroy North (Parcel B)-Affordable Housing Report
- 433 Smith Street Fitzroy North (Parcel B)-Architectural Plans
- 433 Smith Street Fitzroy North (Parcel B)-Civil Engineering Plans
- 433 Smith Street Fitzroy North (Parcel B)-Cover Letter
- 433 Smith Street Fitzroy North (Parcel B)-Design Report
- 433 Smith Street Fitzroy North (Parcel B)-Development Victoria Authority To Lodge
- 433 Smith Street Fitzroy North (Parcel B)-Environmental Wind Assessment
- 433 Smith Street Fitzroy North (Parcel B)-Landscape Design Report
- 433 Smith Street Fitzroy North (Parcel B)-Landscape Plan
- 433 Smith Street Fitzroy North (Parcel B)-Planning Report
- 433 Smith Street Fitzroy North (Parcel B)-POL App Form
- 433 Smith Street Fitzroy North (Parcel B)-Stormwater Management Plan
- 433 Smith Street Fitzroy North (Parcel B)-Sustainability Management Plan
- 433 Smith Street Fitzroy North (Parcel B)-Traffic Engineering Assessment
- 433 Smith Street Fitzroy North (Parcel B)-Urban Context Report
- 433 Smith Street Fitzroy North (Parcel B)-Waste Management Plan
- 433 Smith Street Fitzroy North (Parcel C)-Accessibility Report (2)
- 433 Smith Street Fitzroy North (Parcel C)-Accessibility Report
- 433 Smith Street Fitzroy North (Parcel C)-Affordable Housing Report
- 433 Smith Street Fitzroy North (Parcel C)-Architectural Design Report Building A
- 433 Smith Street Fitzroy North (Parcel C)-Architectural Design Report Building B
- 433 Smith Street Fitzroy North (Parcel C)-Architectural Design Report Building C
- 433 Smith Street Fitzroy North (Parcel C)-Architectural Design Report Building D

c) 433 Smith Street Fitzroy North (Parcel C)-Architectural Design Report Building E



d)

Prepared by Prof Robert McGauran AM

Urban Design
Formal Referral Response

Application Information:

Referral Officer:	Christian Lundh
Officer:	John Theodosakis
Council Reference:	PPE25/0455
Address:	433 Smith St, Fitzroy North VIC 3068
Proposal:	[SEC=OFFICIAL] Copy of Parcel B and C Application Documents - Fitzroy Gasworks
Comments Sought:	Click here to view referral memo: D25/424454 - IREF25/01191 - 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:	D25/340103 (LUNDHC 02/09/2025)

Recommendation

- The proposals for Parcel B and C are **not** supported in the current forms.
- Any changes are recommended to be addressed via **permit conditions**.
- **Recommended permit conditions** are noted under each separate section for the two parcels.

Comment Summary

Key items to be addressed via recommended permit conditions for the parcels are;

- Provision of Public Realm Functional Layout Plans for responsible authority review and approval, followed by Detailed Design Drawings for responsible authority review and approval.
- Improved public realm interfaces and pedestrian connectivity and amenity around and through each site.
- Maximising street tree and greenery opportunities.
- Gore Street vehicle circulation is not acceptable from a pedestrian amenity and safety perspective and require further design verifications.
- Parcel C interface to Wurundjeri Biik is not acceptable and require further modifications.

Parcel B

Parcel B - Public Realm Functional Layout Plan and Detailed Design Drawings

Item 1) **Parcel B – Public Realm Functional Layout Plan**

Provide a Public Realm functional layout plan (**FLP**) for all proposed works within the public realm areas along Smith Street, Gore Street and Alexander Parade; required as part of the development.

- The FLP must include all civil and landscape aspects within the public realm, indicating general dimensions and providing annotations where relevant.
- The extent of public areas to be included in the FLP on each interface of the development are:
  - Gore Street: Full width of the road reserve – property boundary of Block A to property boundary of Block B.
  - Alexandra Parade: Property boundary to back of kerb.
  - Smith Street: Property boundary to back of kerb.
- DDA compliance:
  - Demonstrate a seamless / DDA compliant levels transition across all proposed footpaths pavements.
  - Demonstrate a seamless / DDA accessible transition from the public realm into proposed building ground floor entrances. Noting that, any ground level modifications required for DDA compliance must be accommodated for within the subject site.
  - Any required ramps, landings, tactiles or handrails must be located within private title and not protruding into public realm or ground floor setback intended for unobstructed and DDA compliant access

Provide a FLP of the proposed works within the public realm areas.

The FLP must be reviewed and approved by Council prior to endorsement of Condition 1 plans.

Recommended Permit Condition covering Item 1:

Concurrent with the submission of Condition 1 plans, or by such later date as approved in writing by the Responsible Authority, a Public Realm Function Layout Plan of all public infrastructure improvements along Gore Street, Alexandra Parade and Smith Street interfaces 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 Functional Layout Plan must show, but not be limited to, the following:

a) Demonstrate DDA compliance.
b) All landscape infrastructure (soft, hard) components with location, extent and details. Refer to the City of Yarra Urban Design referral for further details.
c) All civil infrastructure components, Refer to the City of Yarra Engineering referral for further details.
   i. At the permit holder's cost; and
   ii. To the satisfaction of the Responsible Authority.

Item 2) **Parcel B – Detailed Design Drawings**

Provide detailed design drawings of the works approved under the Public Realm Plan FLP addressing all civil and landscape/streetscape infrastructure works along Smith Street, Gore Street and Alexander Parade (including soft/hard landscaping).

Recommended Permit Condition covering Item 2:
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 Functional Layout Plan (as required by Condition 1) addressing all civil and landscape / streetscape works must be submitted to and approved by Council's Civil Engineering and Strategic Project, Parks and Open Space Departments. Once approved, the detailed design drawings will be endorsed and will then form part of the permit.

Parcel B - Public Realm Interfaces

Item 3) **Parcel B – General Public Realm Comments**

Discrepancies noted between landscape and architectural plans, including locations of external freestanding visitor bike parking (hoops) shown on landscape plans compared to architectural plans.

The building configuration with multiple different entry points, different levels including the publicly accessible internal landscape areas, some with restricted after-hours access, including access to bike storage areas, may result in difficulty and confusion for visitors and residents to navigate through to the desired location, a clear wayfinding and signage strategy should be implements to mitigate any of these potential issues.

The internal publicly accessible landscape areas including upper-levels, with some walkway connections linking from the main areas have restricted view-lines and considering the unrestricted 24 hrs access may also be perceived unsafe by residents and visitors.

Recommended Permit Conditions covering Item 3:

a) Demonstrated full coordination between architectural and landscape plans.
b) External visitor bike parking (hoops) layouts and quantities shown on landscape plans take precedence over other documentations.
c) Wayfinding and signage strategy to be provided and implemented.
d) Security gates to be located to ensure all publicly accessible areas have unobstructed view-lines and maximum passive surveillance.

Item 4) **Parcel B - Smith Street Interface**

The Smith Street public realm interface is in principle supported, main concern relate to pedestrian accessibility and amenity such as the corner interfaces, for example the corner of Alexandra Parade have proposed garden beds and bike hoops placed that will create a pinch point and the building awnings provide protection over areas populated with bike parking and garden beds, minimal amenity provided for pedestrians waiting to cross the intersection. The configuration of the interface to Borat Street also forms a pinch point for pedestrians and cyclists (assumed children will use the footpath riding to the school and the sports centre), it is crucial to open both of these intersections and improve the Smith Street pedestrian connection as Gore Street as suitable pedestrian link is compromised by the dual vehicle crossovers (also pending a future vehicle crossover to Parcel A) and the east west pedestrian link through the site runs through the internal arcades and market hall areas.

The proposed street tree configuration is in principle supported, to improve the overall streetscape character and create a unified public realm outcome, some infrastructure such as bike hoops could be relocated from within title to be between the street trees.

Footpath upgrade such as re-sheeting to achieve DDA compliant footpath conditions should be part of the overall works, creating a holistic high-quality outcome around the full extent of the site.

Recommended Permit Conditions covering Item 4:

a) Provide a 2700mm wide continuous unobstructed pedestrian path along Smith Street, between the edge of footpath tree cut outs and edge of planted areas and bike hoop (clearance space).
b) Provide ten (10) street trees planted in footpath cut outs along Smith Street back of kerb.
c) Street trees to be planted in footpath cut outs 1000mm wide (from back of kerb) and 1200mm long as per Council Standard Detail YSD803(b).
d) Street tree cut outs to have bonded resin ('bonded aggregate') surfacing.
e) Street tree species to be *Tristaniopsis laurina* 'Luscious'.
f) Provide a minimum 5m long clear pedestrian circulation/waiting space (north/south) along the building line to Smith Street back of kerb, at the southern section of Smith Street (by the corner to Alexandra Parade).
g) Building awnings at the intersection of Smith Street and Alexandra Parade to have no gaps (awning infill to articulate the architectural intent whilst providing continuous overhead pedestrian weather protection).
h) Ten (10) visitor bike hoops to be relocated from the along building line within title, to be parallel with the kerb and aligned with the street trees. Any clear spaces created along the building line to be kept clear of fixtures or garden beds. No additional bike hoops to be added along the Smith Street interface.
i) Cargo bike parking to be located at the main entrance thresholds where space allows and without obstructing pedestrian paths.
j) Integrate two (2) timber bench seats (Council standard public domain seats) along the Smith Street frontage, aligned with the street trees
k) Introduce a splay to the northeast corner of 'NE building' providing a minimum 3000mm wide clear pedestrian connection between Smith Street to Borat Street.
l) Borat Street vehicle crossing to be raised and flush with the footpath and have sawn bluestone paving threshold, a clear visual delineation with bluestone, and continue the footpath paving treatment (vehicle grade) across the crossover.
m) Vehicle crossover to the basement car park to be designed with pedestrian priority, have clear visual delineation with sawn bluestone paving, and continue the footpath paving treatment (vehicle grade) across the crossover.
n) Clear delineation to be provided between public and private land.
o) Re-sheet and make DDA compliant the full extent of the subject site Smith Street footpath frontage.

Item 5) **Parcel B - Borat Street interface**

Borat Street public realm is in principle supported, concern that pedestrian accessibility will be impaired by the large number of proposed visitor bike hoops located along the street, also noting that the quantity of proposed bike hoops will define the functionality of the street, and remove any potential areas for flexible use.

The small public square ('Gasworks Commons') with alfresco dining and large feature trees creates a moment of relief along the street, the landscape features of the square directly abut the edge of the footpath and there is opportunity to setback elements slightly from the footpath allowing persons to occupy the edge features and not obstruct the footpath and also create more circulation space adjacent to the drop of and pick up parking bays.

The small setback space in the northwest section of the building fronting the western section of Borat Street has minimal activation, including the positioning of the booster that results in an awkward layout and unusable space that may attract loitering.

Recommended Permit Conditions covering Item 5:

a) Redistribute minimum 30% of the proposed visitor bike parking (hoops) from Borat Street to key entrance thresholds within the building (not Smith Street frontage).
b) Position bike hoops along Borat Street to ensure parked bike do not obstruct the minimum 1500mm clear pedestrian path along the building line.
c) Remove the narrow angels of garden beds abutting Smith Street and square off corner the corners.
d) Set back any fixed features (within title) or planting along 'Gasworks Commons' interface to Borat Street minimum 600mm from the title boundary.
e) Reconfigure the northwest building setback space, to be open to Borat Street, remove the freestanding seat located along the title boundary and relocate the booster away from this space and integrated the booster within built form, provide door openings from the adjacent F&B tenancy.

Item 6) **Parcel B - Alexandra Parade Public Realm Interface**

The building awnings proposed along the supermarket frontage at between 4700mm to 5170mm height above ground level may have impact on street trees canopy growth and provides minimal public realm benefits, such as weather protection.

The existing surface level fall from north to south over the overall site resulting in that the retail car park level (basement 01) is exposed along the street interface, creating an extensive length of inactive street frontage. Currently there are three planters proposed (within title) along the street frontage softening the frontage, (planters extending approx. 19% of the site frontage from desk top measure) any opportunity for greenery along the frontage should be maximised.

Footpath upgrade such as re-sheeting to achieve DDA compliant footpath conditions should be part of the overall works, creating a holistic high-quality outcome around the full extent of the site.

Recommended Permit Conditions covering Item 6:

a) Remove the three western building awnings (along the supermarket street wall).
b) Building awnings at the intersection Smith Street to Alexandra Parade to have no gaps (awning infill can articulate the architectural intent whilst providing continuous overhead pedestrian weather protection).
c) Paving within setback spaces along the street frontage to be unit paving to create a clear delineation between public and private land.
d) Integrate planters along minimum 50% of the length of the street interface.
e) Re-sheet and make DDA compliant the full extent of the subject site Alexandra Parade footpath frontage.

Item 7) **Parcel B - Gore Street Interface**

Pedestrian access is impaired by the two proposed vehicle crossovers from Parcel B, noting that Parcel A also will have its main vehicle entry from Gore Street. With the multiple vehicle movements and access points Gore Street functioning as one of the main pedestrian links into the precinct (school and sports centre) is compromised and will create an unsafe pedestrian environment.

The proposed location of the secure gates to the car park entries creates setback spaces that further emphasises vehicle priority of the street, gates should be in alignment with the title boundary creating a more legible building shoreline for pedestrians (and cyclists).

The proposed substation fronting the street creates an extensive length of inactive frontage and the substation doors when opened will obstruct pedestrian access.

Recommended Permit Conditions covering Item 7:

a) Combine all assumed vehicles swept paths in one consolidated diagram describing all expected vehicle movements along the street including from Parcel A, and provide detailed description of safety measures to mitigate any risk for conflict including but not limited between; vehicles, cyclists and pedestrians.
b) Vehicle crossover to the basement car park to be designed with pedestrian priority, have clear visual delineation with bluestone, and continue the footpath paving treatment (vehicle grade) across the crossover.
c) Security gates to vehicle entry points to be in line with the title boundary.
d) Provide additional planters (with vertical greenery) integrated with built form along the building line within title.
e) Substation doors to open 180 Degrees and have latches to not obstructing footpath.

Parcel C

Parcel C - Public Realm Functional Layout Plan and Detailed Design Drawings

Item 1) **Parcel C – Public Realm Functional Layout Plan**

Provide a Public Realm functional layout plan (**FLP**) for all proposed works within the public realm areas along Smith Street, Wurundjeri Biik, and Queens Parade; required as part of the development.

- The FLP must include all civil and landscape aspects within the public realm, indicating general dimensions and providing annotations where relevant.
- The extent of public areas to be included in the FLP on each interface of the development are:
  - Smith Street: Property boundary to back of kerb.
  - Wurundjeri Biik: Property boundary and 5m into the public open space.
  - Queens Parade: Property to edge of shared use path.
- DDA compliance:
  - Demonstrate a seamless / DDA compliant levels transition across all proposed footpaths pavements.
  - Demonstrate a seamless / DDA accessible transition from the public realm into proposed building ground floor entrances. Noting that, any ground level modifications required for DDA compliance must be accommodated for within the subject site.
  - Any required ramps, landings, tactiles or handrails must be located within private title and not protruding into public realm or ground floor setback intended for unobstructed and DDA compliant access

Provide a FLP of the proposed works within the public realm areas.

The FLP must be reviewed and approved by Council prior to endorsement of Condition 1 plans.

Recommended Permit Condition covering Item 1:

Concurrent with the submission of Condition 1 plans, or by such later date as approved in writing by the Responsible Authority, a Public Realm Function Layout Plan of all public infrastructure improvements along Smith Street, Wurundjeri Biik, and Queens Parade interfaces 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 Functional Layout Plan must show, but not be limited to, the following:

a) Demonstrate DDA compliance.
b) All landscape infrastructure (soft, hard) components with location, extent and details. Refer to the City of Yarra Urban Design referral for further details.
c) All civil infrastructure components, Refer to the City of Yarra Engineering referral for further details.

iii. At the permit holder's cost; and
iv. To the satisfaction of the Responsible Authority.

Item 2) **Parcel C – Detailed Design Drawings**

Provide detailed design drawings of the works approved under the Public Realm Plan FLP addressing all civil and landscape/streetscape infrastructure works along Smith Street, Wurundjeri Biik and Queens Parade (including soft/hard landscaping).

Recommended Permit Condition covering Item 2:

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 Functional Layout Plan (as required by Condition 1) addressing all civil and landscape / streetscape works must be submitted to and approved by Council's Civil Engineering and Strategic Project, Parks and Open Space Departments. Once approved, the detailed design drawings will be endorsed and will then form part of the permit.

Parcel C - Public Realm Interfaces

Item 3) **Parcel C – General Public Realm Comments**

Minor discrepancies noted between landscape and architectural plans, including locations for external freestanding visitor bike parking (hoops) shown on landscape plans compared to architectural plans.

The building configuration with multiple different entry points, including the publicly accessible pedestrian links through the site, some with restricted after-hours access, including access to bike storage areas, may result in difficulty and confusion for visitors and residents to navigate through to the desired location, a clear wayfinding and signage strategy should be implements to mitigate any of these potential issues.

Any proposed visitor bike parking outside the subject site boundary such as along visitor parking along the interface to Queens Parade Service Lane shown on Development Victorias landscape plans for the street should be included in the overall calculations for external visitor bike parking requirements for this site, this to ensure bike parking are located in logical locations without creating extensive rows of unused bike hoops occupying the public realm.

Recommended Permit Conditions covering Item 3:

a) Demonstrated full coordination between architectural and landscape plans.
b) External visitor bike parking (hoops) layouts and quantities shown on landscape plans take precedence over other documentations.
c) Wayfinding and signage strategy to be provided and implemented.
d) Security gates to be located to ensure all publicly accessible areas have unobstructed view-lines and maximum passive surveillance.
e) Review and coordinate visitor bike parking (hoops) numbers with hoops external to the site, show quantity of visitor bike parking (hoops) on plan to demonstrate coordination.

Item 4) **Parcel C - Smith Street Interface**

The current proposed Smith Street interface provides a green buffer to the ground floor uses within the subject site while providing a 3m wide pedestrian path along the street, this is in line with the Development Plan, however integration of street trees along the kerb line would further improve pedestrian amenity while also strengthen the green buffer along Smith Street for the abutting dwellings. Street trees should be planted along the kerb line in 1000mm wide and 1200mm long tree cut outs, the existing retained trees within the title boundary in the northeast corner are located close to the boundary and as such the footpath width will taper off towards the north.

The ground floor uses proposes individual entry thresholds with trees, garden beds, visitor bike hoops and small feature edges by each individual tenancy, building awnings in some locations provide minimal benefit for users while covers planted areas and may conflict with proposed trees.

An approx. 500mm clear zone along the foot path interface offers up a widened footpath, however this zone will be obstructed by parked bikes at the entrance thresholds, due to the positioning of bike hoops not proving adequate surrounding clearance for parked bicycles.

The southeast corner threshold linking into Borat Street, provides an opportunity to create a usable pause point with seating under the large, proposed canopy tree.

The dual vehicle crossover is not supported in its current form as it creates an excessive distance for pedestrians to traverse, the crossover should be reduced in width and the surface materials emphasise pedestrian priority.

Footpath upgrade such as re-sheeting to achieve DDA compliant footpath conditions should be part of the overall works, creating a holistic high-quality outcome around the full extent of the site.

Recommended Permit Conditions covering Item 4:

a) Provide a 2000mm wide continuous unobstructed pedestrian path along the Smith Street interface, between the edge of footpath tree cut outs and edge of planted areas, bike hoop (clearance space) and feature stone edges within the subject site.
b) Provide eight (8) street trees planted in foot path cut outs along Smith Street back of kerb (indicatively; five south of the proposed vehicle crossover and three to the north), coordinated with existing and proposed trees within the subject site street frontage.
c) Street tree footpath cut outs to be 1000mm wide and 1200mm long as per Council Standard Detail YSD803(b).
d) Street tree cut outs to have bonded resin ('bonded aggregate') surfacing.
e) Street tree species to be *Tristaniopsis laurina* 'Luscious'.
f) Ten (10) visitor bike hoops located in the internal courtyard areas within the title to be relocated to the Smith Street frontage, parallel with the kerb and aligned with the street trees. Any clear space created within the site should be landscaped or paved accordingly.
g) Integrate two (2) timber bench seats (Council standard public domain seats) along the frontage, aligned with the street trees
h) Borat Street vehicle threshold to be raised and flush with the footpath and have sawn bluestone pitchers, and have clear visual delineation with bluestone, and continue the footpath paving treatment (vehicle grade) across the crossover.
i) Vehicle crossover to the basement car park to be designed with pedestrian priority, have clear visual delineation with bluestone, and continue the footpath paving treatment (vehicle grade) across the crossover.
j) Clear delineation between public and private land at the threshold between Smith Street and Borat Street.
k) Integrate additional raised edges and additional bluestone logs (FN01) at all corner garden beds for protection.
l) Remove any awning that is not directly protecting any pedestrian.
m) Integrate seating elements with back and armrests in the southeast corner threshold within the site.
n) Re-sheet and make DDA compliant the full extent of the subject site Smith Street footpath frontage.

Item 5) **Parcel C - Queens Parade Interface**

The existing footpath running along Queens Parade (outside this subject site) is intended to function as a shared use path (SUP), based on latest Development Victoria Plans for the Queens Parade Service Lane. The proposed ground floor configuration directly abutting the path does no fully facilitate the requirements for a shared use path with a 3000mm shared path width and 500mm clearance on either side (4000mm total SUP width). The configuration of the ground floor F&B retail tenancies has been slightly modified to somewhat address the SUP requirements, especially providing for clear sightlines to reduce risk of conflicts between shared use path users and F&B tenancy users. The commercial tenancy interfaces (east section of the site) needs to be

modified and setback from the title boundary accordingly to create a safe interface and doors must not open onto the shared use path.

Suggestion to create a more prominent design intervention at the corner interface to Smith Street in lieu of visitor bike parking currently located in the high-profile corner.

Footpath upgrade such as re-sheeting to achieve DDA compliant footpath conditions should be part of the overall works, creating a holistic high-quality outcome around the full extent of the site.

Recommended Permit Conditions covering Item 5:

a) Provide a continuous ground floor set back minimum 500mm from the title boundary.
b) Modify columns (ground floor only) to accommodate 500mm setback from title boundary.
c) Setback features within Angpohora Courtyard minimum 500mm from the title boundary.
d) Relocate bike hoops at the northeast corner interfacing to Smith Street in lieu of feature element(s) such as an artwork.
e) Re-sheet and make DDA compliant the full extent of the subject site Queens Parade footpath frontage.

Item 6) **Parcel C - Wurundjeri Biik Interface**

There is an existing public open space Wurundjeri Biik (the park) abutting the development to the west, this park has been delivered by Development Victoria as part of the overall Gasworks public realm works and the park has been designed with functional considerations based on the high-level overall precinct design layout shown in the Development Plan, such as reliance on a continuous north south pedestrian link along the full extent within Parcel C interface to the park, including the location of park features such as playground and picnic areas based on ground floor uses set out in the Development Plan.

The proposed ground floor residential terraces (POS) fronting on to the park activates the interface and provides passive surveillance into the public open space. The terraces along the northern interface to the park have private entrances on to a 1280mm wide (north-south) path within title that is proposed to have stepping stones and intermediate groundcover greenery, this interface treatment if built would result in potential accessibility issues and a blurred undefined maintenance responsibility alignment to the abutting park.

The north-south path terminates halfway along the parcel interface to the park, and the public open pace is proposed to facilitate north-south pedestrian connections.

The ground floor residential dwellings on the southern interface to the park have terraces fronting onto the park with a narrow-planted sliver of greenery between the terrace and the park, these have also private entrances directly onto the park.

The existing park design provides for social gatherings and playground activities close to the ground floor dwellings, to improve amenity for future residents further buffers between the dwellings and the park should be integrated such as generous planter boxes within the subject site.

The most southern ground floor interface terminates with a ground floor residential dwelling and landscaping linking to the overall open space design but not acknowledging the main intention of the southern part of the public space as the heart of the precinct.

Recommended Permit Conditions covering Item 6:

a) Ground floor terraces (POT) of Building D and Building C (where no north south path within title is provided) to be flush with the title boundary and have no private entry directly onto public open space.
b) The north south path connection abutting the public open space to have solid surface of unit paving (no individual unit paving set with intermitted ground cover planting) up to the title boundary.

c) Any planted area abutting the public open space to have raised edges (no timber edges) and clearly define the title boundary alignment.
d) Any planted area abutting the public open space must have maintenance access from within the private title.
e) Ground floor terraces (POT) directly abutting the public open space must have integrated planter boxes with vegetation screening to buffer to the public open space.
f) The south-west corner landscape area to have raised edges (not timber) around any planted areas and provide pedestrian connections into and through the public open space linking with the as-built public space layout.

Item 7) Parcel C - Borat Street interface

The proposed ground floor uses along Borat Street provides minimal active frontages, however centrally located entrance threshold provides an open space connecting with the street with a large feature canopy tree, proving some visual interest and opportunity for activation.

Building columns directly abuts the footpath and entrance thresholds are set back from the title boundary, creating an irregular building shoreline.

Some features in the central public space spill into the pedestrian path, potentially reducing the clear unobstructed width of the pedestrian path.

Recommended Permit Conditions covering Item 7:

a) Reconfigure and reduce by 1/3 the length of bike storage wall abutting the street.
b) Remove any features protruding into the public footpath, unobstructed width to be minimum 1500mm.
c) Set any landscape fixtures clear a minimum 500mm from edge of footpath within title to prevent overhang and footpath obstructions.

Item 8) Parcel C - East-west unfettered pedestrian path link between Wurundjeri Biik and Borat Street

The proposed building footprint configuration within the parcel provides for an east-west unfettered path link between Borat Street and Wurundjeri Biik, that is generally in accordance with the Development Plan. There are noted issues that diminishes the functionality of this crucial path link through the precinct, including but not limited to;

- The constructed landscape design of Wurundjeri Biik provides for an east-west path connection through the open space located further north in comparison to the nominated path link within Parcel C;
- The path link from Parcel C fronts straight on to the playground in the open space, and the open space path layout have angles in directions that does not facilitate logical pedestrian desire lines;
- The path link splits when it meets Borat Street and the east-west path link is narrow and angled and will not adequately facilitate this main east-west pedestrian connection;
- The unfettered 24 hour access will require adequate pedestrian lighting, unobstructed sightlines along the path link within the parcel title.

Recommended Permit Conditions covering Item 8:

a) Provide a continuous straight 2500mm wide unobstructed pedestrian link in east-west direction between Wurundjeri Biik and Borat Street.
b) Provide pedestrian lighting along the link to relevant Australian Standards.
c) Relocate the CP air intake away and clear of the pedestrian link.
d) Reconfigure and reconstruct (at the cost of the applicant) the public space path alignment outside title within the public open space (Wurundjeri Biik) to

form clear pedestrian path connections to the sport centre and the school, to ultimate responsible authority satisfaction; alternatively reconfigure building footprints to locate the pedestrian link further north aligning with the built open space east-west pedestrian path connection.

Urban Designer: Christian Lundh
Date: 7 November 2025

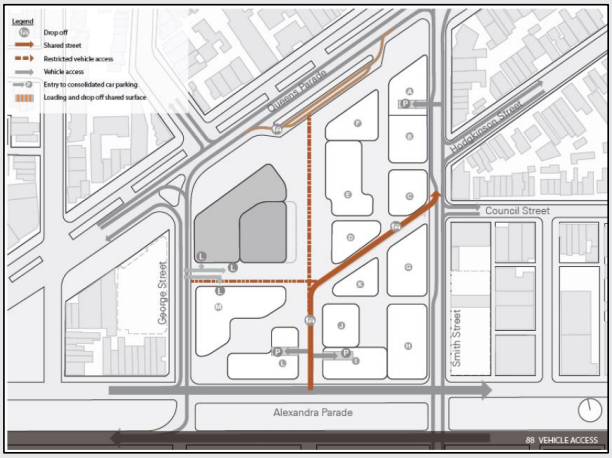
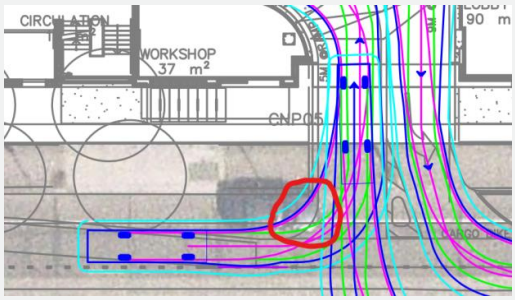
Civil Engineering – Traffic Unit
Formal Referral Response

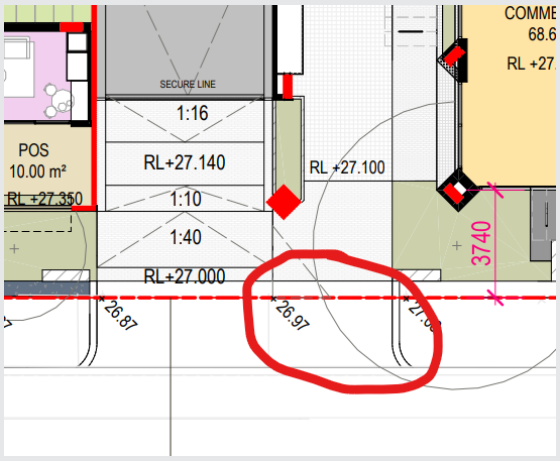
Traffic Engineering Comments – Parcel B and Parcel C (including Smith Street, Gore Street extension, and Borat Street) – 06/11/2025.

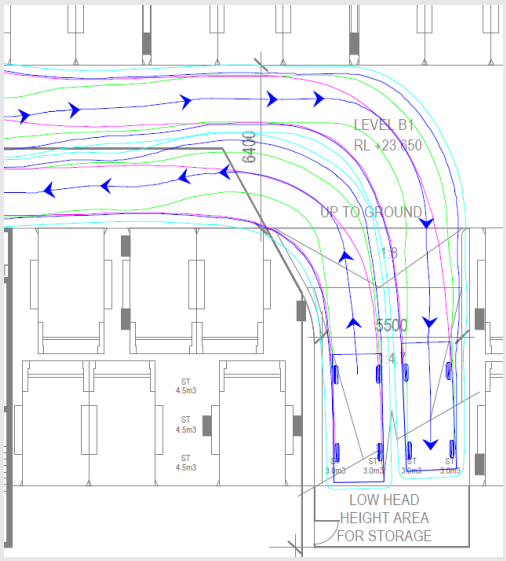
Item	Traffic Comment	Action for Applicant
1	In relation to the Gore Street extension, right-in and right-out vehicle movements to and from Alexandra Parade are to be restricted. Confirmation is required if the median opening on Alexandra Parade at this location is to be closed, and when (if it is to be closed). If the median is to remain open or closed at a later period after the Gore Street extension is in operation, then at a minimum, physical measures such as splitter islands/kerbs, signage, and linemarking are to be provided to restrict the right-in and right-out movements to and from the Gore Street extension. Physical measures and signs should not block or impede pedestrian/cyclist activity and infrastructure.	The applicant is to show how they plan to restrict right-in and right-out vehicle movements to and from development to the satisfaction of Council's engineers.
2	In relation to the Parcel B site access via Smith Street, right-out vehicle movements are to be restricted. At a minimum, physical measures such as splitter islands/kerbs, signage, and linemarking are to be provided. Physical measures and signs should not block or impede pedestrian/cyclist activity and infrastructure. The current physical island is too small and will not be effective. Additional barriers on Smith Street should also be considered.	The applicant is to show how they plan to restrict right-out vehicle movements to and from the development to the satisfaction of Council's engineers.
3	In relation to Borat Street, access into the street via Smith Street is to be restricted. Additionally, right-out movements from Borat Street to Smith Street is to also be restricted. At a minimum, physical measures such as splitter islands/kerbs, signage, and linemarking are to be provided. Physical measures and signs should not block or impede pedestrian and cyclist activity and infrastructure.	The applicant is to show how they plan to restrict vehicle entry movements from Smith Street and right-out vehicle movements to Smith Street to the satisfaction of Council's engineers.
4	In relation to the Borat Street interface with Smith Street, clarify if this section will be raised. In other words, will a raised threshold be provided at this location?	The applicant is to confirm if a raised threshold is to be provided at the Borat Street interface with Smith Street and adjust

	If a raised threshold is to be provided, the linemarking as shown in the Parcel B report (Appendix B) may need to be adjusted to avoid having it on the ramp component of the threshold and not on any bluestone or brick pavement material. If this is not to be raised, then appropriate pram ramps are to be shown for pedestrians crossing at this location.	linemarking where required. Alternatively, show pram ramps if it is not a raised threshold.
5	In relation to the Parcel C site access via Smith Street, right-out vehicle movements are to be restricted. At a minimum, physical measures such as splitter islands/kerbs, signage, and linemarking are to be provided. Physical measures and signs should not block or impede pedestrian and cyclist activity and infrastructure. Additional barriers on Smith Street should be considered.	The applicant is to show how they plan to restrict right-out vehicle movements to and from the development to the satisfaction of Council's engineers.
6	In relation to the Parcel B site access via the Gore Street extension, the two crossovers adjacent to each other are not supported. It is acknowledged there is a refuge island between the two crossovers, however, given the total length that pedestrians need to cross and the amount of vehicles entering and exiting from both directions at both crossovers is considered unsafe. There is also no indication that egress movements from the loading dock is restricted to left-out only. Vehicles exiting the loading dock crossover may turn right (avoiding the roundabout) and directly in the path of a vehicle turning left out of the basement car park. The crossovers are to be combined, but still manage the safe operation between loading vehicles and passenger vehicles. Pram ramps are to be provided for pedestrians moving across this access point if this section is not raised.	The applicant is to show one crossover into the Parcel B site via the Gore Street extension. This crossover is to serve both loading vehicles and passenger vehicles. The safe operation between these types of vehicles will need to be managed and shown as part of the proposal to the satisfaction of Council's engineers.
7	In relation to the three vehicle access points on Smith Street (Parcel B site access, Borat Street, Parcel C site access), clear sightlines are to be provided for both vehicles exiting the site and pedestrians and cyclists crossing these points, including on the footpath and any future cycling lanes on Smith Street. In other words, vehicles exiting the site must be able to see pedestrians and cyclists approaching, and vice versa.	The applicant is to show sightline triangles in accordance with the relevant Australian standards and guidelines.
8	The Gore Street extension and Borat Street connection provides vehicles with a new route from Alexandra Parade to Smith Street. It is expected that some motorists will use this route to avoid the traffic lights at the Alexandra Parade and	The applicant is to show how they plan to reduce this rat-running activity.

	Smith Street intersection. This 'rat-running' activity needs to be addressed. Traffic calming measures or physical restrictions such as removable bollards are to be provided on Borat Street to discourage this movement.	
9	The effectiveness of the roundabout design on the Gore Street extension is questionable when all loading and waste collection movements are shown to drive over the traffic circle. General traffic may do the same.	The applicant is to show how these movements will be managed appropriately. Note: Swept path diagrams may change if the two crossovers are combined.
10	A B99 vehicle is is shown encroaching into the on-street loading zone. The 6.4m waste truck swept path is likely to do the same but that is not shown. The placement of this loading zone may be an issue.	The applicant is to amend the swept path diagram, including showing the swept path diagram for the largest vehicle turning right at this location. The loading zone may need to be relocated or adjusted. Note: Swept path diagrams may change if the two crossovers are combined.
11	In relation to Borat Street, it is unclear if this is a formal shared zone. If so, a formal approval from DTP must be sought as part of the planning process.	The applicant is to seek a formal approval from DTP if Borat Street is to be a formal Shared Zone.
12	The extent of the 'shared street' needs to be accurately defined. The diagram in Section 4.2.2 of the Parcel C TIA report and the diagram in Section 2.2.3 of the Parcel B TIA report indicates the 'shared street' condition applies to all of the Gore Street extension and Borat Street:	The applicant is to confirm if a formal shared zone will be applied to both Borat Street and Gore Street extension. If the Gore Street extension is to be managed by Council, then an in-principle support of this Shared Zone from DTP is to be sought as part of the planning process.

		
13	The name 'Village Street' is used in some diagrams in both the Parcel B and Parcel C traffic reports when describing Borat Street. These diagrams and any text throughout the report needs to be amended to show/state the updated name 'Borat Street'.	The applicant is to update the diagrams and any text throughout the report show/state the updated name 'Borat Street'.
14	In relation to the Parcel B and Parcel C site access via Smith Street, further clarification is required on the entry system into these off-street car parking areas (such as licence plate scanning or a ticketing system). These systems will have an impact to queue lengths on Smith Street. This needs to be factored in any traffic modelling assessment undertaken by the consultant relating to vehicle access queues and impacts to tram service delays on Smith Street. Commentary regarding traffic impacts on days where there are events at the nearby sports centre should also be provided.	The applicant is to update their traffic modelling assessments to factor in entry systems and associated que times into the off-street car parking areas for both Parcel B and C via Smith Street.
15	Vehicle swept path diagrams for a waste wise mini truck shows the vehicle is turning left into the Parcel B site access from the future bicycle lane on Smith Street and also over the proposed kerb. 	The applicant is to provide amended swept path diagrams avoiding the kerb and bicycle lane.

16	Left-in and left-out vehicle swept path diagrams for Parcel B and Parcel C access via Smith Street must show the turning movements from the traffic lane and avoid excessive overlap with the future bicycle lane.	The applicant is to provide amended swept path diagrams avoiding the kerb and bicycle lane.
17	The proximity of the merge taper and proposed right turn lane may result in weaving motions between those unfamiliar and familiar with the layout who may remain in the inside lane (drive over the chevron linemarking) to directly access the right turn lane. This is considered to be unsafe.	The applicant is to address these concerns as part of their proposed design for the right turn lane into the Parcel B site via Smith Street.
18	It is unclear if there is another vehicle access point adjacent to the Parcel C carpark entrance as the plans show the vehicle crossing spanning across both. If so, intervisibility between vehicles when approaching the exit to turn onto Smith Street must be provided and priority made clear. It also results in a very long pedestrian crossing area, clear visibility must be provided to pedestrians across both entrances. If vehicles are not allowed, physical barriers such as bollards are to be provided to prevent illegal entry or consider reduction in vehicle crossing width.  	The applicant is to review site access requirements at this location, and provide physical barriers, such as bollards or similar, or reduce the vehicle crossing width if there is no other access point requirement apart from the Parcel C car park access.
19	The parking provisions for retail / commercial is significantly lower than the statutory requirements, and even lower for the residential dwellings. Given the surrounding side streets are predominantly residential dwellings with no garages, there may be competing demands for parking between visitors to the precinct and residents on these side streets. A parking inventory survey was only undertaken at 9am on a typical weekday. This does not capture other peak periods such as in the evening on a typical weekday (when residents are likely to be home), or on weekends.	The applicant is to undertake a parking inventory survey for other peak periods of the week, and note peak period times for the proposed development uses as well (supermarket, food, retail). The applicant is to then revisit their assessment and determine if the amount of on-street parking available will be able to accommodate both the

		existing demand by local residents and businesses, and the demand generated by the development site (in its entirety). This must also take into account days where there are events at the nearby sports centre.
20	The vehicle swept path diagram shown for B1 in Parcel C appears to encroach into a car space. Sufficient visibility must also be provided between a car reversing out of the end car space and approaching vehicles from the ramps.  	The applicant is to provide updated swept path diagrams to avoid the car space and provide commentary on the visibility concerns relating to exiting this car space.
21	It is noted that on-street parking on Smith Street between Alexandra Parade and Council Street is proposed to be removed as shown in the concept plan for the right turn lane in to the Parcel B site access. Confirmation required on the number of car parking spaces removed and where people will park once these have been removed.	The applicant is to justify the need for the on-street parking space removal and confirm if the demand for on-street parking can still be accommodated once these spaces have been removed. This needs to factor in any demand for on-street parking generated by the development site (in its entirety).

Fitzroy Gasworks – Block B Development

Planning referral (PA2503852)

Development Engineering response

SECTION 1: Engineering requirements – Issue to the applicant

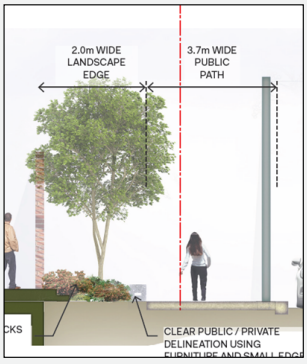
The applicant must satisfy the engineering items outlined in ***Table 1*** below. A written response must be provided for each requirement, and the action is to be completed prior to resubmission.

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 sheets/pages of each document which have been amended.

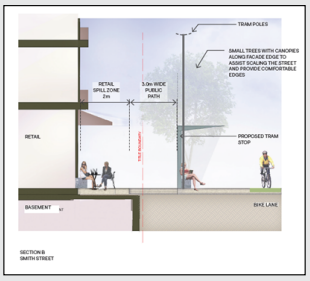
Table 1 - Engineering requirements for applicant

Item	Engineering requirement	Action for applicant
General requirements		

1	Council does not accept the proposed ownership/management arrangement for Gore St and Borat St – public ownership *and* private ownership with a right of carriageway easement, respectively.
	
	The current situation has Gore St ending at a private interface, without an alternative or an opportunity for vehicles to remain and return to the public road areas, only.
	
	Council's position is that Gore St should be privately owned, with a public access easement/agreement to be implemented (similar to the proposal for Borat St).
	
	Council's reasoning / justification
	▪ Only servicing vehicles accessing Block A and Block B.
	▪ Proposed road reserve ends in a private property interface. No opportunity to escape (even though access will be allowed under some form of agreement or easement overlay, it is still not ideal for public usage).
	▪ Unlikely any public vehicles will be utilising the through path as a short cut/rat run, no use for public.
	▪ Future maintenance issues with the contrast of public and private land, likely expectation for Council to maintain the area due to ambiguous ownership.
	▪ Council does not want to accept bespoke materials and infrastructure, incurring maintenance costs and difficulties in the future.
	▪ Council's engineering & traffic departments have significant concerns with the current design aspects:
	  ▪ multiple access points to Block B, in particular the proximity to each other, for safe vehicle movements, sight lines to pedestrians.
	  ▪ Grade change and material change at certain section.
	  ▪ Pedestrian movements along the eastern side of Gore St.
	  ▪ Cross sectional layout with an offset spoon drain is not to Council standard.
	
	The road reserve will be completely owned, managed and maintained by the adjacent private properties. A Section 173 agreement between Council and the private owners,
		Determine which of the scenarios are to be implemented and update relevant plans with details and appropriate annotations.

	will be implemented on the road areas allowing unimpeded access to the public at all times. This option will allow DV to design and implement any forms of infrastructure within these areas; not being restricted by Council standards and requirements, which are currently being negotiated/disputed.	
2	The public realm plans within the Gasworks development site have not been approved by Council. This includes the layout and features along Gore St, Southern access Rd, Village Park and Borat St. Particular aspects (not limited to) that are unacceptable are, the use of bespoke/non-standard materials especially within the road pavement areas (must be in accordance with Council material policy), non-standard lighting fixtures, non DDA compliant surface grades, WSUD treatment facilities within the road reserve, etc. The applicant must submit the relevant sets of plans to Council for review and approval prior to the endorsement of the architectural plans.	Provide plans of the proposed works within the public realm areas. The plans must be reviewed and approved by Council prior to endorsement of Condition 1 plans.
3	Provide a Public Realm functional layout plan (FLP) for all proposed works within the public realm areas along Smith St, Borat St, Gore St and Alexander Pde; required as part of the development. The FLP must include all civil and landscape aspects within the public realm, indicating general dimensions and providing annotations where relevant. The FLP must be consistent with the details outlined in the relevant sheets of the architectural plans and must comprise all Council requirements.	Provide a FLP of the proposed works within the public realm areas. The FLP must be reviewed and approved by Council prior to endorsement of Condition 1 plans.
4	Provide detailed design drawings of the works approved under the Public Realm Plan FLP addressing all road infrastructure works along Smith St, Borat St, Gore St and Alexander Pde (including soft/hard landscaping).	Provide detailed design plans of the proposed works within the public realm areas.
5	Confirm the proposed ultimate title boundaries on all frontages, indicating the existing alignments and any proposed changes. Update all typical and detailed cross sections indicating the ultimate title boundary locations, clarifying what is private and public land. Note: there are discrepancies in the current sections, see example in *Figure 1* below (section of public path located within private title):  Figure 1 - Incorrect details shown on section	Clarify the title plans and update the relevant sheets within the plans and include the relevant annotations.

6	If it is proposed to officially divest any existing sections of private land to Council (road reserve), the following must be completed (and will be conditioned in the development permit): ➢ Undertake the change of title process through the statutory bodies, at the cost and time of the private property owner. ➢ Create and implement a Section 173 agreement between Council and the private owner. The agreement will include, but not be limited to, the following: • Council's expectation/requirements on the physical state of the land being acquired prior to acceptance i.e. to Council's and minimal performance standards. • Clear delineation of public/private interface with no private infrastructure encroaching into the public areas, above and below the surface. • Any testing/inspections/plan assessments required as part of the structural evaluation of the infrastructure. • Cost, time and labour required to create and implement the S173 agreement to be borne by the private owner. Note: there will be other components to the change of land process which will be required from other bodies and will be outlined/confirmed when applicable.	Clarify if private land is to be divested and provide Council the details for review and approval.
7	If areas of private land – at the interface with public land – are proposed for public/private use, the following (but, not limited to) requirements must be met: ➢ Creation and implementation of a Section 173 agreement between Council and the private owner. The agreement will include, but not be limited to, the following: • Council's expectation/requirements on the physical state of the land being acquired prior to acceptance i.e. to Council's and minimal performance standards. • Clear delineation of public/private interface with no private infrastructure encroaching into the public areas, above and below the surface. • Liability for public safety and potential damage to private infrastructure. • Cost, time and labour required to create and implement the S173 agreement to be borne by the private owner. ➢ Provide clear delineation of public/private interface with no private infrastructure encroaching into the public areas, above and below the surface. Council to approve proposed interface infrastructure plans prior to construction.	Clarify if private land is to be divested and provide Council the details for review and approval.
8	Proposed pedestrian and vehicle access points from the public land must be at grade with the existing/proposed public realm finished surface levels. Provide clarification at all the proposed access locations.	Update the relevant sheets within the plans to include the relevant annotations.
9	Retail delivery and water loading zones are not supported within road reserves, council owned or otherwise and must be located within the development sites. Waste and loading management plans must be provided for all developments and clearly nominate the largest vehicles to perform deliveries and waste collections. Swept path assessments of the largest nominated vehicles to be provided to council for review and approval.	Update the relevant sheets within the plans to include the relevant annotations.
10	The surface levels of the three (3) vehicle access locations along Smith St, and Gore St must be checked to ensure the underside of a B99 vehicle can clear during ingress and egress manoeuvres. In accordance with Council's *"Vehicle Crossover Information Sheet"* (copy attached), provide cross sections through the centres of the three (3) proposed vehicle crossovers.	Provide cross section through the vehicle crossover.

	Superimpose the B99 vehicle template on to the section plan and clarify the vehicle does not scrape anywhere along the access point.	
11	Council does not accept the proposal for 3x vehicle access points to Block B development. Provide a proposal consolidating the access points into two, ideally one, location to minimise potential traffic impacts and infrastructure adjustments.	Provide revised access proposal for Council review and approval.
12	No basements are allowed under future council owned land. Please amend all plans to comply with this requirement. • Several cross sections show basements proposed under "public path", showing no delineation between council owned vs private owned areas of the path. This must be delineated. • Private land / areas must be delineated so that they are clearly distinguishable from council owned land on site. The use of strips, or preferably alternative surface materials, should be used to distinguish private vs. public land.  	Update the relevant sheets within the plans to include the relevant annotations.
13	A Heritage Overlay (HO) may be present for certain road infrastructure (kerb, channel, bollards, etc.) along the Smith St and Alexander Pde frontages. Council's internal department must review and approve any proposed changes to the relevant road aspects affected by the HO. Engineering cannot approve the proposed road adjustments until the heritage components have been reviewed, and any requirements included/satisfied. Update the relevant plans accordingly.	Provide written confirmation Council's Heritage department has reviewed and are satisfied with the proposed works. Update relevant plans accordingly and re-issue for review.
14	The surface levels of the three (3) vehicle access locations along Smith St, and Gore St must be checked to ensure the underside of a B99 vehicle can clear during ingress and egress manoeuvres. In accordance with Council's *"Vehicle Crossover Information Sheet"* (copy attached), provide cross sections through the centres of the three (3) proposed vehicle crossovers. Superimpose the B99 vehicle template on to the section plan and clarify the vehicle does not scrape anywhere along the access point.	Provide cross section through the vehicle crossover.
15	As part of the overall stormwater management plan, it is expected that the private development sites manage the localised 1% EAP rain events (overland flow paths) within the title boundary of the site. Provide details and computations on how the 1% EAP rain event will be managed to ensure water does not encroach on any inhabitable areas and/or public realm areas.	Provide relevant details for Council's review and approval.
16	All footpaths adjacent to the development must have a DDA compliant grades (cross & long) and must fall from the building line to the back of kerb.	Update the relevant sheets within the plans

	Note: existing conditions do not set a precedent – all footpaths must be brought up to current standards. Footpaths must be finished in asphalt, requiring the following grades for DDA: *Cross* – max steepness of 1 in 33 (3%) from property boundary *Long* – varies dependant on lengths of sections (see DDA guidelines)	to include the relevant annotations.
17	In accordance with the approved engineering (road and drainage) plans along Gore St and Borat St, a Legal Point of Discharge (LPD) location has been allocated and a property stub provided for connection. The internal drainage system must refer to the engineering plans for details of the discharge location, depth of the connection and the hydraulic parameters (i.e. grades, permissible site discharge, etc.)	Provide a response to the requirement and update the relevant sheets within the plans.
18	Kerb and channel which is being repositioned/relocated must remain consistent with the existing materials, *unless otherwise specified by Council.* If an alternative material is required, it will be defined under the specific frontage sub sections below.	Update the relevant sheets within the plans to include the relevant annotations.
19	Public lighting must be provided along all public areas in accordance with Australian Standards to comply with uniformity, access and maintenance requirements as per standard AS1158.3.1; Provide a Public Lighting Plan for Council's review and approval.	Provide to Council for review and approval.
20	Bespoke materials are not supported along any of the council road reserves, existing or proposed, and all materials should be in accordance with CoY's standard materials and materials policy.	Update the relevant sheets within the plans to include the relevant annotations.
21	Provide original surveyor's drawings, including feature and level surveys and title re-establishment surveys	Provide survey to Council for review and approval.
22	Provide a Traffic Impact Assessment (TIA) report including, but not limited to, the following: ▪ Parking allocations for individuals uses; ▪ Peak hour directional splits for individual uses; ▪ Traffic distribution assumptions; ▪ Parking occupancy surveys and empirical parking demand rates; ▪ Trip generation information for the nearby approved development at 592 Smith Street as well as for other nearby development sites; ▪ Intersection analysis for Smith Street/Borat Street, the development entrance/Smith Street South and Gore Street/Alexandra Parade; ▪ Impact of the development on the Smith Street/Alexandra Parade intersection (98th percentile queues; degree of saturation); ▪ Impact of development on tram movements along Smith Street; ▪ Swept path diagrams of commercial vehicles entering and exiting the key intersections along the arterial road network (particularly in the vicinity of the proposed tram stop on Smith Street); ▪ Vehicle ground clearances along the inside radius of curved ramp sections.	Provide TIA to Council for review and approval.
23	Provide drawings with the following details included: ▪ Cross-sections at every pedestrian entrance interfacing a Public Highway (to include profiles and levels of DDA designed footpaths superimposed with existing footpath profiles); ▪ Cross-sections of main ramped accessways (dimensioned and labelled with grades);	Provide to Council for review and approval.

	▪ All columns in car parking levels to be dimensioned (depths and offsets from aisles); ▪ Clearances to walls for adjacent spaces; ▪ Existing on-street parking restriction signs to be drawn or identified in a schedule of signs.	
Stormwater / Drainage		
24	The proposed stormwater management of the site is not consistent with the overall Gasworks Development SWMP. The Development SWMP allocates a single LPD location at the southwestern corner of the site, with the public drainage system capacity being designed accordingly. In particular, the Borat St drainage was not designed to receive flows from Block B. The SMP submitted does not provide enough details regarding the discharge rate and receiving systems (Borat St) to manage the flows. Provide the computations associated with the calculations. Understanding Borat St has changed from publicly owned to privately owned, the capacity check must be done on the downstream system, accordingly.	Provide to Council for review and approval, prior to the acceptance of the Condition 1 plans.
25	The provided catchment plans do not show sufficient details of what proportion of Block B is contributing to which discharge. Provide a more detailed catchment plan indicating the contributing areas to each LPD and ensure it correlates to the indicated discharge rates. Provide computations for clarification of the details.	Provide to Council for review and approval, prior to the acceptance of the Condition 1 plans.
26	Provide clarification the Smith St drainage system can manage the discharges coming from the two proposed LPD locations. Clarify the contributing catchment amounts and the proposed discharge rates expected at each location.	Provide to Council for review and approval, prior to the acceptance of the Condition 1 plans.
27	Borat St has changed from publicly owned to privately owned, meaning the proposed layout of drainage infrastructure must be amended accordingly. Propose a new layout which delineates the public private interface ensuring the publicly owned infrastructure is to City of Yarra's standards and is clearly distinguishable to private assets.	Provide to Council for review and approval, prior to the acceptance of the Condition 1 plans.
28	The proposed drainage along the southern side of Borat St (see Figure below) is not required for capturing surface runoff due to its position on the high side. Clarify why it is proposed across the full length of the development's northern boundary. The LPD should be the commencement of the drainage line directed towards the public infrastructure downstream along Borat St.	Provide to Council for review and approval, prior to the acceptance of the Condition 1 plans.
Smith St frontage		
29	The Smith St footpath adjacent to the development's eastern frontage, must be resheeted in asphalt in accordance with Council's standards. As indicated above, the footpath must have DDA compliant crossfall grades (asphalt – 1:33) between the property boundary and the back of kerb. Where necessary, the footpath must be adjusted/reconstructed to achieve the DDA compliance; otherwise, the footpath can be resheeted.	Update the relevant sheets within the plans to include the relevant annotations.

30	The existing surface levels of Smith St at the interface with Block B must not be altered / adjusted unless indicated otherwise by Council in writing. Proposed access points to the development must tie into the finished surface level of the DDA compliant footpath along Smith St. If any levels are proposed to be changed, Council must review the approach and approve prior to endorsement of the architectural plans.	Update the relevant sheets within the plans to include the relevant annotations.
31	The developer must contact Department of Transport (DoT) to determine any requirements for the design of the Smith St road-reserve interface. Provide written confirmation of the discussion with DoT and indicate what design aspects of the public realm areas are required by DoT and where they have been implemented. Council will not endorse the architectural plans until this detail has been received, reviewed and approved, then incorporated into the documents for endorsement.	Update the relevant sheets within the plans to include the relevant annotations.
32	The developer must contact Department of Transport (DoT) to discuss the design of the new tram stop along Smith St, adjacent to the development site. Provide written confirmation of the discussion and coordination with DoT and indicate what design aspects of the tram stop have been integrated into the public realm areas along Smith St.	Provide a response to the requirement and update the relevant sheets within the plans.
33	The additional vehicle entry point into the development basement, shown on Smith St frontage, should be deleted. The proposed vehicle entry is significantly detrimental to pedestrians' safe use of the footpath and creates new crossing points and points of conflict.	Update the relevant sheets within the plans to include the relevant annotations.
34	Very significant loss of council parking bays are proposed along the Smith Street frontage due to new turning lanes and entry points. This is not supported and should by reduced as much as possible. A detailed review of current vs. proposed parking bays along the Smith St frontage should be included for council's consideration and response / approval.	Update the relevant sheets within the plans to include the relevant annotations.
35	A section of the private land is to be utilised by public patrons. The public / private interface must be clearly delineated, with surface and subsurface materials to remain within their respective areas i.e. no materials, structural components (basements, etc) overlapping between public/private.	Update the relevant sheets within the plans to include the relevant annotations.
36	The footpath width along Smith St frontage must be DDA compliant and maintain a minimum width of 1.80m along the full length adjacent to the development site. Ensure the combination of public and private (to be used by public) areas are unobstructed through the length.	Update the relevant sheets within the plans to include the relevant annotations.
37	The public footpath areas must be reconstructed in asphalt in accordance with Council's guidelines and standard drawings.	Update the relevant sheets within the plans to include the relevant annotations.
38	Kerb and channel along the Smith St frontage must be reconstructed in the existing material (dressed bluestone), unless indicated otherwise by Council in writing.	Update the relevant sheets within the plans to include the relevant annotations.
39	In accordance with Council's standards, pram crossings with the relevant tactile pavers	Update the relevant

	must be installed at all intersections adjacent to the development site, including Alexander Pde crossing Smith St, over Borat St and along Alexander Pde intersections. If crossings are proposed at the new intersection of Borat St, these must also have the pram crossings installed.	sheets within the plans to include the relevant annotations.
Alexander Pde frontage		
40	The existing surface levels of Alexander Pde at the interface with Block B must not be altered/adjusted unless indicated otherwise by Council in writing.	Update the relevant sheets within the plans to include the relevant annotations.
41	The existing surface levels of Alexander Pde at the interface with Block B must not be altered / adjusted unless indicated otherwise by Council in writing. Proposed access points to the development must tie into the finished surface level of the DDA compliant footpath along Alexander Pde. If any levels are proposed to be changed, Council must review the approach and approve prior to endorsement of the architectural plans.	Update the relevant sheets within the plans to include the relevant annotations.
42	The developer must contact Department of Transport (DoT) to determine any requirements for the design of the Alexander Pde road-reserve interface. Provide written confirmation of the discussion with DoT and indicate what design aspects of the public realm areas are required by DoT and where they have been implemented.	Update the relevant sheets within the plans to include the relevant annotations.
43	The footpath width along Alexander Pde frontage must be DDA compliant and maintain a minimum width of 1.80m along the full length adjacent to the development site. Ensure the combination of public and private (to be used by public) areas are unobstructed through the length and indicate the width of paths on the plans.	Update the relevant sheets within the plans to include the relevant annotations.
44	The intersection of Gore St and Alexander Pde must be designed, reviewed and approved by Council The design must comply with Australian Standards, DoT requirements, and must satisfy Council's requirements including, but not limited to, pedestrian and bicycle safe movements.	Provide plans of the intersection for review and approval by Council.
45	A section of the private land is to be utilised by public patrons. The public / private interface must be clearly delineated, with surface and subsurface materials to remain within their respective areas i.e. no materials, structural components (basements, etc) overlapping between public/private.	Update the relevant sheets within the plans to include the relevant annotations.
46	The public footpath areas must be constructed in asphalt in accordance with Council's guidelines and standard drawings.	Update the relevant sheets within the plans to include the relevant annotations.
47	Kerb and channel along the Smith St frontage must be reconstructed in the existing material (dressed bluestone), unless indicated otherwise by Council in writing.	Update the relevant sheets within the plans to include the relevant annotations.
Borat St frontage		
48	The proposal is to make Borat St private in ownership and management.	Update the relevant

	Provide a distinct, identifiable delineation marker/indicator that clearly distinguishes the private from public area. Include in the proposed civil plans for Borat St.	sheets within the plans to include the relevant annotations.
49	The stormwater system along Borat St is not consistent with the approved SWMP for Gasworks Development site overall. Provide confirmation from Council's planning department that the differences to the endorsed development SWMP are acceptable. Does the SWMP need to be updated accordingly and resubmitted for re-endorsement?	Update the relevant sheets within the plans to include the relevant annotations.
50	Provide computations and relevant catchment plans for the proposed drainage within the private Borat St road reserve, confirming the contributions from Block B and C does not have a detrimental affect on the system.	Provide to Council for review and approval, prior to the acceptance of the Condition 1 plans.
Gore St frontage		
51	The public realm plans for Gore St are yet to be approved by Council. Provide the latest version of the engineering plans for the public realm for review and approval. The approved public realm plans must inform the finished surface levels (FFL) at the interface with Block B. Ensure all FFLs at the access points are at grade and indicated on all plans.	Update the relevant sheets within the plans to include the relevant annotations.
52	A section of the private land is to be utilised by public patrons. The public / private interface must be clearly delineated, with surface and subsurface materials to remain within their respective areas i.e. no materials, structural components (basements, etc) overlapping between public/private.	Update the relevant sheets within the plans to include the relevant annotations.
53	Council does not approve the proposed 2x vehicle access points off Gore St. Provide a proposal to consolidate into one access point, designed in accordance with Council standards/guidelines and any further traffic requirements.	Provide a response to the requirement and update the relevant sheets within the plans.
54	The public footpath areas must be constructed in asphalt in accordance with Council's guidelines and standard drawings.	Update the relevant sheets within the plans to include the relevant annotations.
55	Proposed pedestrian and vehicle access points from the public land must be at grade with the existing/proposed public realm finished surface levels. Provide clarification at all the proposed access locations.	Update the relevant sheets within the plans to include the relevant annotations.

SECTION 3: Engineering conditions – Planning Permit

The conditions outlined in ***Table 2*** 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 - Engineering conditions to be included in the Planning Permit

***Vehicle crossings (VC)* conditions**	
Related to…	Condition wording
VC: *Design*	Concurrent with submission of Condition 1 plans the or by such later date as approved in writing by the Responsible Authority, vehicle crossing designs for the two access points on Gore St and one on Smith St, 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.
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.

***Public lighting* (PL) conditions**	
Related to…	Condition wording
Public lighting: *Design*	Before the use and/or development commences, or by such later date as approved in writing by the Responsible Authority, a Public Lighting Plan must be submitted to and approved by Council's Civil Engineering Department. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must be designed: (a) address lighting along Smith St, Alexander Pde, Gore St and Borat St, and the entrances to the approved building. (b) to comply with uniformity, access and maintenance requirements as per standard AS1158.3.1; (c) to control light spillage in accordance with the requirements of AS 4282 – 2019," *Control of the obtrusive effects of outdoor lighting*"; *and* (d) to the satisfaction of the Responsible Authority.
Public lighting: *Construction*	The provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.
Public lighting: *Temporary lighting*	Before any existing public lighting is removed a temporary lighting plan to the satisfaction of the Responsible Authority must be submitted and approved by Council's Civil Engineering Department. The temporary lighting plan is to be installed at the permit holder's cost and must remain operational until a new permanent lighting scheme is installed and operational to the satisfaction of the Responsible Authority.

***Public realm (PR)* conditions**	
Related to…	Condition wording
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 Smith St and Alexander Pde frontage/s must be reconstructed 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 Smith St and Alexander Pde frontage/s 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 road pavement along the property's Smith St and Alexander Pde frontage/s must be reconstructed: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).
Public Realm: *Functional layout plan [High level details]*	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 civil infrastructure components with location, extent and details. (b) All landscape infrastructure (soft, hard) components with location, extent and details. (c) at the permit holder's cost; *and* (d) to the satisfaction of the Responsible Authority.
Public Realm: *Detailed design plans*	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 XX) 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.
Public Realm: Construction & handover	Before the building is occupied, all associated works shown on the endorsed detailed design plans for the public realm (as required by Condition XX) must be fully constructed and completed to the satisfaction of the Council's Civil Engineering Department and at no cost to the Responsible Authority.

***Stormwater/drainage* conditions**	
Related to…	Condition wording
Stormwater: *Stormwater management report*	Concurrent with the submission of Condition 1 plans, or by such later date as approved in writing by the Responsible Authority, a Stormwater Management Plan (SWMP) of all areas 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 SWMP must include, but not be limited to, the following: (a) Compliance with the overall Gasworks development SWMP. (b) Discharge of the internal drainage system to the legal point of discharge stub provided at the southwestern corner of the property, maintaining a maximum permissible site discharge (PSD) of 50 L/s. (c) Details of onsite detention options to achieve the allocated PSD (d) Incorporation of any sustainability design requirements under the planning permit. (e) Management of the 1% EAP rain event ensuring the captured water and overland flow is contained within the property boundary and dissipated to the LPD

***General works* conditions**	
Related to…	Condition wording
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: (f) In accordance with Yarra Standard Drawings | Yarra City Council (g) at the permit holder's cost; and (h) To the satisfaction of the Responsible Authority.

Planning Permit – Notes		
Note related to…	**Engineering note**	
Stormwater: Site discharge	The site stormwater must be directed to the nominated legal point of discharge (LPD) and shall be limited to equivalent pre-development levels *or* 70% impervious coverage, whichever is lowest, for a 20% AEP rainfall event.	
Stormwater: Onsite detention	The development must detain onsite, at a minimum, the 10% AEP storm event. For cases where a safe overland flow path cannot be provided or where flows exceeding pipe capacity may impact the development or adjacent, upstream, or downstream properties, the requirement will be to detain the 1% AEP storm event.	
Redundant stormwater outlets	All redundant property drain outlets are to be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost.	
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 (a) 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.	
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.	
Existing parking infrastructure	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.	

Fitzroy Gasworks – Block C Development

Planning referral (PA2503853)

Development Engineering response

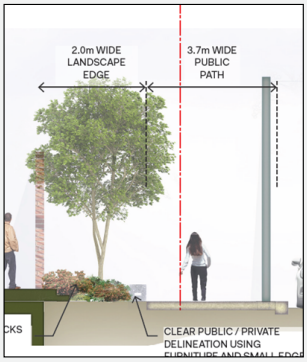
SECTION 1: Engineering requirements – Issue to the applicant

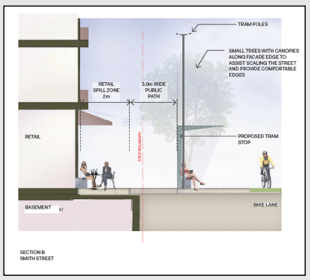
The applicant must satisfy the engineering items outlined in ***Table 1*** below. A written response must be provided for each requirement, and the action is to be completed prior to resubmission.

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 sheets/pages of each document which have been amended.

Table 1 - Engineering requirements for applicant

Item	Engineering requirement	Action for applicant
General		
1	The public realm plans within the Gasworks development site have not been approved by Council. This includes the layout and features along Gore St, Southern access Rd, Wurundjeri Bilk and Borat St. Particular aspects (not limited to) that are unacceptable are, the use of bespoke/non-standard materials especially within the road pavement areas (must be in accordance with Council material policy), non-standard lighting fixtures, non DDA compliant surface grades, WSUD treatment facilities within the road reserve, etc. The applicant must submit the relevant sets of plans to Council for review and approval prior to the endorsement of the architectural plans.	Provide plans of the proposed works within the public realm areas. The plans must be reviewed and approved by Council prior to endorsement of Condition 1 plans.
2	Provide a Public Realm functional layout plan (FLP) for all proposed works within the public realm areas along Smith St, Borat St, Wurundjeri Bilk and Queens Pde; required as part of the development. The FLP must include all civil and landscape aspects within the public realm, indicating general dimensions and providing annotations where relevant. The FLP must be consistent with the details outlined in the relevant sheets of the architectural plans and must comprise all Council requirements.	Provide a FLP of the proposed works within the public realm areas. The FLP must be reviewed and approved by Council prior to endorsement of Condition 1 plans.
3	Provide detailed design drawings of the works approved under the Public Realm Plan FLP addressing all road infrastructure works along Smith St, Borat St, Wurundjeri Bilk and Queens Pde (including soft/hard landscaping).	Provide detailed design plans of the proposed works within the public realm areas.
4	A Heritage Overlay (HO) is present for certain road infrastructure (kerb, channel, bollards, etc.) along the Smith St and Alexander Pde frontages. Council's internal department must review and approve any proposed changes to the relevant road aspects affected by the HO.	Provide written confirmation Council's Heritage department has reviewed and are satisfied with the proposed works.

Item	Engineering requirement	Action for applicant
	Engineering cannot approve the proposed road adjustments until the heritage components have been reviewed and any requirements included/satisfied. Update the relevant plans accordingly.	Update relevant plans accordingly and re-issue for review.
5	Confirm the proposed ultimate title boundaries on all frontages, indicating the existing alignments and any proposed changes. Update all typical and detailed cross sections indicating the ultimate title boundary locations, clarifying what is private and public land. Note: there are discrepancies in the current sections, see example in *Figure 1* below (section of public path located within private title):  **Figure 1 - Incorrect details shown on section**	Clarify the title plans and update the relevant sheets within the plans and include the relevant annotations.
6	If it is proposed to officially divest any existing sections of private land to Council (road reserve), the following must be completed (and will be conditioned in the development permit): ➢ Undertake the change of title process through the statutory bodies, at the cost and time of the private property owner. ➢ Create and implement a Section 173 agreement between Council and the private owner. The agreement will include, but not be limited to, the following: • Council's expectation/requirements on the physical state of the land being acquired prior to acceptance i.e. to Council's and minimal performance standards. • Clear delineation of public/private interface with no private infrastructure encroaching into the public areas, above and below the surface. • Any testing/inspections/plan assessments required as part of the structural evaluation of the infrastructure. • Cost, time and labour required to create and implement the S173 agreement to be borne by the private owner. Note: there will be other components to the change of land process which will be required from other bodies and will be outlined/confirmed when applicable.	Clarify if private land is to be divested and provide Council the details for review and approval.
7	If areas of private land – at the interface with public land – are proposed for public/private use, the following (but, not limited to) requirements must be met: ➢ Creation and implementation of a Section 173 agreement between Council and the private owner. The agreement will include, but not be limited to, the following:	Clarify if private land is to be divested and provide Council the details for review and approval.

	• Council's expectation/requirements on the physical state of the land being acquired prior to acceptance i.e. to Council's and minimal performance standards. • Clear delineation of public/private interface with no private infrastructure encroaching into the public areas, above and below the surface. • Liability for public safety and potential damage to private infrastructure. • Cost, time and labour required to create and implement the S173 agreement to be borne by the private owner. ➢ Provide clear delineation of public/private interface with no private infrastructure encroaching into the public areas, above and below the surface. Council to approve proposed interface infrastructure plans prior to construction.	
8	As part of the overall stormwater management plan, it is expected that the private development sites manage the localised 1% EAP rain events (overland flow paths) within the title boundary of the site. Provide details and computations on how the 1% EAP rain event will be managed to ensure water does not encroach on any inhabitable areas and/or public realm areas.	Provide relevant details for Council's review and approval.
9	All footpaths adjacent to the development must have DDA compliant grades (cross & long). *Note: existing conditions do not set a precedent – all footpaths must be brought up to current standards.* Footpaths must be finished in asphalt, requiring the following grades for DDA: *Cross* – max steepness of 1 in 33 (3%) from property boundary *Long* – varies dependant on lengths of sections (see DDA guidelines)	Update the relevant sheets within the plans to include the relevant annotations.
10	No basements are allowed under future council owned land. Please amend all plans to comply with this requirement. • Several cross sections show basements proposed under "public path", showing no delineation between council owned vs private owned areas of the path. This must be delineated. • Private land / areas must be delineated so that they are clearly distinguishable from council owned land on site. The use of strips, or preferably alternative surface materials, should be used to distinguish private vs. public land.  	Update the relevant sheets within the plans to include the relevant annotations.
11	In accordance with the approved engineering (road and drainage) plans along Wurundjeri Bilk and Borat St, a Legal Point of Discharge (LPD) location has been allocated and a property stub provided for connection. The internal drainage system must refer to the engineering plans for details of the discharge location, depth of the connection and the hydraulic parameters (i.e. grades, permissible site discharge, etc.)	Provide a response to the requirement and update the relevant sheets within the plans.

	Bespoke materials are not supported along any of the council road reserves, existing or proposed, and all materials should be in accordance with CoY's standard materials and materials policy.	Update the relevant sheets within the plans to include the relevant annotations.
12	Retail delivery and water loading zones are not supported within road reserves, council owned or otherwise and must be located within the development sites. Waste and loading management plans must be provided for all developments and clearly nominate the largest vehicles to perform deliveries and waste collections. Swept path assessments of the largest nominated vehicles to be provided to council for review and approval.	Update the relevant sheets within the plans to include the relevant annotations.
13	Kerb and channel which is being repositioned/relocated must remain consistent with the existing materials, *unless otherwise specified by Council.* If an alternative material is required, it will be defined under the specific frontage sub sections below.	Update the relevant sheets within the plans to include the relevant annotations.
14	Public lighting must be provided along all public areas in accordance with Australian Standards to comply with uniformity, access and maintenance requirements as per standard AS1158.3.1; Provide a Public Lighting Plan for Council's review and approval.	Provide to Council for review and approval.
15	Provide original surveyor's drawings, including feature and level surveys and title re-establishment surveys.	Provide survey to Council for review and approval.
16	Provide a Traffic Impact Assessment (TIA) report including, but not limited to, the following: ▪ Parking allocations for individuals uses; ▪ Peak hour directional splits for individual uses; ▪ Traffic distribution assumptions; ▪ Parking occupancy surveys and empirical parking demand rates; ▪ Trip generation information for the nearby approved development at 592 Smith Street as well as for other nearby development sites; ▪ Intersection analysis for Smith Street/Borat Street, the development entrance/Smith Street South and Gore Street/Alexandra Parade; ▪ Impact of the development on the Smith Street/Alexandra Parade intersection (98th percentile queues; degree of saturation); ▪ Impact of development on tram movements along Smith Street; ▪ Swept path diagrams of commercial vehicles entering and exiting the key intersections along the arterial road network (particularly in the vicinity of the proposed tram stop on Smith Street); ▪ Vehicle ground clearances along the inside radius of curved ramp sections.	Provide TIA to Council for review and approval.
17	Provide drawings with the following details included: ▪ Cross-sections at every pedestrian entrance interfacing a Public Highway (to include profiles and levels of DDA designed footpaths superimposed with existing footpath profiles); ▪ Cross-sections of main ramped accessways (dimensioned and labelled with grades); ▪ All columns in car parking levels to be dimensioned (depths and offsets from aisles); ▪ Clearances to walls for adjacent spaces; ▪ Existing on-street parking restriction signs to be drawn or identified in a schedule of signs.	Provide to Council for review and approval.

Stormwater / Drainage		
18	The proposed stormwater management of the site is not consistent with the overall Gasworks Development SWMP. The Development SWMP allocates a single LPD location at the southwestern corner of the site, with the public drainage system capacity being designed accordingly. In particular, the Borat St drainage was not designed to receive flows from Block C. The SMP submitted does not provide enough details regarding the discharge rate and receiving systems (Borat St) to manage the flows. Provide the computations associated with the calculations. Understanding Borat St has changed from publicly owned to privately owned, the capacity check must be done on the downstream system, accordingly.	Provide to Council for review and approval, prior to the acceptance of the Condition 1 plans.
19	The provided catchment plans do not show sufficient details of what proportion of Block C is contributing to which discharge. Provide a more detailed catchment plan indicating the contributing areas to each LPD and ensure it correlates to the indicated discharge rates. Provide computations for clarification of the details.	Provide to Council for review and approval, prior to the acceptance of the Condition 1 plans.
20	Provide clarification the Smith St drainage system can manage the discharges coming from the LPD locations. Clarify the contributing catchment amounts and the proposed discharge rates expected at each location.	Provide to Council for review and approval, prior to the acceptance of the Condition 1 plans.
21	Borat St has changed from publicly owned to privately owned, meaning the proposed layout of drainage infrastructure must be amended accordingly. Propose a new layout which delineates the public private interface ensuring the publicly owned infrastructure is to City of Yarra's standards and is clearly distinguishable to private assets.	Provide to Council for review and approval, prior to the acceptance of the Condition 1 plans.
Smith St frontage		
22	The developer must contact Department of Transport (DoT) to determine any requirements for the design of the Smith St road reserve interface. Provide written confirmation of the discussion with DoT and indicate what design aspects of the public realm areas are required by DoT and where they have been implemented.	Update the relevant sheets within the plans to include the relevant annotations.
23	The existing surface levels of Smith St at the interface with Block B must not be altered / adjusted unless indicated otherwise by Council in writing. Proposed access points to the development must tie into the finished surface level of the DDA compliant footpath along Smith St. If any levels are proposed to be changed, Council must review the approach and approve prior to endorsement of the architectural plans.	Update the relevant sheets within the plans to include the relevant annotations.
24	Very significant loss of council parking bays are proposed along the Smith Street frontage due to new turning lanes and entry points. This is not supported and should by reduced as much as possible. A detailed review of current vs. proposed parking bays	Update the relevant sheets within the plans to include the relevant annotations.

	along the Smith St frontage should be included for council's consideration and response / approval.	
25	The developer must contact Department of Transport (DoT) to discuss the installation of the new tram stop along Smith St, adjacent to the development site. Provide written confirmation of the discussion with DoT and indicate what design aspects of the development have been coordinated with the potential tram upgrade infrastructure.	Update the relevant sheets within the plans to include the relevant annotations.
26	The footpath width along Smith St frontage must be DDA compliant and maintain a minimum width of 1.80m along the full length adjacent to the development site. Ensure the combination of public and private (to be used by public) areas are unobstructed through the length.	Update the relevant sheets within the plans to include the relevant annotations.
27	A section of the private land is to be utilised by public patrons. The public / private interface must be clearly delineated, with surface and subsurface materials to remain within their respective areas i.e. no materials, structural components (basements, etc) overlapping between public/private.	Update the relevant sheets within the plans to include the relevant annotations.
28	The public footpath areas must be reconstructed in asphalt in accordance with Council's guidelines and standard drawings. The cross fall grades of the footpath must fall from the building line (not title boundary) to the back of kerb on Smith St with a maximum grade of 1:33 for asphalt.	Update the relevant sheets within the plans to include the relevant annotations.
29	Kerb and channel along the Smith St frontage must be reconstructed in the existing material – dressed bluestone – unless indicated otherwise by Council in writing.	Update the relevant sheets within the plans to include the relevant annotations.
30	In accordance with Council's standards, pram crossings with the relevant tactile pavers must be installed at all intersections adjacent to the development site, including Smith St crossing Borat St,.	Update the relevant sheets within the plans to include the relevant annotations.
Queens Pde frontage		
31	The applicant must ensure that all existing surface levels are unchanged at the interface with the public areas and the proposed private areas. If any levels are proposed to be changed, Council must review the approach prior to approval of the detailed design.	Update the relevant sheets within the plans to include the relevant annotations.
32	The footpath width along Queens Pde frontage must be DDA compliant and maintain a minimum width of 1.80m along the full length adjacent to the development site. Ensure the combination of public and private (to be used by public) areas are unobstructed through the length.	Update the relevant sheets within the plans to include the relevant annotations.
33	The public footpath areas must be constructed in asphalt in accordance with Council's guidelines and standard drawings.	Update the relevant sheets within the plans to include the relevant annotations.
34	Kerb and channel along the Queens Pde frontage must be reconstructed in the existing material, unless indicated otherwise by Council in writing.	Update the relevant sheets within the plans to include the relevant annotations.

Borat St frontage		
35	The public realm plans for Borat St are yet to be approved by Council. Provide the latest version of the engineering plans for the public realm for review and approval. The approved public realm plans must inform the finished surface levels (FFL) at the interface with Block B. Ensure all FFLs at the access points are at grade and indicated on all plans.	Update the relevant sheets within the plans to include the relevant annotations.
36	The footpath width along Borat St frontage must be DDA compliant and maintain a minimum width of 1.80m along the full length adjacent to the development site. Ensure the combination of public and private (to be used by public) areas are unobstructed through the length.	Update the relevant sheets within the plans to include the relevant annotations.
37	The public footpath areas must be constructed in asphalt in accordance with Council's guidelines and standard drawings.	Update the relevant sheets within the plans to include the relevant annotations.
Wurundjeri Bilk frontage		
38	The public footpath areas must be constructed in asphalt in accordance with Council's guidelines and standard drawings.	Update the relevant sheets within the plans to include the relevant annotations.

SECTION 3: Planning Permit – Potential engineering conditions & notes

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 2 - Engineering conditions to be included in the Planning Permit

Vehicle crossings (VC) conditions	
Related to…	**Condition wording**
VC: *Design*	Concurrent with submission of Condition 1 plans the or by such later date as approved in writing by the Responsible Authority, vehicle crossing designs for the access point on Smith St, 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.
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.

Public lighting conditions	
Related to…	**Condition wording**
Public lighting: *Design*	Before the use and/or development commences, or by such later date as approved in writing by the Responsible Authority, a Public Lighting Plan must be submitted to and approved by Council's Civil Engineering Department. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must be designed: (a) address lighting along Smith St, Alexander Pde, Gore St and Borat St, and the entrances to the approved building. (b) to comply with uniformity, access and maintenance requirements as per standard AS1158.3.1; (c) to control light spillage in accordance with the requirements of AS 4282 – 2019," *Control of the obtrusive effects of outdoor lighting*"; *and* (d) to the satisfaction of the Responsible Authority.
Public lighting: *Construction*	The provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.
Public lighting: *Temporary lighting*	Before any existing public lighting is removed a temporary lighting plan to the satisfaction of the Responsible Authority must be submitted and approved by Council's Civil Engineering Department. The temporary lighting plan is to be installed at the permit holder's cost and must remain operational until a new permanent lighting scheme is installed and operational to the satisfaction of the Responsible Authority.

Public realm (PR) conditions	
Related to…	**Condition wording**
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 Smith St and Alexander Pde frontage/s must be reconstructed 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 Smith St and Alexander Pde frontage/s 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 road pavement along the property's Smith St and Alexander Pde frontage/s must be reconstructed: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).
Public Realm: *Functional layout plan* *[High level details]*	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 civil infrastructure components with location, extent and details. (b) All landscape infrastructure (soft, hard) components with location, extent and details. (c) at the permit holder's cost; *and* (d) to the satisfaction of the Responsible Authority.
Public Realm: *Detailed design plans*	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 XX) 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.
Public Realm: Construction & handover	Before the building is occupied, all associated works shown on the endorsed detailed design plans for the public realm (as required by Condition XX) must

	be fully constructed and completed to the satisfaction of the Council's Civil Engineering Department and at no cost to the Responsible Authority.

Stormwater/drainage conditions	
Related to…	**Condition wording**
Stormwater management report	Concurrent with the submission of Condition 1 plans, or by such later date as approved in writing by the Responsible Authority, a Stormwater Management Plan (SWMP) of all areas 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 SWMP must include, but not be limited to, the following: (a) Compliance with the overall Gasworks development SWMP. (b) Discharge of the internal drainage system to the legal point of discharge stub provided at the southwestern corner of the property, maintaining a maximum permissible site discharge (PSD) of 50 L/s. (c) Details of onsite detention options to achieve the allocated PSD (d) Incorporation of any sustainability design requirements under the planning permit. (e) Management of the 1% EAP rain event ensuring the captured water and overland flow is contained within the property boundary and dissipated to the LPD

General works conditions	
Related to…	**Condition wording**
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: (f) In accordance with Yarra Standard Drawings | Yarra City Council (g) at the permit holder's cost; and (h) To the satisfaction of the Responsible Authority.

Planning Permit – Notes		
Note related to…	**Engineering note**	**Reasoning / justification**
Stormwater: Site discharge	The site stormwater must be directed to the nominated legal point of discharge (LPD) and shall be limited to equivalent pre-development levels *or* 70% impervious coverage, whichever is lowest, for a 20% AEP rainfall event.	
Stormwater: Onsite detention	The development must detain onsite, at a minimum, the 10% AEP storm event. For cases where a safe overland flow path cannot be provided or where flows exceeding pipe capacity may impact the development or adjacent, upstream, or downstream properties, the requirement will be to detain the 1% AEP storm event.	
Redundant stormwater outlets	All redundant property drain outlets are to be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost.	
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 (a) 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.	
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.	
Existing parking infrastructure	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.	

Development Engineering File Note

Application Information:

Referral Officer:	Erryn Megennis / John Theodosakis
Officer:	Mark Pisani / Kisina Sofele / Mark Pisani
Council Reference:	PPE25/0455
Address:	433 Smith Street, Fitzroy North
Proposal:	[SEC=OFFICIAL] Copy of Parcel B and C Application Documents - Fitzroy Gasworks

Drawings and Documents reviewed by Engineering

Author / Consultant	Drawing No. or Document	Revision	Dated
Contour Consultants	Application for Planning Permit - cover letter		25 July 2025
Fieldwork	Architectural plan sets for Parcels B and C		1 July 2025
Oculus	Landscape plans set - Parcel B	P2	2 July 2025
MCG Consult	Civil Engineering Master Planning Drawings		June 2025
Traffix Group	Traffic Engineering Assessment	F	4 July 2025

SECTION 1: Engineering Comments

The Traffic unit (Lander Chy - Acting Senior Coordinator Traffic Engineering) identifies the following matters:

Item	Details
Traffic Movement Prohibitions	The Traffic Engineering Assessment report mentions '*Hodgkinson Street is to be modified to be inbound only and Council Street will be subject to a full road closure at Smith Street*'. Have these proposals been assessed in more detail? Converting roads to one way or implementing road closures will have a traffic impact to the wider road network and we'll need more information regarding this, including traffic volumes displaced and traffic modelling undertaken. How will these proposals impact the existing or future tram network (if at all). When will the community be consulted on these proposed changes?
Access via Alexandra Parade	Section 3.2.1 mentions that '*Vehicles will be restricted left-in/left-out to Alexandra Parade*'. However, Section 3.2.4 mentions 'Loading vehicles will be encouraged to enter right-in/left-out (**to and from Alexandra Parade**)'. This contradicts the first sentence. Do they mean loading vehicles to enter left in and left out as per what the vehicle swept path diagrams show?
Sight Lines from Basement Ramps - Gore Street	As per the TIA, there are sightline issues for vehicles exiting the two ramps onto Gore Street. We need to see options to address these issues as I can already imagine the number of community complaints we receive about this (assuming it's our road).
Vehicle Access to Block B	Engineering Referral comments on Parcel B mentions '*Council does not accept the proposal for 3x vehicle access points to Block B development.* *Provide a proposal consolidating the access points into two, ideally one, location to minimise potential traffic impacts and infrastructure adjustments.*'. I prefer there is at least 2 access points, that way we can separate loading vehicles from the passenger vehicles accessing the car park, and minimise turning conflicts to and from the site. Note that if we then had to remove the Gore Street car park access or the Smith Street one, this would require Traffix Group to change their traffic assessment and redo their analysis. If all vehicles accessing the car park are to enter via Smith Street, then this will likely start to impact the tram services.

Additional Traffic Engineering Comments (Danny Millican - Coordinator Traffic):

Item	Details
Smith Street - Left in/Left out Arrangements	Left in Left Out – unique opportunity based on the island site, and key part of transport planning for the Development Plan to promote sustainable modes of transport. All movements (or right in) intersections (for Smith Street) poorer outcome for vulnerable road users, tram accessibility and tram stop upgrades including proposed full time tram lanes. This also significantly limits how the street could be upgraded in the future.
Pedestrian and Cyclist Movements	Movements to and from south of site significantly limited for pedestrian and cyclists, with this identified as highest demand origin and destination for these modes. Current planning is for vulnerable road users to travel in opposite direction (to north) for a safe access option, which is unrealistic. Site planning needs to identify a safe option and accommodate this through setbacks and infrastructure (all remaining parcels) with this reflected in access design to private developments. Alternatively safe access for all modes should be provided through parcels, with this being 24 hours and unrestricted.
Smtih Street Access Points	Three vehicle access points for Smith Street too many over short distance with poor outcome for the street and street users. If access provided into development sites, vehicle access should be restricted into Borat Street, noting this is the key pedestrian link for development for new tram stop. If two access points required, realign internal access road to connect to George Street and pedestrianise Borat Street.
Operational/Management throughout the site	Clear operational / management issues throughout site, including road safety issues for Borat Street with conflict of uses in tight space including issues raised within Road Safety Audit, which likely to be exacerbated by uses on site that encourage higher vehicle numbers such as supermarket, with assumptions in Traffic Impact Assessment considered unrealistic. Other examples across site including removal of footpath in open space, design of Queens Parade service road noted suited to proposed adjacent uses.
Delineation of Land and Road Ownership	Delineation of road and land ownership and infrastructure management including site drainage, maintenance, and operational issues – noting current proposal has issues and this requires resolution to consider proposals.

The Civil Engineering unit identifies the following matters:

Item	Details
Development Entrances fronting Gore Street	The development entrances fronting Gore Street must comprise vehicle crossings and not an at-grade intersection type arrangement. Footpaths should be at-grade as per Council vehicle crossing requirements. Basement car park entrance is too close to the loading bay entrance. The pedestrian refuge should be widened (i.e. - providing a greater vehicle crossing separation). We believe that the current arrangement would create an environment that is hostile to pedestrians.
Footpath - East Side of Gore Street	It is recommended that the east footpath of Gore Street be widened to 3.0 metres in width. The purpose of the widening is to promote and encourage major pedestrian movements to and from Alexandra Parade.
Bicycle Facilities	It is noted that there are no proper bicycle facilities within the internal road network of the Gasworks site.
Smith Street Access Arrangements	Council is not in favour of providing an access point off Smith Street. Major vehicular access points should be contained within the site, such as Gore Street.

SECTION 2: Acknowledgement

Engineer: Mark Pisani

Signature: 

Date:

Social Planning
Formal Referral Response

Application Information

Referral Officer:	Tara Bewley
Officer:	John Theodosakis
Council Reference:	PPE25/0455
Address:	433 Smith St, Fitzroy North VIC 3068
Proposal:	[SEC=OFFICIAL] Copy of Parcel B and C Application Documents - Fitzroy Gasworks
Comments Sought:	Click here to view referral memo: Insert CM Link here to referral request memo (which will include a hyperlink to all relevant plans / information)
Disclaimer:	Council's Social Planning Unit provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

Referral Type and Background

Social Planning were requested to make comments on the proposal from a social planning perspective.

- The referral comments in this report respond to the affordable housing reports prepared for Fitzroy Gasworks for Parcel B (by Assemble) and Parcel C (by Milieu Property), both dated July 2025.
- Under Schedule 16 to Clause 43.04 Development Plan Overlay (DPO16) of the Yarra Planning Scheme there is a requirement for the provision of up to 20% of dwellings on the site to be 'affordable' housing with detailed outlined within an affordable housing report.
- The Development Plan allocates 'affordable' housing across the three Parcels as follows:

Parcel	Parcel A	Parcel B	Parcel C
Affordable housing %	15%	2.5%	2.5%

- It is noted section 3AA of the Planning and Environment Act 1987 defines affordable housing as housing, including social housing, appropriate for the needs of very low-, low-, and moderate-income households. To reflect Yarra's Social and Affordable Housing Strategy, Social Planning this response refers to 'affordable' housing as social and affordable housing (SAH), or separately as either 'social' or 'affordable' housing.
- Social Planning submitted recommendations for Parcel A in September 2022. Social Planning has been advised that Parcel A's SAH figures are still subject to change, and to exclude Parcel A when considering recommendations.

Key aspects of the proposal and site – Parcel B and Parcel C

- Parcels B and C are being developed in a Joint Venture between Assemble and Milieu and comprise a residential project of approximately 1052 apartments across the two parcels. Across the parcels, 16.5% (174) apartments are allocated to SAH.
- Table 1 shows figures that are based on the assumption that HAFF (Round 2) Funding has *not* been secured for Parcel B (which would result in 121 social housing dwellings and 43 affordable housing dwellings).
- Table 2 indicates the proposed dwelling mix of Parcel B and Parcel, compared to the dwelling mix as outlined in the Development Plan.

Table 1. Allocation of housing types across Parcel B and Parcel C

	Social		Affordable		'At Cost' Housing		SDA homes		Market		Total	Total SAH homes (Parcels B + C)	
Parcel B	80	15.6%	84	16.4%	0	0%	0	0%	349	68%	513		
Parcel C	0	0%	10	1.8%	32	5.9%	7	1.3%	479	88.9%	539		
Total	**80**	**7.6%**	**94**	**8.9%**	**32**	**3%**	**7**	**0.7%**	**828**	**79%**	**1052**	**174**	**16.5%**

Table 2. Proposed dwelling mix of Parcel B and C (combined)

Dwelling Type	Dwelling mix as outlined in Development Plan	Proposed allocation (overall mix - Parcels B & C
1B and studio	Up to 60%	56%
2B	Up to 60%	29%
3B	Up to 10%	15%

Parcel B – SAH

- Parcel B is proposed to be comprised of 32% (164) of the total dwellings (513) as SAH. Table 1 and 3 provide a breakdown of social housing in comparison to affordable housing.
- The social and affordable housing developed will be guaranteed for a minimum period of 20 years.
- Both Social and Affordable dwellings are proposed as Built to Rent (BTR).

Table 3. Allocations of social and affordable housing in Parcel B

	Social		Affordable		Total dwellings		Total SAH dwellings	
Parcel B	80	16%	84	16%	513	100%	164	32%

Parcel B – social housing

- Comprised of 80 dwellings, which is 16% of total precinct dwelling yield for Parcel B.
- Social housing would be owned by Assemble.

- Tenancy management will be contracted out to the registered housing agency, Housing Choices Australia (HCA). Assemble will be responsible for asset management.
- Assemble's report states that social housing will be guaranteed for a minimum of 20 years, while Milieu's report states that social housing in Parcel B will be guaranteed for a minimum period of 40 years.
- Specialist disability housing providers are being considered as the managers of SDA homes.
- The number of SDA homes to be provided has not been stated.
- Aboriginal Housing Victoria (AHV) will allocate and manage 10% of social and affordable housing.
- 100% of social housing is to be allocated to eligible households on the Victorian Housing Register (VHR).
- No more than 25% of household income is spent on rent.
- Housing will be tenure blind.
- Target Cohorts for social housing may include the following:
    - People with an existing connection with the Fitzroy area (e.g. friends, family, employment of support services)
    - Older (55+) single people
    - Aboriginal and Torres Strait Islander Peoples
    - People living with disability
    - People seeking transfers from other social housing properties.
- The dwelling mix allocation has been provided based on the assumption that HAFF (Round 2) funding is successful. As such, it does not reflect the figures used throughout the Affordable Housing Report. Social Planning has assumed the same ratios will apply to the minimum requirement of 80 social housing dwellings and 84 affordable housing dwellings. Social planning has provided estimated percentages accordingly (see Table 4).

Table 4. Social Planning's estimated dwelling mix for Parcel B

	Estimated dwelling mix for Parcel B		
	Social housing units	**% of allocation of social housing (social planning estimate)**	**% of allocation of affordable housing (social planning estimate)**
1B (compact)	-		35%
1B		52%	28%
2B1B	31	26%	37%
2B2B	1	0.8%	-
3B1B	26	21%	-
Total	**121**	**100%**	**100%**

Parcel B – affordable housing

- Comprised of 84 dwellings, which is 16% of total precinct dwelling yield for Parcel B.
- The proposed affordable housing would be owned and managed by Assemble by Assemble.
- AHV will allocate and manage 10% of social and affordable housing

- Affordable rents are calculated assuming 30% of household income is spent on rent and be earning within Section 3AB – Specification of income ranges.
- It appears rental prices will be based on applying 30% of the gross moderate income in accordance with Section 3AB – Specification of income ranges.
- Target cohorts may include the following:
    - Lower to moderate income workers with employment in the Fitzroy area or surrounding suburbs (e.g. hospitality or retail workers from inner north, staff from University of Melbourne, workers from hospital precinct, teaching staff at local schools)
    - Aboriginal and Torres Strait Islander Peoples.
- The dwelling mix allocation has been provided based on the assumption that HAFF (Round 2) funding is successful. As such, it does not reflect the figures used throughout the Affordable Housing Report. Social Planning has assumed the same ratios will apply to the minimum requirement of 80 social housing dwellings and 84 affordable housing dwellings. Social planning has provided estimated percentages accordingly (see Table 2).

Parcel C – Milieu Property

- The proposal indicates 2% (10) of the total dwellings (539) as SAH. Table 1 and 5 provide a breakdown of social housing in comparison to affordable housing.
- It is noted that 7 specialist disability accommodation will be provided. It is understood this will not social housing.
- The social and affordable housing developed will be guaranteed for a minimum period of 20 years.
- Affordable housing dwellings are proposed as Built to Sell (BTS).

Table 5. Allocations of housing types in Parcel C

	Social		Affordable		Total dwellings		Total SAH dwellings	
Parcel C	0	0%	10	1.8%	539	100%	10	1.8%

Parcel C – Social housing

- There is no social housing associated with Parcel C.

Parcel C – Affordable housing

- Comprised of 10 dwellings, which is 1.8% of total precinct dwelling yield for Parcel C.
- Affordable homes will be within the Nightingale Building (Building C).
- Milieu are considering the following two delivery models:
    1. Retail sales to eligible purchasers who meet the affordability criteria.
    2. Wholesale purchase by a registered CHP for management as affordable rental housing to eligible tenants who meet the affordability criteria. The benefit of the affordable rental housing developed across Parcel C will be guaranteed for a minimum period of 20 years. Housing Choices Australia (HCA) are the preferred partner to wholesale purchase and manage the affordable housing.
- Purchase Price: The allocated dwellings will be priced to ensure that eligible moderate-income households spend no more than 30% of their gross household income on monthly servicing requirements for a 30-year mortgage.
- It appears rental prices will be based on applying 30% of the gross moderate income in accordance with Section 3AB – Specification of income ranges

- Target cohorts may include the following:
    - Lower to moderate income workers with employment in the Fitzroy area or surrounding suburbs (e.g. hospitality or retail workers from inner north, staff from University of Melbourne, workers from hospital precinct, teaching staff at local schools).
    - Aboriginal and Torres Strait Islander Peoples.
    - Residents are likely to be in younger age groups (the average age in the City of Yarra is 33, with the largest age bracket being 25–29).
- Aims to achieve tenure blindness.
- See Table 6 for dwelling mix.

Table 6. Dwelling mix for Parcel C

	Dwelling mix for Parcel C	
	Affordable housing units	**% of allocation affordable housing**
1B1B	7	70%
2B1B	3	30%
Total	**10**	**100%**

Recommendations

Social Strategy were requested to make comments on the proposal from a social strategy perspective and provides the following feedback:

Parcel B and Parcel C (combined) – SAH

- Parcel B provides 32% of housing as SAH, and therefore exceeds the required allocation of the Development Plan that seeks 2.5% of Parcel B as SAH.
- Parcel C provides 1.8% of housing as SAH, and therefore does not meet the required allocation of the Development Plan that seeks 2.5% of Parcel C as SAH.
- However, together, Parcel B and Parcel C equate to 16.5% of SAH across the two parcels. Regarding DPO16 and the requirement for the provision of up to 20% of dwellings on the site to be SAH, there is a shortfall of 3.5%, which would need to accounted for either in Parcel A, or alternatively, Parcel B or C.
- Together, the proposed housing typologies for both Parcel B and Parcel C meet the affordable housing dwelling mix outlined in the Development Plan and appear to meet the need for smaller dwellings as identified by the Victorian Housing Register (see Table 2).
- The procedures and policies to manage eligibility for the social and affordable housing tenancies should treat residents and prospective residents with dignity. Procedures and policies should be careful not to impose burdensome or invasive requirements to validate ongoing eligibility of a resident.
- No approach is provided in how to manage increases in household incomes (i.e. consideration for one-off increases in income that may not be maintained in the following year).

Parcel B – Social Housing (BTR)

- Locating all social housing together in one block offers the opportunity to co-locate support services for social housing residents on the ground floor of the block. From site plans and the SAH report for Parcel B, it is unclear whether this opportunity will be used.
- The affordable housing report for Parcel B indicates social housing will be delivered by the community housing provider, HCA.
- No evidence has been provided of any grant funding application or agreement being entered into for this arrangement, such evidence would provide more certainty and comfort that the proposal for social housing will proceed and how it will be managed in the longer term (e.g. see comment above regarding provision for once off income rises).
- Assemble's report states that social housing in Parcel B will be guaranteed for a minimum period of 20 years. While Milieu's report states that social housing in Parcel B will be guaranteed for a minimum period of 40 years. Long term-commitments are encouraged.
- It is essential that the typology of the affordable housing dwellings offered as build to rent remains diverse and not be skewed towards studio and one-bedroom apartments. It is recommended that typology diversity targets be met by ongoing monitoring and reported on annually.
- Private developers operating within Yarra are increasingly showing interest in built-to-rent tenures. To assist Council to engage in future discussions with private developers, it would be beneficial to receive annual reports on this BTR program that demonstrate the effectiveness of management policies and procedures, the approach to annual monitoring of resident eligibility and where improvements to these procedures have been identified.

Parcel B and Parcel C– Affordable Housing (BTR + BTS)

- The target cohorts for affordable housing appear to align with the targeted 'moderate income households'.
- It is essential that the typology of the affordable housing dwellings offered as build to rent remains diverse and not be skewed towards studio and one-bedroom apartments. It is recommended that typology diversity targets be met by ongoing monitoring and reported on annually.

Additional feedback

- A further report for Parcel A confirming how social and affordable housing will be delivered.

Social Planner: Tara Bewley

Date: 27 August 2025

Strategic Planning
Formal Referral Response

Application Information:

Referral Officer:	Madeline Riseborough
Officer:	John Theodosakis
Council Reference:	PPE25/0455
Address:	433 Smith St, Fitzroy North VIC 3068
Proposal:	[SEC=OFFICIAL] Copy of Parcel B and C Application Documents - Fitzroy Gasworks
Comments Sought:	Click here to view referral memo: IREF25/01193 - Internal Referral Request - Strategic Planning
Disclaimer:	Council's Strategic Planning Unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above. As the application is not in an interim or proposed DDO the Strategic Planning comments in this assessment focus on general compliance with the Yarra Planning Scheme and the impact of this application on the built form controls located to the east and south: Interim Schedule 38 to the Design and Development Overlay (DDO38). and Draft Schedule 38 to the Design and Development Overlay (DDO38). They do not provide commentary on other sections of the Planning Scheme or fully assess the internal amenity of the application.
Prev. Responses:	None (First Referral) – This advice is informally provided to assist DTP in any request of further information and in raising preliminary issues. It is noted that advice provided will be given to DTP in anticipation of a final application being formalised for referral to Council.

Development Details:

Relevant amendment:	The subject site is located to the north and west of current interim and draft DDOs. Amendment C270yara – Fitzroy & Collingwood Interim Built Form Controls Stage 1 (Approved) Amendment C271yara – Fitzroy & Collingwood Built Form Controls (Exhibited)
Amendment status:	Amendment C270yara Interim DDO30 – Smith Street shops was first introduced into the Yarra Planning Scheme when it was gazetted on 27 August 2021 via Amendment C270yara. The latest amendment, C332yara, gazetted on 25 June 2025, extends the interim controls until 30 June 2026, while permanent controls are being considered. Amendment C271yara Draft DDO30 – Smith Street shops was exhibited from 18 November 2024 - 24 February 2025. Council is now considering submissions for a Council Meeting in October 2025 to seek consent to refer the amendment to a Standing Advisory Committee.
Existing and proposed controls:	Mixed Use and Public Use Zones Development Contributions Plan Overlay Design and Development Overly – Schedule 2 Development Plan Overlay – Schedule 16 (Endorsed Development Plan) Environmental Audit Overlay Special Building Overlay Specific Controls Overlay – Schedule 4 Heritage Overlay – Schedules 211 and 468
Subject Site Plan:	Click here for the subject site plan: IREF25/01193 – Subject Site Plan - Strategic Planning

Strategic Planning Comments and Recommendations:

Summary of Strategic Planning comments and recommendations:

Strategic Planning has assessed and reviewed PPE25/0455 and has a number of general comments to make.

As there is not interim or proposed controls applied to the subject site, Strategic Planning provides the following general comments.

There are a number of concerns regarding the interfaces of the built form, the delivery of social and affordable housing, access, and the current built form work adjacent to the subject site that are discussed below.

Strategic Planning does not support the proposal in its current form.

Development Plan / DPO16:

The developments are generally not in alignment with the approved Development Plan and DPO16, Strategic Planning has a number of concerns with the proposal, specifically, the proposed building massing, interfaces, and access.

Strategic Planning supports the creation of the new internal streets in developments of this size and encourages pedestrian and cycling links. However, it is noted that Borat Street as now identified within the proposed development is considered a 'privately owned road' opposed to an 'internal street' within the DPO.

Moreover, the proposal has removed vehicle and pedestrian access from both directions, the pedestrian connection from Smith Street has been drastically reduced, access through the buildings and to 'Gasworks Park' on Level 1 has been diluted / obstructed and the current location of residential bicycle parking on Basement Level 2 presents a significant inconvenience for the use of bicycles.

We note that analysis of compliance with the Development Plan and DPO16 will be prepared through internal and external urban design advice, as to not duplicate advise we defer to these referral responses.

Design and Development Overlays:

The package of documents considers the number of Design and Development Overlays adjacent to or adjoining the development site. Of significance, DDO38 – Alexandra Parade is directly to the east and south of the subject site.

The documents currently identify the interim controls of 36m / 10 storeys to number of properties.

In 2021, Council resolved to reduce these heights to 28m / 7 storeys, based on the response and submission from the community at the time. This position from Council has not changed and was exhibited formally in November 2024 - February 2025 through draft Amendment C271yara.

Whilst it is acknowledged that the heights proposed are generally in accordance with the Development Plan and DPO, it is important to recognise that the interface across Smith Street is not supported at 10 storeys.

Social and Affordable Housing:

The proposal generally complies with the affordable housing requirements in the DPO16 and Development Plan.

The proposal provides 16.5% Social and Affordable Housing, leaving a 3.5% shortfall under the DPO's 20% requirement.

Strategic Planning continues to strongly support the provision of social and affordable housing. Strategic Planning considers the details of the social and affordable housing should be included as a condition to ensure its delivery.

Officers defer to any detailed comments provided by Council's social planners.

Conclusion:

All the above considered; Strategic Planning does not object to the proposed developments in Parcel B and C of the Gasworks site (subject to consideration of the above concerns and review of other referral advice).

Strategic Planner: Riseborough Madeline
Date: 13 August 2025

Strategic Transport Formal Referral Response

Application Information:

Referral Officer:	Philip Mallis
Officer:	John Theodosakis
Council Reference:	PPE25/0455
Address:	433 Smith St, Fitzroy North VIC 3068
Proposal:	[SEC=OFFICIAL] Copy of Parcel B and C Application Documents - Fitzroy Gasworks
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 • Design and location of bicycle parking spaces and facilities • Green Travel Plan • Impact on Yarra's key bicycle corridors • Impact on Yarra's bicycle lanes • City Works
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 – Please note that this is informally provided to assist DTP in any request of further information and in raising preliminary issues.

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
Parcel B				

Dwellings	513 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	103 resident spaces	1,026 resident spaces
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	51 visitor spaces	78 visitor spaces
Retail premises (other than specified in this table)	1,197 sqm	1 employee space to each 300 sqm of leasable floor area	4 employee spaces	11 employee spaces
		1 visitor space to each 500 sqm of leasable floor area	2 visitor spaces	2 visitor spaces
Shop (Supermarket)	3,137 sqm	1 to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	5 employee spaces	11 employee spaces
		1 to each 500 sq m of leasable floor area if the leasable floor area exceeds 1000 sq metres	6 visitor spaces	6 visitor spaces
Bicycle Parking Spaces Total			**112 resident / employee spaces**	**1,048 resident / employee spaces**
			59 visitor spaces	**86 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**1 showers / change rooms**	**5 showers / change rooms**
Parcel C				
Dwellings	539 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	108 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	54 visitor spaces	
Office other than specified in this table	665 sqm	1 to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	0 employee spaces	
		1 to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	0 visitor spaces	
Retail premises (other than	844 sqm	1 employee space to each 300 sqm of leasable floor area	3 employee spaces	

specified in this table)		1 visitor space to each 500 sqm of leasable floor area	2 visitor spaces	
Bicycle Parking Spaces Total			**111 resident / employee spaces**	**1,080 resident / employee spaces**
			56 visitor spaces	**101 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**

Parcel B provides a total of 936 additional resident/employee spaces and 27 additional visitor spaces above the requirements of the Scheme, and Parcel C provides a total of 969 additional resident/employee spaces and 45 additional visitor spaces above the requirements of the Scheme.

Adequacy of visitor spaces

Number of spaces (Parcel B)

The provision of 86 visitor spaces is inadequate for the following reasons:

- The proposal provides 27 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 128 visitor bicycle spaces.
    - *For retail developments:* 1 visitor space per 500sqm of area. Given a total retail floor area of 4,334sqm, this equates to a total requirement of 9 visitor spaces.

  The above results in a grand total requirement of 137 visitor spaces. The provision of 86 visitor spaces does not meet this requirement. **(inadequate)**

Design and location of visitor spaces (Parcel B)

The design of the 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. All visitor parking is provided in an external area accessible to the public. **(adequate)**
- Pursuant to Clause 52.34-5, all visitor spaces are to be provided at a bicycle rail. All visitor spaces are provided as floor mounted bike hoops. **(adequate)**
- 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. Visitor space dimensions have not been identified on the plans. **(inadequate)**
    - Scaled measurements of the plans suggests that visitor bicycle parking is provided in accordance with AS2890.3.

Number of spaces (Parcel C)

The provision of 101 visitor spaces is inadequate for the following reasons:

- The proposal provides 45 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 135 visitor bicycle spaces.
    - *For retail developments:* 1 visitor space per 500sqm of area. Given a total retail floor area of 844sqm, this equates to a total requirement of 2 visitor spaces.
    - *For office developments:* 1 visitor space per 500sqm of net leasable office area. Given a total net leasable office floor area of 665sqm, this equates to a total requirement of 1 visitor spaces.

  The above results in a grand total requirement of 138 visitor spaces. The provision of 101 visitor spaces does not meet this requirement. **(inadequate)**

Design and location of visitor spaces (Parcel C)

The design of the 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. The plans do not identify which bicycle spaces are for visitors. **(inadequate)**
- Pursuant to Clause 52.34-5, all visitor spaces are to be provided at a bicycle rail. The spaces provided in the public realm appear to be provided at horizontal rails however, the necessary information is not provided on the plans. **(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. Visitor space dimensions have not been identified on the plans. **(inadequate)**

Adequacy of resident/employee spaces

Number of spaces (Parcel B)

The provision of 1,048 resident/employee spaces is adequate for the following reasons:

- The proposal provides 936 additional resident/employee spaces over the requirements of the planning scheme. **(adequate)**
- Pursuant to Schedule 16 to Clause 43.04 of the planning scheme, the subject site is subject to a Development Plan Overlay which requires the provision of 2 resident parking spaces per dwelling. The provision of 1,026 resident parking spaces meets this requirement. **(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 513 resident bicycle spaces.

- *For non-residential developments:* 1 employee space per 100sqm of net leasable area. Given the floor area of 4,334sqm, this equates to a total requirement of 43 employee spaces.

The above results in a total requirement of 556 resident/employee spaces. The provision of 1,048 resident/employee spaces therefore exceeds the requirements. **(adequate)**

Design and location of resident/employee spaces (Parcel B)

Employee and resident spaces are inadequately located and designed for the following reasons:

- In accordance with AS2890.3, more than 20% of resident/employee spaces should be provided as floor level, horizontal spaces. The proposed provision of bicycle parking meets this 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 architectural plans do not identify the width of access paths to bicycle parking areas to confirm these requirements are met. **(inadequate)**
  - The TIA report identifies all access paths to be of minimum 1.5m width satisfying the requirement however, the dimensions must be identified on the architectural plans.
- Resident/employee bicycle parking is generally in accordance with the dimensional requirements of AS2890.3 however, the following it still to be addressed:
  - Justification is required for the 400mm spacing between two-tier bicycle spaces pursuant to Clause 3.3 of AS2890.3. **(inadequate)**
  - Dimensions are required to be identified at the ground floor bicycle store containing 7 floor mounted bike racks. **(inadequate)**
- 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 architectural plans do not indicate a lockable compound, therefore not meeting requirements. **(inadequate)**
- EOT facilities are positioned adjacent to the staff bicycle parking and are easily accessible. **(adequate)**

Number of spaces (Parcel C)

The provision of 1,080 resident/employee spaces is adequate for the following reasons:

- The proposal provides 969 additional resident/employee spaces over the requirements of the planning scheme. **(adequate)**
- Pursuant to Schedule 16 to Clause 43.04 of the planning scheme, the subject site is subject to a Development Plan Overlay which requires the provision of 2 resident parking spaces per dwelling. The provision of 1,080 employee/resident parking spaces meets this requirement. **(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 539 resident bicycle spaces.

- *For non-residential developments:* 1 employee space per 100sqm of net leasable area. Given the floor area of 665sqm, this equates to a total requirement of 7 employee spaces.
- *For office developments:* 1 employee space per 100sqm of net leasable office area. Given a total net leasable office floor area of 844sqm, this equates to a total requirement of 8 employee spaces.

The above results in a total requirement of 554 resident/employee spaces. The provision of 1,080 resident/employee spaces therefore exceeds the requirements. **(adequate)**

Design and location of resident/employee spaces (Parcel C)

Employee and resident spaces are inadequately located and designed for the following reasons:

- In accordance with AS2890.3, more than 20% of resident/employee spaces should be provided as floor level, horizontal spaces. The plans do not identify the style of bicycle parking provided within the secure stores and at Ground Level. **(inadequate)**
- 294 spaces are provided as 'over bonnet' storage spaces. This style of parking does not meet the requirements of AS2890.3. **(inadequate)**
  - Given the provision of 2 spaces per dwelling, subject to each dwelling being allocated a minimum of one resident bicycle parking space located within the allocated storage areas this can be considered acceptable.
- 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 architectural plans do not identify the width of access paths to bicycle parking areas to confirm these requirements are met. **(inadequate)**
- Dimensional requirements for the resident and staff parking areas are not identified on the plans. Bicycle store and space dimensions must be identified on architectural plans in accordance with AS2890.3. **(inadequate)**
- 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 architectural plans do not indicate a lockable compound, therefore not meeting requirements. **(inadequate)**

Green Travel Plan

Parcel B

A Green Travel Plan has not been provided for Parcel B. Given the development has a total non-residential floor area of more than 1,000sqm, pursuant to Clause 22.17-4 a Green Travel Plan (GTP) must be provided.

Parcel C

The application includes a Green Travel Plan (GTP) for Parcel C. The GTP provides all the required information and can be endorsed.

Yarra's key bicycle corridors

The site is located to a C2 strategic cycling corridor on Queens Parade and Napier Street.

Yarra's Bicycle Lanes

From the aerial imagery review, it was identified that bike lane stencils are provided on Queens Parade and Napier Street. No existing bicycle parking infrastructure is provided around the site.

Recommendations

The following should be shown on the plans before endorsement:

Parcel B

1. Provide visitor bicycle parking spaces in accordance with the CASBE requirements.
2. Identify visitor bicycle space dimensions on the architectural plans.
3. Identify the width of access paths to all bicycle parking areas on the architectural plans.
4. Justify the 400mm spacing of two-tier bicycle racks in accordance with Clause 3.3 of AS2890.3
5. Identify the dimensions of each bicycle storage area including at ground level (bicycle store containing 7 floor mounted bike racks)
6. Identify security measures on the architectural plans for each bicycle storage area confirming they are lockable compounds.

Parcel C

1. Provide visitor bicycle parking spaces in accordance with the CASBE requirements.
2. Identify which bicycle parking provided is for visitor use on the architectural plans.
3. Identify the style of bicycle parking used for both employee/resident and visitor parking allocations.
4. Identify visitor bicycle space dimensions on the architectural plans.
5. Appropriate bicycle parking mechanisms to be provided for all employee/resident spaces in accordance with Planning Scheme and AS2890.3 requirements.
6. Identify the width of access paths to all bicycle parking areas on the architectural plans.
7. Identify all relevant bicycle parking dimensions on the architectural plans in accordance with AS2890.3.
8. Identify security measures on the architectural plans for each bicycle storage area confirming they are lockable compounds.

Sustainable Transport Planner (Strategic Transport Unit): Philip Mallis

Date: 24/09/2025

ESD Formal Referral Response

Application Information:

Referral Officer:	Euan Williamson
Officer:	Erryn Megennis
Council Reference:	PPE25/0455
Address:	433 Smith St, Fitzroy North VIC 3068
Proposal:	[SEC=OFFICIAL] Copy of Parcel B and C Application Documents - Fitzroy Gasworks
Comments Sought:	Click here to view referral memo: Record D25/306988: IREF25/01188 - 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

In assessing this application, the following documents were reviewed:

- SMP prepared by Hip V. Hype dated 26 June 2025
- Stormwater Management Plan prepared by MCG Consult dated 2 July 2025
- Architectural plans

Comments

The standard of the submitted documentation largely meets Council's Environmentally Sustainable Design (ESD) standards.

Should a permit be issued, the following ESD commitments (1), deficiencies (2) and outstanding information (3) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met:

1. Applicant ESD Commitments
   - 5 Star Green Star Certification.
   - 7 Star NatHERS average thermal energy ratings.
   - All electric development.
   - 179kW of rooftop solar arrays proposed.

2. Application ESD Deficiencies
   - Residential bicycle parking is located on the lower Basement 2 level. This is inconvenient for bicycle users and presents a barrier to the use of active sustainable transport. Recommend relocating bike parking to ground level with ease of access and encourage bicycle use.

3. Outstanding Information
   - The catchment areas for stormwater management are inconsistent across the SMP and the Stormwater Management Plan. Recommend updating both reports with consistent catchment areas that clearly demonstrate best practice in stormwater management.

   - The SMP does not include a STORM, MUSIC or Blue Factor report. The MUSIC model in the Stormwater Management Plan does not include the roof/building area catchments. Recommend updating both reports with all catchment areas consistently and clearly demonstrating best practice in stormwater management.

   - "RWT Irrigation 41m^2" "RWT Toilet Flushing 39m^2" can be noted in the basement plans, but no clear volume or toilet connection is included. Recommend update all architectural drawings to ensure that the rainwater tanks (*currently 80,000 for toilet flushing and 20,000 for irrigation*) and all connections detailed in the SMP and Stormwater Management Plan are clearly labelled and consistent across all documentation.

   - Prior to commencement of work recommend that the proponent demonstrate in writing that the project is on track to achieve a 5 Star Green certified rating. Upon completion of the Green Star certified rating, provided confirmation back to DTP and the City of Yarra demonstrating that all ESD measures have been implemented including the Green Star certification.

4. ESD Improvement Opportunities
   - Commit to 100% renewable energy supply for the whole precinct and their electricity demands for a minimum of 10 years. In conjunction with the solar PV proposed, this will ensure that the buildings operate net-zero emissions.

Recommendations

The applicant is encouraged to update the documentation based on the above feedback.

If you or DTP or the applicant would like to discuss this further, please contact me.

Euan.

ESD Advisor: Euan Williamson
Date: 01 September 2025

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ESD Formal Referral Response

Application Information:

Referral Officer:	Euan Williamson
Officer:	Erryn Megennis
Council Reference:	PPE25/0455
Address:	433 Smith St, Fitzroy North VIC 3068
Proposal:	[SEC=OFFICIAL] Copy of Parcel B and C Application Documents - Fitzroy Gasworks
Comments Sought:	Click here to view referral memo: Record D25/447665: IREF25/01188 - 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:	D25/338953 (WILLIAME 01/09/2025) Note: This file has been added to the application as an attachment named 'Referral No. eRIRESD 21784187.PDF' (BRANDSEJ 03/09/2025)

ESD comments were requested on the following:

- New referral - DTP

In assessing this application, the following documents were reviewed:

- SMP prepared by Hip V Hype dated 2nd July 2025
- Architectural drawings prepared by Studio Bright dated 1st July 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.

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
   - 5 Star Green Star Certification.
   - A minimum 7.5 Star NatHERS average thermal energy ratings.
   - All electric appliances with no gas connected.
   - 100% renewable energy purchasing and net zero carbon emissions from operation of the buildings.

- A minimum 215 kW of rooftop solar arrays proposed.
- 90% recycling target for construction and demolition waste.
- Low VOC paints adhesives, sealants and carpets.
- Various heat island reduction design features.
- 20% reduction in embodied or “up front” carbon emissions.
- Energy efficient heating/cooling, hot water and lighting systems.
- Water efficient taps, fixtures and fittings designed to deliver a 30% reduction in water consumption.
- EPA stormwater pollution reduction targets rely on 5,240m^2 of roof area connected to a 80kl rainwater tank connected to toilet flushing and 4,280m^2 of roof area collected into a 20kl rainwater tank for irrigation.

2. Application ESD Deficiencies
   - Building D has unsatisfactory daylight to bedrooms as only 65% of bedrooms meet the BESS daylight standards. However all of these bedrooms have small glazed window areas and are therefore likely to pass with increased window sizes.
     - **Recommend bedrooms in Building D which fail to meet BESS daylight standards have increased window size, or other design improvements, and demonstrate BESS daylight standards are met.**

   - Where ventilation is required by mechanical means, fresh air delivery rates are minimum AS1668 standard only. In order to demonstrate best practice and to be consistent with Parcel B;
     - **Recommend that fresh air deliver rates for all mechanical fresh air supply systems are at least 50% above the minimum AS1668 rates.**

   - The total number of bike parking spaces is unsatisfactory and fails to demonstrate best practice in sustainable transport. At a building level, Buildings B, C and E2 have satisfactory numbers of bike parks. Building E1 has no bike parking at all.
     - **Recommend a minimum of one secured residential bike space per dwelling located in each building, in a suitable and convenient location.**

3. Outstanding Information
   - No MUSIC model has been provided to demonstrate that claims in the SMP relating to meeting the EPA stormwater pollution reduction targets has been provided.
     - **Recommend update the SMP with a MUSIC model for the whole precinct demonstrating that best practice in stormwater management can be met.**

Recommendations

The applicant is encouraged to consider the following:

- Address the issues above and resubmit material for assessment.

If you or the applicant would like to discuss this further, please contact me.

Euan

ESD Advisor: Euan Williamson
Date: 18 November 2025

City Works
Formal Referral Response

Application Information:

Referral Officer:	Atha Athanasi
Officer:	John Theodosakis
Council Reference:	PPE25/0455
Address:	433 Smith St, Fitzroy North VIC 3068
Proposal:	[SEC=OFFICIAL] Copy of Parcel B and C Application Documents - Fitzroy Gasworks
Comments Sought:	Click here to view referral memo: Record D25/306981: IREF25/01187 - 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 Fitzroy Gasworks (Parcel B) 433 Smith St, Fitzroy North authored by Traffix Group and dated 4/7/25 is satisfactory from a City Works Branch's perspective.

Waste Management Officer: Atha Athanasi

Signature: Atha Athanasi

Date:26/08/2025

City Works
Formal Referral Response

Application Information:

Referral Officer:	Atha Athanasi
Officer:	Erryn Megennis
Council Reference:	PPE25/0455
Address:	433 Smith St, Fitzroy North VIC 3068
Proposal:	[SEC=OFFICIAL] Copy of Parcel B and C Application Documents - Fitzroy Gasworks
Comments Sought:	Click here to view referral memo: Record D25/451272: IREF25/01187 - 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:	D25/330846 (ATHANASA 26/08/2025) Note: This file has been added to the application as an attachment named 'Referral No. eRIRWaste 21764509.PDF' (BRANDSEJ 27/08/2025)

Comments:

The waste management plan for Fitzroy Gasworks (Parcel C) 433 Smith St, Fitzroy North authored by Traffix Group and dated 6/10/25 is satisfactory from a City Works Branch's perspective.

Waste Management Officer: Atha Athanasi

Signature: Atha Athanasi

Date:20/11/2025

6.2. – PPE25/0673 - 549-555 Church Street & 3 Cotter Street, Richmond

Author	Kyle Everett – Senior Strategic Planner
Authoriser	General Manager City Sustainability and Strategy

Executive Summary

Property	549-555 Church Street & 3 Cotter Street, Richmond
Ward	Lennox
Application number	PPE25/0673 (Council Ref) PA2503685 (DTP Ref)
Proposal	A Section 96a amendment was lodged with the Department for Transport and Planning (DTP) which seeks to: - Amend the Yarra Planning Scheme (**Draft Amendment C333yara)** by rezoning the General Residential Zone Schedule 1 (GRZ1) rear portion of the land at 549-555 Church Street, Richmond to Commercial 2 Zone (C2Z); and - Approve a concurrent application for a planning permit (**Draft Planning Permit PA2503685**) to use and develop the land for a nine-storey office/restricted retail building and a reduction in car parking.
Zoning & Overlay/s	- Clause 32.08 - General Residential Zone – Schedule 1 (GRZ1) (Eastern rear portion proposed to be rezoned to Commercial 2 Zone) - Clause 34.02 - Commercial 2 Zone (C2Z) (remainder of the site) - Clause 36.04 – Transport Zone (TRZ2) - Clause 43.01 – Heritage Overlay (HO308) (applies to only 3 Cotter Street, Richmond) - Clause 43.02 - Design and Development Overlay - Schedule 2 (DDO2) - Clause 43.02 - Design and Development Overlay - Schedule 5 (DDO5) - Clause 43.02 - Design and Development Overlay - Schedule 53 (DDO53) - Clause 45.06 - Development Contributions Plan Overlay – Schedule 1 (DCPO1)
Strategic setting	Cremorne Major Employment Precinct – Church Street Precinct
Submissions	DTP notified Council of this application on 13 October 2025 under s20(5) of the *Planning and Environment Act 1987*.

	DTP conducted public consultation between 25 August 2025 and 22 September 2025. DTP have confirmed that 61 submissions have been received.
Key reasons for recommendation	The Draft Amendment C318yara is supported for the following reasons: - The site is identified to be rezoned as part of Draft Amendment C318yara. - Rectifies a mapping error and aligns the zone to both the current land use and future proposed use. The draft planning permit PA2503685 is supported with conditions for the following reasons: - The site is suitable for development, however the current proposal raises a number of concerns in relation to height, massing, and visual bulk impacts on the wider environs. - Conditions are recommended that address the overall scale of the development, built form detail and materials, landscape and public realm improvements and meeting CASBE bicycle parking requirements.
Recommendation	That Council notify the Department of Transport and Planning outlining Council's position that the proposal is supported subject to the recommended conditions being included on any planning permit should the Department of Transport and Planning be of a mind to grant the permit. Key conditions include: - Reduction in building height and increased setbacks in line with DDO53 requirements. - Revisions to elevations to better complement industrial character, reduce glazing, improve vertical definition, and minimize reflective materials. - Public realm and landscaping improvements. - Modifications to substation building to respond to meet heritage requirements. - Bicycle facilities and amenities to meet CASBE requirements.
Contact Officer	Josh Broberg, Senior Statutory Planner Kyle Everett, Senior Strategic Planner

Officer Recommendation

That Council:

1. Delegate the Manager Statutory Planning to write to the Department of Transport and Planning outlining Council's position that:

(a) the changes to the Yarra Planning Scheme proposed in Draft C333yara are supported and

(b) Draft Planning Permit PA2503685 is supported and a planning permit should issue subject to the following recommended conditions being included:

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 generally in accordance with the decision plans prepared by Bates Smart Architects dated 09/07/2025, but modified to show:

   (a) The height of the section of the building within Area CS-C of DDO53 reduced by at least one storey, and a greater building separation than the minimum requirement in the DDO53 schedule provided in accordance with Clause 2.3 (Building Height Requirements), specifically:

      (i) The upper floor setback onto Northcote Street increased to be more than 3.0m; and

      (ii) The upper floor setback onto the southern boundary increased to be more than 4.5m;

   (b) In addition to condition 1(a), the following applies to the entire building:

      (i) The upper floors setback from Northcote Street increased to at least 3m; and

      (ii) The upper floors setback from the southern boundary increased to at least 4.5m;

   (c) The upper floors setback from Church Street increased to at least 5m;

   (d) Confirmation that the existing brick façade is being retained on the south elevation;

   (e) Revise Church Street elevation podium to better complement surrounding industrial character, including the use of exposed brickwork;

   (f) Revise upper floors on northern and western elevations to reduce extent of glazing, provide better vertical definition and minimise impacts from reflective materials;

   (g) Details to demonstrate that ‘fritted glass’ windows will adequately limit overlooking opportunities to habitable room windows and/or secluded private open space within a 9m radius;

   (h) The corner columns onto Church Street chamfered to reflect conditions on the opposite side of Northcote Street;

   (i) Integrate irrigated planters in front of glazing within with setback zone onto Church Street;

   (j) Integrate planter boxes at both corner entrance thresholds within the site;

   (k) Entrance threshold to Church Street to demonstrate DDA compliance and seamless transition between footpath and internal entrance spaces;

   (l) Annotation to confirm all entrance levels to Church Street to have positive fall out towards the street to mitigate any flooding risk;

   (m) The central canopy to Church Street removed;

(n) The external finish to the substation and switch room building at No. 3 Cotter Street to be modified to cement cladding or lined render finished in a pale colour that resembles traditional weatherboards;

(o) The proposed louvre screen on the façade of the Cotter Street substation building modified to a series of smaller screens sympathetic to the scale and proportions of openings in the adjacent heritage street frontages;

(p) The proposed front garden planter box to Cotter Street aligned with the site's front boundary;

(q) Security lighting integrated at entrance points along Northcote Street should these be used after hours to access the undercroft parking;

(r) Northern crossover on Brighton Street reduced in width to align with the proposed accessway;

(s) Additional window openings to the lobby space onto Brighton Street for safety and lighting;

(t) Provide a minimum of 35 visitor bicycle parking spaces in accordance with Clause 52.34 – Bicycle Facilities requirements;

(u) Provide a minimum of 176 employee bicycle spaces in in accordance with Clause 52.34 – Bicycle Facilities requirements;

(v) Locate employee bicycle spaces/stores in a conveniently accessible location meeting the requirements of the Planning Scheme;

(w) Identify the dimensions of all access paths to bicycle parking locations;

(x) Identify all the relevant dimensions for bicycle parking spaces to confirm they meet AS2890.3 requirements;

(y) Identify the locking mechanism to be used at all bike stores;

(z) Identify the number of showers, change rooms and lockers;

(aa) Any relevant changes required by the Acoustic report at Condition 5;

(bb) Any relevant changes required by the amended Sustainable Management Plan at Condition 7;

(cc) Any relevant changes required by the Waste Management Plan at Condition 10;

(dd) Any relevant changes required by the amended Landscape Plan at Condition 13;

(ee) Any relevant changes required by the Tree Management Plan at Condition 15; and

(ff) Any relevant changes required by the Wind Report at Condition 17.

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.

Façade Strategy

3. In conjunction with the submission of development plans under Condition 1, 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. The Façade Strategy and Materials and Finishes Plan must detail:

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

(b) Elevations at a scale of 1:20 or 1:50 illustrating typical podium and tower details, entries and doors, bike parking areas, service areas of all buildings;

(c) Details of all services and design treatment of these to be incorporated into the overall design composition of the building; and

(d) Provide renders, outlining colours, materials and finishes and graffiti proofing of walls to the street, including doors, perforations and upper levels (where necessary) with information about how each façade will be maintained.

4. As part of the ongoing progress and development of the site, Bates Smart Architects, or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

(a) oversee design and construction of the development approved under this permit; 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.

Acoustic

5. Before the use and development 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 Acoustic Logic Reve 7 and dated 9 September 2025 but modified to show:

(a) Changes consistent with Condition 1.

6. 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.

Sustainability Management Plan

7. Before the development commences, an amended Sustainable Management Plan 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 advertised Sustainable Management Plan by Integrated Group Services, dated 1 July 2025, but updated to include the following:

(a) Updated JV3 energy modelling to demonstrate the 20% energy efficiency improvement claimed in the SMP and include 10% improvement in building fabric over NCC2022 minimum standard; and

(b) Any changes necessary as a result of the condition 1 requirements.

8. 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.

9. 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

10. Before the development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified individual and 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 Traffix Group dated June 2025 but modified to include or show:
    (a) Any changes necessary as a result of the condition 1 requirements;
    (b) The size of each bin store and the footprint of proposed bins, provided in square Bin storage room size in square metres to ensure sufficient space for an effective waste system;
    (c) Details of space available for temporary storage of hard waste, e-waste and all other standard waste streams; and
    (d) An explanation of how risks associated with waste management at this site will be managed.
11. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
12. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

Landscape Plan

13. Before the development commences, 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 Concept prepared by Ratio, dated 11 June 2025 but modified to include or show:
    (a) Any changes necessary as a result of the condition 1 requirements;
    (b) Strategies for the retainment of any existing street trees (i.e., barriers and signage during the construction process) consistent with any conditions of this permit;
    (c) Notes and diagrams detailing the establishment and maintenance of all proposed trees, shrubs and ground covers;
    (d) Public realm along Church Street, Brighton Street, Northcote Street and Cotter Street;

(e) Extent of proposed and existing pavements and any other proposed infrastructure improvements and changes;

(f) Clearly dimensioned elements including pedestrian paths and parking bays;

(g) All existing and proposed levels, surface grades and drainage infrastructure;

(h) All existing streetscape infrastructure, including light poles, drains, services pits and street signs;

(i) Deletion of the crossover along Cotter Street and the kerb, channel and pedestrian footpath reinstated; and

(j) Within upper levels:

(i) Widen planter boxes in some sections to allow for more substantial and visually meaningful greenery (viewed from afar);

(ii) Review plant species selection, Dichondra ssp should be replaced with other robust cascading plant species to create successful greening impact;

(iii) Review plant species selection to ensure suitable for the different site conditions;

(iv) All planters to have integrated irrigation systems;

(v) Noting the intention for plants to cascade over the edges, any balustrade required must be designed to accommodate this design intent;

(vi) Integrate planters and vertical greenery around level 02 plant area; and

(vii) Integrate planter along level 02 interface to Brighton Street;

(k) Within the Cotter Street garden bed:

(i) Extend garden bed to title boundary and eastern boundary;

(ii) Integrate a solid raised brick edge around the full extent of the garden bed to match in with brick edge (below fence) of the abutting property no. 3 Cotter Street;

(iii) Raise level of garden bed to match top of brick edge;

(iv) Include an additional low plant species to the plant mix; and

(v) Review plant species to ensure all shade tolerant; and

(l) Garden bed must be irrigated.

14. 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.

Tree Management

15. Before the development commences, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for:
    (a) the protection of the street trees on Church Street:
        (i) pre-construction;
        (ii) during construction; and
        (iii) post construction
    (b) the provision of any barriers;
    (c) any pruning necessary; and
    (d) watering and maintenance regimes,

    To the satisfaction of the Responsible Authority.
16. The provisions, recommendations and requirements of the endorsed Tree Management Plan must be complied with and implemented to the satisfaction of the Responsible Authority.

Wind Report

17. 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 ViPAC dated 7 June 2025, but modified to include (or show):
    (a) The proposal as amended pursuant to condition 1.
18. The provisions, recommendations and requirements of the endorsed Wind Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Green Travel Plan

19. Before the development commences, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Traffix Group and dated June 2025, but modified to include or show:
    (a) Any changes required under Condition 1.
20. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Public Realm Plan

21. Concurrent with the submission of Condition 1 plans, or by such later date as approved in writing by the City of Yarra, 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) Existing conditions (including all assets- road, footpath, drainage, lighting poles, trees, street furniture, parking signs, traffic signs etc.) along all frontages;

(b) Proposed conditions (including any new assets) along all frontages;

(c) Demolition and reconstruction of the laneway from Cotter St to the subject site;

(d) Stormwater Management Plan;

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

(f) Any changes required under Condition 1,

to the satisfaction of the Responsible Authority.

22. Before the development commences (excluding site preparations, demolition and bulk excavation), or by such later date as approved in writing by the City of Yarra, detailed design drawings of the works approved under the Public Realm Plan (as required by Condition 21) 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.

23. Before the building is occupied, all associated works shown on the endorsed detailed design plans for the public realm (as required by Condition 21) must be fully constructed and completed to the satisfaction the Council's Civil Engineering Department and at no cost to the Responsible Authority.

Lighting

24. Before the development commences, or by such later date as approved in writing by the Responsible Authority, a Public Lighting Plan must be submitted to and approved by Council's Civil Engineering Department. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must be designed to:

(a) address lighting along Northcote Street and the entrances to the approved building;

(b) comply with uniformity, access and maintenance requirements as per standard AS1158.3.1; and

(c) control light spillage in accordance with the requirements of AS 4282 – 2019," Control of the obtrusive effects of outdoor lighting",

the satisfaction of the Responsible Authority.

25. 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 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.

26. Before the building is occupied , or by such later date as approved in writing by the Responsible Authority, for any Public Lighting asset required to be affixed to a private property, the owner must enter into a Section 173- Agreement with Council for the servicing and maintenance of such assets.

27. Before any existing public lighting is removed a temporary lighting plan to the satisfaction of the Responsible Authority must be submitted and approved by Council's Civil Engineering Department. The temporary lighting plan is to be installed at the permit holder's cost and must remain operational until a new permanent lighting scheme is installed and operational to the satisfaction of the Responsible Authority.

General

28. 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.

29. 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.

30. All pipes (excluding drainage pipes if not practicable), fixtures and fittings servicing any building on the land must be concealed in service ducts or otherwise hidden from view 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, 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; and

    (c) Line-marked or provided with some adequate means of showing the car parking spaces to the satisfaction of the Responsible Authority.

32. Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.

33. 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.

34. 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.

35. Before the building is 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:

36. Before the building is occupied or by such later date as approved in writing by the Responsible Authority, the footpath along the property's Church St and Brighton St frontage/s must be reconstructed in asphalt:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.
37. Before the building occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel along the property's Brighton St frontage/s must be reconstructed:
    (a) at the permit holder's cost; and
    (b) 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 road pavement and associated drainage along the property's Northcote St frontages must be designed and reconstructed to Council Satisfaction.
39. 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.

Construction Management Plan

40. 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 Construction Management Plan will be endorsed and will form part of this permit. The Construction Management 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 chapter 4 of the Civil Construction, Building and Demolition Guide (Publication 1834) as issued by the Environment Protection Authority in November 2020. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority;

(q) 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 subject to availability of power by the relevant electrical authority;

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

(iv) fitting pneumatic tools with an effective silencer;

(v) other relevant considerations; and

(vi) Any site-specific requirements;

During the construction:

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

(s) 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;

(t) vehicle borne material must not accumulate on the roads abutting the land;

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

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

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.

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

Development Infrastructure Levy

42. 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.

Construction hours & noise

43. 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.

Permit Expiry

44. This permit will expire if:

(a) the development is not commenced within three years of the date of this permit; and

(b) the development is not completed within five 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.

Background

1. The Minister for Planning has received a request from LK Property Group for an accelerated assessment via the Development Facilitation Program. This report provides Council with an assessment of the proposed Draft Yarra Planning Scheme Amendment C333yarra and concurrent draft planning permit application (PA2503685) under Section 96a of the *Planning and Environment Act 1987* (the Act). The Minister for Planning is considering whether to prepare, approve and adopt the draft amendment and concurrent permit. Consultation is being undertaken under section 20(5) of the Act.
2. The Development Facilitation Program is an assessment pathway for priority projects in identified sectors to inject investment into the Victorian economy, keep people in jobs and create homes for people. All applications lodged to the Development Facilitation Program will be determined by the Minister for Planning or the Department of Transport and Planning under delegation.
3. Draft Amendment C333yara and draft permit PA2503685 affect the properties at 549-555 Church Street and 3 Cotter Street Richmond (Figure 1).



Figure 17 - Aerial image of the subject site (Source: Nearmap.com, 15 October 2025)

Cremorne Urban Design Framework and Draft Amendment C318yara

4. Council prepared and endorsed the *Revised Cremorne Urban Design Framework (UDF)* for consultation in September 2025. The UDF was prepared to provide a strategic framework for Cremorne and provide strategic justification for changes to the Yarra Planning Scheme (Draft Amendment C318yara) to better guide development outcomes.
5. The UDF identifies two zoning anomalies in Cremorne Study Area (where two zones apply to a single site) and recommends these be rectified through amendment C318yara. This includes the property 549-555 Church Street, Richmond which is zoned Commercial 2 Zone and General Residential Zone 1 (Figure 2).
6. Exhibition for the UDF and Draft Amendment C318yara concludes on Monday 8 December 2025. Council will consider submissions, changes to both UDF and C318yara and next steps at a Council Meeting in 2026.

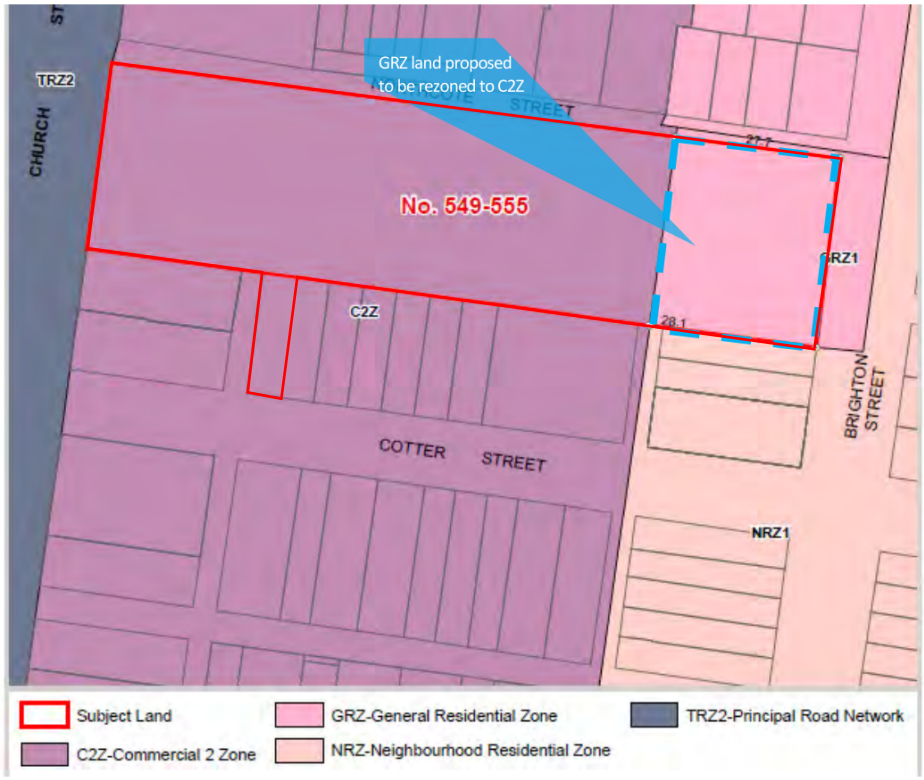


Figure 18 – Extent of General Residential Zone (GRZ) proposed to be rezoned to Commercial 2 Zone (C2Z) (Source: Applicant Town Planning Report)

Advertising

Advertising

7. DTP notified Council of this application on 13 October 2025 under s20(5) of the Planning and Environment Act 1987.

8. DTP conducted public consultation between 25 August 2025 and 22 September 2025. DTP have confirmed that 61 submissions have been received, with the following key concerns:

   (a) Acoustic impacts;

   (b) Amenity impacts;

   (c) Building scale;

   (d) Car parking reduction;

   (e) Construction damage and other issues;

   (f) Heritage impacts;

   (g) Neighbourhood character impacts;

   (h) Surrounding residential uses;

   (i) Process;

   (j) Rezoning;

   (k) Pedestrian safety;

(l) Traffic impacts; and

(m) Oversupply of commercial buildings / Need for more housing.

Referrals

9. The application was referred to following internal business units within Council, whose full advice is attached to this report (Attachment 3):

Internal Business Unit/ External consultant	Comments
Heritage Advisor	Supports, subject to conditions which have been generally included in the recommendation. Key conditions seek to modify finishes to the substation building within No. 3 Cotter Street to better respond to the heritage streetscape.
Urban Design	Supports, subject to conditions, some of which have been included in the recommendation. Key conditions seek to reduce the height of the central part of the building by at least one storey, increase upper floor setbacks to Northcote Street, refinements to landscaping and public realm interfaces.
City Works – Waste Management	Supports, subjects to conditions which have been included in the recommendation.
Strategic Transport	Supports, subjects to conditions which have been included in the recommendation. Key conditions include providing a further 22 visitor and 176 employee bicycle parking spaces in line with CASBE requirements.
Development Engineering	Supports, subject to conditions which have been generally included in the recommendation. Key conditions include the preparation of a public realm plan and public lighting plan.
ESD	Supports, subject to updated daylight modelling to support the reduced side setbacks. As additional upper-level setbacks are recommended under other conditions, this requirement is no longer relevant.

Officer Assessment

Draft Planning Scheme Amendment C333yara

10. Draft Amendment C333yara proposes the following change to the Yarra Planning Scheme (Attachment 4):

(a) Amend Planning Scheme Map No. 8 to rezone the rear portion of land at 549-555 Church Street from General Residential Zone Schedule 1 (GRZ1) to the Commercial 2 Zone (C2Z).

11. Draft C333yara aligns with the UDF and draft C318yara which recommends rezoning the eastern portion of land at 549-555 Church Street to:

    (a) ensure consistency of zoning; and

    (b) align the zone with the current use (warehouse) and potential future use.

12. As part of Draft C318yara the eastern portion of the site (previously GRZ1, see Figure 2) would be subject to a 12 metre maximum building height and street wall controls.

13. The rezoning of the eastern portion of the land would facilitate the use and development in a manner consistent with strategic directions for the Cremorne major employment precinct.

14. Under the current zoning (GRZ1) a number of employment generating uses are prohibited including office. A permit cannot be granted for such uses within that portion of the land that is currently zoned GRZ1.

15. Officers support this change and recommend that Council advise the Department of Transport and Planning of its support for C333yara, noting concerns raised regarding the draft permit PA2503685.

Draft Planning Permit PA2503685

16. Along with Draft Amendment C33yara, a concurrent planning application (PA2503685) is proposed to use and develop the land for a nine-storey office/restricted retail building and a reduction in car parking.

17. The building will comprise the addition of six storeys above an existing two- to three-storey commercial building (8 levels in total), to be used for restricted retail at ground and first floor and office from levels 2-7. A total of 54 onsite car parking spaces will be provided where 503 are required under Clause 54.06 (Car Parking) (i.e. a 449-space reduction).



Figure 19 – 3D render of the proposal as viewed from Church Street (Source: Applicant's submission)



Figure 20 - 3D render of the proposal as viewed from Brighton Street (Source: Applicant's submission)



Figure 21 - 3D render of the proposal as viewed from Cotter Street (Source: Applicant's Submission)

18. A high-level assessment of the application against the key considerations in the planning scheme is included in Attachment 2 *DTP Application assessment table*.

Legal and Legislative Obligations

Conflict of interest disclosure

19. 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.

20. 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. 6.2.1 PPE250673 Application Assessment Table of draft planning permit
2. 6.2.2 PPE250673 549-555 Church Street and 3 Cotter Street Richmond - Combined referral comments
3. 6.2.3 PPE250673 549-555 Church Street & 3 Cotter Street Richmond - Plans
4. 6.2.4 Draft Amendment C333yara exhibition documents

DTP Application assessment table

Overview	
Property	549-555 Church Street & 3 Cotter Street, Richmond
Ward	Lennox
DTP Ref & Status/ reason for referral	The Minister for Planning is considering whether to prepare, approve and adopt Draft Planning Scheme Amendment C333yarra to the Yarra Planning Scheme under section 20(4) of the Planning and Environment Act 1987. The draft amendment applies to land 549-555 Church Street, Richmond. Consultation is being undertaken under section 20(5) of the Planning and Environment Act 1987.
Council Ref	PPE25/0673
Proposal	The purpose of this consultation is to seek: - views on the Draft Yarra Planning Scheme Amendment C333yarra which seeks to rezone the General Residential Zone Schedule 1 (GRZ1) rear portion of the land at at 549-555 Church Street, Richmond to Commercial 2 Zone (C2Z); and - planning permit to use and develop the land a nine-storey office/restricted retail building and a reduction in car parking. The proposal is described in detail within the application material. The plans under assessment are those prepared by Bates Smart dated 9 July 2025.
Site & Context	Pursuant to Clause 02.04 (Strategic Framework Plan) the western commercial-zoned portion of the site is located within the Cremorne Major Employment Precinct, with the eastern residential-zoned portion of the site being within a Low-Rise Residential area. The site and context is described in detail within the application material.
Notable application history	Pre-application advice provided under PPE24/0597 PPE24/0597 - 549-555 Church Street Richmond - Council Response - DEWLP Referral
Planning Framework	

Zoning & Overlays	Clause 32.08 - General Residential Zone – Schedule 1 (GRZ1) (Eastern rear portion proposed to be rezoned to Commercial 2 Zone) Clause 34.02 - Commercial 2 Zone (C2Z) (remainder of the site) Clause 36.04 – Transport Zone (TRZ2) Clause 43.01 – Heritage Overlay (HO308) (applies to only 3 Cotter Street, Richmond) Clause 43.02 - Design and Development Overlay - Schedule 2 (DDO2) Clause 43.02 - Design and Development Overlay - Schedule 5 (DDO5) Clause 43.02 - Design and Development Overlay - Schedule 53 (DDO53) Clause 45.06 - Development Contributions Plan Overlay – Schedule 1 (DCPO1)
Statutory controls	Clause 34.02-4 (C2Z) – Construct a building or construct or carry out works Clause 43.01-1 (HO308) – Demolish or remove a building Clause 43.01-1 (HO308) – Construct a building or construct or carry out works Clause 43.02-2 (DDO2, DDO53) - Construct a building or construct or carry out works Clause 52.06-3 (Car Parking) – Reduce the number of car parking spaces required under Clause 52.06-5 Clause 52.34-2 (Bicycle Facilities) – Reduce the number of visitor bicycle parking spaces required under Clause 52.34-5

Relevant planning policies	• Clause 2 - Municipal Planning Strategy, including:
	  ○ Clause 02.01 – Context:
	  ○ Clause 02.02 – Vision
	• Clause 11 – Settlement , including:
	• Clause 13 – Environmental risks and amenity:
	• Clause 15 – Built environment and heritage:
	  ○ Clause 15.01-2L-01 – Environmental Sustainable Development
	• Clause 17 - Economic Development:
	• Clause 18 – Transport:
	• Clause 19 – Development infrastructure:
	  ○ Clause 19.03-3L – Water Sensitive Urban Design

Other relevant documents	• *City of Yarra: Database of Heritage Significant Areas, September 2023;* • *Urban Design Guidelines for Victoria (DELWP);* • *Yarra Economic Development Strategy 2020 – 2025;*

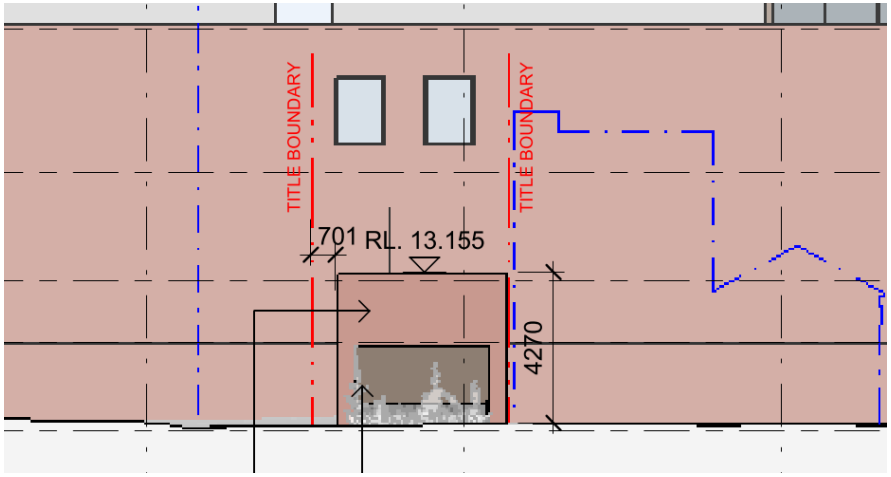
	• *Cremorne Structure Plan*
Planning Scheme Amendments	• Amendment C317yara – Interim planning controls (DDO53) • Amendment C318yara – Permanent planning controls (Updated Planning Policy, DDOs, Parking Overlay and two rezonings).
Internal & External consultation	
Consultation	DTP have notified surrounding property owners. 62 submissions have been received. The key concerns are: • Acoustic impacts • Amenity impacts • Building scale • Car parking reduction • Construction damage and other issues • Heritage impacts • Neighbourhood character impacts • Surrounding residential uses • Process • Rezoning • Pedestrian safety • Traffic impacts • Oversupply of commercial buildings / Need for more housing
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 - City Works – Waste Management - Strategic Transport - Development Engineering - Environmentally Sustainable Development
External referrals	DTP will be required to refer the application to the following authorities: - Pursuant to Clause 66.02-11 (Land use and transport integration): o Head, Transport for Victoria, is a determining referral authority for an application to construct a building or to construct or carry out works for: ▪ A new retail premises of 4000 or more square metres of leasable floor area; and ▪ An office development of 10,000 or more square metres of leasable floor area. DTP will be required to provide notice of the application to the following authorities: - Pursuant to Clause 7.0 of Schedule 5 to 43.02 (DDO5): o Notice must be given under section 52(1)(c) of the Planning and Environment Act 1987 to the Environment Protection Authority, Transurban City Link Limited and the Roads Corporation. Pursuant to Clause 36.04-3 (TRZ2), the application as it relates to works that encroach into Church Street must be accompanied by the written consent of the Head, Transport for Victoria, indicating that the Head, Transport for Victoria consents generally or conditionally to either: – The application being made. – The application being made and to the proposed use or development.
Other expertise required	DTP are recommended to obtain expert advice in relation to: - Wind expert – to review/verify provided wind assessment - Acoustic expert – to review/verify provided acoustic assessment.
Key considerations	**Generally complies?**
Strategic support	**Yes** • **Rezoning:**

	The proposed rezoning is supported: ○ Given the proposed rezoning aligns with Council's intent in Amendment C318yara ○ The proposed building complies with the height proposed in Draft Amendment C318yara • **Land Use** The proposed office and restricted retail uses are consistent with Clause 11.03-1S (Activity Centres) and Clause 17.01-1S (Diversified Economy), which seek to consolidate employment uses in accessible locations. The site is within the Cremorne Major Employment Precinct, identified in the Strategic Framework Plan (Clause 02.04) as a key location for commercial growth. This aligns with Council's vision for economic development and employment intensification in Cremorne. • **Built Form** The proposal responds to Clause 15.01-1S and 15.01-2S (Urban and Building Design) by delivering a mid-rise form on Church Street. While refinements are required to achieve an acceptable outcome (e.g., upper-level setbacks and building height), the overall typology supports the precinct's strategic intent for higher-density employment uses. • **Transport and Parking** The waiver of car parking is supported by Clause 18.02-4L (Car Parking) and Council's Transport Strategy, which encourage reduced reliance on private vehicles in activity centres and promote sustainable transport modes. The site's proximity to the Principal Public Transport Network and cycling routes supports integrated land use and transport outcomes (Clause 18.01-1S). Bicycle parking provision aligns with Clause 18.02-2S and 18.02-2L (Cycling), subject to conditions ensuring compliance with CASBE and AS2890.3 standards. • **Environmental and Amenity Considerations** The proposal can deliver positive ESD outcomes consistent with Clause 15.01-2L-01 (Environmentally Sustainable Development) through conditions requiring improved daylight access, energy efficiency, and landscaping. These measures will help balance built form impacts and contribute to net community benefit.
Land use	**Complies** • Pursuant to Clause 34.02-1 (C2Z) the use of the land as an office and restricted retail premises are both Section 1 'Permit not required'.
Built Form – Heritage *Assessment has incorporated*	**Conditions required** The subject site is partially affected by HO308 within land occupied by a loading dock vehicle access ramp (part of 3 Cotter Street), as shown in the screenshot below. The proposal seeks to construct a 4.27m high substation and switch room in

comments from Council's Heritage Advisor	place of the access ramp, built to both side boundaries and set back 1.17m from Cotter Street. Elevations indicate that the substation will be clad in 'warm colour masonry' and 'warm colour metal louvres'. The following conditions are recommended: • To be consistent with Clause 15.03-1L which states that the materials, texture, colours and finishes, and architectural detailing of a new building should respect materials, finishes and colours of nearby Contributory buildings that characterise the heritage area, it is recommended that the external finish to the new development be modified to cement cladding or lined render finished in a pale colour that resembles traditional weatherboards • To be consistent with fenestration of nearby Contributory buildings that characterise the heritage area, it is recommended that the proportion of the proposed large opening to the principal street frontage must be reduced to be reduced to a series of openings that are sympathetic to the scale and proportions of openings in the adjacent heritage street frontages • To reinforce the alignment of the site's front boundary line to be consistent with nearby Contributory properties, it is recommended that the proposed front garden planter box must be aligned with the site's front boundary.

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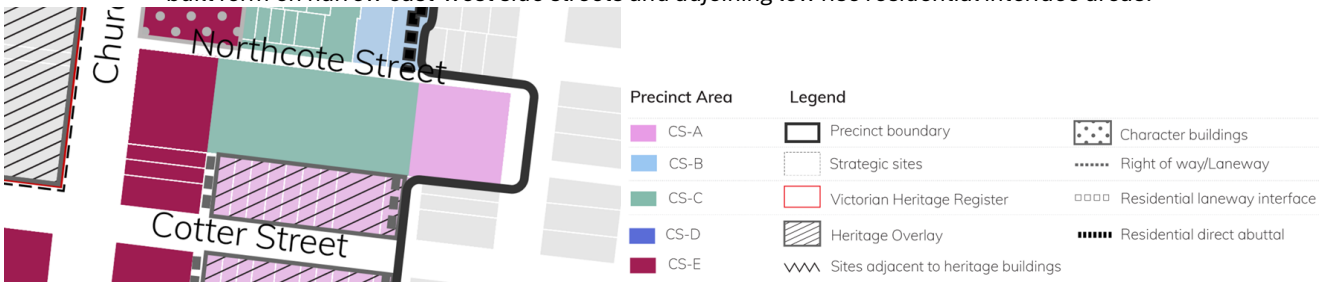
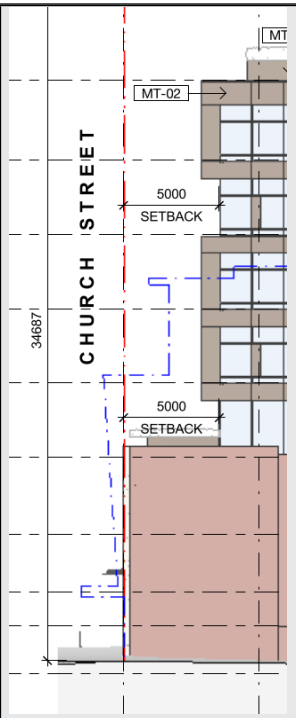
Built Form – DDO *Assessment has incorporated comments from Council's Urban Design Unit*	**Conditions required** • The site is covered by the Design and Development Overlay Schedule 53 (DDO53). This DDO53 includes the following relevant policies: ○ *To support mid-rise built form with taller built form on Church Street and transitioning down in scale to a lower built form on narrow east-west side streets and adjoining low rise residential interface areas.*  • The site has three built form controls – CS-E at the front, CS-C in the middle and CS-A at the rear fronting Brighton Street. The small property fronting Cotter Street is shown as CS-C and is within a Heritage Overlay. Notes are provided in the table below regarding the proposed built form and how it complies with the heights and setbacks in DDO53 which relate to how the building presents to the street.

Built Form	Built Form Preferred Requirement	Mandatory Requirement	Assessment
Area CS-A – Rear portion			
Maximum building height	12m	None specified	The building is 11.78m high, which meets this requirement. Building services proposed at roof level meet the building height exemption criteria.

Maximum and minimum street wall setback	3 to 13, 17 to 19 and 4 to 18 Cotter Street – For heritage buildings - retain existing heritage setbacks For non-heritage buildings - match the adjacent heritage building setbacks	None specified	The site next to 3 Cotter Street adopts the same front setback – accepted. The section of the building fronting Brighton Street has a 0m setback which is acceptable given it is existing.	
Maximum street wall height	3 to 13, 17 to 19 and 4 to 18 Cotter Street – For heritage buildings - retain heritage street wall For non-heritage buildings – match adjacent heritage building	None specified	The site next to 3 Cotter Street generally matches the single storey street wall height – accepted. The street wall along Brighton Street is three storeys in height (11.78m) which retains the existing brick façade. This is acceptable from a heritage perspective.	
Minimum upper level setback	3 to 13, 17 to 19 and 4 to 18 Cotter Street - Upper levels setback behind the front two rooms. Non-heritage buildings – None specified	None specified	The development maintains the 11.78m high building along this portion of the site.	
Area CS-C – Central portion				
Maximum building height	28m	None specified	The height of the building in this middle section of the site is approximately 34m which exceeds this requirement. It is recommended to reduce the height of the building within **CS-C** area, so that it provides an improved built form transition in line with the	

				DDO. With a reduction of one storey, the proposal will still exceed the discretionary height limit (at approximately 30m). Accordingly, greater building separation than the minimum requirement in the DDO schedule must be provided in accordance with Clause 2.3 (building height requirements) onto the north and south boundaries (in addition to the increased upper-level setbacks already proposed as conditions of approval, i.e. 3m onto Northcote Street and 4.5m onto southern boundary).	
	Maximum and minimum street wall setback	Elsewhere - None specified	None specified	The proposal provides a 0m setback onto Northcote Street which is accepted.	
	Maximum street wall height	Elsewhere - 12m	None specified	The existing street wall has been retained which is accepted and generally falls within the 12m height specified.	
	Minimum upper level setback	Elsewhere - 3m	None specified.	The proposal provides a 2m setback above the street wall facing Northcote Street. This should be increased to 3m to reduce the dominance of the upper form and provide a clearer distinction between the street wall and upper form.	

	Minimum side setback	Elsewhere - None specified	None specified	Setbacks from the site's Northcote Street frontage are discussed above. The development provides a 2m setback from the southern side boundary.	
	Maximum boundary wall height	20m	None specified	The proposal retains its existing southern boundary wall with heights of between 11.4 and 11.5m to meet this requirement.	
	Area CS-E- Church Street portion				
	Maximum building Height	40m	None specified	The overall height of this portion of the site is 34.687m which meets this requirement.	
	Maximum street wall height	16m	None specified	The street wall is approximately between 10.4m and 10.9m high which meets this requirement.	
	Minimum upper level setback	5m	None specified	Some sections of the upper floors provide a 5m setback, however built form elements including window shrouds/awnings protrude into this. It is recommended to provide a minimum 5m setback to reduce the dominance of the upper floors.	

			
Maximum boundary wall height	24m	None specified	The proposal retains its existing boundary wall with heights of between 11 and 11.3m to meet this requirement.

- **Recommendations:**
  - **Reduce the height of the middle section of the building by one storey and that greater building separation than the minimum requirement in the DDO schedule be provided in accordance with Clause 2.3 (building height requirements).**

<table>
<tr><td></td><td>○ Increase the upper floor setback on the Northcote Street side from 2m to 3m.</td></tr>
<tr><td>Building Separation – DDO

Assessment has incorporated comments from Council's Urban Design Unit</td><td>
Conditions required

The DDO53 includes the following relevant policies:

Development above the street wall should be appropriately spaced and sited to minimise visual bulk and provide an outlook, good daylight, sunlight penetration and views to the sky.
For sites with a frontage of 20 metres or more, upper level development on common side and rear boundaries should be setback above the boundary wall height as shown in Table 2.
Where development is proposed on the boundary above the boundary wall height, it should:

Be well articulated if visible from the street.
Not be constructed along the entire length of the boundary.
Not result in a continuous wall of buildings when viewed from the street.

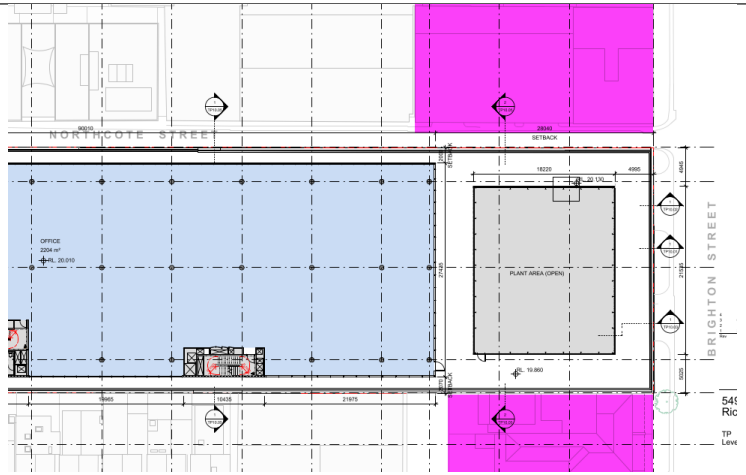
<table>
<tr><th>Overall height of the building</th><th>Minimum setback from common property boundary or laneway centreline</th><th>Minimum separation between buildings where there are multiple buildings on a site</th><th>Assessment</th></tr>
<tr><td>1-3 levels above boundary wall height</td><td>3m</td><td>6m</td><td>An open 'plant area' development is proposed above the street wall within the east end of the building onto Brighton Street.
The plant area is provided with north, east and south setbacks in excess of the minimum requirement.</td></tr>
<tr><td>4 or more levels above</td><td>4.5m</td><td>9m</td><td>The development proposes 6 levels and a roof plant area above the</td></tr>
</table>
</td></tr>
</table>

	boundary wall height			street wall onto the north, west and south boundaries. Onto Church Street, some sections of the upper floors provide a 5m setback, however built form within levels 3, 4 and 6 protrude into this. It is recommended to provide a minimum 5m setback to reduce the dominance of the upper floors. The proposal provides a 2m setback above the street wall facing Northcote Street. The DDO53 requires a minimum setback from a laneway centreline of 4.5m. With a 3m wide laneway, this equates to a 3m setback from the subject site boundary. Accordingly, the proposal should be increased to 3m to reduce the dominance of the upper form and provide a clearer distinction between the street wall and upper form. The proposal provides a 2m upper setback above the boundary wall onto the south. This should be increased to at least 4.5m to minimise visual bulk in accordance with the standard.	

	• **Recommendations:**
	  ○ **Increase the upper floor setback on the Northcote Street side from 2m to 3m.**
	  ○ **Increase the upper floor setback onto Church Street to at least 5m.**
	  ○ **Increase the upper floor setback onto the southern boundary to at least 4.5m.**

Overshadowing requirements - DDO	**Yes**
	• The DDO53 includes the following relevant policies:
	  ○ *A permit should not be granted to construct a building or construct or carry out works which casts any additional overshadowing of the following space between 10am and 2pm on 22 September for a minimum of 3 hours:*
	  ▪ *Opposite footpath on Church Street, measured from the property boundary to the existing kerb (including any kerb outstands, seating or planting).*
	
	As demonstrated on the submitted shadow diagrams, the proposal will not result in additional overshadowing of the opposite footpath on Church Street between 10am and 2pm on 22 September.

Interface to properties in Neighbourhood Residential Zone or General Residential Zone requirements - DDO	**No** • *Development should protect the amenity of residentially zoned properties including visual bulk, overshadowing of private open space and overlooking.* • *Development with an interface to a residential zone should not exceed the maximum building height and setback requirements set out in Plan 1, Table 3 and Figures 1 and 2.* • *Development should provide a maximum of two steps in building form to minimise excessively stepped building design outcomes.* The development interfaces with residentially zoned properties to the north and south as indicated in the image below, highlighted in magenta:



Interface	Maximum interface wall height	Minimum interface wall Setback	Minimum upper level setback	Assessment
Direct Abuttal	8m	3m from property boundary	Upper level setback of 45 degrees above the interface wall height, for up to a minimum distance of 12m from the interface wall.	The development retains the 11.78m existing wall on the south boundary which is acceptable. Development above comprises the open plant area, which complies with the 45-degree setback requirement.
Laneway Interface	8m	0m from property boundary	Upper level setback of 45 degrees above the interface wall height, for up to a minimum	The development retains the 11.78m existing wall on the north boundary which is acceptable. Upper level

				distance of 12m from the interface wall.	development generally comprises the open plant area, which complies with the 45-degree setback requirement. An approximately 3.6m extent of the rear section of the office tower interfaces with the residentially zoned properties to the north. However, this encroachment is acceptable due to the orientation of the lot and modest extent of proposed wall that interfaces.

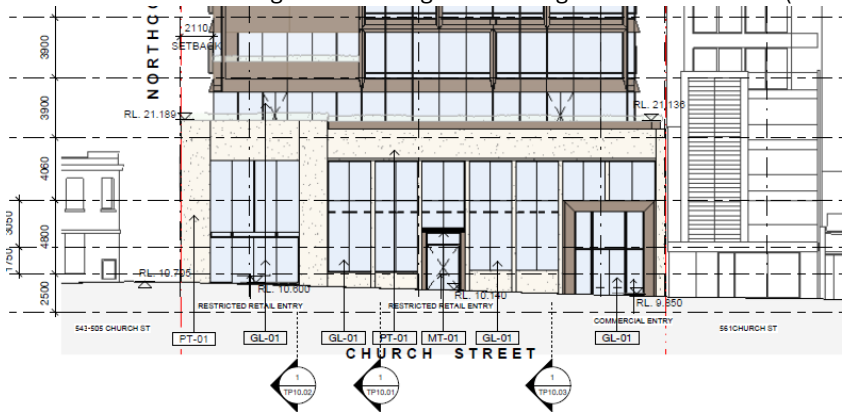
Built Form – Public realm
Assessment has incorporated comments from Council's Urban Design Unit
	Conditions required
	<u>Church Street</u>
	• A proposed restricted retail premises and office lobby are fronting Church Street. The building is accessed by three entry points. The main internal floor level is set higher than the existing footpath levels (main ground floor areas proposed at RL 11.170 versus existing footpath level along Church St varying from RL 10.621 north end to RL 9.839 south), resulting in level difference ranging from approx. 550mm to 1330mm. To mitigate this level difference the three entry thresholds have internal stairs, escalators and assumed DDA lifts up into the main internal ground floor areas. The ground floor retail tenancy has an entry point from the street, and a first floor retail tenancy has an entry from the north-west corner, where an internal entrance threshold has stairs and escalators leading to the ground and first floors. At the southern end is an entrance into an office lobby accessed via stairs and lift. Unclear if doors are located along the title boundary to Church Street or if these are set back creating open setback threshold spaces. A small canopy is proposed to cover the central entry point.
	• **Recommendations**
	  ○ **Chamfer corner columns to reflect condition on the opposite side of Northcote Street.**
	  ○ **Integrate irrigated planters along glazing within setback zone, space between footpath RL and retail tenancy RL.**
	  ○ **Integrate planter boxes at both corner entrance thresholds within the site.**				

	○ **Entrances must have secured doors close to boundaries with minimal setback to mitigate afterhours loitering.** ○ **Entrance threshold must demonstrate DDA compliance and seamless transition between footpath and internal entrance spaces.** ○ **All entrance levels must have positive fall out towards the street to mitigate any flooding risk.** ○ **Remove the central canopy, it provides minimal public realm benefits and does not tie in with overall streetscape character.** <u>Northcote Street</u> • The building is proposed to be aligned with the boundary along the street, providing for no pedestrian refuge on the south side of the street. There is a narrow noncompliant footpath on the north side of the street. The eight existing car parking spaces in the existing undercroft fronting the street are proposed to be retained, located mid-way along the street frontage, only access via Northcote Street. There is no noted reference to roller door or other element to secure the undercroft after hours. Council's Urban Design Unit has recommended this area to be be secured off the street, with roller doors or similar designed to reflect the existing building character. However, this will not be pursued, as it is an existing condition. • **Recommendations** ○ **Security lighting should be integrated at any entrance point should these be used after hours to access the undercroft car parking.** <u>Brighton Street</u> • The lower ground floor is fronting onto Brighton Street, an office lobby is in the northeast corner followed by a loading bay entry, services, and carpark entry, entry to EOT via an internal angled ramp leading to the first floor and finally a fire booster in the southeast corner. There are two existing crossovers both will be used for access into the building, while the northern loading bay now proposes a narrower entry point compared to the width of the existing crossover. Proposed internal floor levels are the same or set lower than existing levels along the street. • The corner lobby has an overtly discreet entrance with minimal no outlook onto the street nor any windows that would provide a sense of passive surveillance, cast subtle light out onto the adjacent public realm. There is also minimal pedestrian amenity in this corner, noting that it is proposed to be the main entry into the eastern facing office space on level 1. • **Recommendations** ○ **Refer to engineering comments regarding any overland flow and mitigations required to consider regarding thresholds between treatments.**

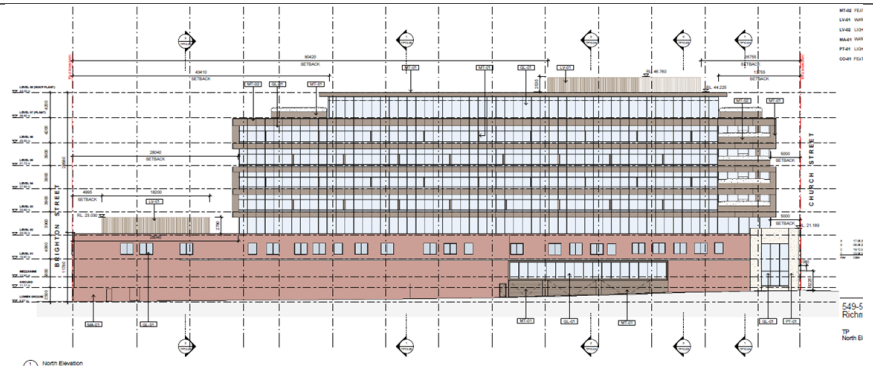
	○ **Northern crossover must be modified and reduced in width.** ○ **Additional window openings should be integrated to the lobby space for safety and lighting and improve the lobby threshold.** ○ **There must be adequate overland flow mitigation integrated in the car park entry threshold.** <u>Cotter Street</u> • The existing building has a loading bay / ramp and associated infrastructure coming into the building from Cotter Street, running parallel with a lane. The design proposes to remove this vehicle access in lieu of a substation, accesses from the lane on the western boundary. Fronting on to Cotter Street is proposed to be the streetwall of the substation with a garden bed abutting the street frontage. There is minimal passive surveillance onto the laneway, noting consideration to the adjacent dwellings and private backyard on the east. • **Recommendations** ○ **The redundant crossover section is to be replaced with asphalt footpath kerb and channel to match existing adjacent conditions, to Council satisfaction.** ○ **Garden bed to be modified refer landscape plan comments.** ○ **Consideration should be made to create openings from the ground floor lobby space, providing for passive surveillance and light spill into the lane.**
Built Form- Architectural quality/ detail *Assessment has incorporated comments from Council's Urban Design Unit*	**Conditions required** • DDO53 includes the following policies: ○ *Street walls should:* ▪ *Be designed to reinforce a pedestrian scale along streets and laneways.* ▪ *Include architectural detailing such as high quality tactile materials and depth and articulation to provide visual interest to pedestrians.* ○ *Development should:* ▪ *Achieve urban design and architectural excellence.* ▪ *Reinforce the industrial character of the precinct through robust and durable materials which reference to industrial typologies.* ▪ *Apply high quality materials which complement to the materiality of an adjacent heritage or character building.* • Clause 15.01-2L - Building design seeks to: ○ *Make a positive contribution to the streetscape through high quality architecture and urban design.*

- *Encourage a simple palette of durable materials that respond to the streetscape character through type, colour, finish and contrast.*
- *Discourage detriment to nearby properties when using reflective materials.*

- The plans appear to show that the all existing boundary walls will be retained. However, for clarity (and as requested by Council's Urban Design Unit), confirmation is required that the brick façade facing Brighton Street is being retained as it wraps around the southern elevation and where it is visible above the adjacent heritage buildings.
- The Church Street elevation is two storeys in height and includes extensive glazing which extends over the two floor levels. The design of the façade and proportions of the windows does not adequately complement the industrial character of the area. It is recommended to revise the façade to provide clear definition of the floor levels and provide a more balanced proportion of solid/void that complements surrounding buildings such as the Royal Saxon and Bryant and May buildings. It is also recommended that façade is brick to complement the surrounding industrial character and tie in with the existing brick building that is being retained on the site (could be a different brick colour).



- The upper floors on the western and northern elevations comprise a warm colour powdercoated metal and extensive glazing which has a strong horizontal emphasis. Consider the reflectiveness of the materials used at the upper floors and potential impacts on surrounding properties. Pursuant to Clause 15.01-2S (Building Design) and Planning Practice note 96 (Planning Considerations for Reflected Sunlight Glare) it is recommended that the extent of glazing be reduced to minimise these impacts and provide a more balanced design at the upper floors with better vertical definition.

	
	• **Recommendations:**
	  ○ **Confirm existing brick façade is being retained on south elevation.**
	  ○ **Revise Church Street elevation to better complement surrounding industrial character.**
	  ○ **Revise upper floors on northern and western elevations to reduce extent of glazing, provide better vertical definition and minimise impacts from reflective materials.**

Landscaping/ Vegetation *Assessment has incorporated comments from Council's Urban Design Unit*	**Conditions required** • The proposal includes greenery on upper levels, narrow continuous planter boxes along external terrace edges. Plant palette is a mix of small growing native and exotic species, including training plants intended to cascade over the outer edges. Plant species proposed would have very minor meaningful visual presence from surroundings. Given the reliance of trailing plants cascading over the edges, plant species selection doesn't provide confidence that this design intent can be achieved. No balustrades or wind mitigation measures are noted on the plans. Level 02 the office space overlooks a large roof area where a plant area is offset from the edges with traversable surrounds with no noted amenities or greenery. • An at grade garden bed is proposed facing Cotter Street along the substation wall, with low shrubs and climbers to cover the substation wall facing the street. A timber edge is nominated to frame the garden bed. The substation roof is empty with no meaningful design. • **Recommendations** ○ **Upper level;**

	▪ **Widen planter boxes in some sections to allow for more substantial and visually meaningful greenery (viewed from afar).** ▪ **Review plant species selection, Dichondra ssp should be replaced with other robust cascading plant species to create successful greening impact.** ▪ **Review plant species selection to ensure suitable for the different site conditions.** ▪ **All planters to have integrated irrigation systems.** ▪ **Noting the intention for plants to cascade over the edges, any balustrade required must be designed to accommodate this design intent.** ▪ **Integrate planters and vertical greenery around level 02 plant area.** ▪ **Integrate planter along level 02 interface to Brighton Street.** ○ **Cotter Street garden bed;** ▪ **Extend garden bed to title boundary and eastern boundary.** ▪ **Integrate a solid raised brick edge around the full extent of the garden bed to match in with brick edge (below fence) of the abutting property no. 3 Cotter Street.** ▪ **Raise level of garden bed to match top of brick edge.** ▪ **Include an additional low plant species to the plant mix.** ▪ **Review plant species to ensure all shade tolerant.** ▪ **Garden bed must be irrigated.**
Sustainable development (ESD) *Assessment has incorporated comments from Council's ESD officer*	**Conditions required** 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 • Certified 5 Star Green Star Buildings tool.

	• Best practice in stormwater management relying on a 120,000 litre tank collecting rainwater for toilet flushing and garden irrigation. 2. Application ESD Deficiencies • Reliant on side boundary with no setback to lower levels and a very small setback for all upper levels (~2m). This will prevent the equitable development of adjoining sites because the proposed building relies completely on side boundaries for daylight access and amenity. Council's ESD officer noted that the daylight modelling does not include an equitable development scenario and should be resubmitted including this critically important assumption in the modelling. However, it is noted that the adjacent properties are affected by a Heritage Overlay, and any significant redevelopment of these properties is unlikely. Moreover, recommended conditions of approval include increasing the south boundary upper-level setback to at least 4.5m which will achieve equitable development and minimise offsite amenity impact in accordance with the objectives of the DDO53. • Energy efficiency claim of 20% improvement above the minimum NCC2022 is not reflected in the JV3 appendix energy modelling (closer to 10% improvement which is solely reliant on solar PV). The building fabric and services proposed are minimum NCC2022 standard only which fails to demonstrate best practice. ○ **Recommend update JV3 energy modelling to demonstrate the 20% energy efficiency improvement claimed in the SMP and include 10% improvement in building fabric over NCC2022 minimum standard.** 3. Outstanding Information • **Updated SMP including daylight modelling and energy modelling as described above.** 4. ESD Improvement Opportunities • **Consider external shading and glare control via fins, screens or similar. If designed for optimal performance external shade devices will improve energy efficiency and manage glare into office spaces.** • **Consider greatly increasing the amount of vegetated landscaping to the terraces and balconies. Consider vertical greening elements from lower levels. Recommend Green Factor tool to benchmark the greening proposed.** • **Consider increasing the solar PV generation capacity to meet onsite demand for electricity. Consider building integrated solar PV.** • **Consider energy storage batteries to optimise solar energy generation.** • **Consider mixed mode ventilation to enable an operable façade, improving both indoor air quality and energy efficiency of the office building.**

Off-site amenity impacts	**Conditions required** The development adjoins residentially zoned properties at 116 and 118 Brighton Street to the southeast, as well as dwellings located within the Commercial 2 Zone at 3, 7 and 11 Cotter Street, which benefit from existing use rights. While dwellings within the Commercial 2 Zone are not afforded the same level of amenity protection as those in residential zones, the proposal is likely to result in significant off-site amenity impacts to both interfaces, particularly in relation to: • **Visual Bulk** – The proposed scale and massing, particularly above the upper level setbacks, will create a dominant built form when viewed from adjoining residential properties. Introducing a minimum 4.5m upper-level setback in line with the DDO53 requirements from the southern boundary will substantially reduce perceived bulk, improve visual relief, and allow for greater sky views from adjoining dwellings. • **Overlooking** – Upper-level glazing present opportunities for direct views into private open space and habitable room windows. Conditions will require that it be demonstrated the 'fritted glass' limit views in accordance with the overlooking standard. • **Overshadowing** – While overshadowing complies with DDO53 requirements for Church Street, the southern interface remains sensitive. A deeper setback will assist in reducing shadow impacts on adjoining rear secluded private open space. • **Noise** – Plant areas and rooftop terraces may generate noise impacts. Greater separation from the southern boundary will help buffer these uses and allow for acoustic treatments. • **Daylight Access to Habitable Room Windows** – The current reliance on minimal setbacks compromises daylight access for adjoining properties. A 4.5m setback will improve solar access and reduce the risk of creating a continuous wall effect, supporting equitable development principles.
Carparking & traffic *Assessment has incorporated comments from Council's Development Engineering Unit*	**Yes** The proposal seeks to provide **54** onsite carparking spaces where **503** are required under Clause 52.06 (Car Parking) i.e. 449 space shortfall. There is no objection to the waiver of the statutory car parking requirement, based on the following: ▪ The on-site car parking associated with the site is primarily for staff usage. Employees that are not allocated an on-site car parking spaces would need to make other travel arrangements, such as take public transport or ride a bicycle.

	▪ Short-stay parking demands for clients and customers would be generated off-site – typical in retail precincts and activity centres such as Church Street. Visitors to the site would likely be engaged in other activities whilst in the area (multi-purpose/linked trips). ▪ The site is geographically well positioned in terms of access to public transport services and the principal bicycle network. ▪ Relevant Local Policy/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. ▪ Future Growth of the Activity Centre - 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 Church 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. ▪ Form a traffic engineering perspective, the waiver of parking associated with the office and restricted retail uses 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. In addition to the parking reduction, the access arrangements and internal car parking layout design for the development satisfy *Design standard 1 – Accessways* and *Design standard 2: Car parking spaces* of Clause 52.06-9.
Bicycle provision *Assessment has incorporated comments from Council's Strategic Transport Unit*	**Conditions required** The proposal provides 110 employee spaces which exceeds the requirements of the planning scheme (58 spaces (Office: 43 employees and 13 visitors; and retail: 15 employees and 9 visitors)). However, the proposal provides no visitor spaces, showers/change rooms, and falls short of CASBE best practice requirements. Council's Strategic Transport unit have requested the following amendments: 1. Provide a minimum of 35 visitor bicycle parking spaces in line with CASBE requirements.. 2. Provide a minimum of 176 employee bicycle spaces in line with CASBE requirements.

	3. Locate employee bicycle spaces/stores in a conveniently accessible location meeting the requirements of the Planning Scheme. Clause 52.34-6 of the Planning Scheme, bicycle parking spaces must be located to allow a bicycle to be ridden to within 30 metres. The bike store is located well over 30 metres from the lobby access. Additionally, the bike store is separated from the lobby access via multiple doorways, ramps without identified grades and a long corridor which does not meet this requirement. 4. Identify the dimensions of all access paths to bicycle parking locations on the architectural plans. 5. Identify all the relevant dimensions for bicycle parking spaces on the architectural plans to confirm they meet AS2890.3 requirements. 6. Identify the locking mechanism to be used at all bike stores on the architectural plans. 7. Identify the number of showers, change rooms and lockers on the architectural plans.
Waste *Assessment has incorporated comments from Council's Waste Management Unit*	**Conditions required** Vehicle access to the site is provided via a crossover to Brighton Street, located at the site's north-eastern boundary. A shared waste storage area is provided at the ground level which can be accessed via the goods lift/staircases as required. Waste collection will be undertaken on-site within the loading bay on lower ground level via a private contractor using a 6.4m long rear loaded waste collection vehicle. All the waste bins will be transferred to the collection point via good lift provided at ground level. Hard waste will be accommodated within the shared waste storage area and collection will occur via a private contractor on-site as required.Council's Waste Management Unit requires the following information to be addressed as a condition of approval. • **Bin storage room size in square metres required to ensure sufficient space for an effective waste system. The plans should nominate details of space available for temporary storage of hard waste, e-waste and all other standard waste streams.** • **An explanation of how risks associated with waste management at this site will be managed.**
Engineering / Public Realm *Assessment has incorporated comments from Council's*	**Conditions required** 1. **Flooding and Melbourne Water Referral** The site is affected by a Council flood zone with a maximum 1% AEP flood level of 8.97 AHD. The proposed lower ground floor car park level (8.67 AHD) sits below this level. Recommendation: Whilst not part of the planning scheme, further investigation is recommended through

Development Engineering Unit	discussions with Melbourne Water and Council's Drainage Team for further information regarding flood risk and management requirements. **2. Public Realm Plan** A separate condition should require preparation and endorsement of a Public Realm Plan showing all existing and proposed public realm changes (including road, drainage, footpath, kerb and channel, trees, lighting, etc.) outside the title boundary. Recommendation: Include a condition requiring submission and endorsement of a Public Realm Plan. **3. On-Street Parking and Loading Zone** Engineering do not support the reduction of on-street parking spaces. The proposed loading zone on Brighton Street should instead be converted to restricted parking bays. Recommendation: o Require amended plans clarifying all affected parking bays. o Amend the Brighton Street loading zone to restricted parking bays. **4. Laneway 1141 (Cotter Street Access)** The laneway connecting Cotter Street to the site (Laneway 1141) is a registered Council road. Council's Development Engineering Unit recommends: o Applicant to confirm whether any land acquisition is proposed. o If land remains in Council ownership, provide detailed design and demolition drawings. o Demonstrate how access for adjoining properties (including 563–567 Church St) will be maintained. o Plans to be amended accordingly. Conditions relating to Laneway 1141 are not considered necessary as its status as a registered Council road means any works, access arrangements, or demolition activities are appropriately managed under Council's Local Laws and asset protection requirements. These matters fall outside the scope of planning permit conditions and will be addressed through Council's standard processes for works within the road reserve. **5. Stormwater Catchment Analysis** The site must reduce discharge to the public system and provide additional on-site detention as part of the Legal Point of Discharge (LPD) approval. Recommendation: Require a catchment analysis as part of the stormwater management documentation.

	6. Private Structures Outside Title Boundary Council will not accept any private structures (including subsurface elements such as piles or capping beams) within Council land. Recommendation: Confirm and amend plans to ensure all private structures are contained within the title boundary. **7. Footpath Design and DDA Compliance** Footpath dimensions must be shown along all frontages, and footpaths must be made DDA-compliant with TGSI installed at all ramp edges. Recommendation: o Amend plans to show footpath dimensions and DDA compliance. o Reference the Public Realm Plan for detailed design. **8. Public Realm Materials** Council will not accept non-standard materials within the road reserve. All materials must achieve a minimum P5 slip resistance rating. Recommendation: Add notation on plans referring to the Public Realm Plan and confirming use of Council-approved standard materials (minimum P5 slip resistance). **9. Stormwater Management and Overland Flow** The Stormwater Management Plan must consider the effect of nearby developments and altered surface runoff. Recommendation: o Provide a sitewide Stormwater Management Plan addressing 20%, 10% and 1% AEP events, including flood impact assessment. o Ensure the plan considers potential overland flow changes and allows sufficient time for Council review. **10. Legal Point of Discharge and Existing Infrastructure** There are existing stormwater pipes within the footpath along Adelaide St and Chestnut St frontages. Recommendation: • Provide an audit report of all affected LPDs along all frontages (Church, Northcote, Brighton, and Cotter Streets). • Remove redundant pipes and relocate functional ones to Council satisfaction at the developer's cost. • Obtain Council's Report and Consent (Reg 133) for any required relocations.

	Council's Development Engineering Unit has identified additional technical matters for the applicant to address beyond the standard engineering conditions, specifically relating to the Public Realm response. These matters should be communicated to the applicant as a separate advisory note and can be appropriately resolved through the overarching Public Realm Plan requirements incorporated within the recommended permit conditions, ensuring compliance without necessitating further permit amendments.
Net community benefit	**Yes, subject to conditions** While the proposal requires conditions to address built form, engineering requirements, ESD, and amenity concerns, these refinements will ensure the development achieves a balanced outcome that supports strategic policy directions and delivers a clear net community benefit.

Urban Design
Formal Referral Response

Application Information:

Referral Officer:	Hayley McNicol and Christian Lundh
Officer:	Joshua Broberg
Council Reference:	PPE25/0673
Address:	549-555 Church St, Richmond VIC 3121
Proposal:	DTP Referral
Comments Sought:	Click here to view referral memo: Record D25/406402: IREF25/01553 - 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

- Changes are required to make the proposal acceptable from an urban design and landscape architecture perspective.

Comment Summary

- Comments have been sought on the proposal, including on the following matters:
  - Height and massing
  - Architecture and materiality
  - Public realm interface
- Comments are provided below to address these points, and additional advice is provided on the Landscape Plans.
- Comments are based on a review of the following drawings:
  - Record D25/405860: PPE25/0673 - 549-555 Church Street & 3 Cotter Street Richmond - Plans
  - Record D25/405861: PPE25/0673 - 549-555 Church Street & 3 Cotter Street Richmond - Landscape Plan

Built Form and Massing

- The site is covered by the Design and Development Overlay Schedule 53 (DDO53). This DDO53 includes the following relevant polices:
  - *To support mid-rise built form with taller built form on Church Street and transitioning down in scale to a lower built form on narrow east-west side streets and adjoining low rise residential interface areas.*
- The site has three built form controls – CS-E at the front, CS-C in the middle and CS-A at the rear fronting Brighton Street. The small property fronting is shown as CS-C and is within a Heritage Overlay. Notes are provided in the table below regarding the proposed built form and how it complies with the heights and setbacks in DDO53 which relate to how the building presents to the street.

Built Form	Built Form Preferred Requirement	Mandatory Requirement	Urban Design feedback
Area CS-A			
Maximum building height	12m	None specified	The building is 11.78m high, which meets this requirement.
Maximum and minimum street wall setback	3 to 13, 17 to 19 and 4 to 18 Cotter Street – For heritage buildings - retain existing heritage setbacks For non-heritage buildings - match the adjacent heritage building setbacks	None specified	The site next to 3 Cotter Street adopts the same front setback – accepted. The section of the building fronting Brighton Street has a 0m setback which is acceptable from an urban design perspective and given it is the existing building which has a 0m setback. However, this should be referred to the Heritage officers to advise from their perspective.
Maximum street wall height	3 to 13, 17 to 19 and 4 to 18 Cotter Street – For heritage buildings - retain heritage street wall For non-heritage buildings – match adjacent heritage building	None specified	The site next to 3 Cotter Street generally matches the single storey street wall height – accepted. The street wall along Brighton Street is three storeys in height (11.78m) which retains the existing brick façade. This is acceptable from a heritage perspective.
Minimum upper level setback	3 to 13, 17 to 19 and 4 to 18 Cotter Street - Upper levels setback behind the front two rooms. Non-heritage buildings – None specified	None specified	The development maintains the 11.78m high building along this portion of the site.
Area CS-C			
Maximum building height	28m	None specified	The height of the building in this middle section of the site is approximately 34m which exceed this requirement. It is recommended to reduce the height by one storey so that it provides an improved built form transition along the site.
Maximum and minimum street wall setback	Elsewhere - None specified	None specified	The proposal provides a 0m setback onto Northcote Street which is accepted.
Maximum street wall height	Elsewhere - 12m	None specified	The existing street wall has been retained which is accepted and generally falls within the 12m height specified.

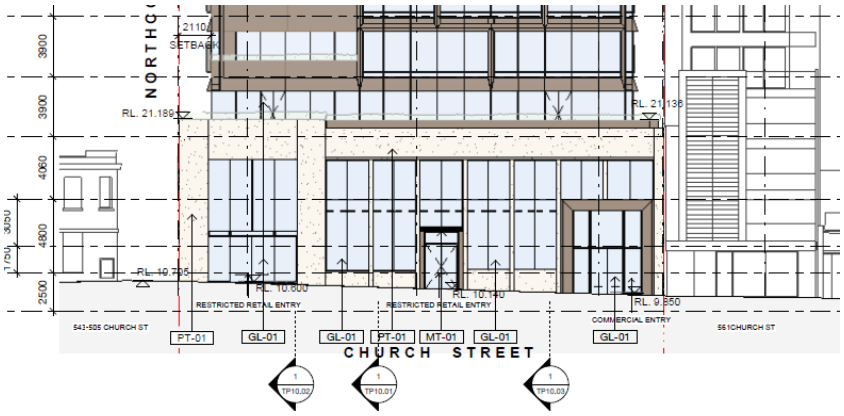
Minimum upper level setback	Elsewhere - 3m	None specified.	The proposal provides a 2m setback above the street wall facing Northcote Street. This should be increased to 3m to reduce the dominance of the upper form and provide a clearer distinction between the street wall and upper form.
Minimum side setback	Elsewhere - None specified	None specified	Setbacks from the site's Northcote Street frontage are discussed above. The development provides a 2m setback from the southern side boundary.
Maximum boundary wall height	20m	None specified	The boundary walls appear to meet this requirement along the southern boundary.
Area CS-E			
Maximum building Height	40m	None specified	The overall height of this portion of the site is 34.687m which meets this requirement.
Maximum street wall height	16m	None specified	The street wall is approximately between 10.4m and 10.9m high which meets this requirement.
Minimum upper level setback	5m	None specified	Some sections of the upper floors provide a 5m setback, however many of the built form protrudes into this. It is recommended to provide a minimum 5m setback to reduce the dominance of the upper floors.
Maximum boundary wall height	24m	None specified	

- **Recommendations:**
  - **Reduce the height of the middle section of the building by one storey.**
  - **Increase the upper floor setback on the Northcote Street side from 2m to 3m.**

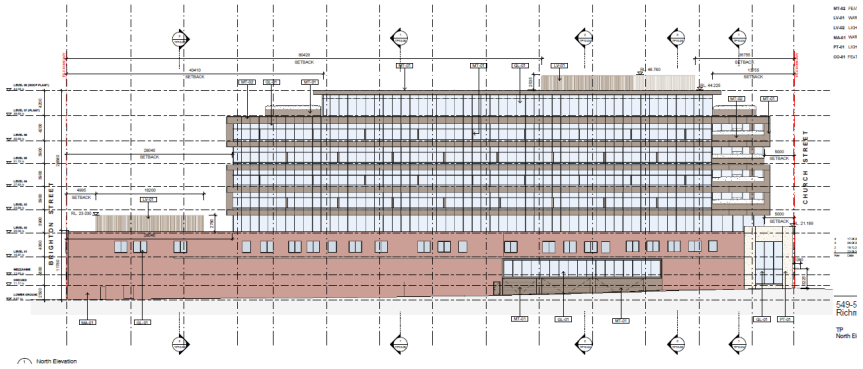
Façade Design & Materials

- DDO53 includes the following policies:
  - *Street walls should:*
    - *Be designed to reinforce a pedestrian scale along streets and laneways.*
    - *Include architectural detailing such as high quality tactile materials and depth and articulation to provide visual interest to pedestrians.*
  - *Development should:*
    - *Achieve urban design and architectural excellence.*

  - *Reinforce the industrial character of the precinct through robust and durable materials which reference to industrial typologies.*
  - *Apply high quality materials which complement to the materiality of an adjacent heritage or character building.*
- Clause 15.01-2L - Building design seeks to:
  - *Make a positive contribution to the streetscape through high quality architecture and urban design.*
  - *Encourage a simple palette of durable materials that respond to the streetscape character through type, colour, finish and contrast.*
  - *Discourage detriment to nearby properties when using reflective materials.*
- Confirm that the brick façade facing Brighton Street is being retained as it wraps around the southern elevation and where it is visible above the adjacent heritage buildings.
- The Church Street elevation is two storeys in height and includes extensive glazing which extends over the two floor levels. The design of the façade and proportions of the windows does not adequately complement the industrial character of the area. It is recommended to revise the façade to provide clear definition of the floor levels and provide a more balanced proportion of solid/void that complements surrounding buildings such as the Royal Saxon and Bryant and May buildings. It is also recommended that façade is brick to complement the surrounding industrial character and tie in with the existing brick building that is being retained on the site (could be a different brick colour).



- The upper floors on the western and northern elevations comprise a warm colour powdercoated metal and extensive glazing which has a strong horizontal emphasis. Consider the reflectiveness of the materials used at the upper floors and potential impacts on surrounding properties. Recommend that the extent of glazing be reduced to minimise these impacts and provide a more balanced design at the upper floors with better vertical definition.



- **Recommendations:**
  - **Confirm existing brick façade is being retained on south elevation.**
  - **Revise Church Street elevation to better complement surrounding industrial character.**

- **Revise upper floors on northern and western elevations to reduce extent of glazing, provide better vertical definition and minimise impacts from reflective materials.**

Public Realm Interface

Church Street

- A proposed restricted retail premises and office lobby are fronting Church Street. The building is accessed by three entry points. The main internal floor level is set higher than the existing footpath levels (main ground floor areas proposed at RL 11.170 versus existing footpath level along Church St varying from RL 10.621 north end to RL 9.839 south), resulting in level difference ranging from approx. 550mm to 1330mm. To mitigate this level difference the three entry thresholds have internal stairs, escalators and assumed DDA lifts up into the main internal ground floor areas. The ground floor retail tenancy has an entry point from the street, and a first floor retail tenancy has an entry from the north-west corner, where an internal entrance threshold has stairs and escalators leading to the ground and first floors. At the southern end is an entrance into an office lobby accessed via stairs and lift. Unclear if doors are located along the title boundary to Church Street or if these are set back creating open setback threshold spaces. A small canopy is proposed to cover the central entry point.
- **Recommendations**
  - **Chamfer corner columns to reflect condition on the opposite side of Northcote Street.**
  - **Integrate irrigated planters along glazing within setback zone, space between footpath RL and retail tenancy RL.**
  - **Integrate planter boxes at both corner entrance thresholds within the site.**
  - **Entrances must have secured doors close to boundaries with minimal setback to mitigate afterhours loitering.**
  - **Entrance threshold must demonstrate DDA compliance and seamless transition between footpath and internal entrance spaces.**
  - **All entrance levels must have positive fall out towards the street to mitigate any flooding risk.**
  - **Remove the central canopy, it provides minimal public realm benefits and does not tie in with overall streetscape character.**

Northcote Street

- The building is proposed to be aligned with the boundary along the street, providing for no pedestrian refuge on the south side of the street. There is a narrow noncompliant footpath on the north side of the street. The eight existing car parking spaces in the existing undercroft fronting the street are proposed to be retained, located mid-way along the street frontage, only access via Northcote Street. There is no noted reference to roller door or other element to secure the undercroft after hours. There is minimal passive surveillance from adjacent properties onto the street.
- **Recommendations**
  - **Undercroft must be secured off the street, with roller doors or similar designed to reflect the existing building character.**
  - **Security lighting should be integrated at any entrance point should these be used after hours to access the undercroft car parking.**

Brighton Street

- The lower ground floor is fronting onto Brighton Street, an office lobby is in the northeast corner followed by a loading bay entry, services, and carpark entry, entry to EOT via an internal angled ramp leading to the first floor and finally a fire booster in the southeast corner. There are two existing crossovers both will be used for access into the building, while the northern loading bay now proposes a narrower entry point compared to the width of the existing crossover. Proposed internal floor levels are the same or set lower than existing levels along the street.
- The corner lobby has an overtly discreet entrance with minimal no outlook onto the street nor any windows that would provide a sense of passive surveillance, cast subtle light out onto the adjacent public realm. There is also minimal pedestrian amenity in this corner, noting that it is proposed to be the main entry into the eastern facing office space on level 1.
- **Recommendations**

- **Refer to engineering comments regarding any overland flow and mitigations required to consider regarding thresholds between treatments.**
- **Northern crossover must be modified and reduced in width.**
- **Additional window openings should be integrated to the lobby space for safety and lighting and improve the lobby threshold.**
- **There must be adequate overland flow mitigation integrated in the car park entry threshold.**

Cotter Street

- The existing building has a loading bay / ramp and associated infrastructure coming into the building from Cotter Street, running parallel with a lane. The design proposes to remove this vehicle access in lieu of a substation, accesses from the lane on the western boundary. Fronting on to Cotter Street is proposed to be the streetwall of the substation with a garden bed abutting the street frontage. There is minimal passive surveillance onto the laneway, noting consideration to the adjacent dwellings and private backyard on the east.
- **Recommendations**
  - **The redundant crossover section is to be replaced with asphalt footpath kerb and channel to match existing adjacent conditions, to Council satisfaction.**
  - **Garden bed to be modified refer landscape plan comments.**
  - **Consideration should be made to create openings from the ground floor lobby space, providing for passive surveillance and light spoil into the lane.**

Landscape plan

- The proposal includes greenery on upper levels, narrow continuous planter boxes along external terrace edges. Plant palette is a mix of small growing native and exotic species, including training plants intended to cascade over the outer edges. Plant species proposed would have very minor meaningful visual presence from surroundings. Given the reliance of trailing plants cascading over the edges, plan species selection doesn't provide confidence that this design intent can be achieved. No balustrades or wind mitigation measures are noted on the plans. Level 02 the office space overlooks a large roof area where a plant area is offset from the edges with traversable surrounds with no noted amenities or greenery.
- An at grade garden bed is proposed facing Cotter Street along the substation wall, with low shrubs and climbers to cover the substation wall facing the street. A timber edge is nominated to frame the garden bed. The substation roof is empty with no meaningful design.
- **Recommendations**
  - **Upper level;**
    - **Widen planter boxes in some sections to allow for more substantial and visually meaningful greenery (viewed from afar).**
    - **Review plant species selection, Dichondra ssp should be replaced with other robust cascading plant species to create successful greening impact.**
    - **Review plant species selection to ensure suitable for the different site conditions.**
    - **All planters to have integrated irrigation systems.**
    - **Noting the intention for plants to cascade over the edges, any balustrade required must be designed to accommodate this design intent.**
    - **Integrate planters and vertical greenery around level 02 plant area.**
    - **Integrate planter along level 02 interface to Brighton Street.**
  - **Cotter Street garden bed;**
    - **Extend garden bed to title boundary and eastern boundary.**
    - **Integrate a solid raised brick edge around the full extent of the garden bed to match in with brick edge (below fence) of the abutting property no. 3 Cotter Street.**
    - **Raise level of garden bed to match top of brick edge.**
    - **Include an additional low plant species to the plant mix.**
    - **Review plant species to ensure all shade tolerant.**
    - **Garden bed must be irrigated.**

These comments exclude any comments from the following teams:

- Civil Engineering

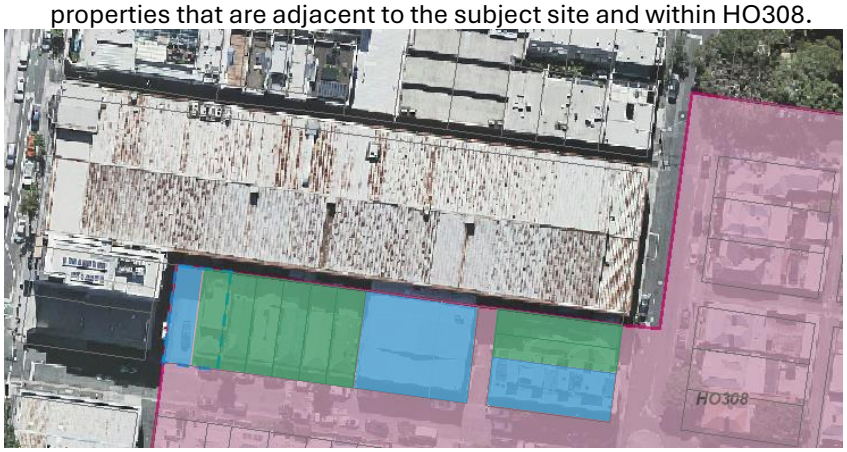
- Open Space Services

Capital Works:

- There are no known planned / approved capital works around the site being led by the Strategic Projects, Parks and Open Spaces team.

Heritage Formal Referral Response

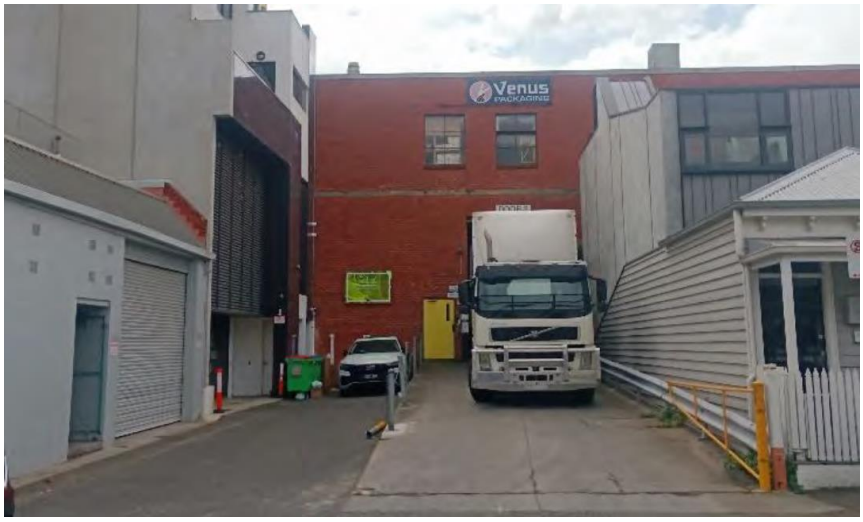
APPLICATION INFORMATION:

Referral Officer:	Diahnn McIntosh
Officer:	Joshua Broberg
Council Reference:	PPE25/0673
Address:	549-555 Church St and 3 Cotter Street, Richmond VIC 3121
Proposal:	DTP Referral (96a Amendment) The proposal is for the addition of six storeys atop an existing two- to three-storey commercial building (8 levels in total), to be used for retail at ground and first floor and office from levels 2-7. The rear of the site is proposed to be rezoned from General Residential Zone to Commercial 2 Zone.
Relevant Overlays	**(HO308) Barkly Garden Heritage Precinct** • Vacant land currently used as a loading dock adjacent to no. 3 Cotter Street is within Heritage Overlay (non-contributory) • Nos. 3 – 13 Cotter Street and 114 Brighton Street are all Contributory properties that are adjacent to the subject site and within HO308.  *Above: Contributory properties shown in green. Non-contributory properties shown in blue* Design and Development Overlay - Schedule 2 Design and Development Overlay - Schedule 5

Relevant Polices	Design and Development Overlay - Schedule 53 • 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:* • *Please advise on your considerations on the proposal as it relates to the land at 3 Cotter Street Only, which is the part of the subject site affected by HO308.* • *3 Cotter Street comprises two lots on separate titles, the proposal relates to the western lot, which is occupied by a loading dock vehicle access ramp. The dwelling within the eastern lot at 3 Cotter Street is to be retained and does not form part of the subject site.* • *Presentation of proposed substation onto Cotter Street.*
Disclaimer:	Council's Heritage Advisor provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

Context Images

Street Frontage:



Oblique Images:



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 Barkly Gardens precinct is of local historic and aesthetic significance to the City of Yarra.

The precinct is historically significant as tangible evidence of important phases in the residential development of Richmond from the mid-nineteenth century to the interwar period from the earliest settlement through the late Victorian boom, and to the final phase of recovery and infill development during the early twentieth century. The presence of some former shops and a hotel demonstrates how local neighbourhoods were self-contained with commercial and social amenities usually within walking distance. The significance of the precinct is enhanced by the presence of rare early houses, including some that date prior to 1855, which are clustered in and around Lesney, James and Mary streets. It is also notable for the very narrow streets or laneways containing small cottages, once relatively common but now increasingly rare in Richmond. (Criteria A & B)

The precinct is significant as an enclave that is characteristic of the residential areas in Richmond that largely developed prior to World War II and comprise predominantly Victorian era housing, supplemented by Edwardian and interwar infill, which is complemented by traditional streetscape materials such as asphalt footpaths, bluestone kerb and channel and bluestone laneways. Overall, the intactness of the building stock to the period prior to World War II is very high. (Criterion D)

The precinct also demonstrates other characteristics of nineteenth century subdivisions such as regular allotment pattern served by rear laneways. The distinctive pattern of rear laneways, some of generous width, in the section west of Barkly Gardens that was part of the c.1853 subdivision is of particular note. The development of Barkly Gardens as a central garden square (it was originally known as Barkly Square), which is flanked on two sides by housing follows English traditions of residential garden square planning is also of note as the only example of this type in Richmond. (Criterion D)

Barkly Gardens (originally known as Barkly Square) has aesthetic importance as a traditional nineteenth century English garden square, which enhances the setting of the houses in the adjoining street, which in Coppin Street were designed to face toward the square and have generous garden setbacks that enhance the visual connection. Barkly Gardens is also socially significant as a park that has been enjoyed by the local community for over 140 years. (Criteria E & G)

ASSESSMENT OF PROPOSED WORKS

Proposed Demolition Works:

The extent of demolition proposed by this application includes the demolition/removal of:

- the ramp that currently provides access between Cotter Street and an opening on the southern side of the building. This

No. 3 Cotter Street is identified in the City of Yarra's Database of Heritage Significant

Areas (2023) as contributory. The land containing the ramp that is part of this application however the land containing the two storey house that is not.

The existing ramp is not contributory the heritage precinct. It does not contribute to the significance of the place and its removal will not adversely affect the significance of the heritage place.

Full demolition of the ramp is supported on heritage grounds.

Proposed New Building:

The proposed new development on the land adjacent to no. 3 Cotter Street will consist of:

- a single storey building that will contain the substation and main switch room for the building.

In accordance with *Clause 43.01-8,* the key consideration for new development is:

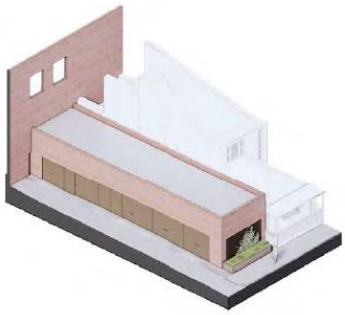
- *Whether the location, bulk, form or appearance of the proposed new building will adversely affect the significance of the heritage place*
- *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place*

Specific strategies regarding new development are set out in *Clause 15.03-1L*.

Proposed addition	*Heritage comments*
Location/setbacks	*Clause 15.03-1L states that the siting of a new building should:* • *Be visually recessive against the heritage fabric* • *Retain the pattern and grain of streetscapes in heritage places.* • *Respect the setbacks of the heritage street/place* • *Respect the orientation to the street* • *Respect the position of chimneys* • *Respect the position of verandahs and canopies* *The proposed new development will be setback 1.17m from the Cotter Street front boundary and otherwise constructed to all boundaries.* *The front setback of the new development will be generally consistent with the front setbacks of the adjacent heritage facades.* *The lack of side setbacks will be consistent with the pattern of*

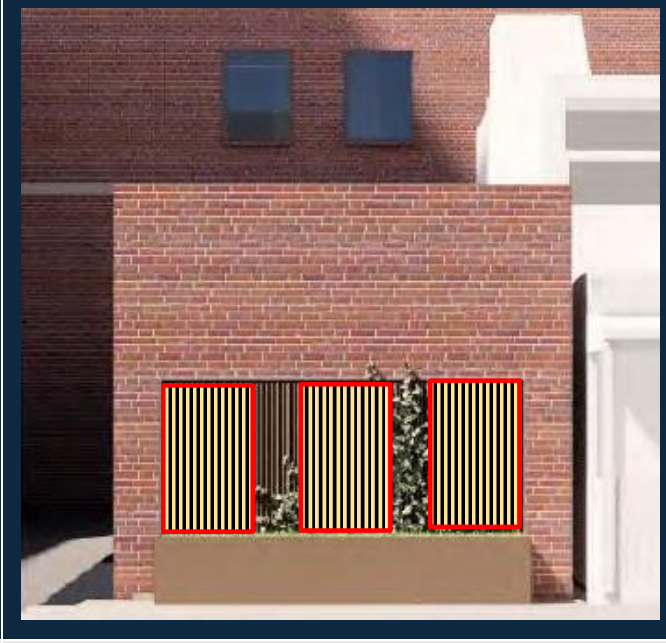
	adjacent properties to the east along Cotter Street.
Scale/bulk	*Clause 15.03-1L states that the mass and scale of a new building should:* • *Be visually recessive against the heritage fabric* • *Respect the scale and massing of the existing heritage building or streetscape* • *Not visually dominate the existing heritage building or streetscape* • *Respect the street walls of the heritage street/place* *The proposed new development will have a height of 4.425 metres. The height is consistent with the original fabric heritage dwellings, not exceeding the ridgeline of the ground floor roofs.*
Form/shape	*Clause 15.03-1L states that the form of a new building should respect the roof form of the heritage street/place.* *No concerns about the form of this proposed new building given the context of the adjacent buildings to the north and west.*
Appearance	*Clause 15.03-1L states that the materials, texture, colours and finishes, and architectural detailing of a new building should:* • *Be visually recessive against the heritage fabric* • *Not detract from or compete with the significant elements of the existing heritage building or streetscape* • *Maintain the prominence of significant and contributory elements of the heritage street/place* • *Respect the pattern, proportion and spacing of elements on an elevation* • *Respect the relationship between solid and void on an elevation* • *Respect materials* *The proposed new development will be largely constructed of a red colour brick, with bronze coloured metal louvres to the access doors and intervening space between doors.* *The proposed external materials visible from the street will be different from the existing streetscape. Creating a distinction between the nearby original heritage fabric directly onto the street frontage is not supported as the infill development should be visually recessive. Materials and fenestration that harmonises and blends in with the colours, materials and fenestration of the heritage streetscape is considered sympathetic.*





The predominant external wall finish amongst the contributory houses in Cotter Street are painted timber. While the use of timber cladding may not be appropriate for a substation, it is considered that a cement cladding or lined render finished in a pale colour that resembles traditional weatherboards would complement the visual character of the heritage streetscape far more harmoniously than the proposed face brickwork.

It is also considered that the proportion of the proposed large opening to the street frontage (which looks like a double garage door) should be reduced to be sympathetic to the scale and proportions of openings in the adjacent heritage street frontages. Refer to the annotated suggested image below.



Fences and Gates	• *Ensure that fences and gates are sympathetic to the period of construction and architectural style of the heritage place.* *The proposed development will have no front fence. A planter bed within the front setback area will assist to soften the appearance of the new structure in the street however the*

	proposed garden planter box should be aligned with the site's front boundary.

SUMMARY OF RECOMMENDATIONS

On heritage grounds, the works proposed in this application are supported, subject to the following permit conditions:

	Suggested condition	*Heritage explanation*
1.	**That the external finish to the new development must be modified to cement cladding or lined render finished in a pale colour that resembles traditional weatherboards**	*To be consistent with Clause 15.03-1L which states that the materials, texture, colours and finishes, and architectural detailing of a new building should respect materials, finishes and colours of nearby Contributory buildings that characterise the heritage area.*
2.	**That the proportion of the proposed large opening to the principal street frontage must be reduced to be reduced to a series of openings that are sympathetic to the scale and proportions of openings in the adjacent heritage street frontages**	*To be consistent with fenestration of nearby Contributory buildings that characterise the heritage area.*
3.	**The proposed front garden planter box must be aligned with the site's front boundary.**	*To reinforce the alignment of the site's front boundary line to be consistent with nearby Contributory properties.*

Diahnn McIntosh

Heritage Adviser

Signature:



Date: 11 November 2025

City Works
Formal Referral Response

Application Information:

Referral Officer:	Atha Athanasi
Officer:	Joshua Broberg
Council Reference:	PPE25/0673
Address:	549-555 Church St, Richmond VIC 3121
Proposal:	DTP Referral
Comments Sought:	Click here to view referral memo: Record D25/406354: IREF25/01552 - 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 549-555 Church St, Richmond authored by Traffix Group and dated 23/6/2025 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 provide a definite size in M^2 for the bin storage room. This is so we can ensure there is sufficient space for an effective waste system and should include details of space available for temporary storage of hard waste, e-waste circulation etc.
2. Please provide an explanation of how risks associated with waste management at this site will be managed.

Waste Management Officer: Atha Athanasi

Signature: Atha Athanasi

Date: 21/10/2025

Strategic Transport Formal Referral Response

Application Information:

Referral Officer:	
Officer:	Joshua Broberg
Council Reference:	PPE25/0673
Address:	549-555 Church St, Richmond VIC 3121
Proposal:	DTP Referral (96a Amendment) The proposal is for the addition of six storeys atop an existing two- to three-storey commercial building (8 levels in total), to be used for retail at ground and first floor and office from levels 2-7. The rear of the site is proposed to be rezoned from General Residential Zone to Commercial 2 Zone. 46 car parking spaces and 110 bicycle parking spaces proposed.
Comments Sought:	Comments on the application from a Strategic Transport perspective are requested on the following: • Bicycle Parking Provision • Design and location of car parking / bicycle parking spaces and facilities • Green Travel Plan
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

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

Office (other than specified in the table)	12,950 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	43 employee spaces	90 employee spaces
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	13 visitor spaces.	0 visitor spaces
Retail premises (other than specified in this table)	4,616 sqm	1 employee space to each 300 sqm of leasable floor area	15 employee spaces	20 employee spaces
		1 visitor space to each 500 sqm of leasable floor area	9 visitor spaces.	0 visitor spaces
Bicycle Parking Spaces Total			**58 resident / employee spaces**	**110 resident / employee spaces**
			22 visitor spaces	**0 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**2 showers / change rooms**	**0 showers / change rooms**

The development provides a total of 52 additional employee spaces and 22 less visitor spaces than the requirements of the Scheme.

Adequacy of visitor spaces

Number of spaces

The provision of 0 visitor spaces is inadequate for the following reasons:

- The proposal provides 22 less visitor spaces than the requirements of the planning scheme. **(inadequate)**
- 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 retail developments:* 1 visitor space per 500sqm of area. Given a total retail floor area of 4,616sqm, this equates to a total requirement of 9 visitor spaces.
    - *For office developments:* 1 visitor space per 500sqm of net leasable office area. Given a total net leasable office floor area of 12,950sqm, this equates to a total requirement of 26 visitor spaces.

The above results in a total requirement of 35 visitor spaces. The provision of 0 visitor spaces does not meet this requirement. **(inadequate)**

Design and location of visitor spaces

There is no provision of visitor bicycle parking spaces. **(inadequate)**

Adequacy of employee spaces

Number of spaces

The provision of 110 employee spaces is inadequate for the following reasons:

- The proposal provides 52 additional 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 non-residential developments:* 1 employee space per 100sqm of net leasable area. Given the floor area of 4,616sqm, this equates to a total requirement of 46 employee spaces.

- *For office developments:* 1 employee space per 100sqm of net leasable office area. Given a total net leasable office floor area of 12,950sqm, this equates to a total requirement of 130 employee spaces.

The above results in a total requirement of 176 employee spaces. The provision of 110 employee spaces does not meet this requirement. **(inadequate)**

Design and location of employee spaces

Employee spaces are inadequately located and designed for the following reasons:

- In accordance with AS2890.3, more than 20% of employee spaces should be provided as floor level, horizontal spaces. Employee parking is provided by 55 two-tiered racks (110 spaces), with the bottom tier of each two-tier rack being a horizontal, floor-level space. This equates to 50% of the spaces being horizontal, floor-level spaces, therefore meeting requirements. **(adequate)**
- Pursuant to Clause 52.34-6 of the Planning Scheme, bicycle parking spaces must be located to allow a bicycle to be ridden to within 30 metres. The bike store is located well over 30 metres from the lobby access. **(inadequate)**
- Pursuant to Clause 52.34-6 of the Planning Scheme, the bike store has to be conveniently accessible from building accesses. The bike store is separated from the lobby access via multiple doorways, ramps without identified grades and a long corridor which does not meet this requirement. **(inadequate)**
- 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 architectural plans do not identify the width of access paths to bicycle parking areas to confirm these requirements are met. **(inadequate)**
- Dimensional requirements for the employee bike store are not identified on the plans. Bicycle store and space dimensions must be identified on architectural plans in accordance with AS2890.3. **(inadequate)**
- 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 architectural plans do not indicate a lockable compound, therefore not meeting requirements. **(inadequate)**
- The location of EOT facilities is shown on the architectural plans and they are located in an easily accessible area from the bike store. However, the plans do not identify the provision of showers & change rooms. **(inadequate)**

Green Travel Plan

The application includes a Green Travel Plan (GTP). The GTP provides all the required information and can be endorsed. However, per the below recommendations, the GTP will have to be updated to address any future changes to bicycle parking and EOT facility provision/design.

Recommendations

The following should be shown on the plans before endorsement:

1. Provide a minimum of 22 visitor bicycle parking spaces in line with CASBE requirements.
2. Provide a minimum of 176 employee bicycle spaces in line with CASBE requirements.
3. Locate employee bicycle spaces/stores in a conveniently accessible location meeting the requirements of the Planning Scheme.
4. Identify the dimensions of all access paths to bicycle parking locations on the architectural plans.
5. Identify all the relevant dimensions for bicycle parking spaces on the architectural plans to confirm they meet AS2890.3 requirements.
6. Identify the locking mechanism to be used at all bike stores on the architectural plans.
7. Identify the number of showers, change rooms and lockers on the architectural plans.

Sustainable Transport Planner (Strategic Transport Unit): Philip Mallis

Date: 24 October 2025

Table 1 - Engineering Comments

Item	Engineering Comment	Action
1	The Eastern boundary of the subject site is within a Council flood zone. Max 1% AEP Flood Level is is 8.97 AHD and the Lower Ground Floor (LGF) Level is 8.670 AHD. The LGF is used for a car park purposes. 	**ACTION FOR PLANNER** Please refer this application to Melbourne Water as the site sits within a Flood Overlay as per the Engineering Comment. Council's Drainage team for the purposes of obtaining further information on the flooding.
2	A Separate Condition should be created for the purposes of an endorsed Public Realm Plan separate to the Condition 9.	Provide a Public Realm Plan showing all existing vs proposed changes outside the title boundary within the public realm. This should consider all asset types such as road, drainage, footpath, kerb and channel, trees, lighting etc.
3	Council do not support the reduction of on-street car parking bays along all frontages. Clarify why the loading zone on Brighton St is required post development. This should be converted into restricted parking bays for street parking.	Provide a mark up of the exact parking bays being proposed to be reduced. Amend plans to revise Brighton St Loading Zone to restricted street parking bays.
4	The laneway from Cotter St to the subject site is a registered Council laneway titled Laneway 1141 in Council Register for Public Roads 2021. i. Clarify if this land will be acquired to be within private title? ii. Provided this will remain Council land- a detailed design including demolition is required. iii. Clarify how the access to the neighbouring properties including the loading zone for the business on 563- 567 Church St will be retained. Please note if the land is not acquired then no private assets will be accepted within this land.	Provide written responses to item i and ii. Amend plans accordingly for item ii.

Item	Engineering Comment	Action
5	Provide a catchment analysis of the subject site. The site must be reducing discharge to the public system and will require additional On-Site Detention additional to the Retention Systems. This will be a requirement for the Legal Point of Discharge approval.	Provide a catchment analysis of the subject site.
6	Council will not accept any private structures including sub surface (basement wall, capping beam, piles, drainage etc.) outside the title boundary.	Provide confirmation and amend plans as required.
7	The dimensions of the footpath outside the title boundary are not indicated along all frontages on Architectural Plans The footpath must be made DDA compliant along all frontages of Adelaide St, Chestnut St and Church St. TGSI's must be installed along the ramp edges of all existing footpath crossings for all the frontages of the site.	Amend Plans to indicate dimension and add note to indicate the footpath will be DDA compliant with reference to the Public Realm Plan for further details to be provided.
8	The use of the surface materials for the public realm must be approved by Council through Public Realm Plan. Council will not accept the use of any nonstandard/ bespoke materials within the road reserve along all frontages. All materials used must be minimum P5 slip resistant rated.	Add notes on the Architectural plans to reference this to the Public Realm Plan.
9	~~The site and surrounding streets is currently under development with new buildings and associated infrastructure proposed. These additions may alter the existing overland flow paths across the site. As such, consideration must be given to the potential changes in surface runoff patterns to ensure stormwater is appropriately managed (no surface retention or ponding) and that no adverse impacts occur to adjacent or downstream properties.~~ ~~The sitewide Stormwater Management Plan must address this for 20%, 10% and 1% AEP rainfall events and provide a flood impact assessment.~~ ~~The stormwater management plan must also factor in the any changes to the overland flow as per item 1.~~ Allow sufficient time for Council to review and include provision for design changes through Council feedback.	Provide a copy of the sitewide Stormwater Management Plan.

Item	Engineering Comment	Action
10	There are private property stormwater assets (pipes) (Legal Point of Discharge (LPD)) within the footpath on both sides of Adelaide St and the frontage of Chestnut St. All redundant stormwater pipes must be removed and all functional stormwater pipes must be retained/ relocated to Council satisfaction at the full cost of the developer.	Provide an audit report of all affected LPDs within the footpath along Church St, Northcote St, Brighton St and Cotter St frontages within the Stormwater Management Plan, concurrent with the submission of the Public Realm Plan. Should relocation be required, an application must be made to Council to obtain approval for a Report and Consent for Reg-133 from Council.

Table 2 - Engineering Conditions

Condition related to...	Engineering condition
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.
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.

Condition related to...	Engineering condition
Public lighting: *Design*	Before the use and/or development commences, or by such later date as approved in writing by the Responsible Authority, a Public Lighting Plan must be submitted to and approved by Council's Civil Engineering Department. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must be designed: (a) address lighting along (Northcote St) between (Church St and Brighton St) and the entrance to the approved building. (b) to comply with uniformity, access and maintenance requirements as per standard AS1158.3.1; (c) to control light spillage in accordance with the requirements of AS 4282 – 2019," *Control of the obtrusive effects of outdoor lighting*"; *and* (d) to the satisfaction of the Responsible Authority.
Public Lighting: *Section 173*	Before the use and/or development commences, or by such later date as approved in writing by the Responsible Authority, for any Public Lighting asset required to be affixed to a private property, the owner must enter into a Section 173 Agreement with Council for the servicing and maintenance of such assets.
Public lighting: *Construction*	The provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.
Public lighting: *Temporary lighting*	Before any existing public lighting is removed a temporary lighting plan to the satisfaction of the Responsible Authority must be submitted and approved by Council's Civil Engineering Department. The temporary lighting plan is to be installed at the permit holder's cost and must remain operational until a new permanent lighting scheme is installed and operational to the satisfaction of the Responsible Authority.

Condition related to...	Engineering condition
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 Church St and Brighton St frontage/s must be reconstructed 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 Brighton St frontage/s 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 road pavement along the property's XXXX and XXXX frontage/s must be re-sheeted/reconstructed: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).
Public Realm: *Functional layout plan* *[High level details]*	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) Existing conditions (including all assets- road, footpath, drainage, lighting poles, trees, street furniture, parking signs, traffic signs etc.) along all frontages (b) Proposed conditions (including any new assets) along all frontages (c) Demolition and reconstruction of the laneway from Cotter St to the subject site. (d) Stormwater Management Plan (e) at the permit holder's cost; and (f) to the satisfaction of the Responsible Authority
Public Realm:	Before the development commences (excluding site preparations, demolition and bulk excavation), or by such later

Condition related to...	Engineering condition
Detailed design plans	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 XX) 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.
Public Realm: Construction & handover	Before the building is occupied, all associated works shown on the endorsed detailed design plans for the public realm (as required by Condition XX) must be fully constructed and completed to the satisfaction of the Council's Civil Engineering Department and at no cost to the Responsible Authority.

Condition related to...	Engineering condition
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.

ESD Formal Referral Response

Application Information:

Referral Officer:	Euan Williamson
Officer:	Joshua Broberg
Council Reference:	PPE25/0673
Address:	549-555 Church St, Richmond VIC 3121
Proposal:	DTP Referral
Comments Sought:	Click here to view referral memo: Record D25/405973: IREF25/01549 - 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

In assessing this application, the following documents were reviewed:

- SMP prepared by Integrated Group Service dated 01/07/2025
- Architectural drawings prepared by Bates Smart dated 18/06/2025

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
   - Certified 5 Star Green Star Buildings tool.
   - Best practice in stormwater management relying on a 120,000 litre tank collecting rainwater for toilet flushing and garden irrigation.

2. Application ESD Deficiencies
   - Reliant on side boundary with no setback to lower levels and a very small setback for all upper levels (~2m). This will prevent the equitable development of adjoining sites because the proposed building relies completely on side boundaries for daylight access and amenity. The daylight modelling does not include an equitable development scenario and should be resubmitted including this critically important assumption in the modelling. The lack of effective setbacks also means the offsite impact on adjoining residential buildings will be severe, particularly on dwellings directly south of the proposed development.
     - **Recommend updated daylight modelling include an equitable development scenario. Ensure best practice daylight can be achieved.**
     - **Recommend increase setbacks to side boundaries to ensure an equitable development scenario and reduce impact on existing adjoining residential homes.**
   - Energy efficiency claim of 20% improvement above the minimum NCC2022 is not reflected in the JV3 appendix energy modelling (closer to 10% improvement which is solely reliant on solar PV). The building fabric and services proposed are minimum NCC2022 standard only which fails to demonstrate best practice.
     - **Recommend update JV3 energy modelling to demonstrate the 20% energy efficiency improvement claimed in the SMP and include 10% improvement in building fabric over NCC2022 minimum standard.**

3. Outstanding Information
   - Updated SMP including daylight modelling and energy modelling as described above.

4. ESD Improvement Opportunities
   - Consider external shading and glare control via fins, screens or similar. If designed for optimal performance external shade devices will improve energy efficiency and manage glare into office spaces.
   - Consider greatly increasing the amount of vegetated landscaping to the terraces and balconies. Consider vertical greening elements from lower levels. Recommend Green Factor tool to benchmark the greening proposed.
   - Consider increasing the solar PV generation capacity to meet onsite demand for electricity. Consider building integrated solar PV.
   - Consider energy storage batteries to optimise solar energy generation.
   - Consider mixed mode ventilation to enable an operable façade, improving both indoor air quality and energy efficiency of the office building.

Recommendations

The applicant is encouraged to address the issues above and resubmit documents for assessment.

If you or the applicant would like to discuss this further, please contact me.

Euan.

ESD Advisor: Euan Williamson
Date: 24 October 2025

549-555 Church St, M12820

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549-555 CHURCH ST, RICHMOND, VIC 3121

DRAWING SCHEDULE

Drawing NO.	Revision	Drawing Series	Drawing Title
TP00.00	3	TP	Drawing List
TP01.01	3	TP	Location Plan
TP01.02	3	TP	Existing Site Survey Plan
TP01.03	3	TP	Title Boundary Plan
TP01.04	3	TP	Existing Elevations
TP01.05		TP	Demolition in Heritage Overlay Zone (HO308)
TP03.0G	5	TP	Ground Floor Plan
TP03.0LG	5	TP	Lower Ground Plan
TP03.01	5	TP	Level 01 Plan
TP03.02	4	TP	Level 02 Plan
TP03.03	4	TP	Level 03 Plan
TP03.04	5	TP	Level 04 Plan
TP03.05	3	TP	Level 05 Plan
TP03.06	3	TP	Level 06 Plan
TP03.07	4	TP	Level 07 Plan (Roof Plant)
TP03.08	4	TP	Roof Plan
TP09.01	4	TP	North Elevation
TP09.02	4	TP	South Elevation
TP09.03	4	TP	East & West Elevation
TP10.01	4	TP	Section AA
TP10.02	4	TP	Section BB
TP10.03	4	TP	Section CC
TP10.04	4	TP	Section DD & EE
TP10.05	4	TP	Section FF & GG & HH

Attachment 6.2.3
PPE250673 549-555 Church Street & 3 Cotter Street Richmond - Plans

Page 650 of 909

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and or the fabrication of any components.

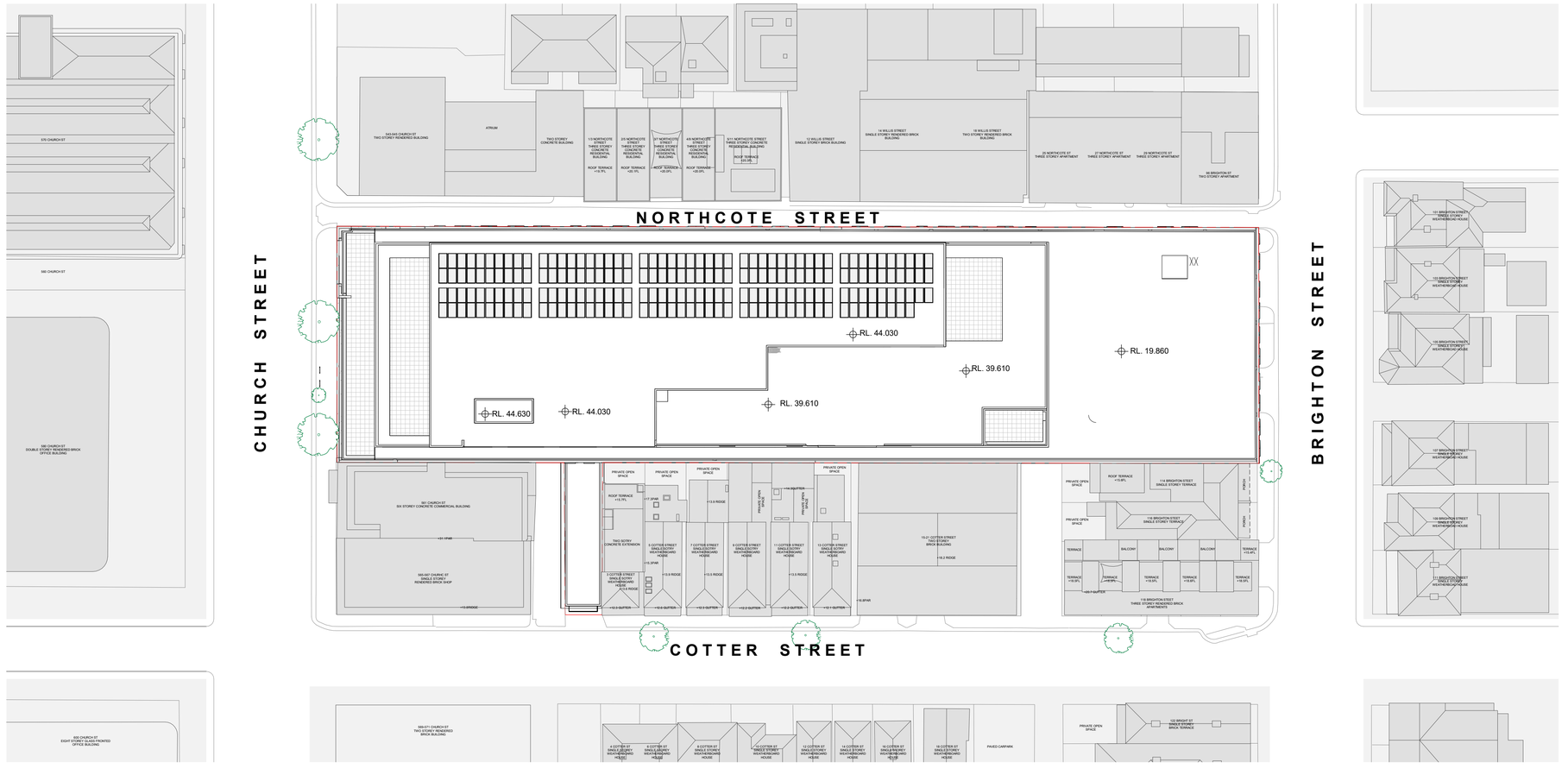
Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

All drawings may not be reproduced or distributed without prior permission from the architect.

DRAWING NOTES

Plan of Relocation Features and Levels survey drawn and prepared by Reeds Consulting. Drawing included for reference only. Please refer to original surveyors drawings for full details.

Drawing Title:	Plan of Relocation Features and Levels
Certified:	Robin Margaret McDowell
Job Number:	24316
CAD Drawing Number:	24316-0-RFL-B.dwg
Survey Datum:	MGA 55
Date of Survey:	26.08.2024
Issued Date:	27.08.2024



1 LOCATION PLAN
1 : 300

Rev	Date	Description	Initial	Checked
3	17.06.25	Town Planning	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
Location Plan

Status	DESIGN DEVELOPMENT		
Scale	As indicated @ A1		
Drawn	JQ/ BF	Checked	BS
Project No.	M12820		
Plot Date	9/07/2025 4:50:07 PM		

Drawing no. TP01.01

Revision 3

Melbourne 1 Nicholson Street
Melbourne VIC 3000 Australia
T 03 8664 6200 F 03 8664 6300
email mel@batessmart.com.au
http://www.batessmart.com.au

Sydney 43 Brisbane Street
Surry Hills NSW 2010 Australia
T 02 8354 5100 F 02 8354 5199
email syd@batessmart.com.au
http://www.batessmart.com.au

Bates Smart Architects Pty Ltd ABN 68 094 740 986

NOT FOR CONSTRUCTION

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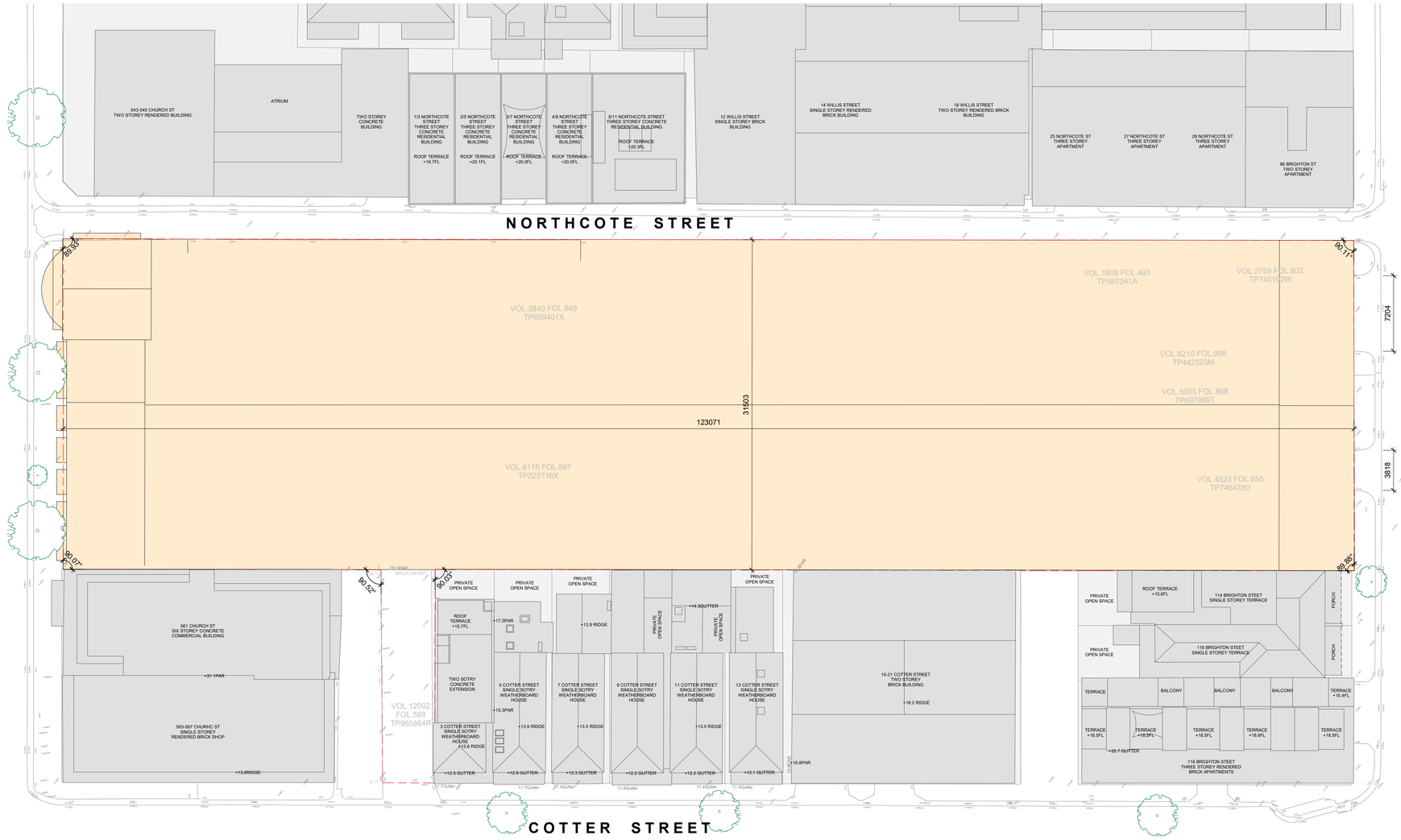

1 SURVEY PLAN
1 : 200

Rev	Date	Description	Initial	Checked
3	17.06.25	Town Planning	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
Existing Site Survey Plan

Status	DESIGN DEVELOPMENT
Scale	As indicated @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	9/07/2025 4:50:10 PM
Drawing no.	TP01.02
Revision	3

Melbourne 1 Nicholson Street
Melbourne VIC 3000 Australia
T 03 8664 6200 F 03 8664 6300
email mel@batessmart.com.au
http://www.batessmart.com.au

Sydney 43 Brisbane Street
Surry Hills NSW 2010 Australia
T 02 8354 5100 F 02 8354 5199
email syd@batessmart.com.au
http://www.batessmart.com.au

Bates Smart Architects Pty Ltd ABN 68 094 740 986

NOT FOR CONSTRUCTION

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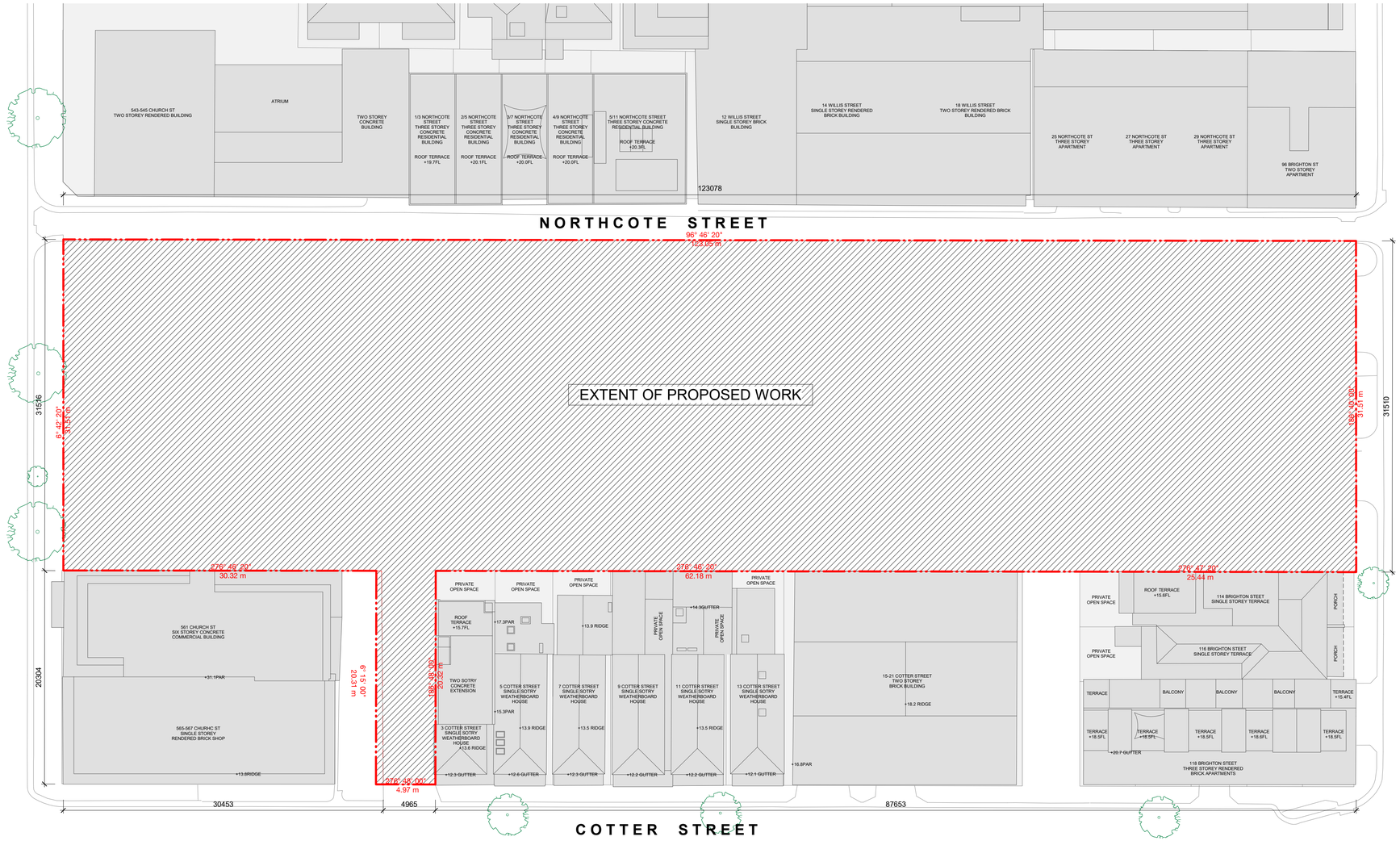
Certified:	Robin Margaret McDowell
Job Number:	24316
CAD Drawing Number:	24316-0-RFL-B.dwg
Survey Datum:	MGA 55
Date of Survey:	26.08.2024
Issued Date:	27.08.2024

Legend

Extent of Proposed Work

Title Boundary



1 TITLE BOUNDARY PLAN
1 : 200

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Rev	Date	Description	Initial	Checked
3	17.06.25	Town Planning	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
Title Boundary Plan

Status	DESIGN DEVELOPMENT
Scale	As indicated @ A1
Drawn	JQ/ BF Checked BS
Project No.	M12820
Plot Date	9/07/2025 4:50:13 PM
Drawing no.	TP01.03
Revision	3

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Melbourne VIC 3000 Australia
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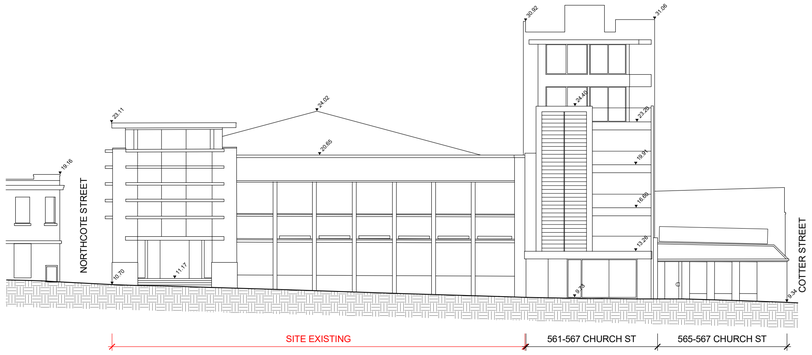
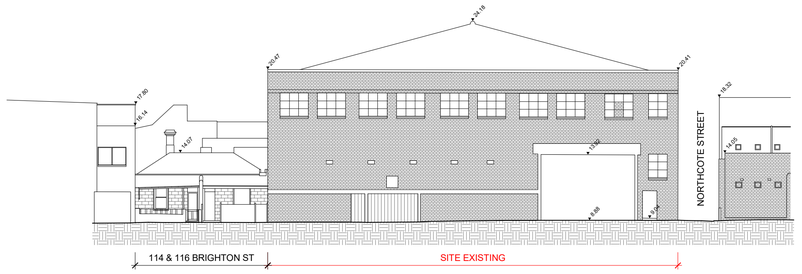
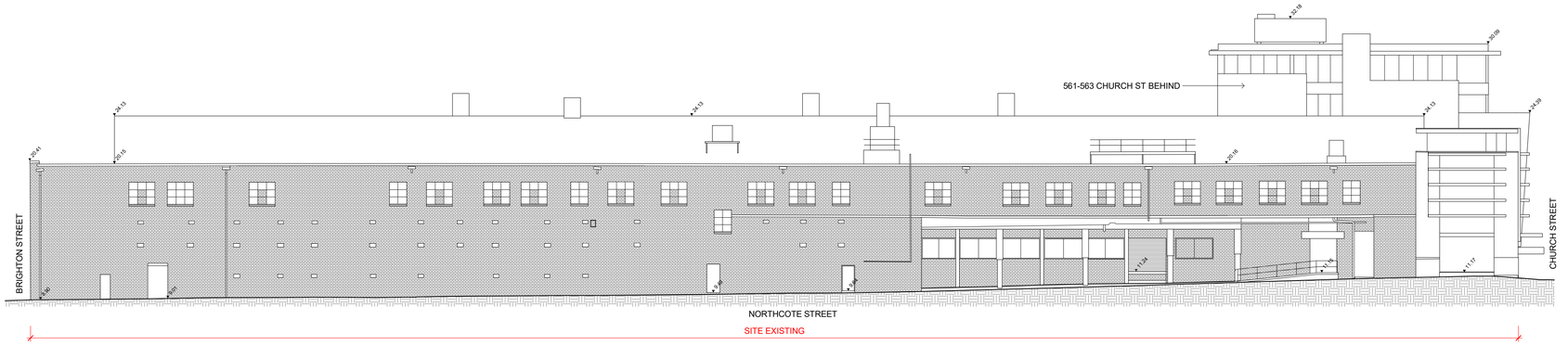
\\melvfs-01\projects\12800-12899\M12820_LA\Cmp_549-555ChurchStRichmond\80_Outgoing_Milestone\250623_revised TP_ESI Archive\Revit\555 CHURCH_BS_ARCH_r25r24.rvt



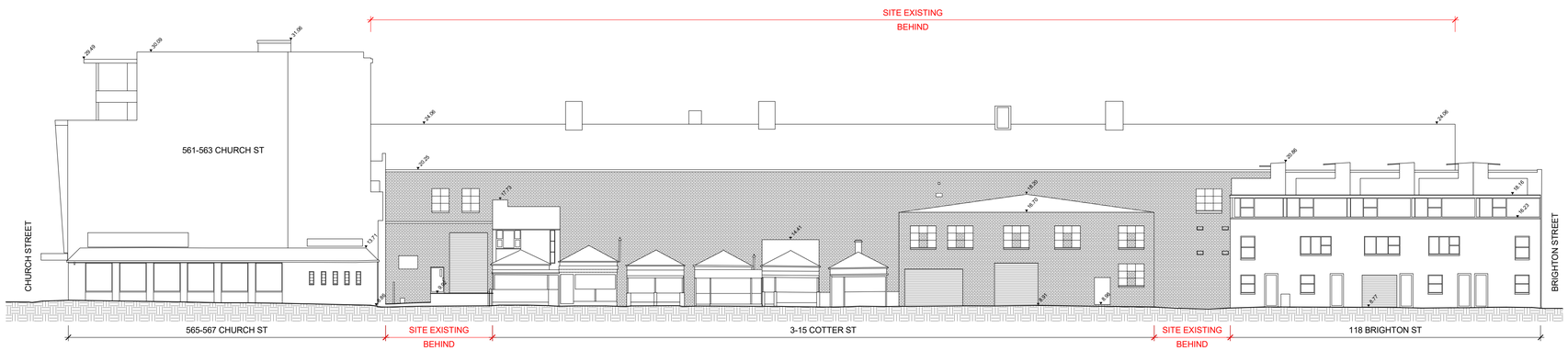
2 Existing West Elevation
1 : 200



1 Existing East Elevation
1 : 200



3 Existing North Elevation
1 : 200



4 Existing South Elevation
1 : 200

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DRAWING NOTES

Plan of Relocation Features and Levels survey drawn and prepared by Reeds Consulting. Drawing included for reference only. Please refer to original surveyors drawings for full details.

Drawing Title:	Plan of Relocation Features and Levels
Certified:	Robin Margaret McDowell
Job Number:	24316/BD
CAD Drawing Number:	24316-0-EL-B.dwg
Survey Datum:	JIKA JIKA PM282
Date of Survey:	17.07.2024
Issued Date:	27.08.2024

Rev	Date	Description	Initial	Checked
3	17.06.25	Town Planning	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
Existing Elevations

Status	DESIGN DEVELOPMENT
Scale	As indicated @ A1
Drawn	Author
Checked	Checker
Project No.	M12820
Plot Date	9/07/2025 4:50:15 PM
Drawing no.	TP01.04
Revision	3

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Attachment 6.2.3
PPE250673 549-555 Church Street & 3 Cotter Street Richmond - Plans

Page 654 of 909

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Legend - Demolition Plan

To be demolished

Existing to be retained

SITE EXISTING BUILDING



1 Demolition in Heritage Overlay Zone (HO308)
1 : 100

Rev	Date	Description	Initial	Checked

549-555 Church St,
Richmond VIC 3121

TP
Demolition in Heritage Overlay Zone (HO308)

Status	DESIGN DEVELOPMENT		
Scale	1 : 100	@ A1	
Drawn	JQ/ BF/ SG	Checked	BS
Project No.	M12820		
Plot Date	9/07/2025 5:04:13 PM		

Drawing no. TP01.05 Revision

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\\melvfs-01\projects\12800-12899\M12820_LK\Revit_549-555ChurchStRichmond\M_Outgoing_Milestones\250623_revised TP_E9 Archive\Revit\555 CHURCH_BS_ARCH_r25024.rvt

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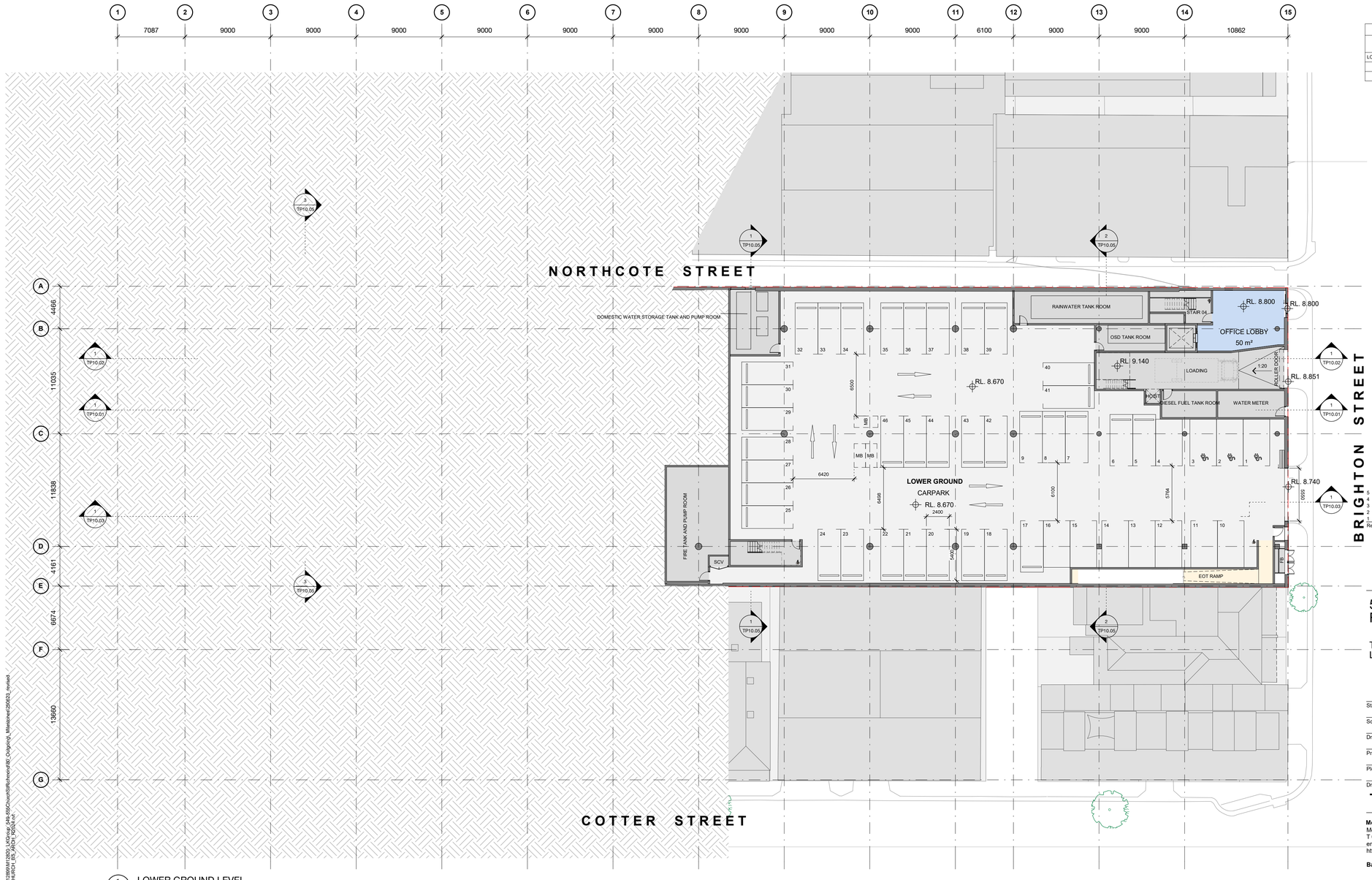
Legend

In Ground Area

Title Boundary

PARKING LEGEND				
LEVEL	CARPARK	MOTORCYCLE	BICYCLE	
	STANDARD		HORIZONTAL	VERTICAL
LOWER GROUND	46	3	-	-
GROUND	8	-	55	55
TOTAL	54	3	110	



1 LOWER GROUND LEVEL
1 : 200

Rev	Date	Description	Initial	Checked
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4	06.06.25	Issue For Information	BF	BS
3	30.05.25	Issue For Coordination	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
Lower Ground Plan

Status	DESIGN DEVELOPMENT
Scale	As indicated @ A1
Drawn	JQ/ BF Checked BS
Project No.	M12820
Plot Date	9/07/2025 4:50:19 PM
Drawing no.	TP03.0LG
Revision	5

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http://www.batessmart.com.au

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Legend

In Ground Area

Title Boundary

PARKING LEGEND

LEVEL	CARPARK	MOTORCYCLE	BICYCLE	
	STANDARD		HORIZONTAL	VERTICAL
LOWER GROUND	46	3	-	-
GROUND	8	-	55	55
TOTAL	54	3	110	

2 MEZZANINE LEVEL
1 : 200

1 GROUND LEVEL
1 : 200

Rev	Date	Description	Initial	Checked
6	17.06.25	Town Planning	BF	BS
4	06.06.25	Issue For Information	BF	BS
3	30.05.25	Issue For Coordination	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
Ground Floor Plan

Status	DESIGN DEVELOPMENT
Scale	As indicated @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	10/07/2025 9:34:40 AM
Drawing no.	TP03.0G
Revision	5

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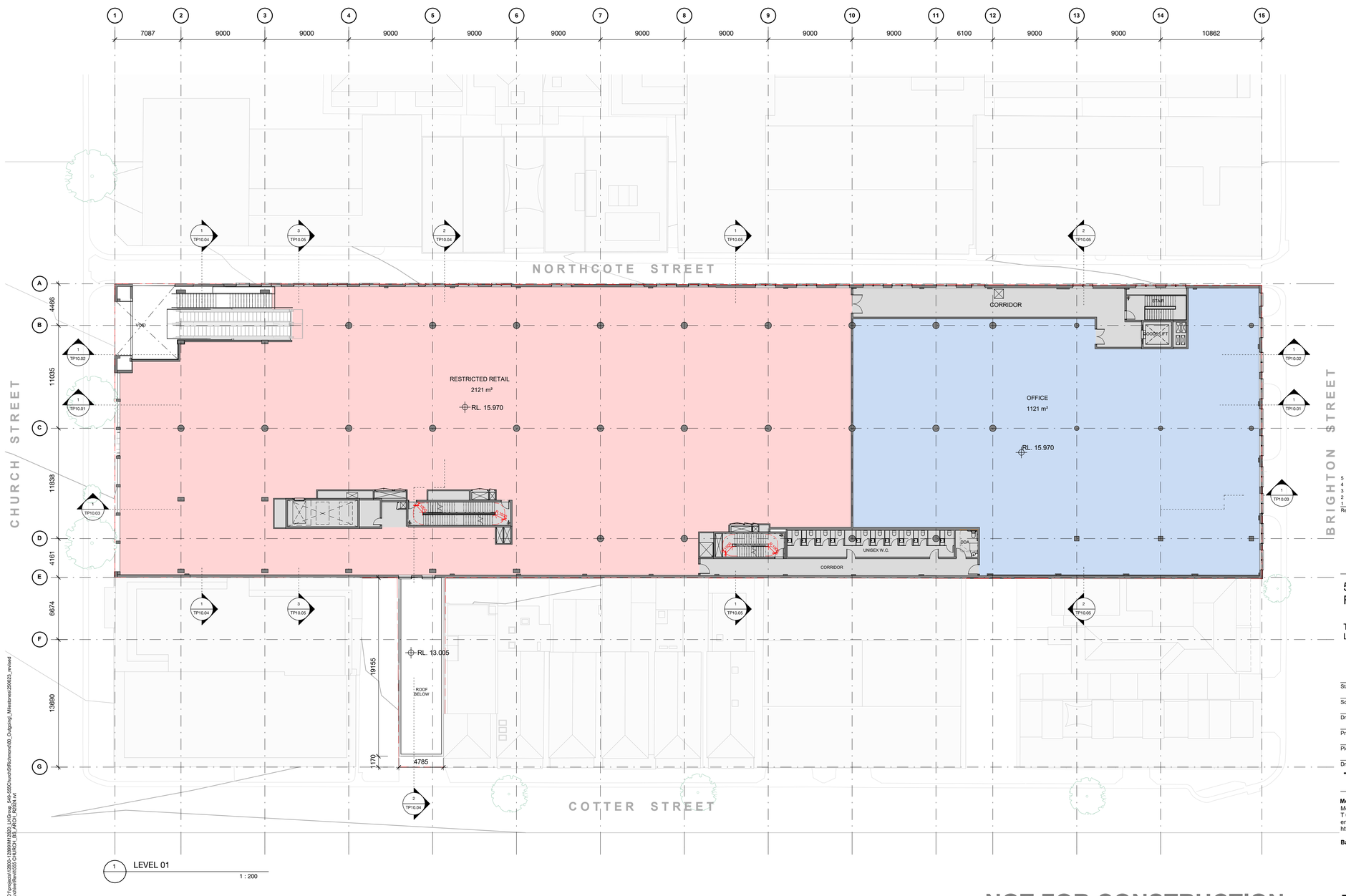

1 LEVEL 01
1 : 200

Rev	Date	Description	Initial	Checked
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4	06.06.25	Issue For Information	BF	BS
3	30.05.25	Issue For Coordination	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
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TP
Level 01 Plan

Status	DESIGN DEVELOPMENT
Scale	1 : 200 @ A1
Drawn	JQ/ BF Checked BS
Project No.	M12820
Plot Date	10/07/2025 9:34:35 AM
Drawing no.	TP03.01
Revision	5

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T 02 8354 5100 F 02 8354 5199
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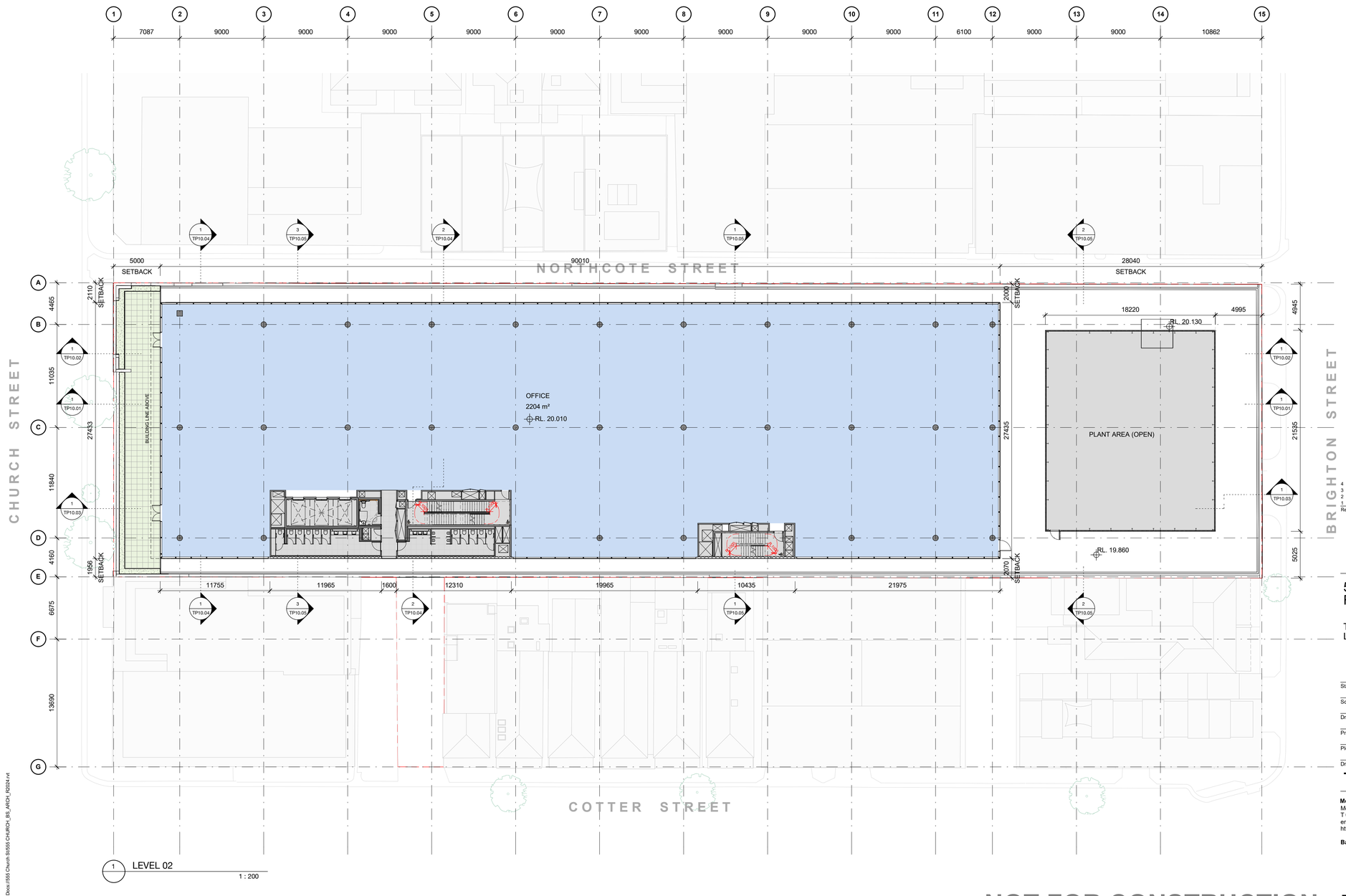

1 LEVEL 02
1 : 200

Rev	Date	Description	Initial	Checked
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3	06.06.25	Issue For Information	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
Level 02 Plan

Status	DESIGN DEVELOPMENT
Scale	1 : 200 @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	18/06/2025 10:29:52 AM
Drawing no.	TP03.02
Revision	4

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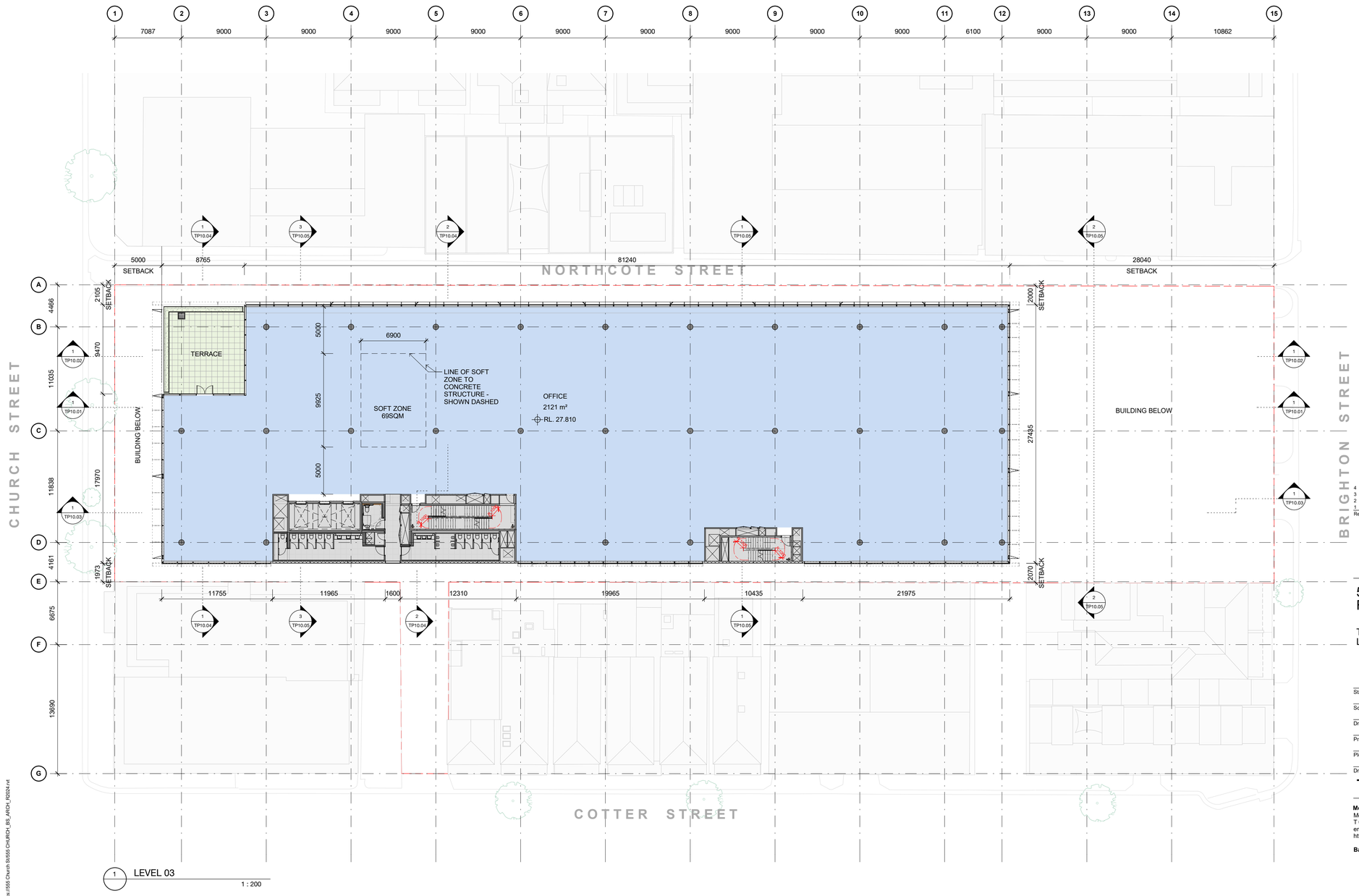

1 LEVEL 03
1 : 200

Rev	Date	Description	Initial	Checked
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3	06.06.25	Issue For Information	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
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TP
Level 03 Plan

Status	DESIGN DEVELOPMENT
Scale	1 : 200 @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	18/06/2025 10:29:56 AM
Drawing no.	TP03.03
Revision	4

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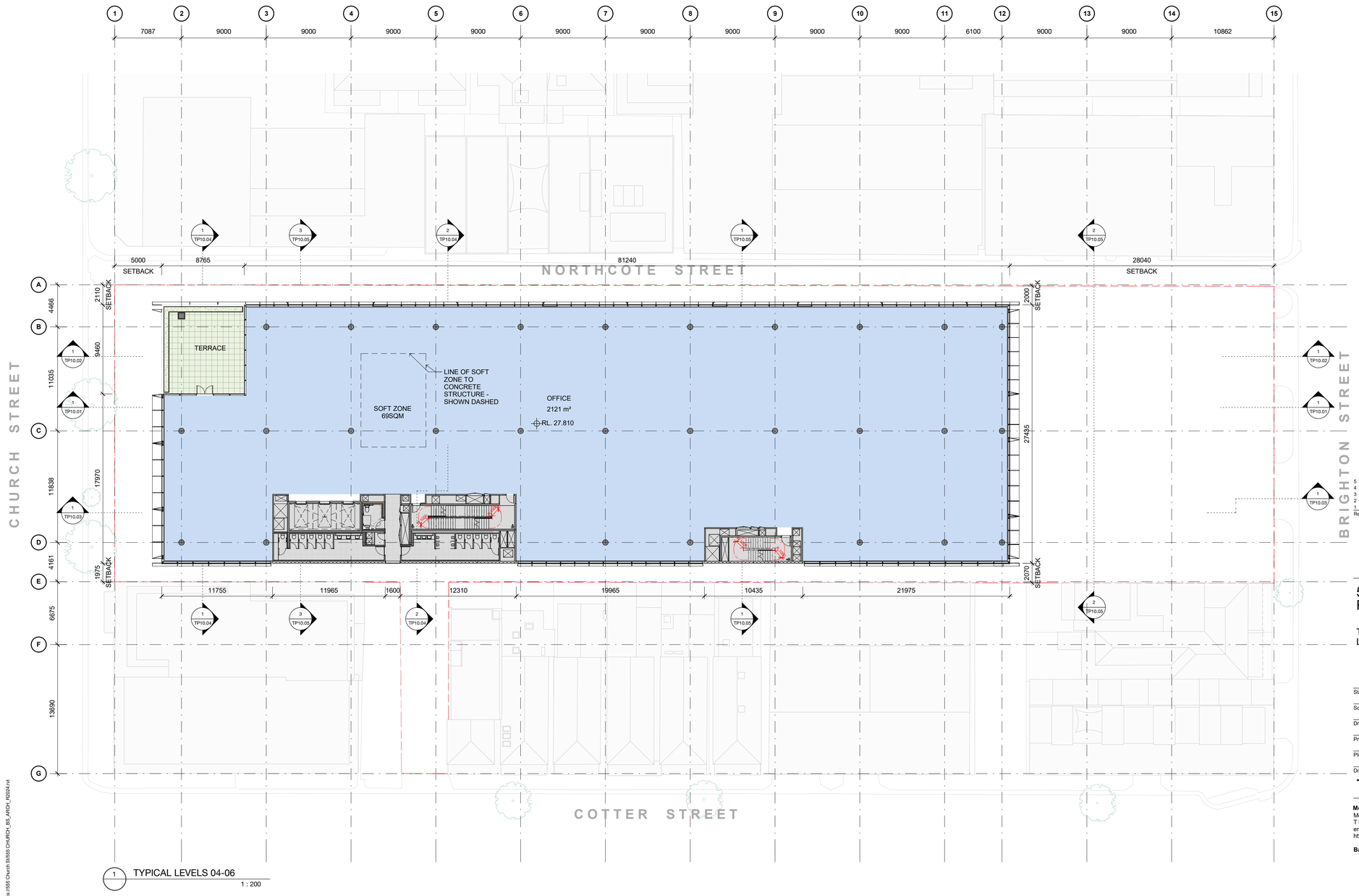

1 TYPICAL LEVELS 04-06
1 : 200

Rev	Date	Description	Initial	Checked
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4	06.06.25	Issue For Information	BF	BS
3	30.05.25	Issue For Coordination	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

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TP
Level 04 Plan

Status	DESIGN DEVELOPMENT
Scale	1 : 200 @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	18/06/2025 10:30:00 AM
Drawing no.	TP03.04
Revision	5

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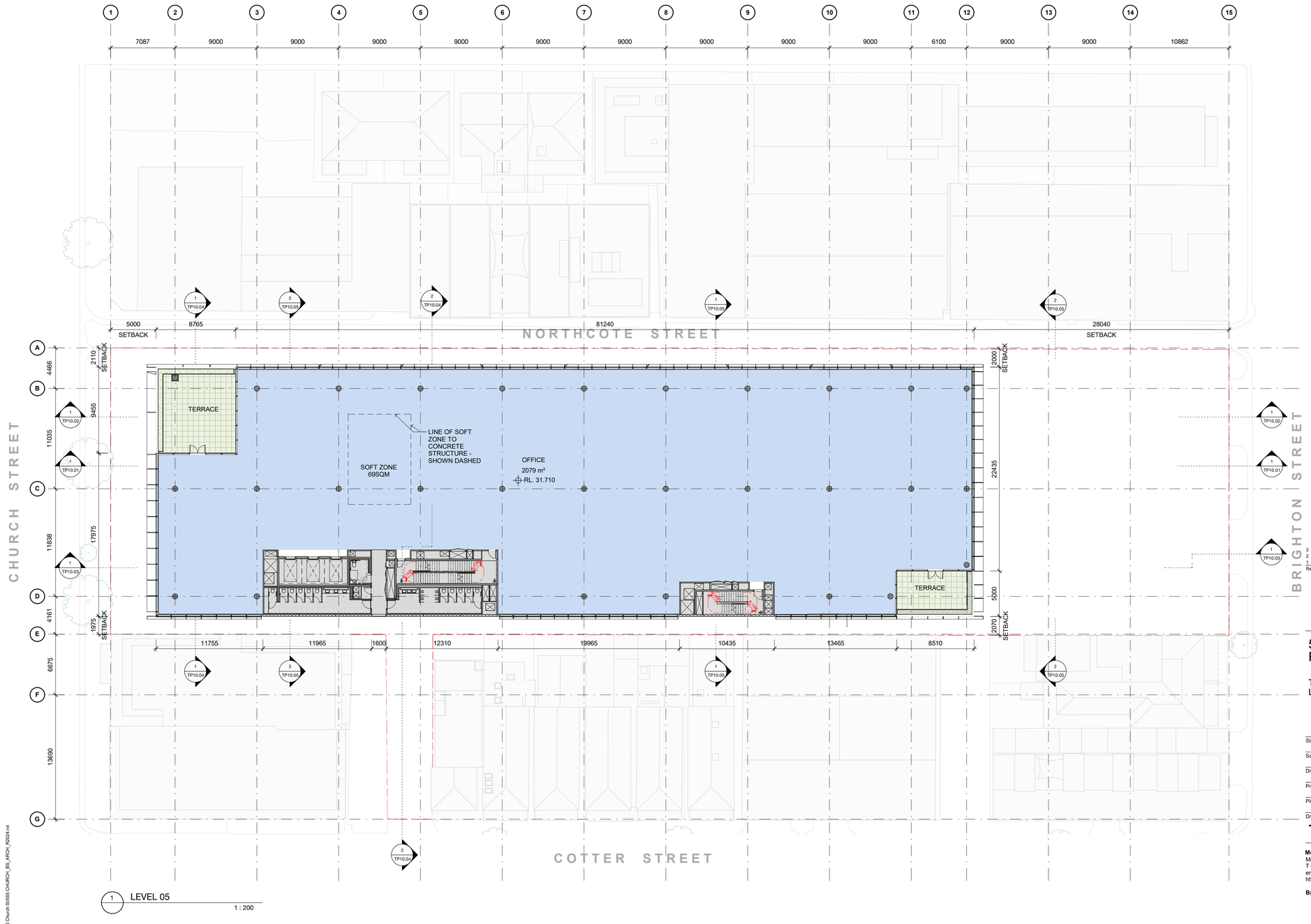

1 LEVEL 05
1 : 200

Rev	Date	Description	Initial	Checked
3	17.06.25	Town Planning	BF	BS
2	06.06.25	Issue For Information	BF	BS
1	19.12.24	Town Planning	BF	BS

549-555 Church St,
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TP
Level 05 Plan

Status	DESIGN DEVELOPMENT
Scale	1 : 200 @ A1
Drawn	JQ/ BF Checked BS
Project No.	M12820
Plot Date	18/06/2025 10:30:04 AM
Drawing no.	TP03.05
Revision	3

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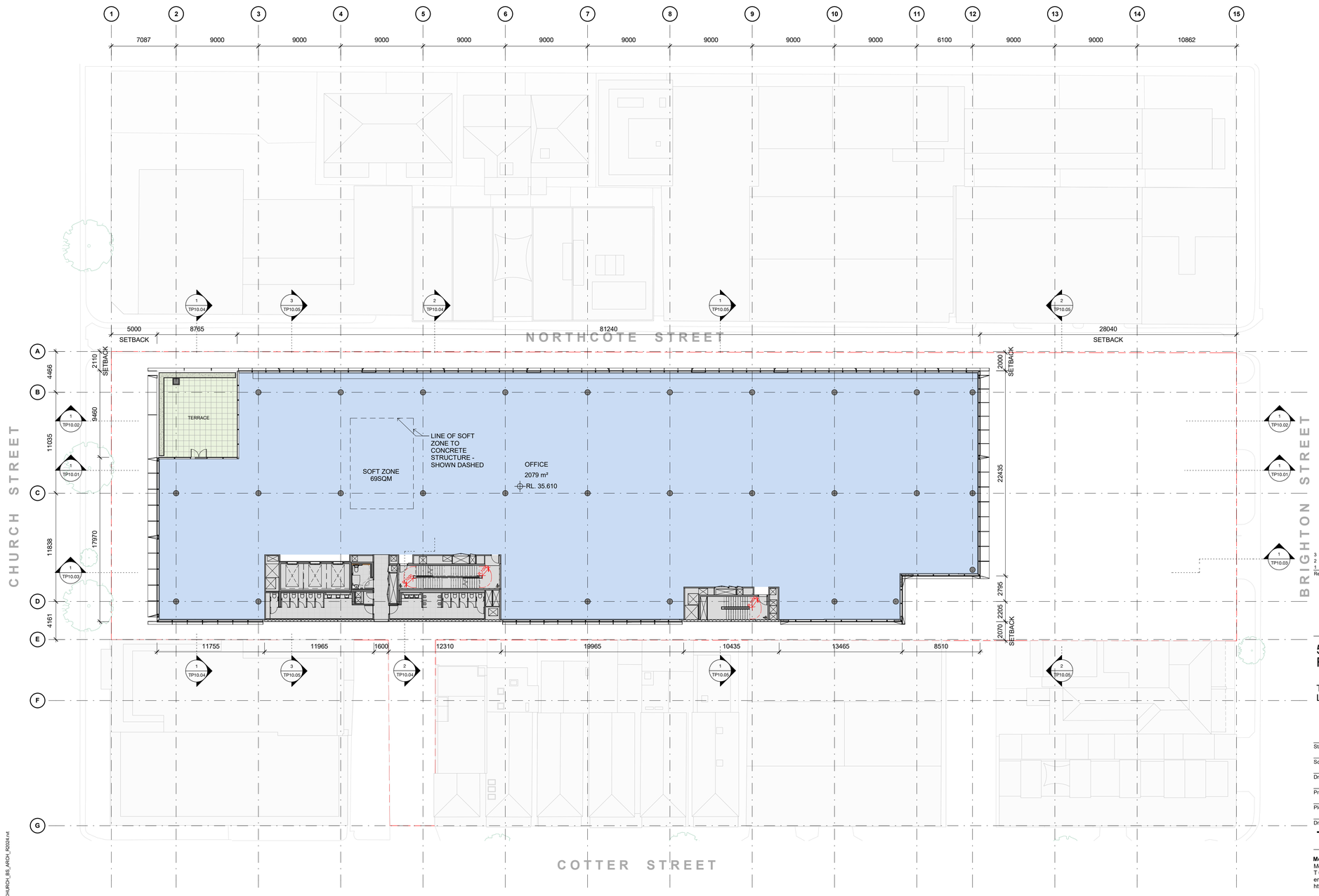

1 ROOF PLAN
1 : 200

Rev	Date	Description	Initial	Checked
3	17.06.25	Town Planning	BF	BS
2	06.06.25	Issue For Information	BF	BS
1	19.12.24	Town Planning	BF	BS

549-555 Church St,
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TP
Level 06 Plan

Status	DESIGN DEVELOPMENT
Scale	1 : 200 @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	18/06/2025 10:30:09 AM
Drawing no.	TP03.06
Revision	3

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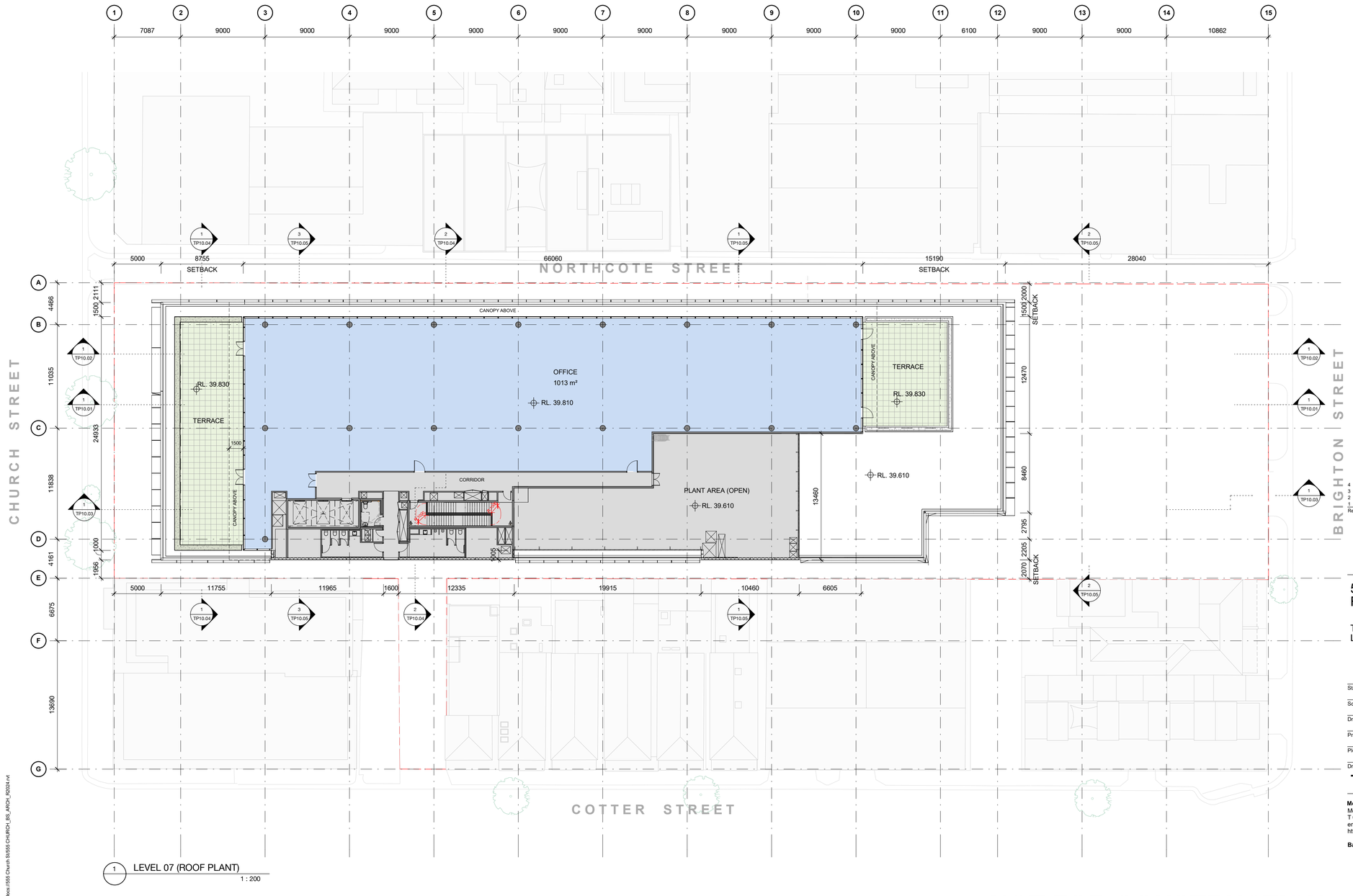

1 LEVEL 07 (ROOF PLANT)
1 : 200

Rev	Date	Description	Initial	Checked
4	17.06.25	Town Planning	BF	BS
3	06.06.25	Issue For Information	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
Level 07 Plan (Roof Plant)

Status	DESIGN DEVELOPMENT
Scale	1 : 200 @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	18/06/2025 10:30:13 AM
Drawing no.	TP03.07
Revision	4

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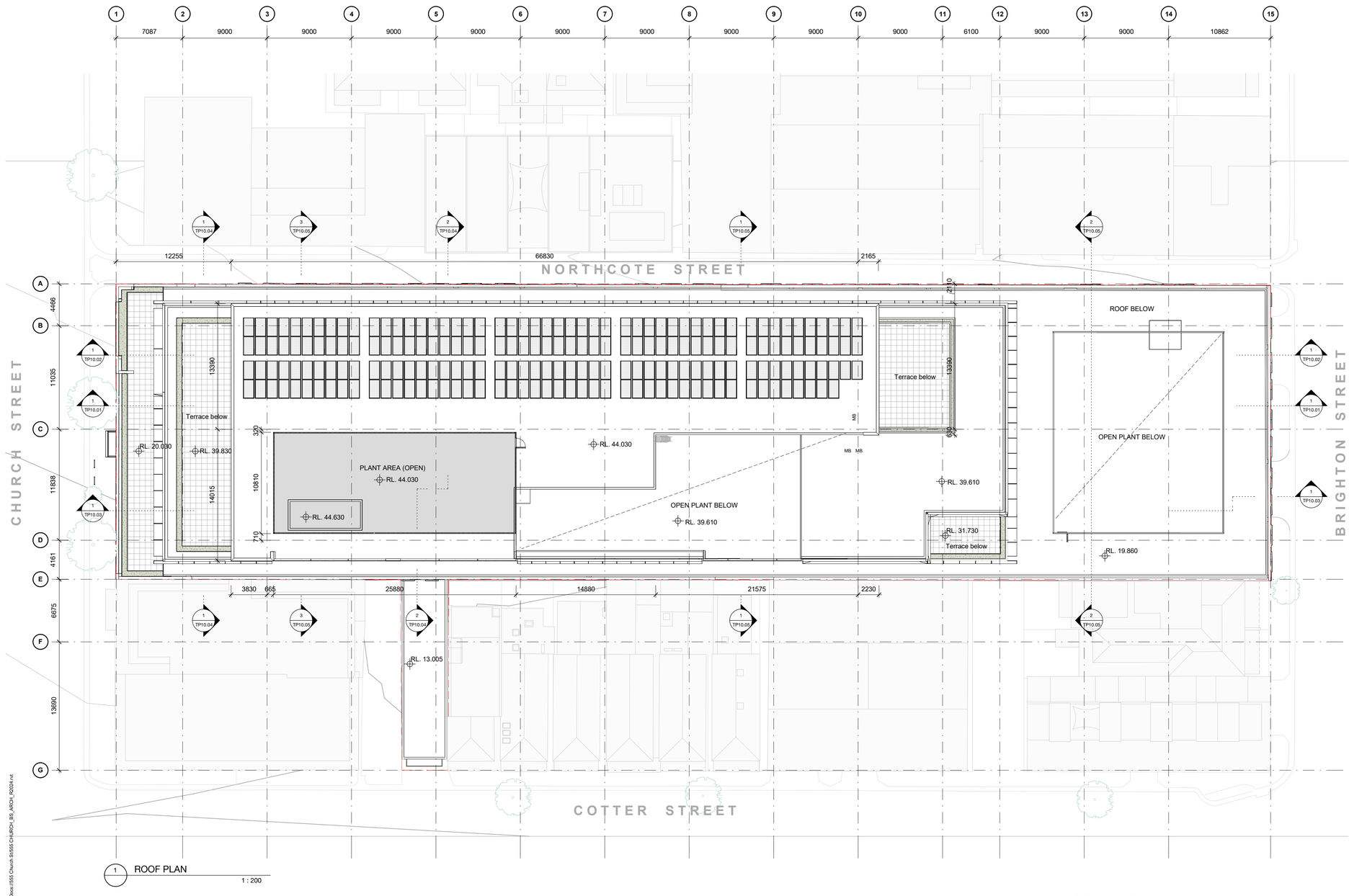

1 ROOF PLAN
1 : 200

Rev	Date	Description	Initial	Checked
4	17.06.25	Town Planning	BF	BS
3	06.06.25	Issue For Information	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
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TP
Roof Plan

Status	DESIGN DEVELOPMENT
Scale	1 : 200 @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	18/06/2025 10:30:18 AM
Drawing no.	TP03.08
Revision	4

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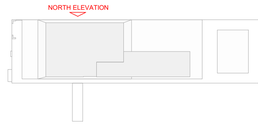
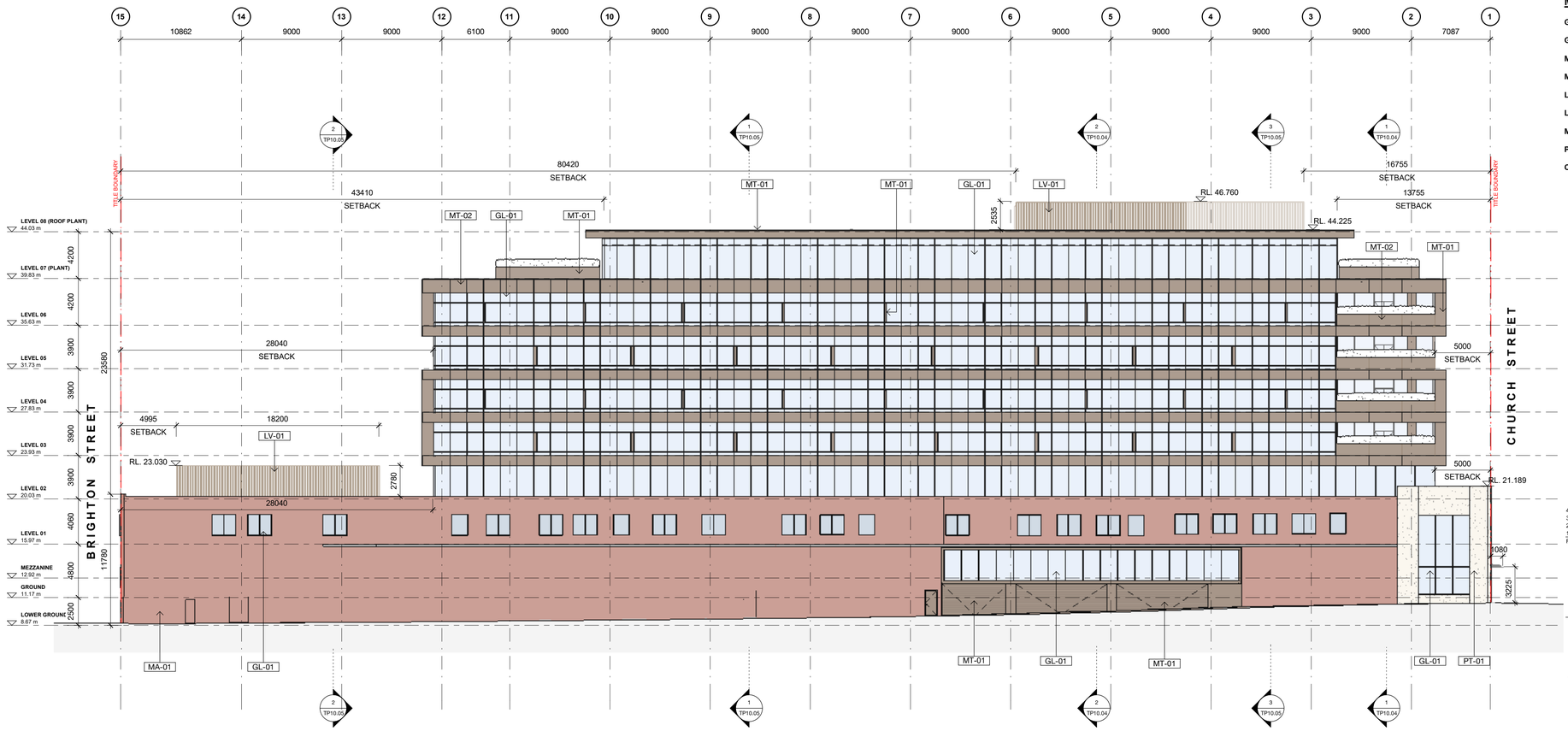
NORTH ELEVATION





1 North Elevation
1 : 200

MATERIALS LEGEND

GL-01 VISION GLAZING
GL-02 SPANDREL GLAZING
MT-01 WARM COLOUR METAL - POWDERCOATED
MT-02 FEATURE WARM COLOUR METAL - POWDERCOATED
LV-01 WARM COLOUR LOUVRE
LV-02 LIGHT WARM COLOUR LOUVRE
MA-01 WARM COLOUR MASONRY
PT-01 LIGHT TEXTURED EXTERIOR PAINT
CO-01 FEATURE LIGHT COLOUR PRECAST CONCRETE

Rev	Date	Description	Initial	Checked
4	17.06.25	Town Planning	BF	BS
3	06.06.25	Issue For Information	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
North Elevation

Status	DESIGN DEVELOPMENT
Scale	As indicated @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	18/06/2025 10:30:33 AM
Drawing no.	TP09.01
Revision	4

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Melbourne VIC 3000 Australia
T 03 8664 6200 F 03 8664 6300
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http://www.batessmart.com.au

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T 02 8354 5100 F 02 8354 5199
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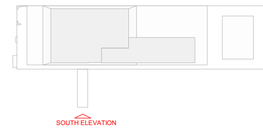
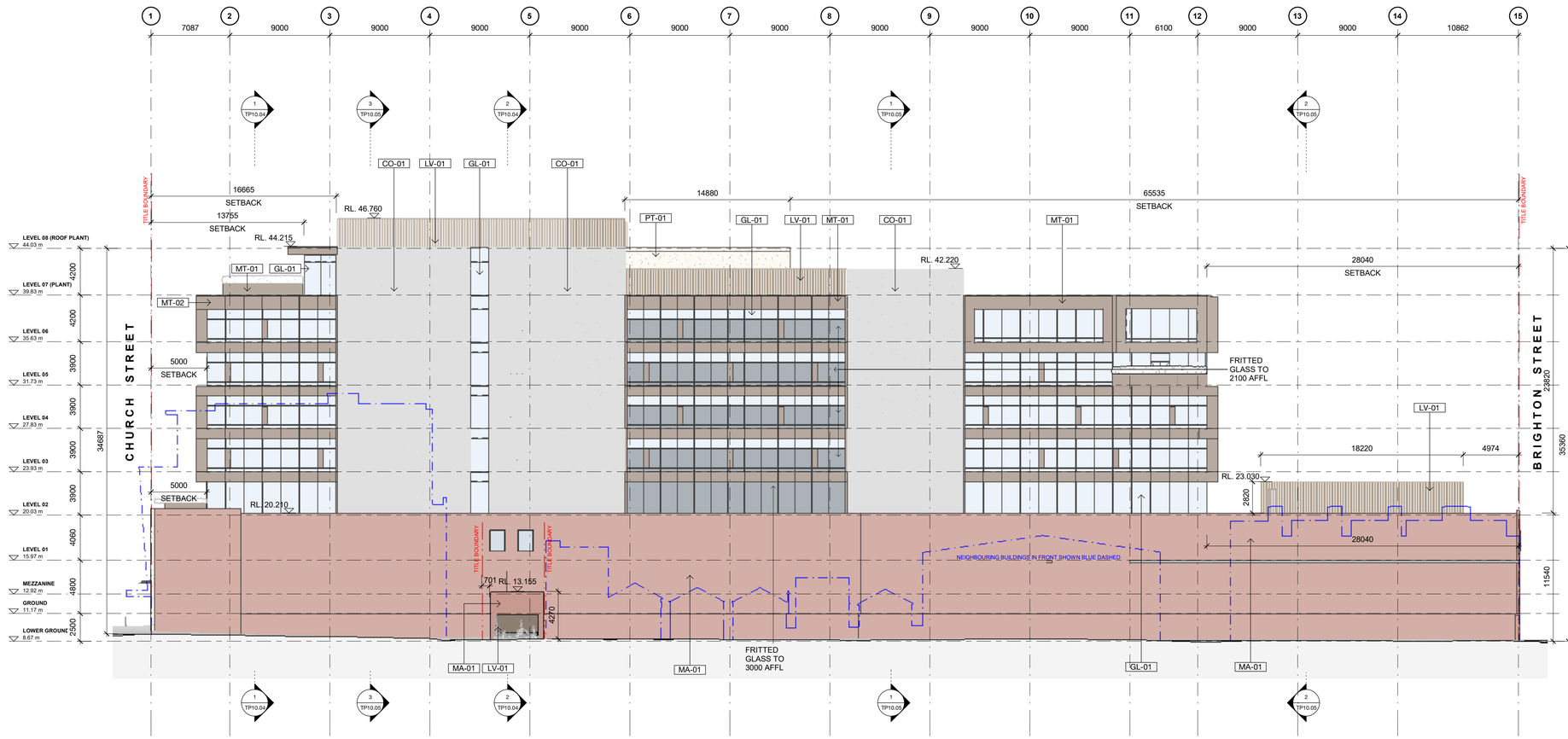


SOUTH ELEVATION



1 South Elevation
1 : 200

MATERIALS LEGEND

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GL-02 SPANDREL GLAZING
MT-01 WARM COLOUR METAL - POWDERCOATED
MT-02 FEATURE WARM COLOUR METAL - POWDERCOATED
LV-01 WARM COLOUR LOUVRE
LV-02 LIGHT WARM COLOUR LOUVRE
MA-01 WARM COLOUR MASONRY
PT-01 LIGHT TEXTURED EXTERIOR PAINT
CO-01 FEATURE LIGHT COLOUR PRECAST CONCRETE

Rev	Date	Description	Initial	Checked
4	17.06.25	Town Planning	BF	BS
3	06.06.25	Issue For Information	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
South Elevation

Status	DESIGN DEVELOPMENT
Scale	As indicated @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	18/06/2025 10:30:38 AM
Drawing no.	TP09.02
Revision	4

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Melbourne VIC 3000 Australia
T 03 8664 6200 F 03 8664 6300
email mel@batessmart.com.au
http://www.batessmart.com.au

Sydney 43 Brisbane Street
Surry Hills NSW 2010 Australia
T 02 8354 5100 F 02 8354 5199
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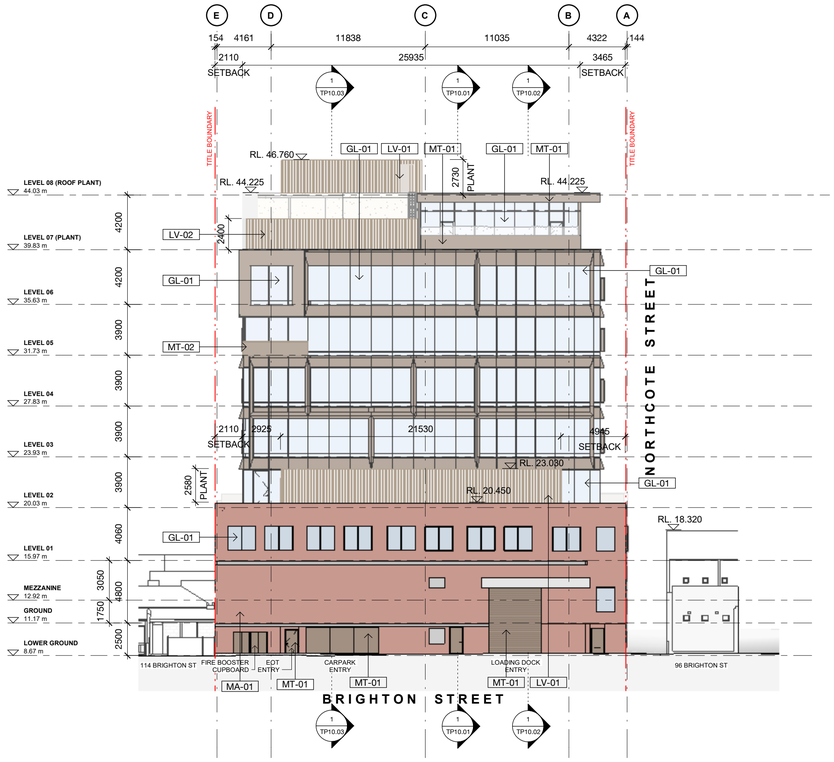
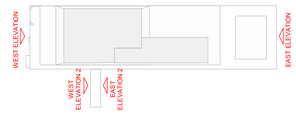






MATERIALS LEGEND

GL-01 VISION GLAZING

GL-02 SPANDREL GLAZING

MT-01 WARM COLOUR METAL - POWDERCOATED

MT-02 FEATURE WARM COLOUR METAL - POWDERCOATED

LV-01 WARM COLOUR LOUVRE

LV-02 LIGHT WARM COLOUR LOUVRE

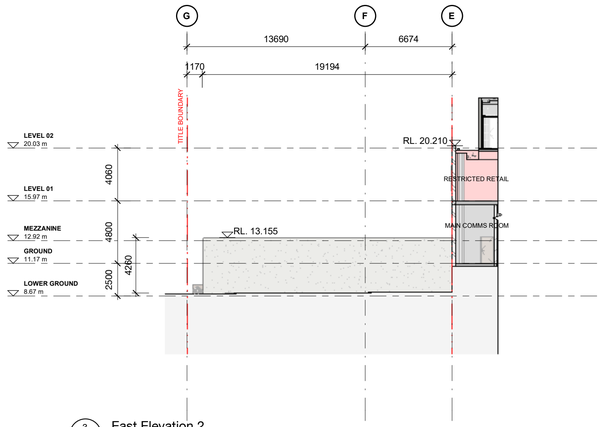
MA-01 WARM COLOUR MASONRY

PT-01 LIGHT TEXTURED EXTERIOR PAINT

CO-01 FEATURE LIGHT COLOUR PRECAST CONCRETE

1 East Elevation

1 : 200

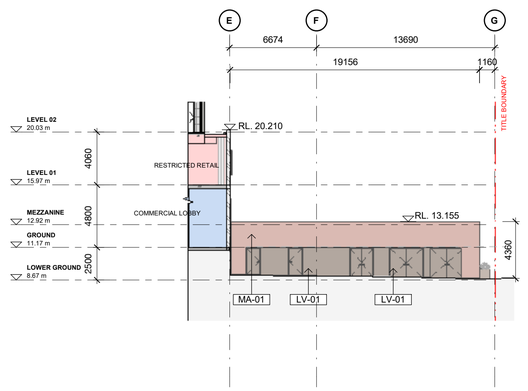


3 East Elevation 2

1 : 200

2 West Elevation

1 : 200



4 West Elevation 2

1 : 200

Rev	Date	Description	Initial	Checked
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3	06.06.25	Issue For Information	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
East & West Elevation

Status	DESIGN DEVELOPMENT
Scale	As indicated @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	18/06/2025 10:30:47 AM
Drawing no.	TP09.03
Revision	4

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Melbourne VIC 3000 Australia
T 03 8664 6200 F 03 8664 6300
email mel@batessmart.com.au
http://www.batessmart.com.au

Sydney 43 Brisbane Street
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T 02 8354 5100 F 02 8354 5199
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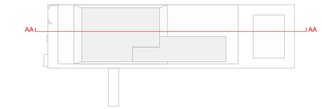

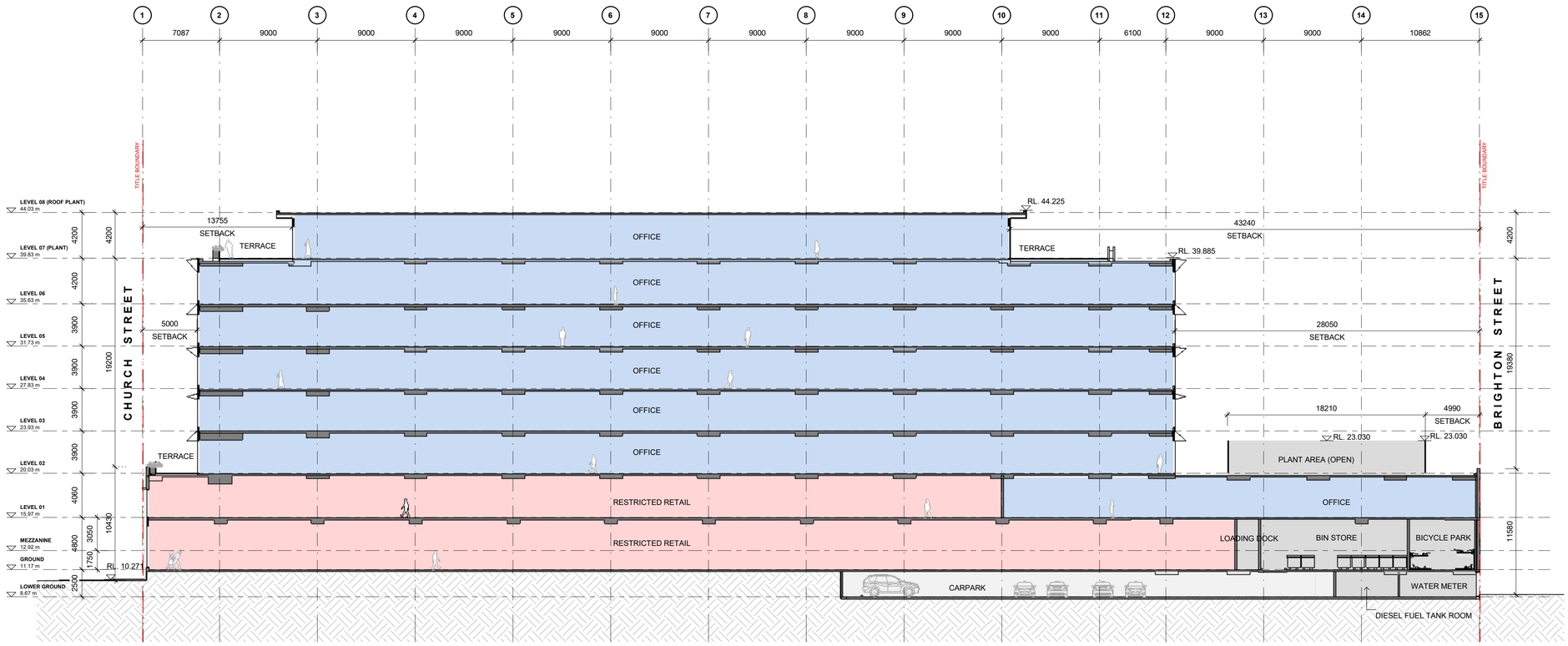

1 SECTION A-A
1 : 200

Rev	Date	Description	Initial	Checked
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3	06.06.25	Issue For Information	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
Section AA

Status	DESIGN DEVELOPMENT
Scale	As indicated @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	18/06/2025 10:30:51 AM
Drawing no.	TP10.01
Revision	4

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T 03 8664 6200 F 03 8664 6300
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http://www.batessmart.com.au

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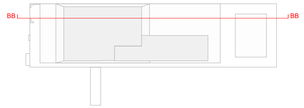

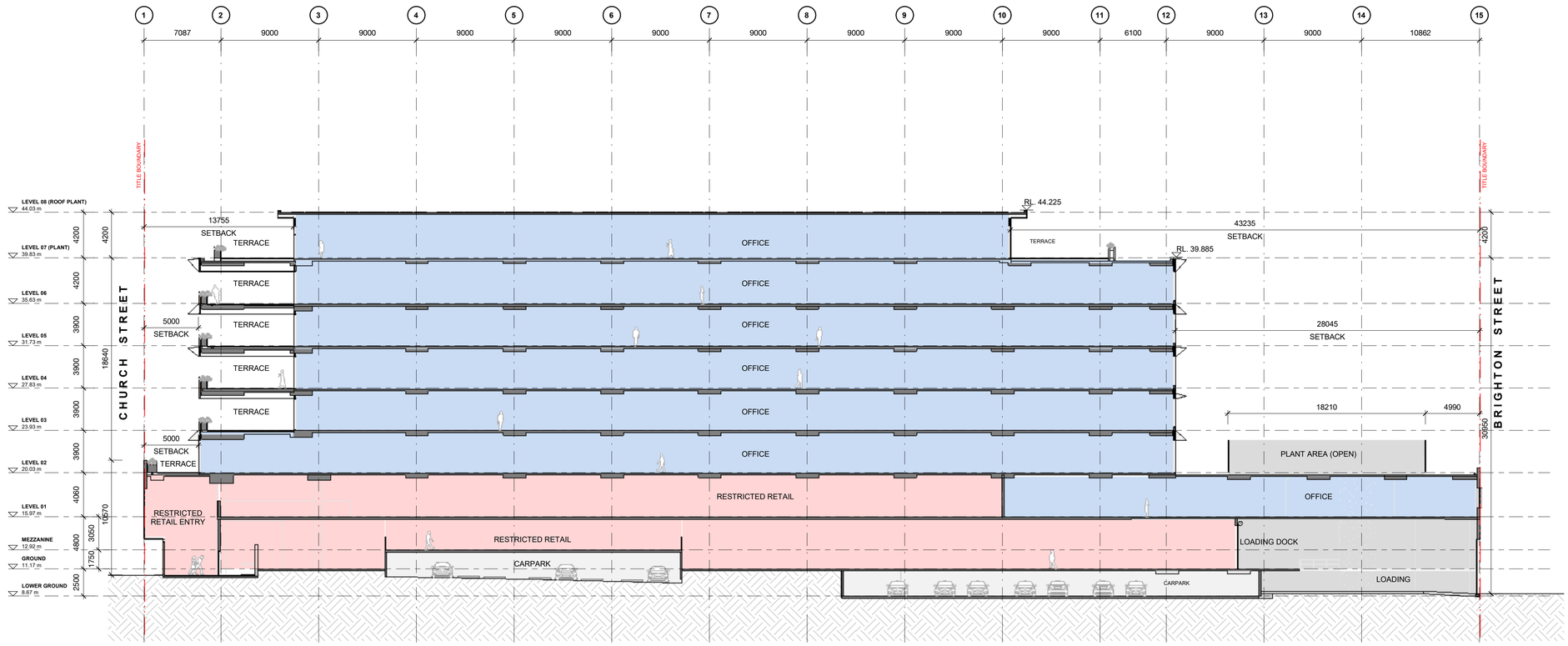

1 SECTION B-B
1 : 200

Rev	Date	Description	Initial	Checked
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3	06.06.25	Issue For Information	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
Section BB

Status	DESIGN DEVELOPMENT
Scale	As indicated @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	18/06/2025 10:30:54 AM
Drawing no.	TP10.02
Revision	4

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T 03 8664 6200 F 03 8664 6300
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http://www.batessmart.com.au

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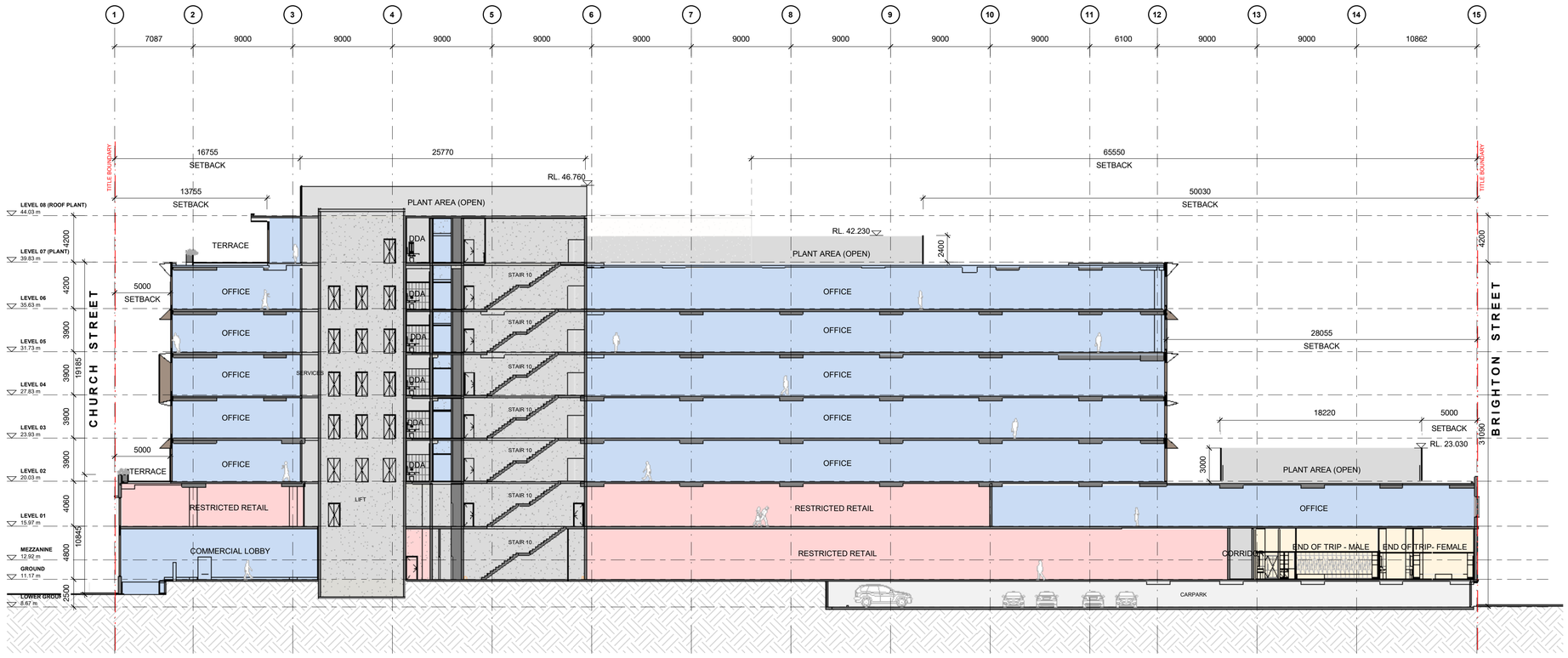

1 SECTION C-C
1 : 200

Rev	Date	Description	Initial	Checked
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3	06.06.25	Issue For Information	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
Section CC

Status	DESIGN DEVELOPMENT
Scale	As indicated @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	18/06/2025 10:30:57 AM
Drawing no.	TP10.03
Revision	4

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Melbourne VIC 3000 Australia
T 03 8664 6200 F 03 8664 6300
email mel@batessmart.com.au
http://www.batessmart.com.au

Sydney 43 Brisbane Street
Surry Hills NSW 2010 Australia
T 02 8354 5100 F 02 8354 5199
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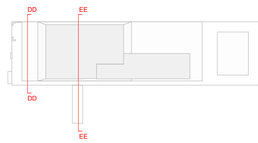
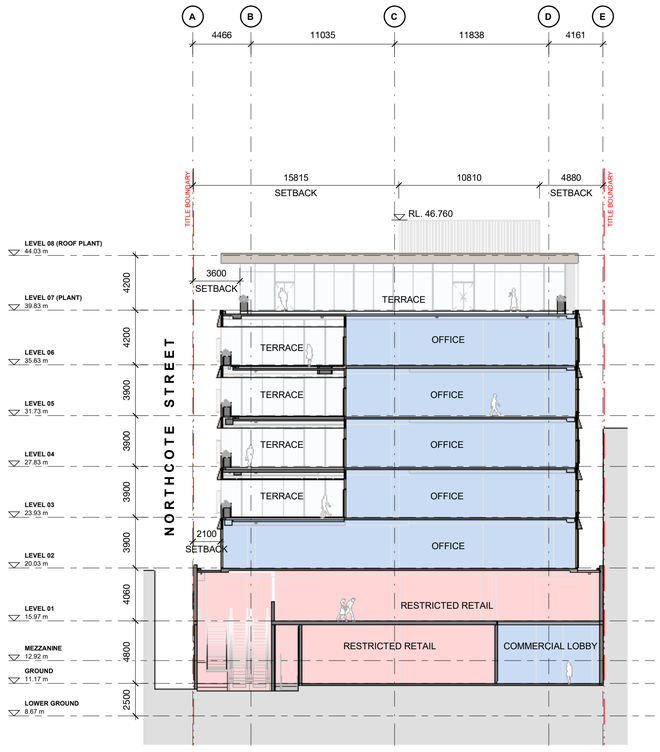
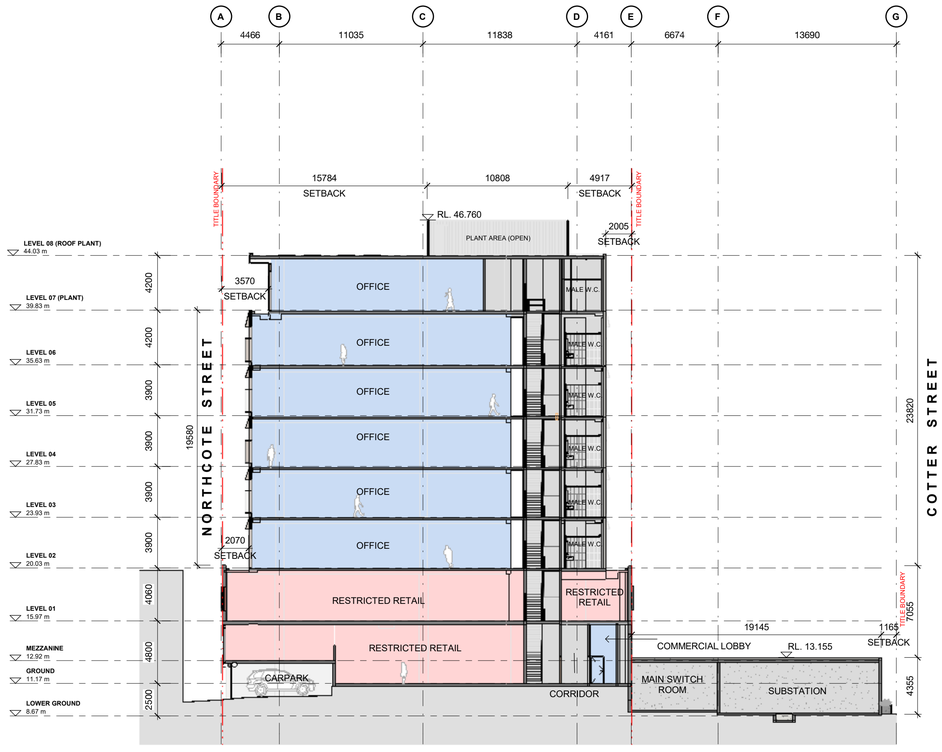




1 SECTION D-D
1 : 200



2 SECTION E-E
1 : 200

Rev	Date	Description	Initial	Checked
4	17.06.25	Town Planning	BF	BS
3	06.06.25	Issue For Information	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
Section DD & EE

Status	DESIGN DEVELOPMENT
Scale	As indicated @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	18/06/2025 10:31:02 AM
Drawing no.	TP10.04
Revision	4

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T 03 8664 6200 F 03 8664 6300
email mel@batessmart.com.au
http://www.batessmart.com.au

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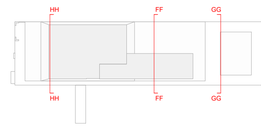

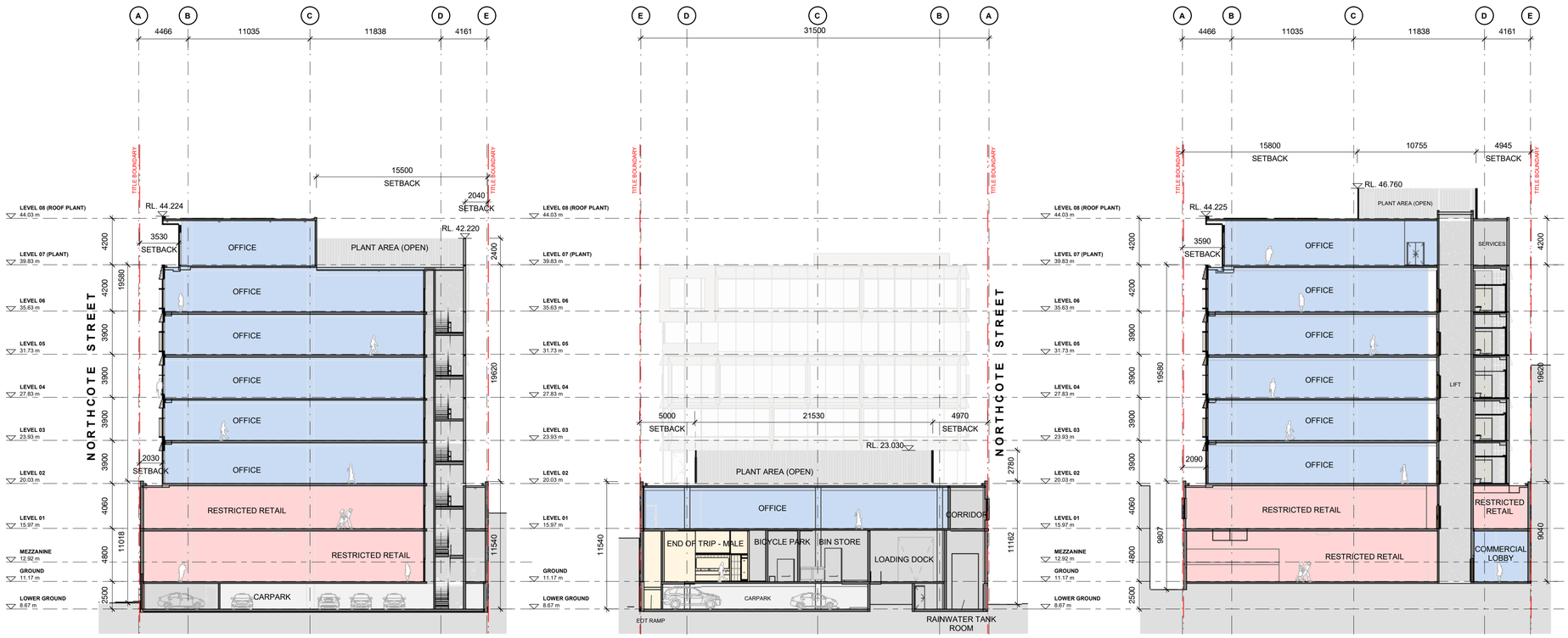

1 SECTION F-F
1 : 200

2 SECTION G-G
1 : 200

3 SECTION H-H
1 : 200

Rev	Date	Description	Initial	Checked
4	17.06.25	Town Planning	BF	BS
3	06.06.25	Issue For Information	BF	BS
2	19.12.24	Town Planning	BF	BS
1	23.09.24	Town Planning	BF	BS

549-555 Church St,
Richmond VIC 3121

TP
Section FF & GG & HH

Status	DESIGN DEVELOPMENT
Scale	As indicated @ A1
Drawn	JQ/ BF
Checked	BS
Project No.	M12820
Plot Date	18/06/2025 10:31:06 AM
Drawing no.	TP10.05
Revision	4

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Melbourne VIC 3000 Australia
T 03 8664 6200 F 03 8664 6300
email mel@batessmart.com.au
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Sydney 43 Brisbane Street
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T 02 8354 5100 F 02 8354 5199
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Bates Smart Architects Pty Ltd
ABN 68 094 740 986

Melbourne 1 Nicholson Street
Melbourne Victoria 3000 Australia
T+613 8664 6200 F+613 8664 6300
melb@batessmart.com.au

Sydney 43 Brisbane Street
Surry Hills NSW 2010 Australia
T+612 8354 5100 F+612 8354 5199
syd@batessmart.com.au

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Architecture
Interior Design
Urban Design
Strategy

555 Church St

Area Schedule - 09.07.25

Rev 23

Note: All area calculations are advisory only and all figures should be checked and verified by a licensed surveyor

AREA SCHEDULE

Summary

TOTAL GFA sqm	**22,842**
SITE AREA	**3,992**
TOTAL NO. OF CARS	**54**
TOTAL COMMERCIAL NLA sqm	**12,950**
TOTAL RETAIL GLAR sqm	**4,616**

		GFA (m^2)	NLA (m^2)	Terrace (m^2)	Retail GLAR (m^2)			
L7/ Roof	Office/ Plant	1296	1013	258				
L6	Office	2,344	2,079	69				
L5	Office	2,344	2,079	101				
L4	Office	2,386	2,121	69				
L3	Office	2,386	2,121	69				
L2	Office/ Plant	2,469	2,204	112				
L1	Restricted Retail/ Office	3,746	1,121		2,121	Cars	Motorbike	Bicycles
Mezz	Restricted Retail				227			
GF	Lobby/ Restricted Retail/ EOT/ BOH	3,933	162		2,268	8		110
LG	Carpark	1,938	50			46	3	
	Total	22,842	12,950	678	4,616	54		

Site Area	3,978

Notes & Definitions

GFA Gross Floor Area (GFA) has been calculated based on the Melbourne Planning Scheme definition of GFA: Gross Floor Area is the total floor area of a building, measured from the outside of external walls or the centre of party walls, and includes all roofed areas.

NLA Net Lettable Area (NLA) has been calculated based on the definition of the Property Council of Australia Method of Measurement

GLAR Gross Lettable Area- Retail (GLAR) has been calculated based on the definition of the Property Council of Australia Method of Measurement



Draft Amendment C333yara

Draft amendment exhibition documents for Council to consider.

CITY OF YARRA

C333yara Explanatory Report

Draft Amendment C333yara exhibition documents for Council to consider.

Planning and Environment Act 1987

Yarra Planning Scheme

Amendment C333yara

Planning Permit Application PA2503830

Explanatory Report

Who is the planning authority?

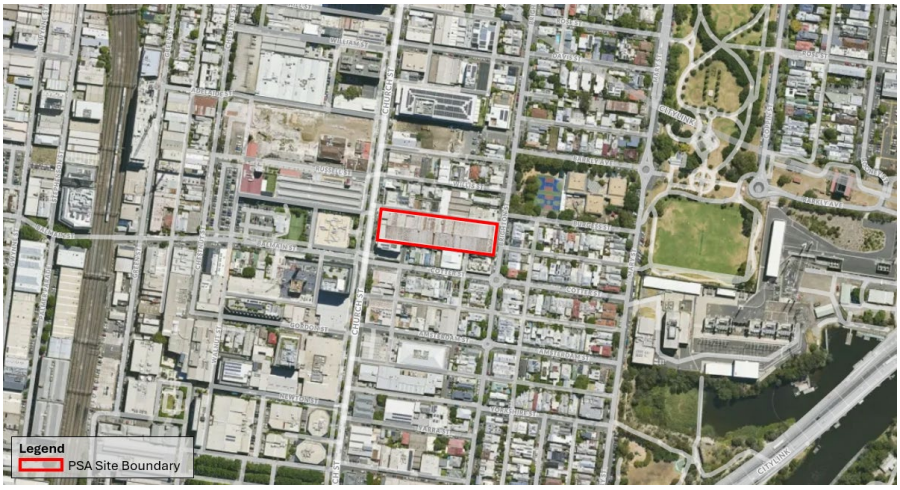
This amendment has been prepared by the Minister for Planning who is the Planning Authority for this amendment.

The amendment has been made at the request of LK Property Group.

Land affected by the amendment

The amendment applies to 549-555 Church Street, Richmond. The land comprises seven titles, formally known as:

- Lot 1 on Title Plan 567241A
- Lot 1 on Title Plan 223716X
- Lot 1 on Title Plan 442523M
- Lot 1 on Title Plan 689401X
- Lot 1 on Title Plan 697969T
- Lot 1 on Title Plan 740192W
- Lot 1 on Title Plan 746478U
- Road Reserve to the east of the site (zoned GRZ1) for the width of the subject land

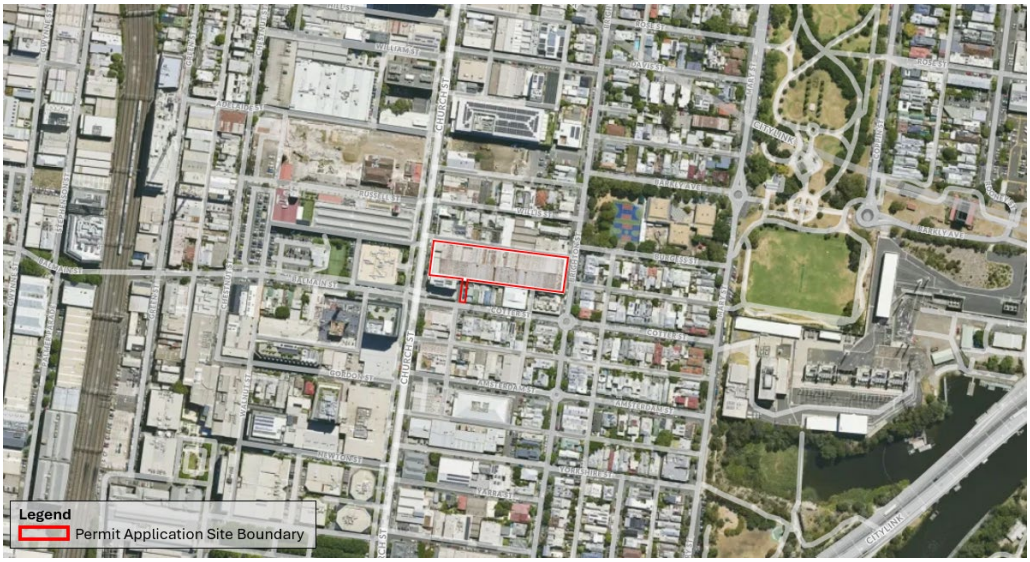


A mapping reference table is attached at Attachment 1 to this Explanatory Report.

The amendment is a combined planning permit application and planning scheme amendment under section 96A of the *Planning and Environment Act 1987* (the Act).

The planning permit application applies to 549-555 Church Street and 3 Cotter Street, Richmond. The land comprises eight titles, formally known as:

- Lot 1 on Title Plan 567241A
- Lot 1 on Title Plan 223716X
- Lot 1 on Title Plan 442523M
- Lot 1 on Title Plan 689401X
- Lot 1 on Title Plan 697969T
- Lot 1 on Title Plan 740192W
- Lot 1 on Title Plan 746478U
- Lot 1 on Title Plan 965864R



What the amendment does

The amendment is made under Section 96A of the *Planning and Environment Act 1987* and seeks to rezone land from the General Residential Zone Schedule 1 (GRZ1) to the Commercial 2 Zone (C2Z). 549-555 Church Street currently resides in two zones – the GRZ1 and the C2Z. The amendment would result in the entirety of the land at 549-555 Church Street being wholly located within the C2Z.

Specifically, the amendment makes the following change:

- Amend Planning Scheme Map No. 8 to rezone the rear portion of land at 549-555 Church Street from General Residential Zone Schedule 1 (GRZ1) to the Commercial 2 Zone (C2Z).

What the planning permit does

The planning permit application seeks approval for:

- The addition of six storeys atop the retained two-three storey building;
- A single storey extension on 3 Cotter Street;
- Use of the land for restricted retail premises and office; and,
- A reduction in car parking.

The planning permit is attached as a separate document to this Explanatory Report.

Strategic assessment of the amendment

Why is the amendment required?

The amendment is required to correct a zoning anomaly, where two zones apply to a single site (549-555 Church Street). This will facilitate the use and development of the land at 549-555 Church Street, Richmond in a manner consistent with strategic directions for the Cremorne major employment precinct.

Under the current residential zoning a number of employment generating uses, including office and restricted retail, are prohibited and thus a permit cannot be granted for such uses within that portion of the land that is currently zoned GRZ1.

Zoning the entirety of the site as C2Z will better facilitate the redevelopment of the site for a commercial use that aligns with the intended economic function of the Cremorne employment precinct.

Rezoning the land to C2Z is consistent with Clause 02.03-6 which outlines Yarra's commitment to supporting employment growth in employment areas in preference to residential development in these locations.

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

The planning scheme amendment implements the objectives in section 4(1) of the Planning and Environment Act 1987.

In particular, it supports the following objectives:

(a) to provide for the fair, orderly, economic and sustainable use, and development of land;

(c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;

(f) to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e);

(g) to balance the present and future interests of all Victorians

The amendment implements these objectives as follows:

- The amendment will enable the current and future use and development of the site in a fair, orderly, economic and sustainable manner.
- The additional commercially zoned land will provide a pleasant, efficient and safe working, living and recreational environment for current and future workers and visitors.
- The amendment will facilitate development in a strategically and physically advantageous location that will contribute to the economic development of an identified major employment precinct.

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

Environmental effects

The amendment is not expected to have any detrimental environmental impacts, noting that the existing building is to be retained, which is a positive outcome in terms of environmental impacts.

Social effects

The amendment provides direction for investment, and certainty to Council and the community around the use of this currently anomalously zoned land within an area identified for commercial growth.

Economic effects

The amendment will generate positive economic effects by enabling employment generating uses on the land and thereby facilitating the growth of an identified employment precinct.

Does the amendment address relevant bushfire risk?

The land affected by the amendment is not located within an area of identified bushfire risk.

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

Ministerial Direction No. 9 – Metropolitan Planning Strategy requires that planning scheme amendments must have regard to Plan Melbourne 2017-2050, the Victorian State Government's overarching strategic policy for the growth of Melbourne. The amendment is considered to facilitate the following within Plan Melbourne:

- Strengthens the growth in a key commercial industry, in particular knowledge based jobs (Direction 1.1 of Plan Melbourne).
- Supports job creation within the city, which will contribute to economic growth and accommodate employment (Direction 1.2 of Plan Melbourne).

- Promotes urban design excellence through a high level architectural response that provides architectural character and strengthens Melbourne's credentials as a creative city (Direction 4.3 of Plan Melbourne).
- Advances the objectives and initiatives of Plan Melbourne that seek to target infill development to defined locations including those that support the concept of a '20 minute neighbourhood' (Direction 5.1 of Plan Melbourne).

The amendment complies with Ministerial Direction No. 11 (Strategic Assessment of Amendments) under section 12 of the *Planning and Environment Act 1987*. A comprehensive strategic evaluation of the proposed amendment is undertaken through this explanatory report.

Ministerial Direction No. 19 – Preparation and content of Amendments that may significantly impact the Environment, Amenity and Human Health requires planning authorities to seek the views of the Environment Protection Authority (EPA) in the preparation of planning scheme that could result in use or development of land that may result in significant impacts on the environment, amenity and human health due to pollution and waste. The outcomes from the proposed Amendment will not have any significant adverse impacts on the environment, amenity and human health.

The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under Section 7(5) of the *Planning and Environment Act 1987*.

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

The amendment is consistent with the following clauses of the Planning Policy Framework and will assist in achieving objectives of the clauses:

Clause 11 Settlement

The amendment provides the opportunity for the redevelopment and use of the land for commercial purposes in a central location, with access to existing public transport, services and infrastructure.

The amendment allows for the orderly development and provides certainty through the application of the C2Z to the entirety of the site.

Clause 17 – Economic Development

The amendment will strengthen an existing employment area through the removal of an anomalous zoning. This will facilitate employment growth within the Cremorne major employment precinct by ensuring the existing and future commercial use of the site aligns with the zoning for the entirety of the site.

How does the amendment support or implement the Municipal Planning Strategy?

The amendment is consistent with the following clauses of the Municipal Planning Strategy and will assist in achieving objectives of the clauses as follows:

- The amendment aligns the zoning of the land with the identification of Cremorne (at Clause 02.01 - Context) as a major employment precinct, specifically an enterprise precinct and recognises the vision for businesses to locate in these employment precincts (Clause 02.02 – Vision).
- The amendment responds to the desire to preference employment growth over residential development in employment areas (Clause 02.03-6 Economic Development).

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

The amendment makes proper use of the Victoria Planning Provisions (VPP). The GRZ1 should be removed from the site given the remainder of the site is zoned C2Z. The purposes of the C2Z are consistent with the strategic vision for this area and its designation as a major employment precinct.

The C2Z allows for the operation of commercial and employment generating uses, such as office and retail uses, amongst others, that are currently prohibited under the GRZ1.

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

The views of Yarra City Council and Transport for Victoria have been sought in preparation of the 96A application.

Yarra City Council support the rezoning given it complies with Council's intent in draft Amendment C318yara.

Transport for Victoria supported the application unconditionally.

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

The amendment is not considered likely to have a significant adverse impact on the existing transport system as it results in the consistent zoning of the entirety of the site, which is already being used entirely for commercial purposes. Whilst Church Street is located within the Transport Zone 2 it is not proposed to rezone the portion of the site that abuts Church Street.

Resource and administrative costs

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

The amendment will impose negligible resource and administrative cost impacts on Yarra City Council. It applies to a single site and does not introduce any new

planning triggers to the site.

The planning permit application will be considered by the Minister for Planning as part of this s96A combined planning scheme amendment and planning permit application.

Attachment 1 – Mapping reference table

Location	Land /Area Affected	Mapping Reference	Address	Proposed Zone changes	Proposed Overlay changes	Proposed deletion changes
Yarra	Land along Brighton Street and Northcote Street	[Insert map reference]	549-555 Church Street, Richmond	Rezone from GRZ to C2Z		

C333yara Instruction Sheet

City of Yarra

Planning and Environment Act 1987

Yarra Planning Scheme

Amendment C333yara

Instruction sheet

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

The Yarra Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of one attached map sheet.

Zoning Maps

1. Amend Planning Scheme Map No. 8 in the manner shown on the 1 attached map marked “Yarra Planning Scheme, Amendment C333yarra”.

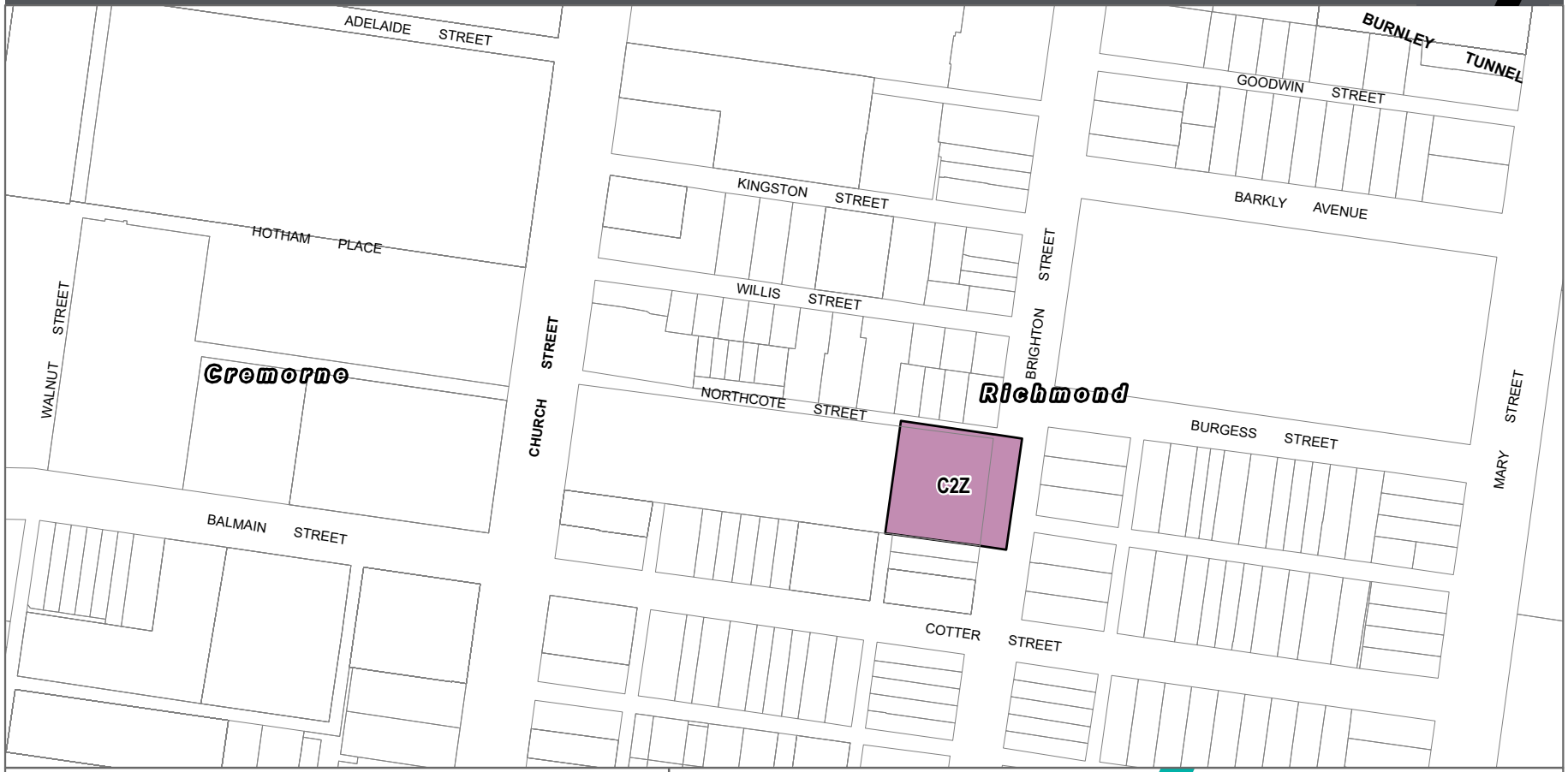
End of document

C333yara Planning Scheme Zone Map

Draft Amendment C333yara exhibition documents for Council to consider.

YARRA PLANNING SCHEME - LOCAL PROVISION

AMENDMENT C333yara



LEGEND

C2Z - Commercial 2 Zone

Local Government Area

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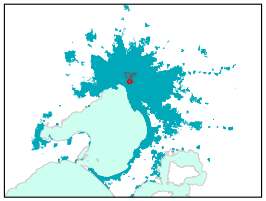
Planning Spatial Services
Print Date: 05/08/2025
Amendment Version: 1

0 10 20 30
Meters

VICTORIA State Government | Department of Transport and Planning

Part of Planning Scheme Map 8



C333yara Certificates of Titles

City of Yarra

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

VOLUME 08176 FOLIO 867 Security no : 124126102002K
Produced 10/07/2025 01:46 PM

LAND DESCRIPTION

Lot 1 on Title Plan 223716X.
PARENT TITLE Volume 03646 Folio 051
Created by instrument A456863 20/12/1957

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
LKPG CHURCH STREET PTY LTD of LEVEL 10 10 QUEENS ROAD MELBOURNE VIC 3004
AY614130J 20/11/2024

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AY614131G 20/11/2024
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SEE TP223716X FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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

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

Street Address: 549-555 CHURCH STREET RICHMOND VIC 3121

ADMINISTRATIVE NOTICES

NIL

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TITLE PLAN		EDITION 1	TP 223716X

Location of Land

Parish: JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion: 7 (PT)

Last Plan Reference:
Derived From: VOL 8176 FOL 867
Depth Limitation: NIL

Notations

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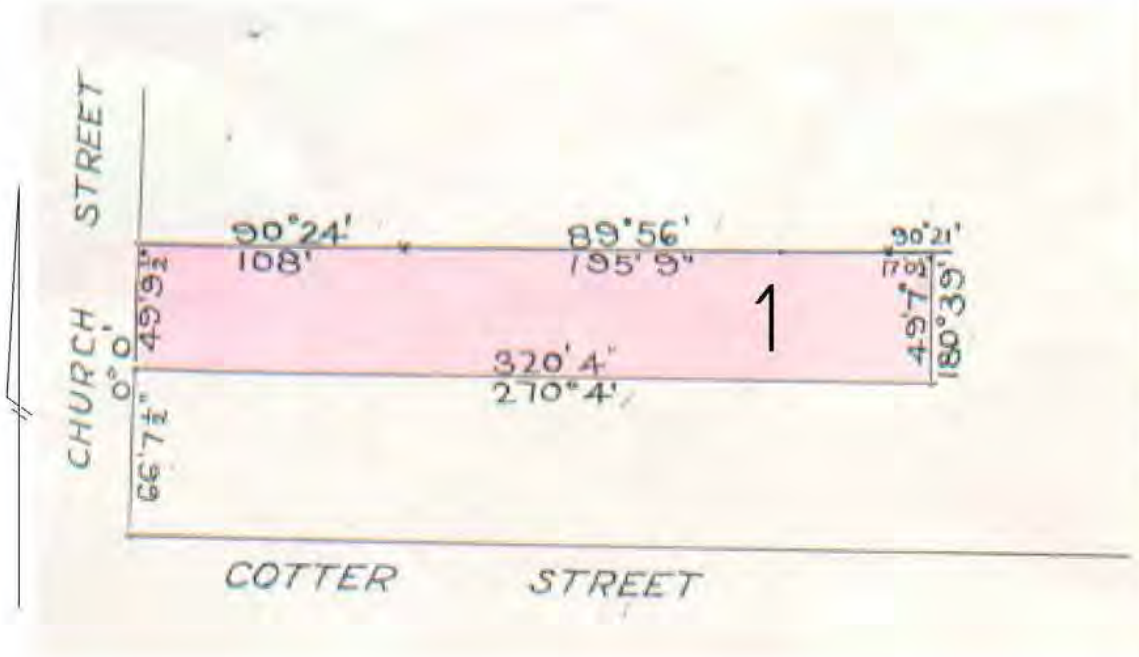
COMPILED: 22/11/1999
VERIFIED: AA



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VOLUME 01808 FOLIO 493 Security no : 124126102004H
Produced 10/07/2025 01:46 PM

LAND DESCRIPTION

Lot 1 on Title Plan 567241A.
PARENT TITLE Volume 01324 Folio 674
Created by instrument D777894 17/07/1970

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
LKPG CHURCH STREET PTY LTD of LEVEL 10 10 QUEENS ROAD MELBOURNE VIC 3004
AY614130J 20/11/2024

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AY614131G 20/11/2024
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DIAGRAM LOCATION

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ACTIVITY IN THE LAST 125 DAYS

NIL

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

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

Street Address: 549-555 CHURCH STREET RICHMOND VIC 3121

ADMINISTRATIVE NOTICES

NIL

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TITLE PLAN		EDITION 1	TP 567241A

Location of Land

Parish: JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion: 7 (PT)

Last Plan Reference:
Derived From: VOL 1808 FOL 493
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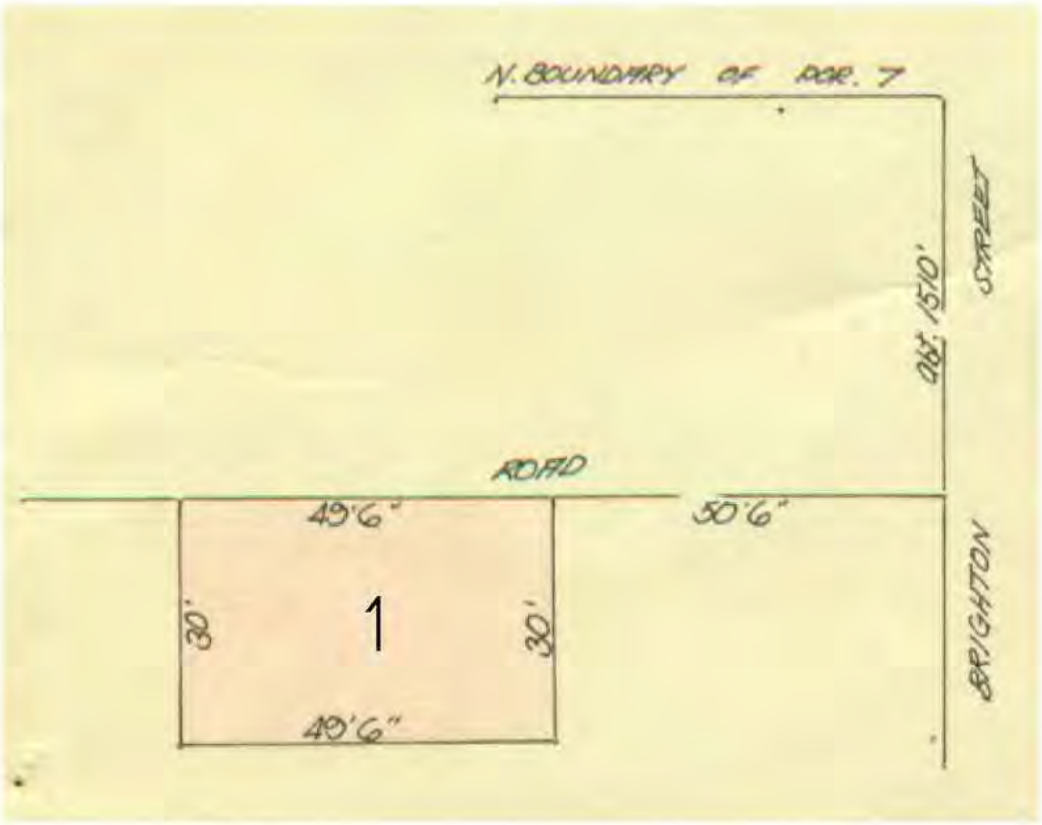
COMPILED: 18/07/2000
VERIFIED: HG



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VOLUME 05035 FOLIO 868 Security no : 124126102006F
Produced 10/07/2025 01:46 PM

LAND DESCRIPTION

Lot 1 on Title Plan 697969T.
Created by Application No. 046041 18/11/1925

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
LKPG CHURCH STREET PTY LTD of LEVEL 10 10 QUEENS ROAD MELBOURNE VIC 3004
AY614130J 20/11/2024

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DIAGRAM LOCATION

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ACTIVITY IN THE LAST 125 DAYS

NIL

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

Street Address: 549-555 CHURCH STREET RICHMOND VIC 3121

ADMINISTRATIVE NOTICES

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Parish: AT RICHMOND PARISH OF JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion: 7(PT)

Last Plan Reference:
Derived From: VOL 5035 FOL 868
Depth Limitation: NIL

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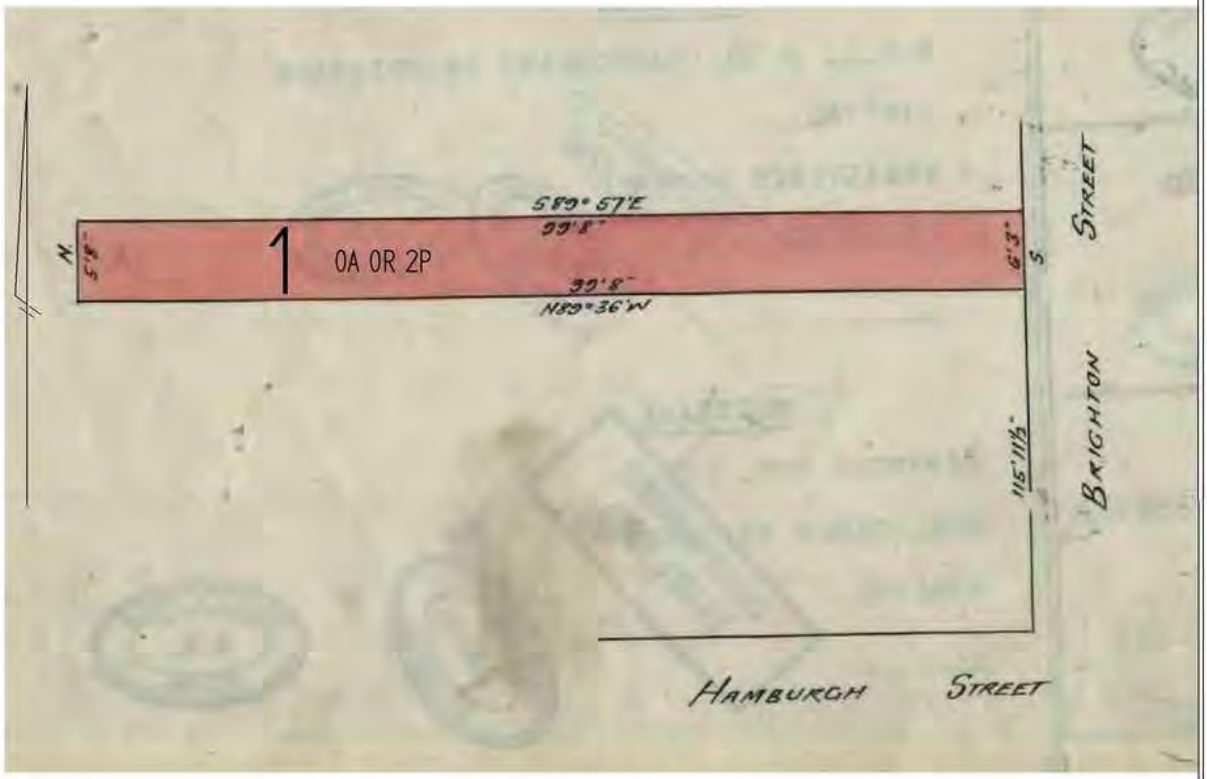

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VOLUME 04523 FOLIO 555 Security no : 124126102008D
Produced 10/07/2025 01:46 PM

LAND DESCRIPTION

Lot 1 on Title Plan 746478U.
PARENT TITLE Volume 03646 Folio 051
Created by instrument 2214933R 14/12/1921

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
LKPG CHURCH STREET PTY LTD of LEVEL 10 10 QUEENS ROAD MELBOURNE VIC 3004
AY614130J 20/11/2024

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MORTGAGE AY614131G 20/11/2024
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DIAGRAM LOCATION

SEE TP746478U FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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

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ADMINISTRATIVE NOTICES

NIL

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VOLUME 06210 FOLIO 996 Security no : 124126102010C
Produced 10/07/2025 01:46 PM

LAND DESCRIPTION

Lot 1 on Title Plan 442523M.
PARENT TITLE Volume 02750 Folio 858
Created by instrument 1693713 20/06/1938

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
LKPG CHURCH STREET PTY LTD of LEVEL 10 10 QUEENS ROAD MELBOURNE VIC 3004
AY614130J 20/11/2024

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AY614131G 20/11/2024
NATIONAL AUSTRALIA BANK LTD

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DIAGRAM LOCATION

SEE TP442523M FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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

Street Address: 549-555 CHURCH STREET RICHMOND VIC 3121

ADMINISTRATIVE NOTICES

NIL

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TITLE PLAN		EDITION 1	TP 746478U

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Township:
Section:
Crown Allotment:
Crown Portion: 7 (PT)

Last Plan Reference:
Derived From: VOL 4523 FOL 555
Depth Limitation: NIL

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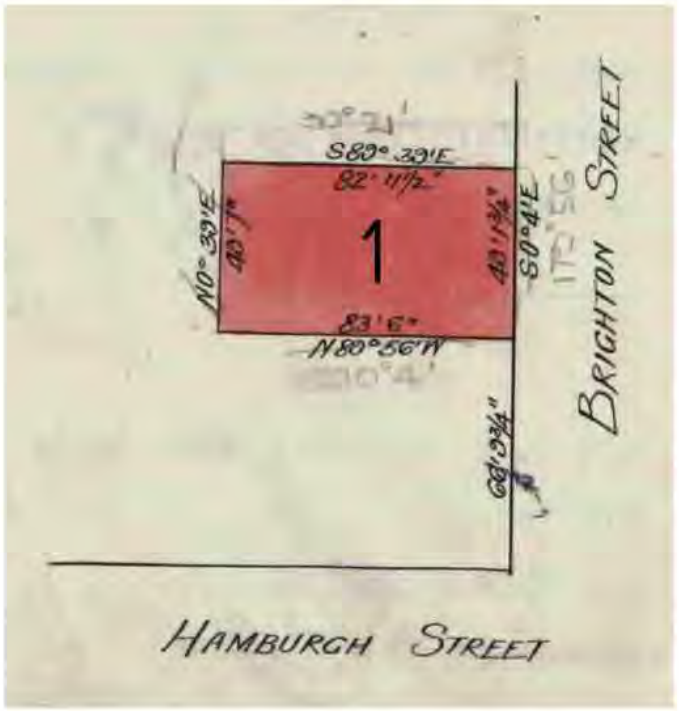
COMPILED: 17/09/2002
VERIFIED: DA



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TITLE PLAN		EDITION 1	TP 442523M

Location of Land

Parish: JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion: 7 (PT)

Last Plan Reference:
Derived From: VOL 6210 FOL 996
Depth Limitation: NIL

Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

Description of Land / Easement Information

THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT
COMPILED: 18/05/2000
VERIFIED: MP

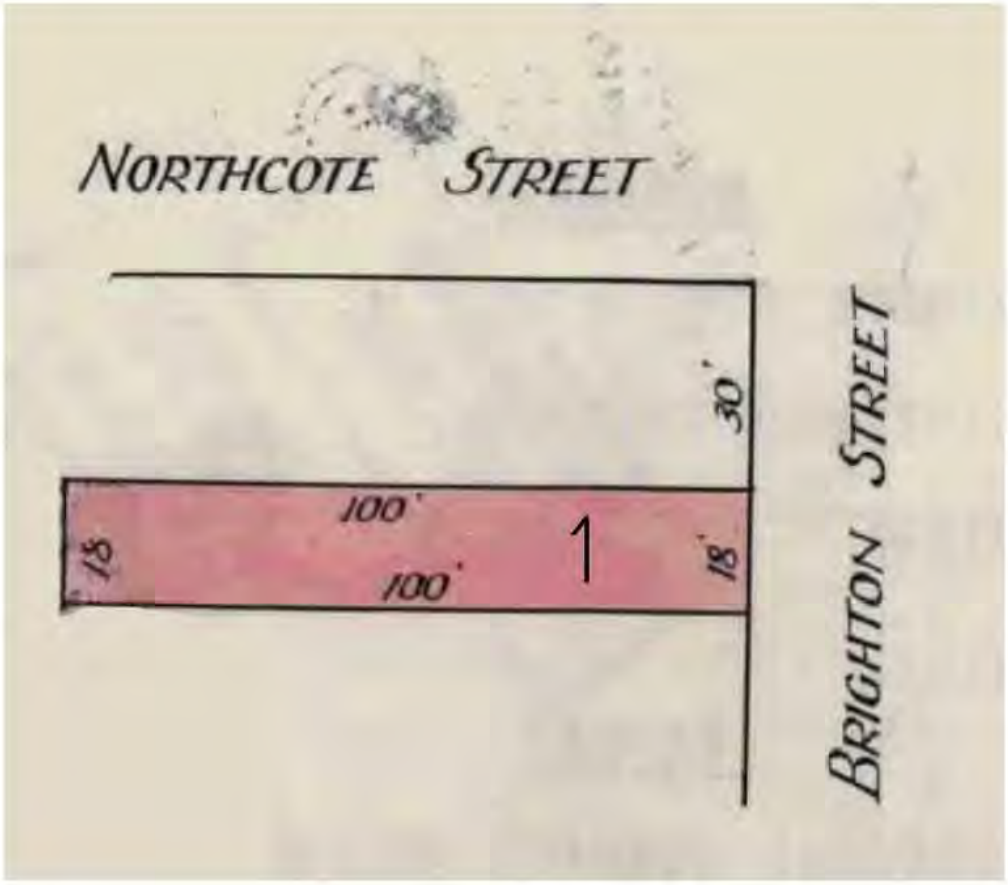

TABLE OF PARCEL IDENTIFIERS
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PARCEL 1 = CP 7 (PT)

LENGTHS ARE IN FEET & INCHES	Metres = 0.3048 x Feet Metres = 0.201168 x Links		Sheet 1 of 1 sheets

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

VOLUME 02759 FOLIO 602 Security no : 124126102011A
Produced 10/07/2025 01:46 PM

LAND DESCRIPTION

Lot 1 on Title Plan 740192W.
Created by Application No. 032043 15/01/1900

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
LKPG CHURCH STREET PTY LTD of LEVEL 10 10 QUEENS ROAD MELBOURNE VIC 3004
AY614130J 20/11/2024

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AY614131G 20/11/2024
NATIONAL AUSTRALIA BANK LTD

CAVEAT as to part X275691L 22/01/2001
Caveator
CITIPOWER PTY
Grounds of Claim
LEASE WITH THE FOLLOWING PARTIES AND DATE.
Parties
KYND DEVELOPMENTS PTY LTD, KYND BUILDERS PTY LTD, KYND PROPERTIES PTY LTD, KYND SUBDIVISIONS PTY LTD, KYND CONSTRUCTIONS PTY LTD, KYND ESTATES PTY LTD
Date
20/07/1971
Estate or Interest
LEASEHOLD ESTATE
Prohibition
ABSOLUTELY
Lodged by
CITIPOWER PTY
Notices to
CITIPOWER PTY of LEVEL 15 624 BOURKE STREET MELBOURNE VIC 3000

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

DIAGRAM LOCATION

SEE TP740192W FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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

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

Street Address: 549-555 CHURCH STREET RICHMOND VIC 3121

ADMINISTRATIVE NOTICES

NIL

eCT Control 16667Y GADENS LAWYERS
Effective from 25/11/2024

DOCUMENT END

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Number of Pages (excluding this cover sheet)	**1**
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TITLE PLAN		EDITION 1	TP 740192W

Location of Land

Parish: AT RICHMOND PARISH OF JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion: 7(PT)

Last Plan Reference:
Derived From: VOL 2759 FOL 602
Depth Limitation: NIL

Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

Description of Land / Easement Information

THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT
COMPILED: 12/04/2002
VERIFIED: BP

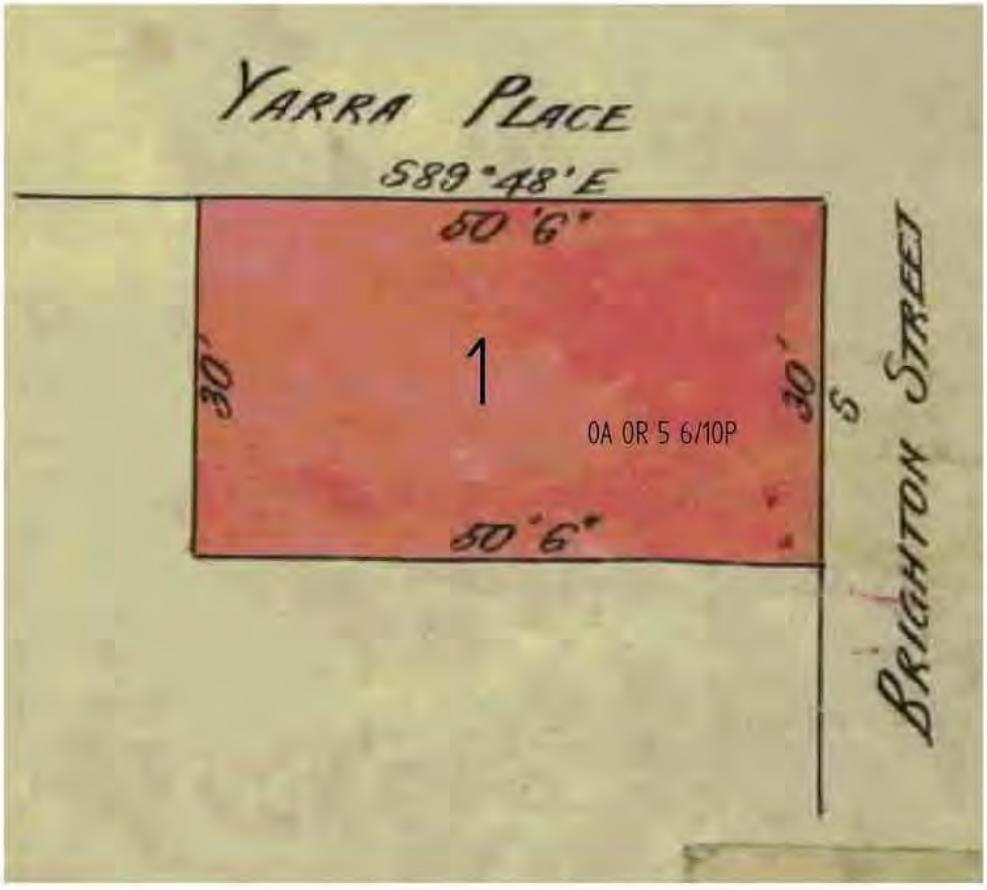

TABLE OF PARCEL IDENTIFIERS
WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962
PARCEL 1 = CP 7 (PT)

LENGTHS ARE IN FEET & INCHES	Metres = 0.3048 x Feet Metres = 0.201168 x Links		Sheet 1 of 1 sheets

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

VOLUME 03840 FOLIO 849 Security no : 124126102013X
Produced 10/07/2025 01:46 PM

LAND DESCRIPTION

Lot 1 on Title Plan 689401X.
Created by Application No. 040394 14/11/1914

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
LKPG CHURCH STREET PTY LTD of LEVEL 10 10 QUEENS ROAD MELBOURNE VIC 3004
AY614130J 20/11/2024

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AY614131G 20/11/2024
NATIONAL AUSTRALIA BANK LTD

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

DIAGRAM LOCATION

SEE TP689401X FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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

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

Street Address: 549-555 CHURCH STREET RICHMOND VIC 3121

ADMINISTRATIVE NOTICES

NIL

eCT Control 16667Y GADENS LAWYERS
Effective from 25/11/2024

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Number of Pages (excluding this cover sheet)	**1**
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TITLE PLAN		EDITION 1	TP 689401X

Location of Land

Parish: AT RICHMOND PARISH OF JIKA JIKA
Township:
Section:
Crown Allotment: 7 (PT)
Crown Portion:

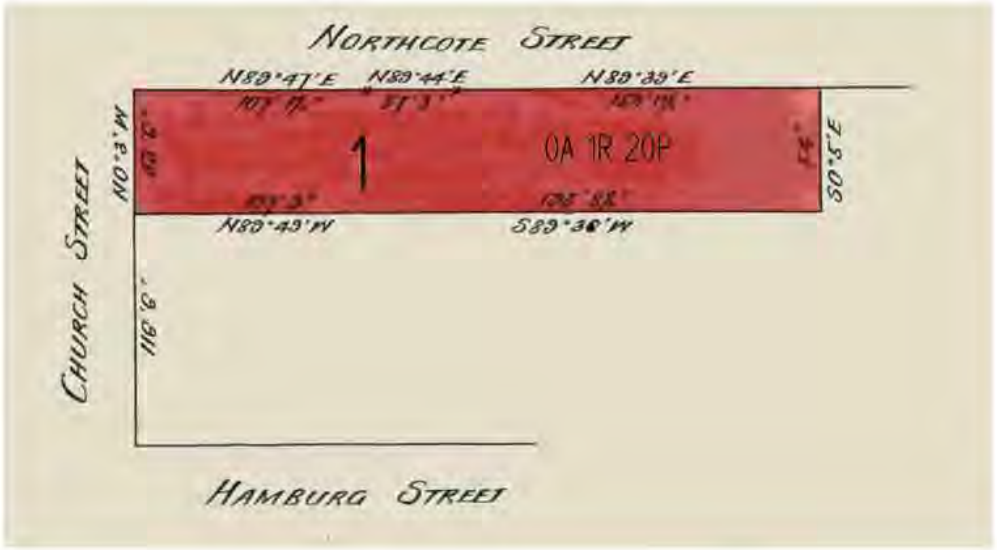
Last Plan Reference:
Derived From: VOL 3840 FOL 849
Depth Limitation: NIL

Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

Description of Land / Easement Information

THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT
COMPILED: 15/11/2000
VERIFIED: GB



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PARCEL 1 = CA 7 (PT)

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

VOLUME 03840 FOLIO 915 Security no : 124126102113P
Produced 10/07/2025 01:48 PM

LAND DESCRIPTION

Lot 1 on Title Plan 666160X.
Created by instrument F769519 11/07/1975

REGISTERED PROPRIETOR

Estate Fee Simple
Joint Proprietors
THOMAS IAN ADAIR
NICHOLA HELEN ADAIR both of 3 COTTER STREET RICHMOND VIC 3121
AH335793J 30/06/2010

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AQ118961X 07/08/2017
NATIONAL AUSTRALIA BANK LTD

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

DIAGRAM LOCATION

SEE TP666160X FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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

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

Street Address: 3 COTTER STREET RICHMOND VIC 3121

ADMINISTRATIVE NOTICES

NIL

eCT Control 17914D NAB BROKER
Effective from 07/08/2017

DOCUMENT END

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Document Type	**Plan**
Document Identification	**TP666160X**
Number of Pages (excluding this cover sheet)	**1**
Document Assembled	**10/07/2025 13:57**

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TITLE PLAN		EDITION 1	TP 666160X

Location of Land

Parish: JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion: 7 (PT)

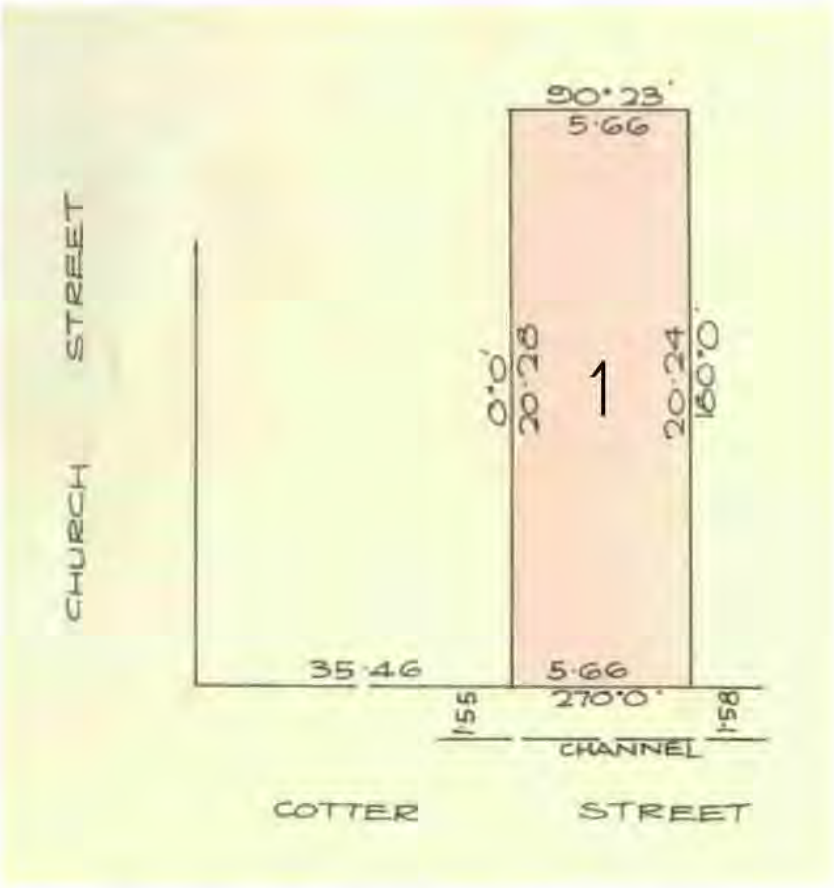
Last Plan Reference:
Derived From: VOL 3840 FOL 915
Depth Limitation: NIL

Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

Description of Land / Easement Information

THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT
COMPILED: 25/10/2000
VERIFIED: GB



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WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962
PARCEL 1 = CP 7 (PT)

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

VOLUME 12002 FOLIO 588 Security no : 124126102115M
Produced 10/07/2025 01:48 PM

LAND DESCRIPTION

Lot 1 on Title Plan 965864R.
Created by Application No. 141535T 20/07/2018

REGISTERED PROPRIETOR

Estate Fee Simple
Joint Proprietors
KYND ESTATES PTY LTD
KYND DEVELOPMENTS PTY LTD
KYND CONSTRUCTIONS PTY LTD
KYND BUILDERS PTY LTD
KYND SUBDIVISIONS PTY LTD
KYND PROPERTIES PTY LTD all of 4 HUME ROAD CAULFIELD VIC 3162
Application No. 141535T 20/07/2018

ENCUMBRANCES, CAVEATS AND NOTICES

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

Warning as to Dimensions
Any dimension and connecting distance shown is based on the description of the land as contained in the General Law Title and is not based on survey information which has been investigated by the Registrar of Titles.

Warning as to subsisting interests
This title is based on General Law documents which have not been investigated by the Registrar of Titles. Subsisting interests under the General Law may affect this title.

DIAGRAM LOCATION

SEE TP965864R FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AP148059M (B)	ADVERSE POSSESSION	Unregistered	06/06/2025
AP147892K (B)	ADVERSE POSSESSION	Rejected	28/03/2025

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

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

Street Address: 3 COTTER STREET RICHMOND VIC 3121

DOCUMENT END

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TITLE PLAN

EDITION 1 | TP965864R

LOCATION OF LAND

PARISH: JIKA JIKA
TOWNSHIP: -
SECTION: -
CROWN ALLOTMENT: -
CROWN PORTION: 7 (PT)
LAST PLAN REFERENCE: -
DERIVED FROM:
DEPTH LIMITATION: NIL

NOTATIONS

WARNING AS TO DIMENSIONS:
ANY DIMENSION AND CONNECTING DISTANCE SHOWN IS BASED ON THE DESCRIPTION OF THE LAND CONTAINED IN THE GENERAL LAW TITLE AND IS NOT BASED ON SURVEY INFORMATION WHICH HAS BEEN INVESTIGATED BY THE REGISTRAR OF TITLES.

EASEMENT INFORMATION

E - ENCUMBERING EASEMENT. R - ENCUMBERING EASEMENT (ROAD). A - APPURTENANT EASEMENT.

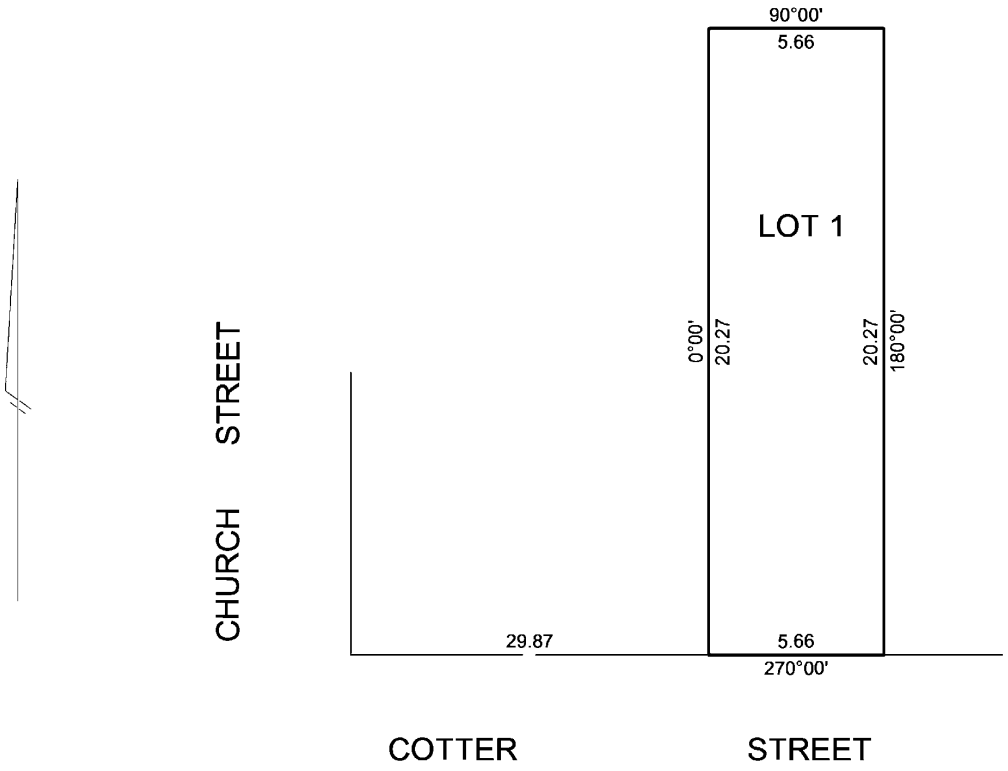
Easement Reference	Purpose / Authority	Width (Metres)	Origin	Land benefited / In favour of

THIS PLAN HAS BEEN PREPARED BY LAND VICTORIA FOR TITLE DIAGRAM PURPOSES

Checked by: AJC

Date: 25/07/2018

Assistant Registrar of Titles



LENGTHS ARE IN METRES	SCALE	DEALING / FILE No: AP141535T	DEALING CODE: 23
	——	GOVERNMENT GAZETTE No:	SHEET 1 OF 1

6.3. – PPE25/0652 - 201 - 215 Queens Parade & 6-12 Dummett Crescent, Fitzroy North

Author	Nish Goonetilleke – Principal Statutory Planner
Authoriser	General Manager City Sustainability and Strategy

Executive Summary

Property	201 - 215 Queens Parade & 6 - 12 Dummett Crescent Fitzroy North
Ward	Nicholls
Application number	PPE25/0652 (Council Ref) PA2503944 (DTP Ref)
Proposal	Partial demolition, and the construction of a part 5 and part 12-storey residential building (including affordable housing) and use of the ground floor as retail premises
Zoning & Overlay/s	201 – 203, 213 - 215 Queens Parade & 10 – 12 Dummett Crescent Fitzroy North: • Mixed-Use Zone (MUZ) • Heritage Overlay – Schedule 330 (HO330) • Heritage Grading – Not Contributory • Design and Development Overlay – Schedule 16-Precint 5 (DDO16-5) • Environmental Audit Overlay (EAO) • Development Contribution Plan Overlay – Schedule 1 (DCPO1) 205 - 211 Queens Parade Fitzroy North (same as above, except): • Heritage Overlay – Schedule 480 (HO480) • Heritage Grading – Individually Significant 6 & 8 Dummett Crescent Fitzroy North (same as above except): Not affected by the Heritage Overlay
Strategic setting	High Change Area Neighbourhood Activity Centre This application was made to the Minister for Planning under Clause 53.23 (Significant Residential Development with Affordable Housing)

Submissions	DTP notified Council about this application on 7 October 2025 under s52(1)(b) of the *Planning and Environment Act* 1987. The applicant revised the plans and consultant reports in response to the further request by DTP. These documents were circulated to Council by DTP on 21 November 2025. The following assessment is based on the most recent revisions. At the time of writing this report, DTP were finalising providing notice to surrounding property owners/occupiers.
Key reasons for recommendation	• The site is suitable for development; however, the current proposal raises concerns in relation to the overall height, setbacks, massing, design and heritage impacts.

Recommendation	• That Council notify the Department of Transport and Planning outlining Council's position that the proposal is not supported for the key reasons provided.
	• Notwithstanding this, the recommended conditions will be provided and should be included on any planning permit should the Department of Transport and Planning be of a mind to grant the permit
	• Key conditions include:
	  o Overall height and massing reduction of the development by deleting the topmost three levels of the tower and deleting several apartments from Levels 02 to 08;
	  o Changes to the proposed public realm upgrades; and
	  o Meeting various BADs standards for improved internal amenity, including daylight modelling.

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 not supported on the following grounds:
   (a) The proposed height, setbacks, massing and design of the building does not comply with the objectives and design requirements of Design and Development Overlay (Schedule 16-5) or the heritage objectives at Clauses 43.01 and Clause 15.03; and
   (b) The proposal would result in poor internal amenity (daylight) outcomes to the apartments contrary to Clause 15.01 and Clause 58.
3. Notwithstanding the above, if the Department of Transport and Planning is of the mind to issue a permit, then the following conditions should be included:

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 CHT Architects, dated 17.11.2025, Rev TP4: TP0.02, TP0.20, TP0.21, TP0.22, TP0.30, Rev TP5: TP1.00, TP1.01, TP1.02, TP1.03, TP1.04, TP1.05, TP1.06, TP1.07, TP1.08, TP1.09, TP1.10, TP1.11, TP1.12, TP1.13, TP1.14, TP1.15, TP1.16, TP2.00, Rev TP4: TP2.01, TP2.02, TP2.03, Rev TP2: TP2.04, Rev TP4: TP2.11, TP2.12, TP2.13, Rev TP5: TP3.00, TP3.01, TP3.02, Rev TP4: TP4.01, TP4.02, TP4.03, TP4.04, TP4.05, TP4.06, TP4.07, TP4.08, TP4.09, TP4.10 and TP4.11, but modified to show:

   (a) Confirmation that no built form exceeds the mandatory requirements of Clause DDP16-5.

   (b) Deletion of the topmost three levels from the 12-storey building;

   (c) Deletion of Apartments 201 (Level 02), 301 (Level 3) and 401 (Level 4) from the 5-storey building;

   (d) Deletion of Apartments 605, 606 (Level 06), 705, 706 (Level 07), 805 and 806 (Level 08) from the 12-storey building;

   (e) Provision of a continuous minimum 1.5m building setback from the title boundary along the Dummett Crescent Lane interface, including modifying the street wall at the corner to Queens Parade to accommodate this setback, including any reconfigurations to the commercial tenancies and apartments;

   (f) Identify the exact uses of the ground floor retail tenancies;

   (g) Provision of wall-mounted sensor lighting to all pedestrian entrances, including the internal courtyard areas;

   (h) A stronger delineation of the street wall and upper levels by using the current material palette;

   (i) Overlooking sectional diagrams to show that there are no direct and unreasonable overlooking from the proposed development and into the habitable room windows (across Dummett Crescent Lane) of Nos. 217 – 241 Queens Parade;

   (j) Compliance with the following Standards of Clause 58:

      (i) Standard D20 (Private open space): show as additional area of 1.5sqm where heating/cooling units are provided within the private open space; and

      (ii) Standard D26 (Functional layout): show living areas of Apartments 103, 104, 105, 206, 207, 208, 210, 306, 307, 308, 310, 406, 407, 408, 410, 501, 502, 503, 504, 601, 602, 603, 604, 701, 702, 703, 704, 801, 802, 803, 804, 901, 902, 903, 904, 1002, 1003, excluding the dining room areas;

   (k) The width of the development entrance;

(l) Superimposed pedestrian sight triangle (2m x 2.5m) for the exit lane of the development entrance, such that it satisfies *Design standard 1 - Accessways* of Clause 52.06-9;

(m) Headroom clearance;

(n) The lengths of the ramp grades and transition grades (The 1 in 8 transition grades at the bases of the 1 in 4 ramp sections must be a minimum of 2.5m in length);

(o) Provision of a cross-sectional drawing for the new vehicle crossing, together with a ground clearance check using the B99 design vehicle;

(p) Provision of a minimum of 27 visitor spaces in accordance with Clause 52.34 – Bicycle Facilities requirements;

(q) The type of visitor bicycle parking for all locations;

(r) All relevant dimensions for bicycle parking spaces, in accordance with AS2890.3 and Yarra City Council's Standard Drawings;

(s) Resident/employee bicycle parking spaces:

(i) relocated to an easily accessible area, within a reasonable distance from the lift core; and

(ii) located within a secure compound or bicycle locker and identify the locking mechanism to be used at each bike store;

(t) Any requirement of the endorsed Façade Strategy and Materials and Finishes Plan (Condition 8);

(u) Any changes as a result of the amended Sustainability Management Plan (Condition 9);

(v) Any changes as a result of the amended Landscape Plan (Condition 12);

(w) Any changes as result of the amended Waste Management Plan (Condition 21);

(x) Any changes as a result of the amended Public Realm Functional Layout Plan (Condition 24);

(y) Any requirements of the endorsed Reflected Glare Assessment (Condition 27);

(z) Any requirement of the endorsed Acoustic Report (Condition 29); and

(aa) Any requirement of the endorsed Wind Assessment (Condition 31).

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, CHT 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.

Use

5. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the hours of 7.00am to 6.00pm, Monday to Saturday.

Levies

6. 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.

7. 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

8. 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

9. 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 15 November 2024, but modified to include or show:

   (a) All design changes required under Condition 1 of this permit, as relevant;

   (b) Updated Daylight Modelling, ensuring BESS methodology and best practice standards are demonstrated;

   (c) Provision of mechanical fresh air supply and return to single aspect apartments with a room depth in-excess of 5m;

   (d) Average thermal energy rating of 8 Star NatHERS;

   (e) Purchase 100% Green Power for all residual electricity use on-site.

   (f) Installation of larger solar PV array; and

   (g) Provision of energy storage batteries.

10. 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.

11. 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

12. 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 Ground Landscape Studio and dated 27 August 2025, but modified to include (or show):

    (a) All design changes required under Condition 1 of this permit, as relevant;

    (b) Review tree and shrub species proposed as main features in the central courtyard;

    (c) Integrate vertical greenery within Dummett Crescent Lane, not obstructing the 1.5m setback space;

    (d) Meet Council's general requirements and includes details of:

        (i) planting plan(s) showing the location of proposed planting and plant numbers and species, as well as a legend containing key features, materials and surfaces. This should be provided for each landscaped area within the site;

        (ii) vertical growing structures (if proposed) including detail drawings, servicing methodology, mounting technique etc.;

        (iii) the areas proposed for deep soil planting; and

        (iv) the location of each 'tree type' proposed.

    (e) Additional trees and kerb extensions as per D25/402863 - IREF25 01514 - Internal Referral Response - Urban Design Appendix, as follows:

        (i) The location of new street trees along Queens Parade Service Road;

        (ii) The location of ten (10) new street trees along Dummett Crescent Lane (within the continuous minimum 1.5m building setback); and

        (iii) The location of three (3) new street trees along Dummett Crescent (refer Appendix 03 Area A) to be planted by Council with developer contribution;

    (f) The location of four (4) new street trees along Dummett Crescent, to be planted by Council with developer contribution;

    (g) All trees to be planted by Council with developer contribution; and

    (h) All street tree planting is to be undertaken by Council's tree planting contractor.

13. 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

14. Before the development commences, the applicant is requested to contribute to the cost of planting new street trees, which would cover the cost of tree sourcing, planting and 24 months of establishment maintenance.

    (a) Figure of total sum of street tree contribution to be confirmed pending extent of streetscape improvements around the subject site;

    (b) Developer contribution for 1 no. street tree is (as of 24.10.2025) is $2,033.00 (ex GST) per tree; and

    (c) Council refers the right to increase the rate as per current inflation at its discretion.

15. Council's tree planting contractor will source and plant the street trees.

16. Final tree species and locations are to be confirmed by Council's arborist prior to construction.

17. Council to be kept updated as the project progresses so when the plans are approved Council can ensure trees are placed on order in time for completion.

18. All other works associated with the implementation of the public realm plan including but not limited to, drainage works, paving, road -re sheeting, relocation of services, installation of imported topsoil, mulch and low cover planting are to be completed by the developer at the developers cost to the satisfaction of the responsible authority.

19. Any low cover planting to have minimum 24 months (two summers) maintenance at the cost of the developer (if developer installed the trees, then these are subject to the same maintenance requirements),

20. The developer to advise on completion of any works in accordance with Council general requirements for completion of public realm works.

Waste Management Plan

21. 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 One Mile Grid and dated 12 November 2024, but modified to include (or show):

    (a) All design changes required under Condition 1 of this permit, as relevant.

22. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

23. 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

24. Concurrent with the submission of Condition 1 Plans, or by such later date as approved in writing by the City of Yarra, 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) Ground floor entrance thresholds and setback spaces;

        (i) must have seamless level interfaces to adjacent footpaths;

        (ii) must be DDA compliant;

        (iii) any required ground level modifications must be accommodated for within the subject site and no modifications to existing footpath levels;

        (iv) any associated tactile, handrails and landings must be accommodated for within the subject site;

        (v) show paving material to all entrance thresholds and setback spaces; and

        (vi) show all existing street streetscape infrastructure such as power poles and drainage pits to demonstrate full coordination;

    (c) Visitor bicycle parking spaces in vicinity of entrances within the subject site without obstructing setback spaces intended for improved pedestrian accessibility;

    (d) A standard Council bench seat integrated by the main entrance;

    (e) Additional trees and kerb extensions as per D25/402863 - IREF25 01514 - Internal Referral Response - Urban Design Appendix, and as follows:

        (i) Street trees to be integrated along the frontage (refer Appendix 01);

        (ii) Footpath trees should be integrated along the lane (only in section(s) where full building setback is provided) footpath tree planting (refer Appendix 02);

        (iii) Provision of a kerb extension in the northeast corner where the lane angles with tree(s), garden bed and bike parking (refer Appendix 03 – Area A); and

        (iv) Provision of a kerb extension in the northeast corner (across) the vehicle carriageway by the pedestrian underpass with tree(s), garden bed and bike parking (refer Appendix 03 – Area B);

    (f) Any potential tree removal needs Council separate approval; and

    (g) at the permit holder's cost,

    to the satisfaction of the Responsible Authority.

Public Realm: Detailed design plans

25. Before the development commences (excluding site preparations, demolition and bulk excavation), or by such later date as approved in writing by the City of Yarra, detailed design drawings of the works approved under the Public Realm Plan (as required by

Condition 24) 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.

26. Before the building is occupied, all associated works shown on the endorsed detailed design plans for the public realm (as required by Condition 25) must be fully constructed and completed to the satisfaction of the Council's Civil Engineering Department and at no cost to the Responsible Authority.

Reflected Glare Assessment

27. Concurrent with the submission of amended plans under Condition 1, a Reflected Glare Assessment, to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Reflected Glare Assessment must be prepared by a suitably qualified person, and must assess external building materials and finishes, utilising an appropriated methodology. When approved, the Reflected Glare Assessment will be endorsed and will form part of this permit.

28. The provisions, recommendations and requirements of the endorsed Glare Assessment must be implemented and complied with to the satisfaction of the Responsible Authority.

Acoustic Report

29. Concurrent with the submission of Condition 1 Plans, an 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 Acoustic Report must assess the following:

    (a) All design changes required under Condition 1 of this permit, as relevant.

30. The acoustic report must make recommendations to limit the noise impacts in accordance with the 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.

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

32. 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

33. 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 ViPac and dated 11 October 2024, but modified to include (or show):

    (a) All design changes required under Condition 1 of this permit, as relevant.

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

Affordable Housing

35. Before the use or development of the land begins (excluding demolition, excavation, piling, site preparation works, and works to remediate contaminated land) the owner of the land must enter into an agreement with the responsible authority under section 173 of the Act, in a form to the satisfaction of the responsible authority, that provides for a contribution towards affordable housing (affordable housing contribution) by way of either of the following options:

    (a) At least 10 per cent of the total number of dwellings in the development must be provided as affordable housing for sale or lease to a registered housing agency or to Homes Victoria. The details of when and how the affordable housing will be delivered, and the total value of the affordable housing contribution must be set out in the agreement. The affordable housing dwellings provided should be representative of the approved dwelling mix to the satisfaction of the responsible authority; and

    (b) An alternative contribution towards the provision of affordable housing must be provided to the satisfaction of the responsible authority. The details of when and how the alternative contribution is to be made, and the total value of the affordable housing contribution must be set out in the agreement to the satisfaction of the responsible authority.

36. The landowner must pay the responsible authority's reasonable costs of the preparation, execution, registration and ending of the section 173 agreement (where applicable).

Car Parking

37. Before the use and development commences (excluding demotion, bulk excavation and site preparation work), 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 tenancy;

    (b) any tandem parking spaces allocated to a single tenancy;

    (c) the number and location of car spaces for shared use, including time of shared use;

    (d) the management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;

    (e) details of wayfinding, cleaning and security of end of trip bicycle facilities;

    (f) The number and allocation of storage spaces;

    (g) policing arrangements and formal agreements;

    (h) 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;

(i) 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 21; and

(j) details regarding the management of loading and unloading of goods and materials.

38. 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.

39. 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

40. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, redundant vehicular crossings 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.

41. 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.

42. 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.

43. Before the building is occupied or by such later date as approved in writing by the Responsible Authority, the footpath along the property's Dummett Crescent and Queens Parade frontages must be re-sheeted in asphalt:

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

(b) to the satisfaction of the Responsible Authority(s).

44. 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.

45. 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.

Public Lighting Plan

46. Before the use and development commences, or by such later date as approved in writing by the Responsible Authority, a Public Lighting Plan must be submitted to and approved by Council's Civil Engineering Department. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must be designed:

(a) to address lighting along the Dummett Crescent frontage and at the entrance to the approved building;

(b) to comply with uniformity, access and maintenance requirements as per standard AS1158.3.1;

(c) to control light spillage in accordance with the requirements of AS 4282 – 2019," Control of the obtrusive effects of outdoor lighting"; and

(d) to the satisfaction of the Responsible Authority.

47. The provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.

48. Before any existing public lighting is removed a temporary lighting plan to the satisfaction of the Responsible Authority must be submitted and approved by Council's Civil Engineering Department.

49. The temporary lighting plan is to be installed at the permit holder's cost and must remain operational until a new permanent lighting scheme is installed and operational to the satisfaction of the Responsible Authority.

Construction Management Plan

50. 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.

51. 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

52. 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.

53. 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.

54. 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.

55. 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.

56. 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.

57. 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

58. This permit will expire if:

(a) the development is not commenced within three years of the date of this permit;

(b) the development is not completed within five years of the date of this permit; or

(c) the use is not commenced within five 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

The sites Nos. 201 – 203, 213 - 215 Queens Parade & 10 – 12 Dummett Crescent Fitzroy North are subject to a Heritage Overlay. A planning permit may be required for any further external works.

The demolition and development at Nos. 205 – 211 Queens Parade Fitzroy North were not assessed against Clause 43.01 of the Yarra Planning Scheme (Heritage Overlay) as heritage matters are considered by Heritage Victoria.

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.

The site stormwater must be directed to the nominated legal point of discharge (LPD) and shall be limited to equivalent pre-development levels or 70% impervious coverage, whichever is lowest, for a 20% AEP rainfall event.

The development must detain onsite, at a minimum, the 10% AEP storm event. For cases where a safe overland flow path cannot be provided or where flows exceeding pipe capacity may impact the development or adjacent, upstream, or downstream properties, the requirement will be to detain the 1% AEP storm event.

All redundant property drain outlets are to be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost.

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.

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.

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.

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.

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.

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 Nos. 201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North.

2. The application was made to the Minister for Planning under Clause 53.23 – Significant Residential Development with Affordable Housing.

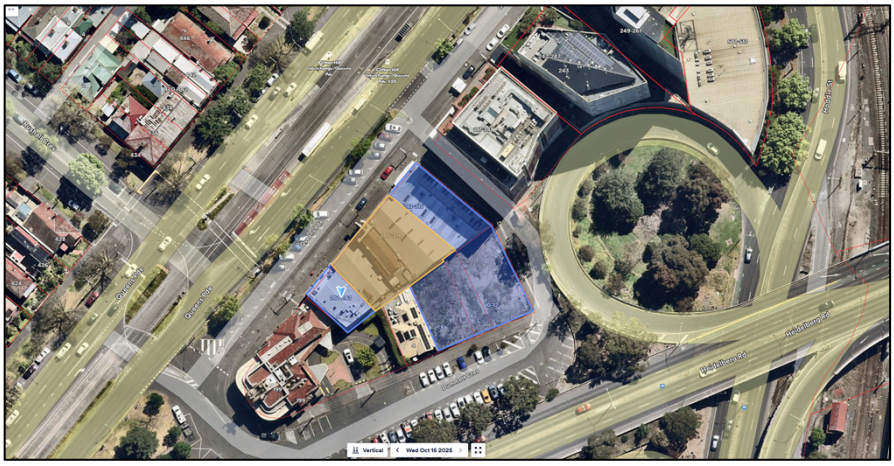


Figure 1: Aerial photograph identifying the site, building affected by the heritage overlay (blue) and the building on the VHR (orange) (Source: Nearmap, 15 October 2025)

3. Of note, the subject site consists of the following parcels of land, with varied heritage significance:

   (a) Nos. 205 – 211 Queens Parade Fitzroy North (former Clifton Motor Garage) which is listed on the Victorian Heritage Register (VHR) as a place of cultural heritage significance to the State of Victoria and identified as H2380 on the VHR;

   (b) Nos. 201 – 203, 213 – 215 Queens Parade & 10 – 12 Dummett Crescent which are affected by the heritage overlay; and

   (c) Nos. 6 & 8 Dummett Street are not affected by the heritage overlay.

4. Dummett Crescent runs along the south of the site and wraps around to the north-east. For ease of assessment, the southern portion will be referred to as 'Dummett Crescent' whilst the north-eastern portion referred to as 'Dummett Crescent Lane'. This aligns with the naming convention on the plans.

5. In brief, the application proposes to demolish all existing built form on the wider site (except the key heritage fabric associated with the former Clifton Motor Garage at 205-211 Queens Parade), including the crossover along Queens Parade, followed by the construction of a part five and part twelve-storey (plus four basement levels) mixed-use development incorporating the retained heritage fabric. The building will contain ninety-eight (98) apartments, including affordable housing (no permit required for dwelling use), and the use of the ground floor for retail premises.

6. A separate permit [P36699] has been granted by Heritage Victoria on 08 December 2023 for the portion of the proposed development at Nos. 205 - 211 Queens Parade, for associated works to the retained heritage fabric. This permit allows for *partial demolition, reconstruction and new works, involving the construction of a four-storey multi-use*

development and three basement levels within the extent of registration, generally in accordance with the following documents:

(a) Revised structural engineering drawings set, prepared by John Kyrgios & Associates Pty Ltd, dated 26 June 2023;

(b) Memorandum re: proposed propping to heritage facade, prepared by John Kyrgios & Associates Pty Ltd, dated 27 September 2023;

(c) *Schedule of Conservation Works, prepared by Bryce Raworth Conservation | Heritage, dated 24 July 2023*; and

(d) *Revised architectural drawings set, drawing nos. TP0.00-03, 10-12, 20-22, 30; TP1.00-15; TP2.00-03; TP3.00-02; TP6.00-01, prepared by CHT Architects, dated 29 June 2023.*

7. It is important to note that whilst the permit issued by Heritage Victoria (HV) allows for the development of a 4-storey building, the plans provided to Council show a 5-storey building at Nos. 205 – 211 Queens Parade. This permit issued by HV was amended on 31 July 2025 to extend the permit expiry period.

8. As outlined earlier in the report, DTP notified Council of this application on 7 October 2025. The applicant revised the plans and consultant reports in response to the further request by DTP. These documents were circulated to Council by DTP on 21 November 2025. The following assessment is based on the most recent revisions. The changes made do not drastically alter the original plans. The overall height, scale and massing of the building remain the same. The key changes are as follows:

   (a) Reduced extent of glazing at ground floor along the Dummett Crescent façade;

   (b) Provision of 1:50 scaled elevations of all key public realm and building interfaces;

   (c) Changes to the Clause 58 assessment;

   (d) Provision of a south-eastern elevation to show nominated materials and finishes; and

   (e) Additional information to meet the affordable housing criteria.

9. The new development will present a double-storey street-wall to Queens Parade, as well as the northern corner with Dummett Crescent Lane and rising to 5-storeys at setback of 8m from the Queens Parade boundary (balconies encroaching this setback).

10. Levels 05 to 11 setback 24.98m from the front boundary, with a balcony projecting into this setback at Level 05.

11. Along the southern portion of the site at Nos. 6 - 12 Dummett Crescent, the building will rise to 12-storeys, built to all title boundaries (with balcony intrusions to this boundary development at each of these levels).

12. The topmost level (Level 11) set back a minimum 14m on the western side, providing a stepped profile.



Figure 2: Proposed view from Queens Parade (Source: Urban Context Report, CHT Architects August 2025)

13. Due to the slope of the land, the maximum building height of the 12-storey development is 38.57m (excluding lift overrun) above natural ground level (NGL).



Figure 3: Proposed view from the corner of Dummett Crescent and Dummett Crescent Lane (Source: Urban Context Report, CHT Architects August 2025)

14. The plans circulated by DTP show the maximum building height of the 5-storey building at Nos. 205 – 211 Queens Parade to be 17.32m above NGL. This building is already approved by HV, however, it is unclear whether the approved building height is in-fact 17.32m or less, as the HV permit allows for a 4-storey development.

15. The ground floor is built abutting all title boundaries, except for the following:

    (a) setback 1.5m from the eastern boundary (with the exception of the north-eastern corner), with a row of columns located within this setback;

    (b) chamfering at the corner of Dummett Crescent and Dummett Crescent Lane;

    (c) setback 2m from the western boundary and 1.5m from the southern boundary (north-western-most portion of the site) to maintain the existing sewerage easements (E-1 and E-2); and

(d) setback from a section of the southern boundary to allow for vehicle access via Dummett Crescent, with three separate columns located within this setback.

16. Level 01 to 11 cantilever over the ground floor setbacks along all boundaries. These floors will be built over existing easements E-1 and E-2 (sewerage easements). The applicant has advised that they are processing this separate to this application. A centrally located void (10.47m long x 8.5m wide) extends vertically from Levels 1 to 11 to accommodate a communal courtyard and lounge.

17. The development proposes a mix of concrete and masonry finishes, in shades of red, charcoal and white hues and punctuated with glazing and bronze metal detailing, as shown in Figures 1 and 2 above.

18. A total of 780sqm of commercial floor space is provided at ground floor, spread across four separate tenancies. All commercial tenancies are accessed via Queens Parade.

19. A total of 98 dwellings comprising a combination of 1, 2-and 3-bedroom apartments of various sizes from 40.5sqm to 152.5sqm between Levels 01 to 11. The primary residential entry is via Queens Parade, with two secondary entrances provided off Dummett Crescent Lane and Dummett Crescent.

20. An affordable housing contribution provided in the form of 10% of the total number of dwellings in the development for the purpose of affordable housing.

21. The following communal areas for residents are provided on-site:

    (a) Ground floor: Gym (236.5sqm);

    (b) Level 01: Outdoor seating, lounge and BBQ area (164.5sqm); and

    (c) Level 01: Indoor co-working space, meeting rooms, cinema, games/bar/entertainment lounge (450.5sqm).

22. A total of 142 car parking spaces provided on-site, within the four basement levels. Vehicle access into the basement levels to be provided via Dummett Crescent to the south.

23. The Transport Impact Assessment (prepared by One Mile Grid, dated 12.11.2024) state that a total of 134 bicycle parking spaces is to be provided. However, the plans circulated by DTP show the following bicycle parking provisions on and off-site:

    (a) 160 spaces for residents: 38 and 122 spaces at Basement Level 01 and at ground floor, respectively, and within a compound;

    (b) 22 spaces for visitors along the Queens Parade (12 spaces), Dummett Crescent Lane (4 spaces) and Dummett Crescent (6 spaces) frontages; and

    (c) 14 spaces allocated for the commercial tenancies at ground floor.

24. 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

25. At the time of finalising this report, DTP was organising providing notice to surrounding properties.

Referrals

26. The originally submitted application (07 October 2025) was referred to the following internal business units within Council, whose full advice is attached to this report:

Internal Business Unit	Comments

Heritage Advisor	Supported:
	• Extent of demolition;
	• The new brick infill to either side of the former Clifton Motor Garage site, presenting a double-storey street wall height, aligning with the height of this heritage building;
	• 8m setback from Queens Parade to a height of five levels (already supported by HV), with the exception of the north-western corner abutting the former United Kingdom Hotel (U.K. Hotel);
	• Use of brick for the infill development considered as a responsive material within the heritage precinct.
	Not supported, subject to condition:
	• Overall height due to the following reasons:
	  ○ Proposed height will adversely impact the visual prominence of the former U.K. Hotel when viewed from Raines Reserve and Queens Parade, and impact on the visual relationship to the former Clifton Motor Garage site.
	  ○ Exceeding the maximum preferred height under the DDO16-5 by 10m, with the proposal resulting in a visually overbearing built form when viewed from Queens Parade and the broad heritage precinct.
	  ○ Step up in distinct increments from the abutting significant heritage buildings and establish a gradual stepping down of building heights from taller forms in Precinct 5C to existing heritage buildings in Precinct 5A.
	• Appearance:
	  ○ Use of dark charcoal tone/colour;

	○ Revise brickwork to a warmer, earthy tone (red/orange or brown) that provides a more sympathetic transition between the former U.K. Hotel and the former Clifton Motor Garage site.
Urban Design & City Works - Strategic Projects, Parks and Open Spaces	Supported: • 5-storey building on 201 – 215 Queens Parade as it meets the mandatory height limit of the DDO16-5; • The double-storey street-wall of the new brick infill to either side of the former Clifton Motor Garage; • 0m setback along the Queens Parade and Dummett Crescent (south-east) frontages; • Façade design and materials when viewed from Queens Parade and the Dummett Crescent frontage; Not supported, subject to condition: • Reduce the overall height of the building at the south-eastern portion by three-storeys as it sits 10m higher than the preferred height under the DDO16-5; • Significantly high street-wall along the Dummett Crescent frontage to the north-east and south-east. Reduce to 11m to meet the preferred street-wall height in the DDO16-5 and setback upper-levels by 6m; • Introduce a corner-splay into Dummett Crescent Lane (north-east) and extend the setback along this frontage at ground floor to all levels above to improve pedestrian accessibility along the lane; • Due to a lack of defined street-wall, provide a stronger delineation of the lower and upper levels of the Dummett Cresent frontage to the south-east using materials; • Potential glare impacts to surrounding properties from glazing at the upper levels; • Location of visitor bicycle parking spaces; • Provide an updated Landscape Plan as the current one fails to meet Council's general requirements; Further recommendations: • Installation of a standard Council bench seat by the main entrance; • Street tree contributions along the frontages; • Integrate external lighting into the built form; • Provision of kerb extensions;

	• Integrate vertical greenery with Dummett Crescent Lane (not obstructing the 1.5m setback space); and • Ground floor entrance thresholds and setback spaces to be DDA compliant, with no changes to the existing footpath levels.
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: • Daylight modelling results do not include surrounding development and therefore risk the building not being able to demonstrate satisfactory daylight performance and requiring reconfiguring apartment layouts and floor plates. Resubmit Daylight Modelling ensuring BESS methodology and best practice standards are demonstrated; • 39% of apartments are single aspect dwellings with room depths in-excess of 5m, preventing effective natural ventilation. Provide mechanical fresh air supply and return to these dwellings; Outstanding information: • Sustainable Management Plan (SMP) completed 12 months ago. Update the SMP to be consistent with the architectural plans and include thermal and daylight modelling; Improvement opportunities; consider the following: • Average thermal energy rating of 8 Star NatHERS; • Purchase 100% Green Power for all residual electricity use on-site; • Installation of larger solar PV array; and • Provision of energy storage batteries.
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. • Several conditions are recommended to ensure the proposed car parking layout/access are

	acceptable, the public realm is protected, and the development does not detrimentally impact on infrastructure and the road network.
Waste	Supported, with no changes required to the plans or the Waste Management Plan.
Strategic Transport	Supported: • Number of resident bicycle parking spaces Not supported: • Number of visitor bicycle parking spaces not meeting CASBE requirements; and • Location and access to the resident and employee bicycle parking spaces; Further information required: • Identify type of visitor bicycle parking; and • Dimension all bicycle parking spaces in accordance with AS2890.3 and Yarra City Council's Standard Drawings.

Officer Assessment

27. The attached **Council Officer Application Assessment Table** sets out a high-level assessment of the application against the key considerations in the planning scheme.
28. This has led to the recommendation that the application not be supported on key grounds.
29. Notwithstanding this, should the DTP be of a mind to grant a permit, recommended conditions are also provided.

Legal and Legislative Obligations

Conflict of interest disclosure

30. 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.
31. 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. 6.3.1 PPE25/0652 - 201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North - s 52 Notice Letter - DTP
2. 6.3.2 PPE25/0652 - 201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North - HV Permit
3. 6.3.3 PPE25/0652 - 201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North - Urban Context Response

4. 6.3.4 PPE25/0652 - 201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North - Architectural Plans - Part 1
5. 6.3.5 PPE25/0652 - 201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North - Architectural Plans - Part 2
6. 6.3.6 PPE25/0652 - 201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North - Architectural Plans - Part 3
7. 6.3.7 PPE25/0652 - 201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North - Architectural Plans - Part 4
8. 6.3.8 PPE25/0652 - 201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North - Architectural Plans - Part 5
9. 6.3.9 PPE25/0652 - 201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North - Combined Referrals
10. 6.3.10 PPE25/0652 201 215 Queens Parade 6 12 Dummett Crescent Fitzroy (1)

Department of Transport and Planning

GPO Box 2392
Melbourne, VIC 3001 Australia
www.dtp.vic.gov.au

Ref: PA2503944

Yarra City Council
planningadmin@yarracity.vic.gov.au

To whom it may concern

NOTICE OF APPLICATION FOR PLANNING PERMITPA2503944
201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT FITZROY NORTH VIC 3068

I refer to the above matter submitted to the Minister for Planning on 24/09/2025.

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 **21 October 2025**. Please also find attached a copy of the application form, a set of plans and supporting documentation.

This application falls under Clause 53.22 (Significant Residential Development with Affordable Housing) of the Yarra Planning Scheme. 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 a 'Use or development to which Clause 53.23 applies'.

The purpose of Clause 53.23 is to facilitate residential development that includes affordable housing to meet existing and future needs.

If you have any questions, please contact me on 5561 9299 or email anne-marie.edgley@transport.vic.gov.au.

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

Yours sincerely



Anne-Marie Edgley
Senior Planner, Development Assessment

7/10/2025

Encl.

- Form 2 – Notice of an Application for a Planning Permit

<FORM 2>

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:	**201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT FITZROY NORTH VIC 3068**
The application is for a permit to:	**Use and development of the site for the purposes of a 12-storey residential building, ground floor retail and basement car parking** *Note: This is a summary. Full details of the proposal are contained within the application documentation*
The applicant for the permit is:	**CBE AsiaPacific Pty Ltd c/- proUrban**
The application reference number is:	**PA2503944**
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 at https://www.planning.vic.gov.au/permits-and-applications/ministerial-permits/browse-ministerial-permits

A permit is required under the following clauses of the planning scheme:

Planning scheme clause	**Matter for which a permit is required**
32.04-2 -	To use land for a retail premises in the Mixed Use Zone
32.04-7 -	To construct two or more dwellings on a lot in the Mixed Use Zone
32.04-10	To construct a building or construct or carry out works in a Mixed Use Zone
43.02-2	To construct a building or construct or carry out works in a DDO
43.01-1	To construct a building or carry out works in a Heritage Overlay (HO330)
52.06-3	To reduce the number of car parking spaces required under Clause 52.06-5 or a schedule to the Parking Overlay

To view applications and supporting documents in person, please phone Anne-Marie Edgley on 5561 9299 or email anne-marie.edgley@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 at https://www.planning.vic.gov.au/permits-and-applications/ministerial-permits/browse-ministerial-permits.

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:	**21 October 2025**

If you object, the responsible authority will tell you its decision.

AMENDED HERITAGE PERMIT

ISSUED UNDER SECTION 105B OF THE HERITAGE ACT 2017

Permit No: P36699 **(AMENDED)**

Applicant: CBE Asia Pacific Pty Ltd
Stephen Jenkins
Suite 3, Level 2 99 Coventy Street
Southbank Victoria 3006

NAME OF PLACE/OBJECT:	FORMER CLIFTON MOTOR GARAGE
HERITAGE REGISTER NUMBER:	H2380
LOCATION OF PLACE/OBJECT:	205-211 QUEENS PARADE FITZROY NORTH, YARRA CITY

THE PERMIT ALLOWS: Partial demolition, reconstruction and new works, involving the construction of a four-storey multi-use development and three basement levels within the extent of registration, generally in accordance with the following documents:

- Revised structural engineering drawings set, prepared by John Kyrgios & Associates Pty Ltd, dated 26 June 2023.
- Memorandum re: proposed propping to heritage façade, prepared by John Kyrgios & Associates Pty Ltd, dated 27 September 2023.
- Schedule of Conservation Works, prepared by Bryce Raworth Conservation | Heritage, dated 24 July 2023.
- Revised architectural drawings set, drawing nos. TP0.00-03, 10-12, 20-22, 30; TP1.00-15; TP2.00-03; TP3.00-02; TP6.00-01, prepared by CHT Architects, dated 29 June 2023.

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

PERIOD OF VALIDITY

1. The permission granted for this permit will expire if one of the following circumstances applies: the permitted works have not commenced within ~~two (2)~~ **four (4)** years of the original date of issue of this permit, or are not completed within ~~four (4)~~ **six (6)** years of the original date of issue of this permit unless otherwise agreed in writing by the Executive Director Heritage Victoria.
2. The Executive Director Heritage Victoria is to be given five working days' notice of the intention to commence the approved works.

HERITAGE PROTECTION

3. Prior to the commencement of any of the works approved by this permit, a **Heritage Protection Plan** must be submitted to the Executive Director Heritage Victoria for approval. Once approved, the Heritage Protection Plan will be endorsed and will then form part of the permit. The Heritage Protection Plan must include a sequencing program for the approved works, details of any temporary infrastructure and services required, protection methods for the heritage place during the undertaking of the works (including a detailed propping methodology for the facade), a work site layout plan. The Heritage Protection Plan must also include a dilapidation report (including images) for the heritage building to record its condition prior to the commencement of works approved by this permit.

CONSTRUCTION-READY DRAWINGS

4. Prior to the commencement of any of the works approved by this permit, a **construction ready (marked as such) set of architectural drawings**, must be submitted to the Executive Director Heritage Victoria for approval. Once approved, the drawings will be endorsed and will then form part of the permit.
5. Prior to the commencement of any of the works approved by this permit, a **schedule of construction materials, colours and finishes** must be submitted to the Executive Director Heritage Victoria for approval. Once approved, the schedule will be endorsed and will then form part of the permit.
6. Prior to the commencement of any of the works approved by this permit, a **construction ready (marked as such) set of structural engineering drawings**, must be submitted to the Executive Director Heritage Victoria for approval. Once approved, the drawings will be endorsed and will then form part of the permit. The documentation must demonstrate that the basement excavation works will not impact on the structural integrity of registered fabric.
7. Prior to the installation of exterior signage, a **construction ready (marked as such) set of signage drawings**, must be submitted to the Executive Director Heritage Victoria for approval. Once approved, the drawings will be endorsed and will then form part of the permit.
8. Prior to the commencement of any relevant **tenancy fit outs, construction ready (marked as such) set of architectural drawings**, must be submitted to the Executive Director Heritage Victoria for approval. Once approved, the drawings will be endorsed and will then form part of the permit.

CONSERVATION WORKS

9. Prior to the commencement of any of the works approved by this permit, a **suitably experienced heritage conservation consultant,** approved in writing by the Executive Director Heritage Victoria, must be engaged to advise and assist as necessary with the preparation of the documentation where any intervention to built fabric of heritage significance is involved and to provide relevant conservation advice to the permit holder during the carrying out of those works. In particular the heritage conservation consultant must help fulfil conditions 9 to 12 of this permit.
10. Prior to the commencement of any of the works approved by this permit, the heritage conservation consultant approved under condition 8 must prepare **a costed schedule and drawings of conservation works** identified as required for the heritage place for the approval and endorsement by the Executive Director Heritage Victoria and once endorsed these works become part of the permit and must be completed within the period of validity of the permit. The schedule and drawings must include but not be limited to: facade structural investigations, concrete cancer rectification, conservation and repair works to walls (brickwork and tile surfaces), render, joinery, stormwater goods, and resolution of historically appropriate paint schemes based on architectural paint research.
11. Prior to the commencement of any of the works approved by this permit and as provided for under s.103 of the *Heritage Act 2017*, a financial security in the form of an **unconditional Bank Guarantee** in favour of the Heritage Council of Victoria (ABN 87 967 501 331), is to be lodged with the Executive Director Heritage Victoria. The period of validity of the Bank Guarantee is to be unspecified.

The Bank Guarantee is to ensure the satisfactory completion of all of the works required by Condition 9. The amount guaranteed must be equivalent to the cost shown in the approved conservation schedule under Condition 8 plus a 20% contingency sum (inclusive of GST).

The bank guarantee must set out under the "contract/agreement" that the bank "asks the Principal to accept this bank guarantee ("undertaking") in connection with condition 11 on permit P36699.

12. Following completion of the conservation works required under Condition 8, the approved heritage conservation architect must submit to the Executive Director Heritage Victoria, for their approval, **a brief written report confirming that the conservation works have been completed** and the extent to which the completed conservation works conformed to good practice in their professional judgement. A Heritage Victoria representative may require a visit the place to inspect and confirm the satisfactory completion of the works.
13. The Bank Guarantee referred to in Condition 9 will be released to its provider following receipt by the Executive Director Heritage Victoria of a written request by the permit holder, subject to the completion of all of the works referred to in Condition 9 to the satisfaction of the Executive Director Heritage Victoria. The Bank Guarantee will be forfeited to the Heritage Council of Victoria in the event that all of these works are not completed to a satisfactory standard prior to the expiry date of this permit.
14. If the works required by Condition 8 approved by the permit are undertaken in full to the satisfaction of the Executive Director Heritage Victoria before any other works approved by this permit are commenced, financial security is not required to be lodged. Following completion of the works outlined above, the approved heritage conservation architect must submit to the Executive Director Heritage Victoria a brief written report confirming that the conservation works have been completed and the extent to which the completed conservation works conformed to good practice in their professional judgement. Once the report has been approved and endorsed by the Executive Director Heritage Victoria, and a Heritage Victoria officer has been to site to inspect the works, the remainder of the works approved by the permit may proceed.

DISMANTLING AND RECONSTRUCTION WORKS

15. Prior to the commencement of any of the works approved by this permit, the heritage conservation consultant approved under condition 8 must prepare the following for the approval and endorsement by the Executive Director Heritage Victoria and once endorsed these works become part of the permit and must be completed within the period of validity of the permit:
    - **An accurate record of the existing condition and details of the north-east boundary wall, exposed roof trusses and gabled roof form.** Documentation must use recognised recording techniques such as photography, surveying, drawn and written descriptions.
    - **A costed schedule for all involved works, and**
    - **Drawings for the reconstruction of the north-east boundary wall, exposed roof trusses and gabled roof form.** These must include all decorative features and be based on the existing condition record. Any missing features to be reinstated must be supported by adequate historical, pictorial and physical documentation.

16. Prior to the commencement of any of the works approved by this permit and as provided for under s.103 of the Heritage Act 2017, **a financial security in the form of an unconditional Bank Guarantee** in favour of the Heritage Council of Victoria (ABN 87 967 501 331), is to be lodged with the Executive Director Heritage Victoria. The period of validity of the Bank Guarantee is to be unspecified.

    The Bank Guarantee is to ensure the satisfactory completion of all of the works required by condition 14. The amount guaranteed must be equivalent to the cost shown in the approved costed schedule under condition 14 plus a 20% contingency sum (inclusive of GST).

    The bank guarantee must set out under the “contract/agreement” that the bank “asks the Principal to accept this bank guarantee (“undertaking”) in connection with condition 16 on permit P36699.

17. Following completion of the reconstruction works required under condition 14, the approved heritage conservation consultant must submit to the Executive Director Heritage Victoria, for their approval, **a brief written report confirming that the reconstruction works have been completed** and the extent to which the completed works conformed to good practice in their professional judgement.

18. The Bank Guarantee referred to in condition 15 will be released to its provider following receipt by the Executive Director Heritage Victoria of a written request by the permit holder, subject to the completion of all of the works referred to in condition 14 to the satisfaction of the Executive Director Heritage Victoria and the satisfaction of condition 14. The Bank Guarantee will be forfeited to the Heritage Council of Victoria in the event that all of these works are not completed to a satisfactory standard prior to the expiry date of this permit.

    ARCHIVAL QUALITY PHOTOGRAPHIC SURVEY

19. Prior to the commencement of any of the works approved by this permit an **archival quality photographic survey** is to be prepared to record the existing condition and setting of the place. The survey is to be prepared in accordance with the Heritage Council/Heritage Victoria Technical Note entitled “Specification for the submission of archival photographic records” (available on the Heritage Council website or from Heritage Victoria on request). Two copies of the completed photographic survey are to be produced with one copy submitted to the Executive Director Heritage Victoria for approval in writing prior to commencement of any of the works approved by this permit. On approval of the first copy the second copy is to be lodged with the La Trobe Picture Collection, 328 Swanston Street Melbourne 3000, State Library of Victoria or delivered by courier to Despatch: 174 Little Lonsdale Street Melbourne 3000. Deliveries accepted from 7.30am to 4.30pm (A receipt will be sent the day the material is received).

    INTERPRETATION

20. A **Heritage Interpretation Plan** for installation of interpretive devices within the registered land must be prepared by a suitably qualified and experienced practitioner. The Heritage Interpretation Plan must include proposals for the appropriate interpretation of the history of the site and the place's long-standing historical association with the developing Australian motor car industry in the early-mid twentieth-century. The Heritage Interpretation Plan is to be submitted to the Executive Director Heritage Victoria for endorsement within 12 months of the commencement of works in accordance with condition 2.

21. Prior to the implementation of the on-site interpretation, **a construction ready (marked as such) set of drawings** documenting works generally in accordance with the Heritage Interpretation Plan approved at condition 12, must be submitted to the Executive Director Heritage Victoria for approval. Once approved, the drawings will be endorsed and will then form part of the permit. After its approval the interpretation works are to be implemented on site prior to the expiration of the permit.

STORAGE OF HERITAGE FABRIC

22. Prior to the alteration works to the heritage facade for the new entry, a **long-term on-site storage plan** for the bricks to be removed from the central bay must be submitted to the Executive Director Heritage Victoria for approval. Once approved, the Storage Plan will be endorsed and will then form part of the permit. This plan must include the physical location for storage on site and methods for protecting the material from disassociation, physical impact, theft or vandalism, fire, water, and pests. The approved Heritage Consultant under condition 8 must prepare the documentation to fulfil this condition.

GENERAL CONDITIONS

23. Should further minor changes in accordance with the intent and approach of the endorsed documentation become necessary, correspondence and supporting documentation must be prepared and lodged in accordance with the permit condition for endorsement by the Executive Director Heritage Victoria. If the Executive Director considers that the changes are not minor, an amendment to the permit or a new application will be required.
24. Approved works or activities are to be planned and carried out in a manner which prevents damage to the registered place/object. However, if other previously hidden original or inaccessible details of the object or place are uncovered, any works that may affect such items must immediately cease. The Executive Director Heritage Victoria must be notified of the details immediately to enable Heritage Victoria representatives to inspect and record the items, and for discussion to take place on the possible retention of the items, or the issue of a modified approval.
25. All works must cease, and Heritage Victoria must be contacted if historical archaeological artefacts or deposits are discovered during any excavation or subsurface works.
26. The Executive Director Heritage Victoria must be informed when the approved works have been completed.
27. The works approved by this permit must be carried out in their entirety unless otherwise agreed in writing by the Executive Director Heritage Victoria.

NOTE THAT PERMISSION HAS BEEN GIVEN FOR INSPECTIONS OF THE PLACE OR OBJECT TO BE UNDERTAKEN DURING THE CARRYING OUT OF WORKS, AND WITHIN SIX (6) MONTHS OF NOTIFICATION OF THEIR COMPLETION.

TAKE NOTICE THAT ANY NATURAL PERSON WHO CARRIES OUT WORKS OR ACTIVITIES NOT IN ACCORDANCE WITH THE PERMIT OR CONDITIONS IS GUILTY OF AN OFFENCE AND LIABLE TO A PENALTY OF 120 PENALTY UNITS ($22,190.40 FROM 1 JULY 2022) OR IN THE CASE OF A BODY CORPORATE 600 PENALTY UNITS ($110,952 FROM 1 JULY 2022)

UNDER s104 THE HERITAGE ACT 2017.

WORKS UNDERTAKEN WITHOUT A PERMIT OR PERMIT EXEMPTION CAN INCUR A FINE OF UP TO 4800 PENALTY UNITS ($887,616 FROM 1 JULY 2022) FOR A NATURAL PERSON OR 5 YEARS IMPRISONMENT OR BOTH AND UP TO 9600 PENALTY UNITS ($1,775,232 FROM 1 JULY 2022) IN THE CASE OF A BODY CORPORATE UNDER SECTION 87 OF THE HERITAGE ACT 2017.

THE ATTENTION OF THE OWNER AND/OR APPLICANT IS DRAWN TO THE NEED TO OBTAIN ALL OTHER RELEVANT PERMITS PRIOR TO THE COMMENCEMENT OF WORKS.

Date Issued:

08 December 2023

Signed as delegate for the Executive Director, Heritage Victoria pursuant to the Instrument of Delegation

HERITAGE VICTORIA

Amendment Issued:

31 July 2025

Nicola Stairmand
Manager, Statutory Assessments
Heritage Victoria

Date of amendment	Brief description of amendment
31 July 2025	Two-year extension to period of validity

205-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT | FITZROY NORTH

DTP RFI | NOVEMBER 2025

Project No 20045 | Revision TP5

CHT ARCHITECTS

CHT ARCHITECTS

Craftworks
Level 2, 20-30 Mollison st
Abbotsford VIC 3067

T 03 9417 1944
F 03 9415 1847
E info@chtarchitects.com.au
W chtarchitects.com.au

File Name_CHT_TP Report_205-215 Queens Parade & 6-12 Dummett Crescent, Fitzroy North_251119.indd

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03.00 ARCHITECTURAL DRAWINGS

| Introduction

DEVELOPMENT INFO

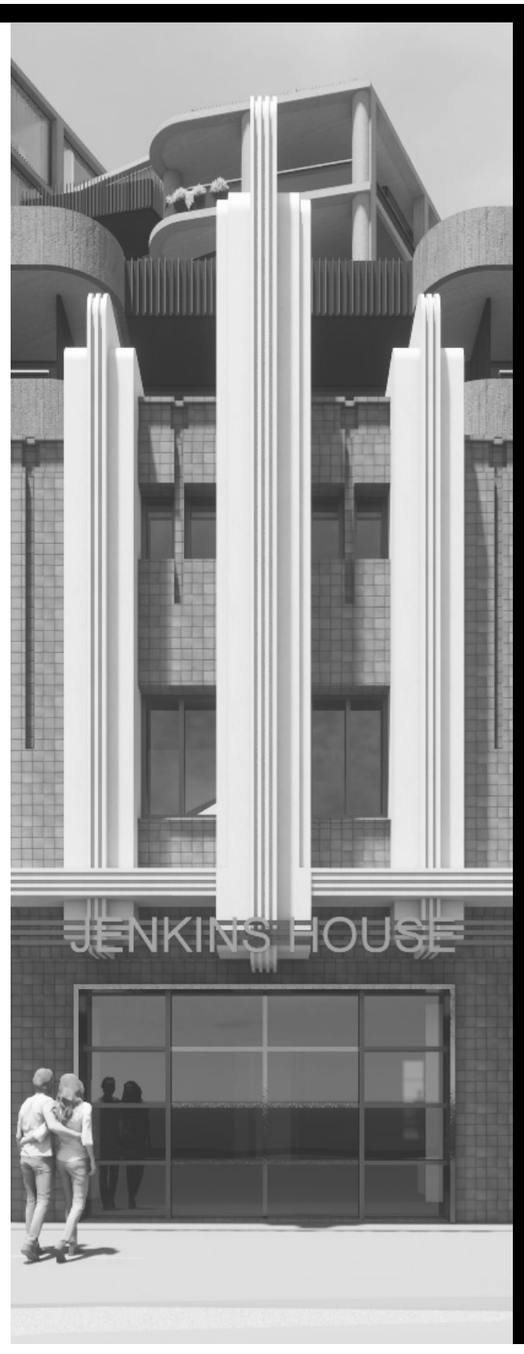
Development	Mixed Use Development
Location	201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North Victoria

DEVELOPMENT SUMMARY

Site Area	2008.7 m²
Development	Mixed Use Development
Location	201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North Victoria

PROJECT TEAM

Client	CBE Asia Pacific Pty Ltd
Architect	CHT Architects
Town Planner	proUrban Advisory
Heritage Consultant	Bryce Raworth
Traffic Consultant	OneMileGrid



TOWN PLANNING REPORT

CLIENT

CBE Asia Pacific Pty Ltd

SUBJECT SITE

201-215 Queens Parade & 6-12 Dummett Crescent
Fitzroy North Victoria

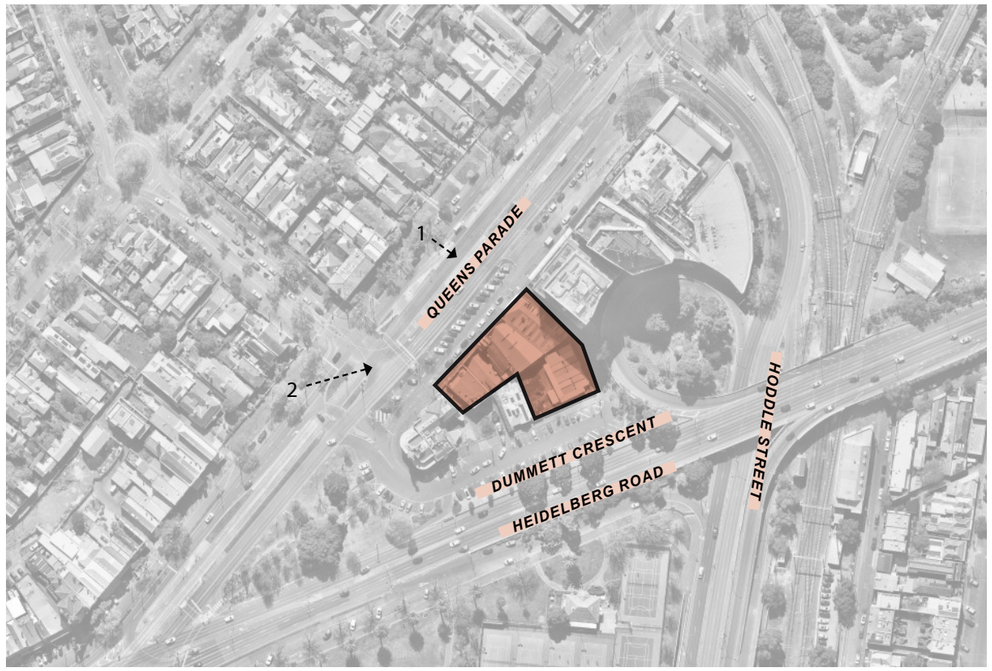
DATE

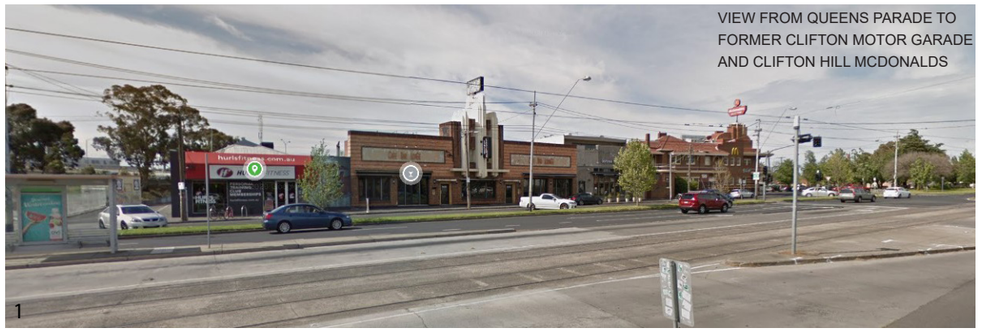
August 2025

CHT ARCHITECTS

1.0 THE SITE

01.01 | Former Clifton Motor Garage - Historical Analysis



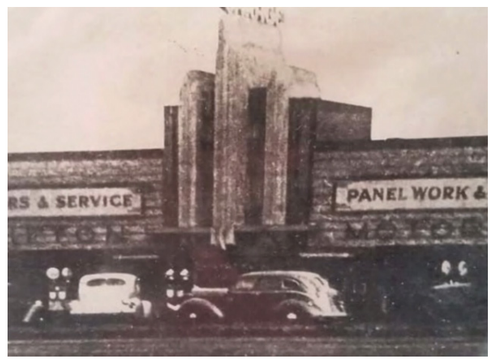






1920s

View of the first Clifton Motor Garage
prior of the construction of the existing building



1940s

Early photograph of the newly finished garage showing
the original 'Clifton Motors'



1965

Tru-Mould Tyre Service

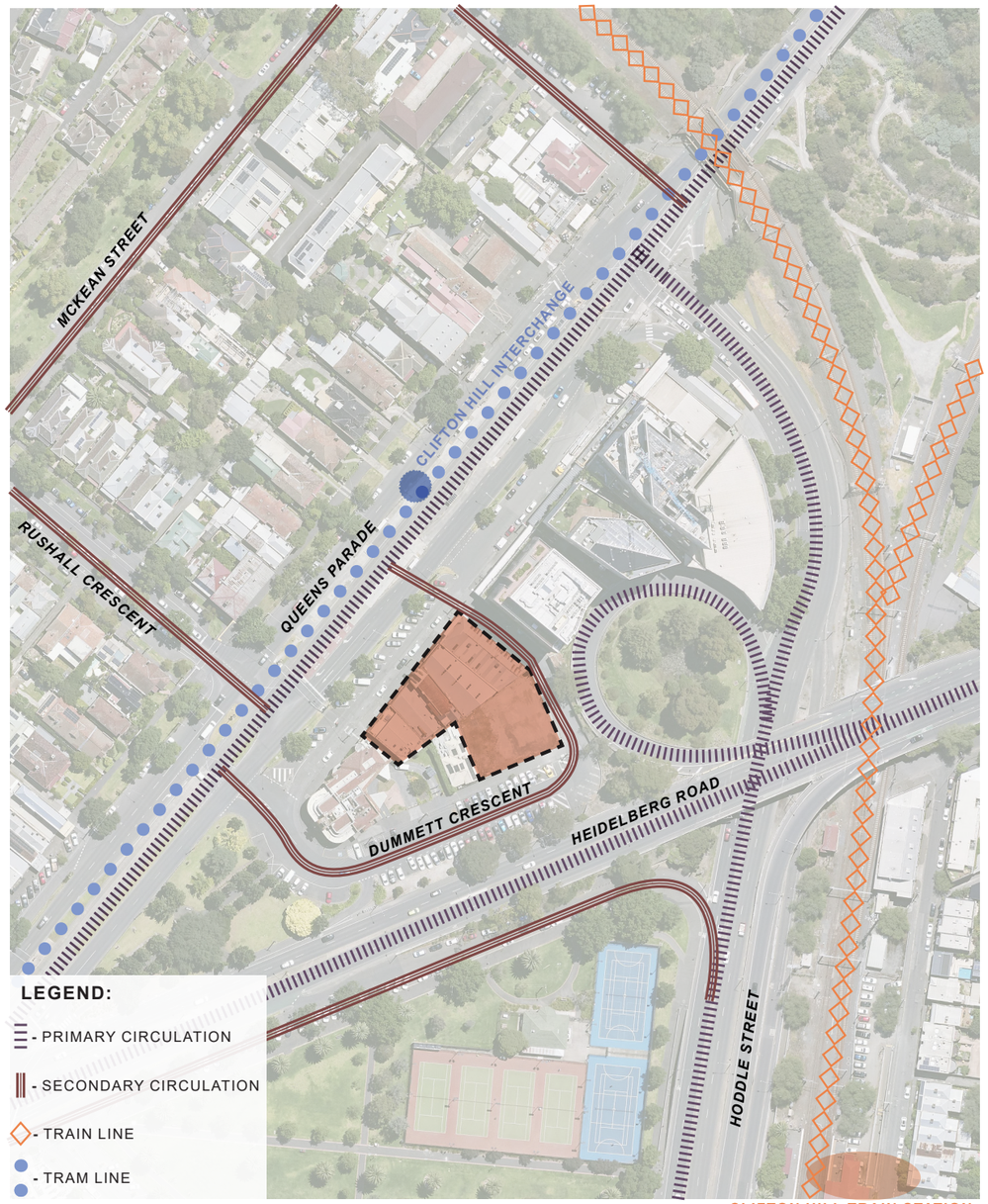


2020s

Current Queens Parade facade to the Former Clifton
Motor Garage

01.02 | Site Analysis

CONNECTION:



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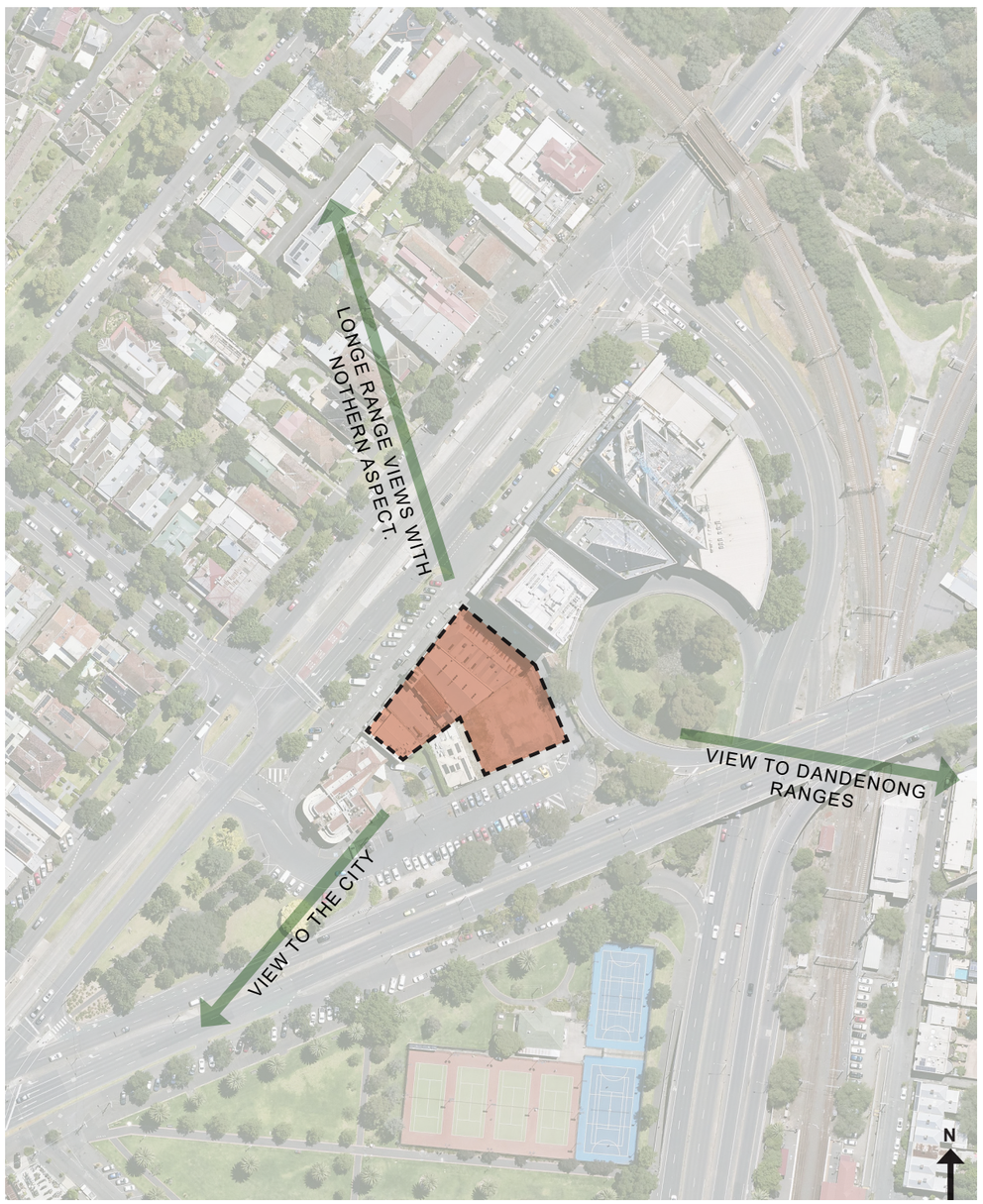


01.02 | Site Analysis

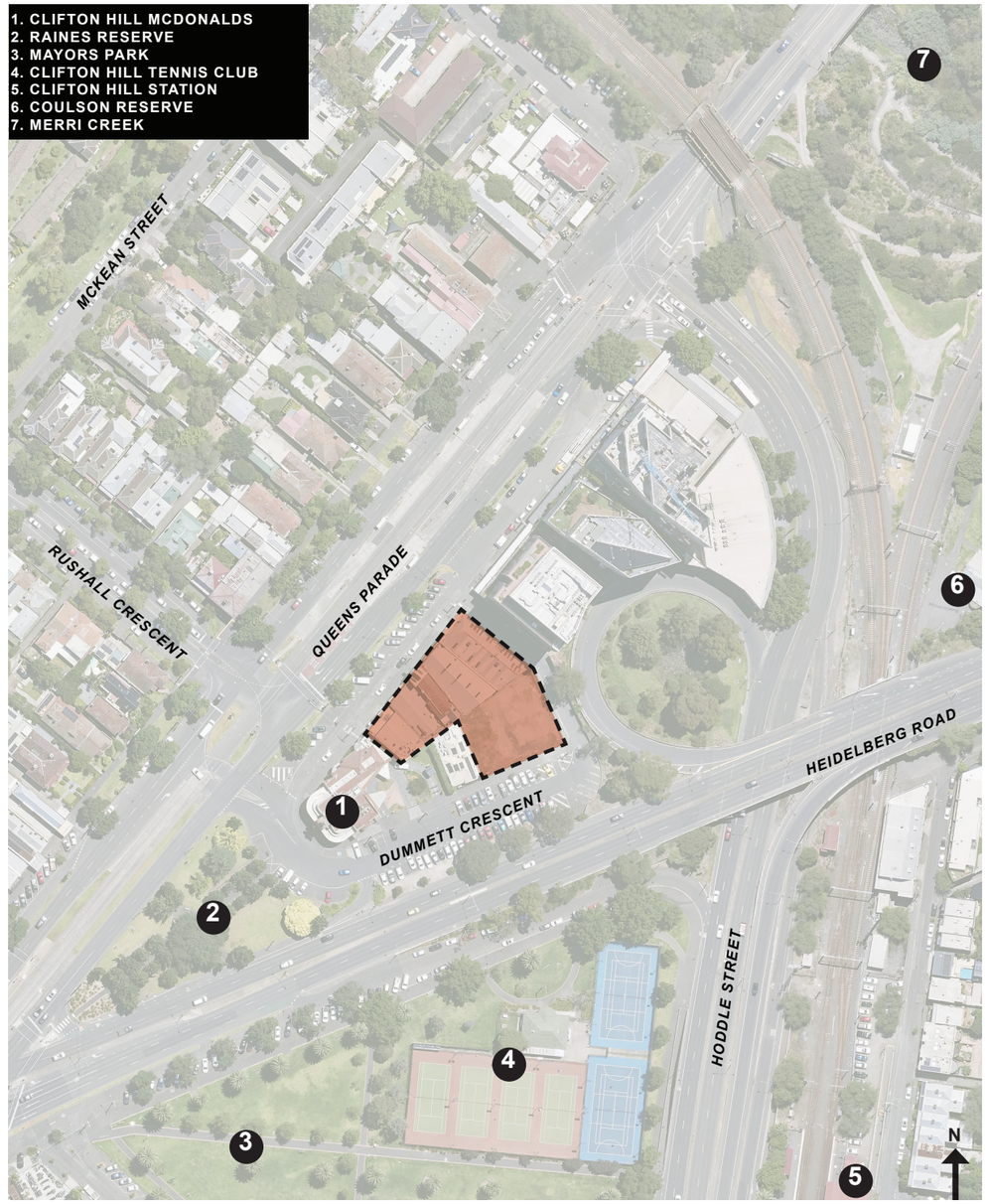
ENVIRONMENTAL:

- SUN PATH
- WIND DIRECTION
- ACOUSTIC THRESHOLD

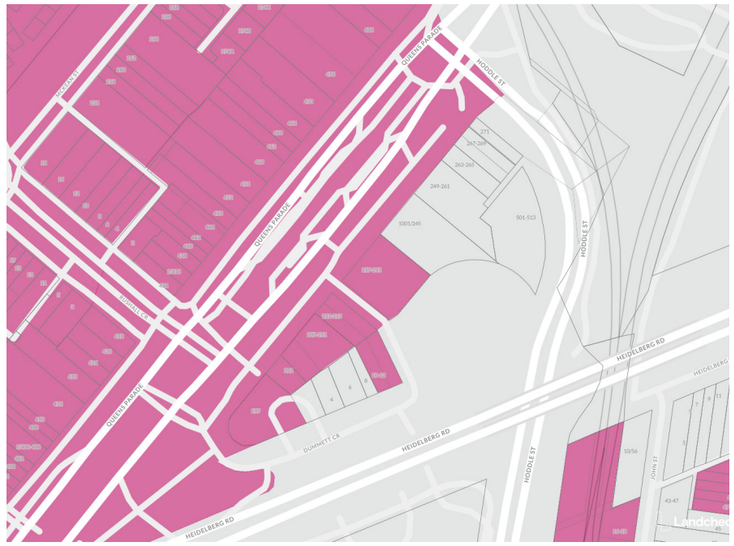


LANDMARKS:

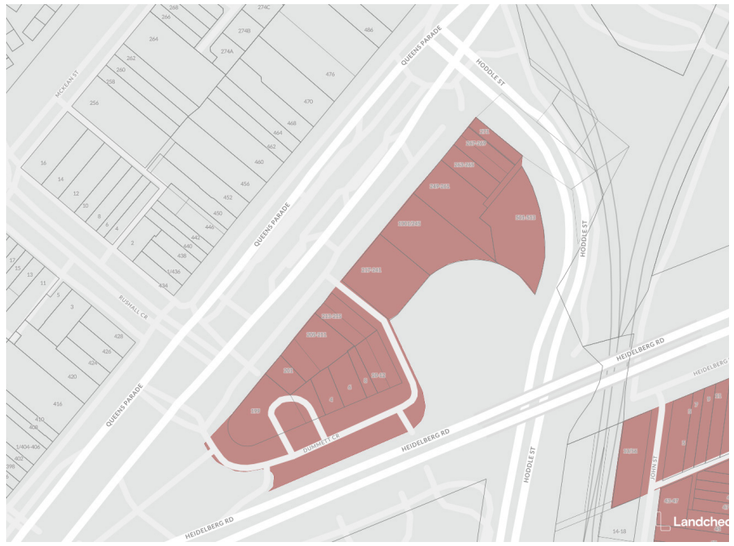
1. CLIFTON HILL MCDONALDS
2. RAINES RESERVE
3. MAYORS PARK
4. CLIFTON HILL TENNIS CLUB
5. CLIFTON HILL STATION
6. COULSON RESERVE
7. MERRI CREEK



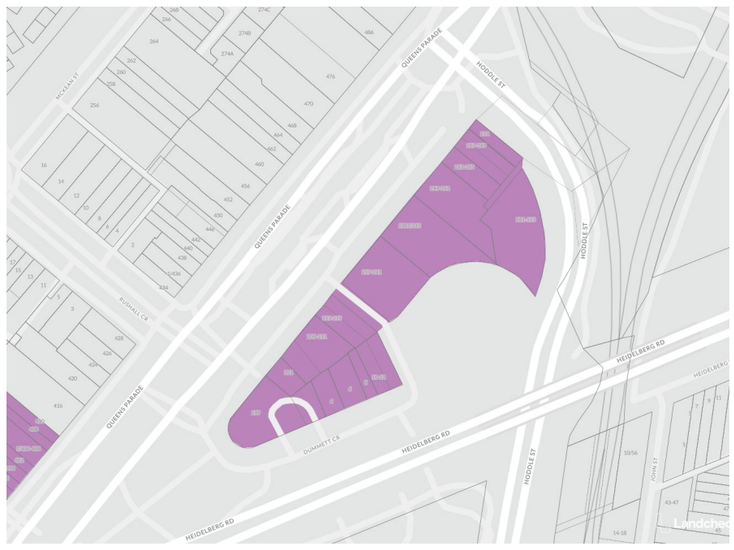
01.03 | Planning Overlays



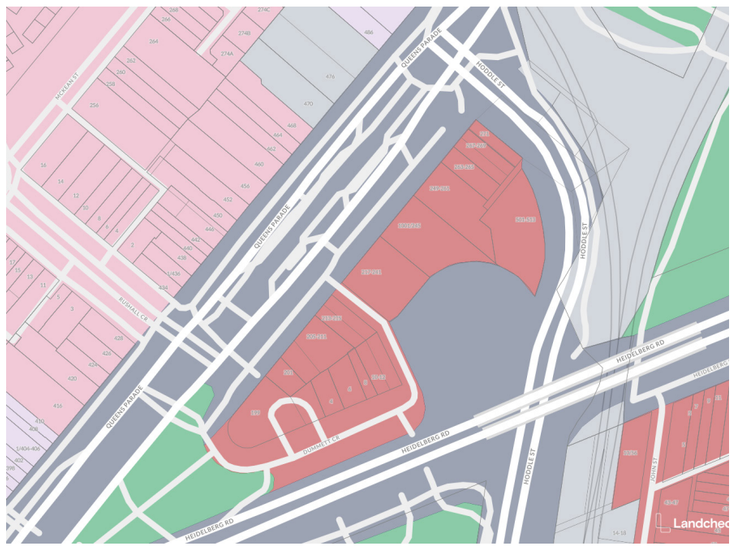
HERITAGE OVERLAY - SCHEDULE 330 & SCHEDULE 480



ENVIRONMENTAL AUDIT OVERLAY



DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 15-5

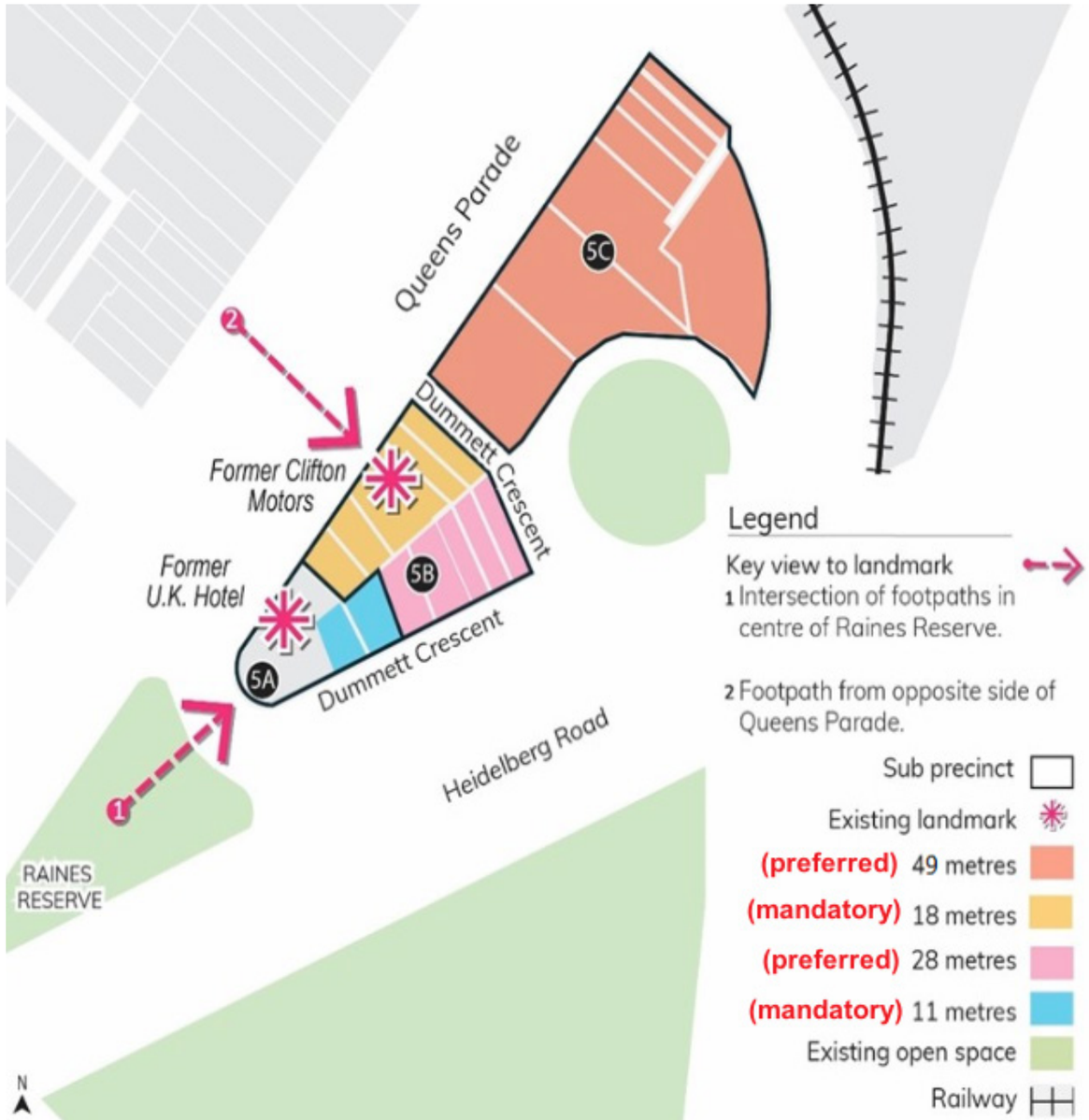


MIXED USE ZONE

01.03 | Planning Overlays

Pursuant to DDO16-5, the site is within precinct 5B and the following built form controls apply to the site:

- Mandatory 18 metre building height to 201-215 Queens Parade.
- Preferred 28 metre building height to elsewhere (including Dummett Crescent).
- Mandatory maximum street wall height to 201-215 Queens Parade no higher than the parapet height of the former Clifton Motor Garage and the eaves line of the former UK hotel.
- Preferred 11 metre maximum street wall height to Dummett Crescent.
- Mandatory upper level setback 8 metres from 201-215 Queens Parade.
- Preferred upper level setback 6 metres elsewhere (including Dummett Crescent).
- No mandatory side and rear setbacks.
- Preferred minimum side and rear setbacks for upper levels, where habitable room window is proposed:
  - 4.5 metres from the common boundary or from the centre line of the laneway.



MAP OF PRECINCT 5

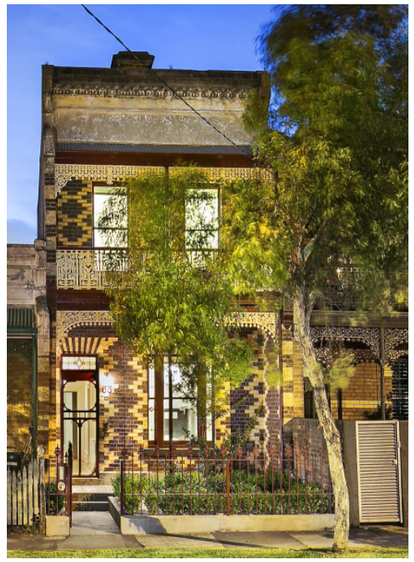
01.04 | Visual Impact Analysis



01.05 | Material Pallette Selection

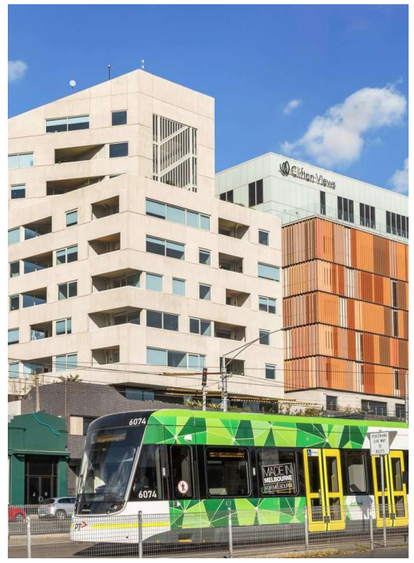


PREVAILING LOCAL MATERIALITY
FROM KEY VEW POINTS









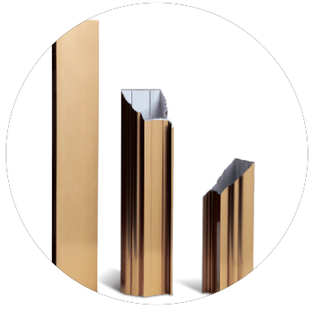
KEY MATERIAL SELECTION:



RED OXIDE CONCRETE
FINISH



CHARCOAL MASONARY
FINISH



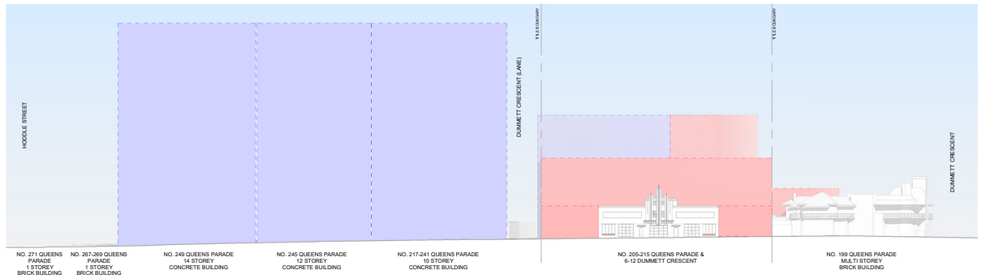
BRONZE DETAILING

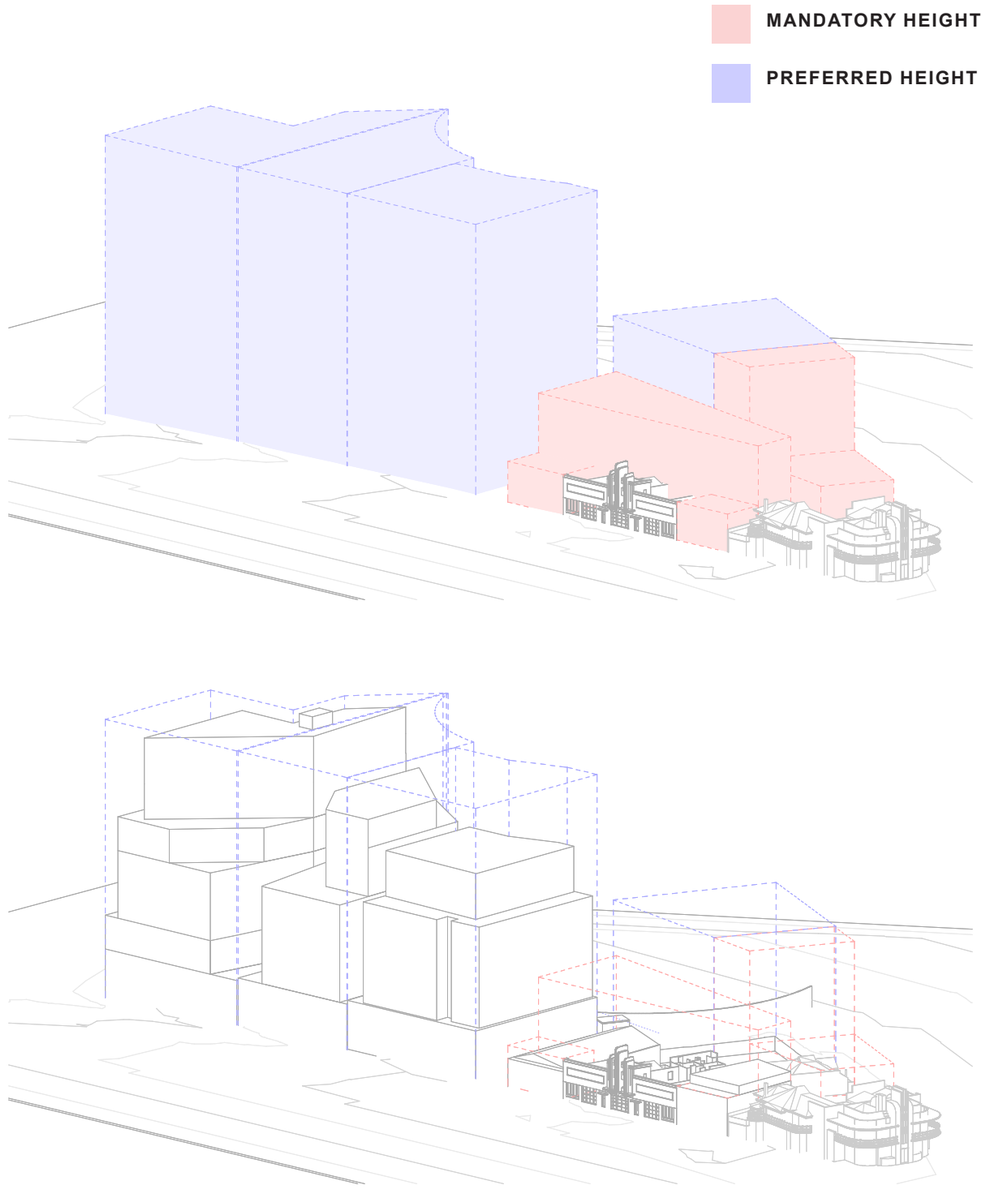
NATURAL CONCRETE
FINISH

2.0 DESIGN APPROACH

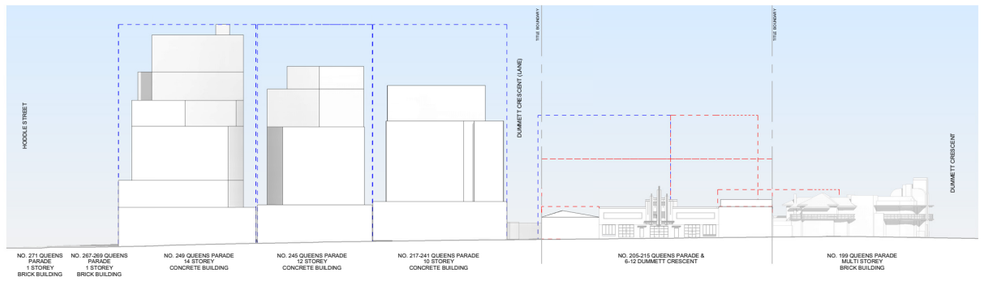
02.01 | Precinct 5 Mandatory & Preferred Height Limits

DDO HEIGHT LIMITS:



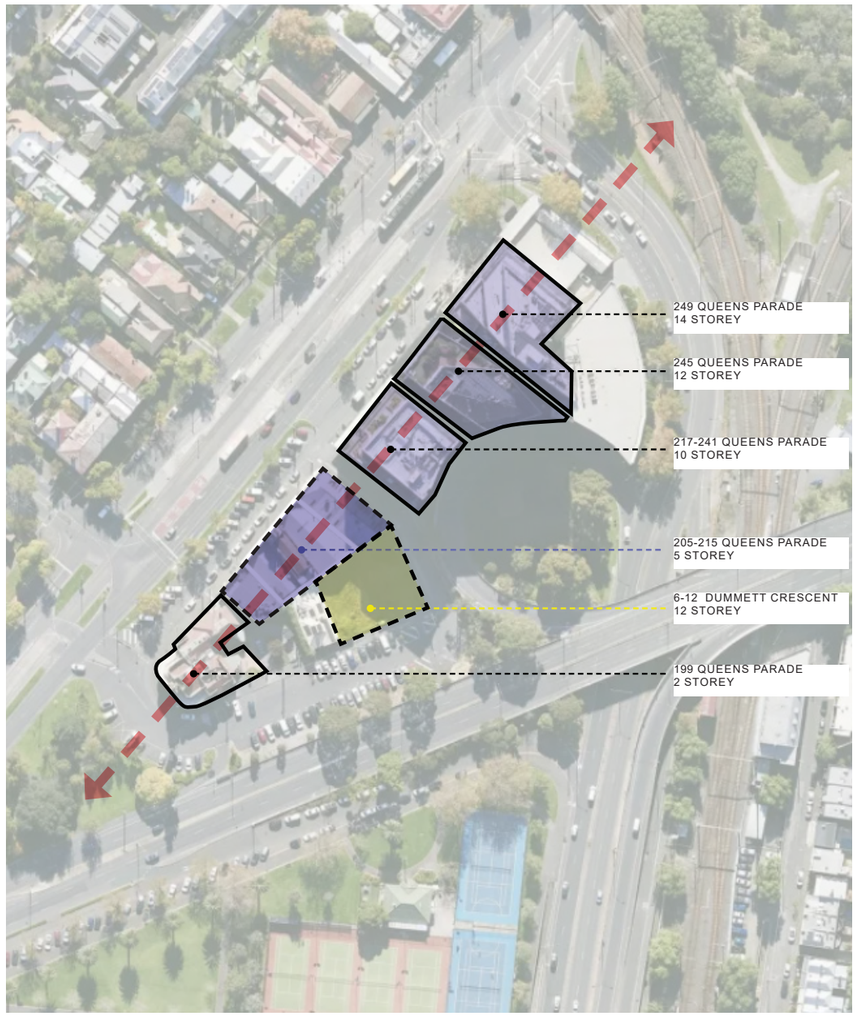


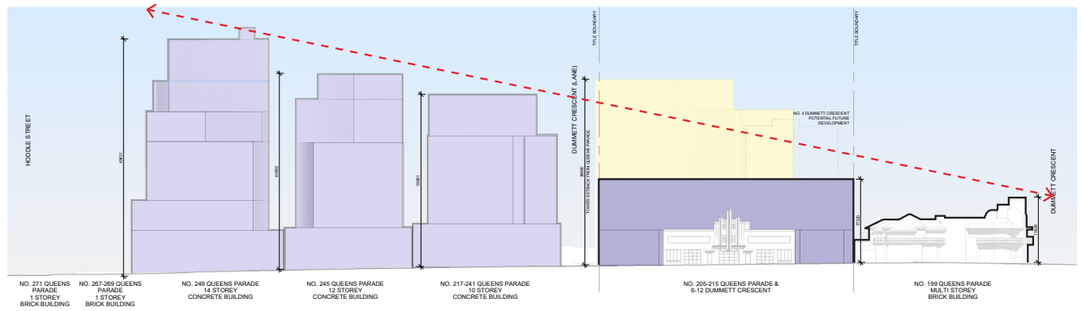
EXISTING:

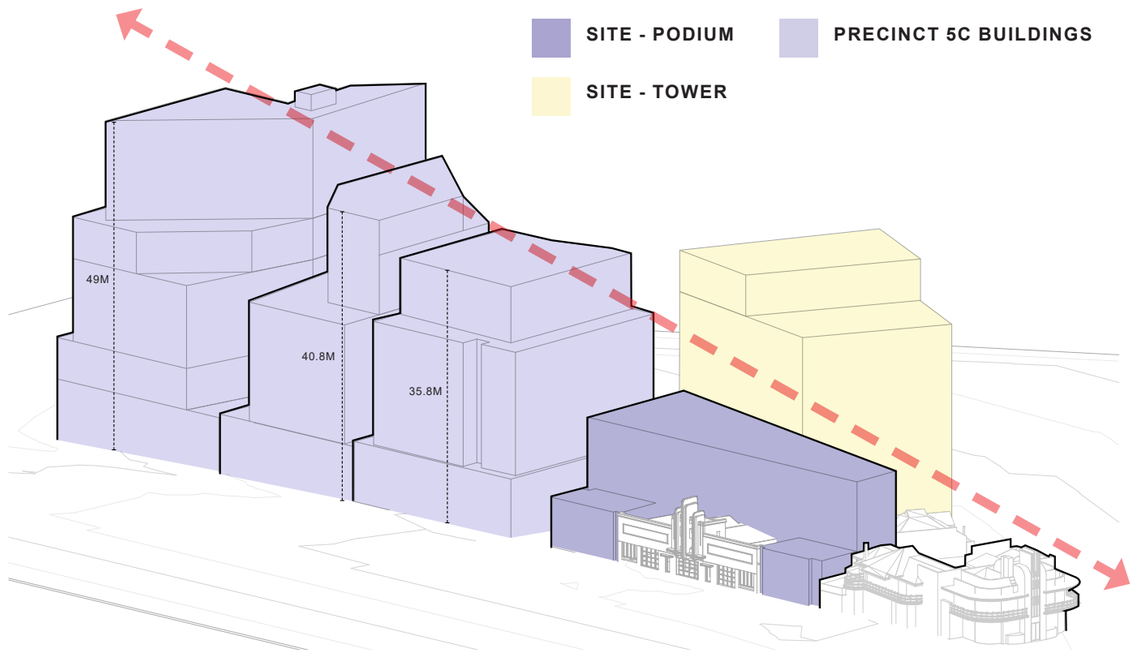


02.02 | Queens Parade Scale + Massing

PROPOSED:



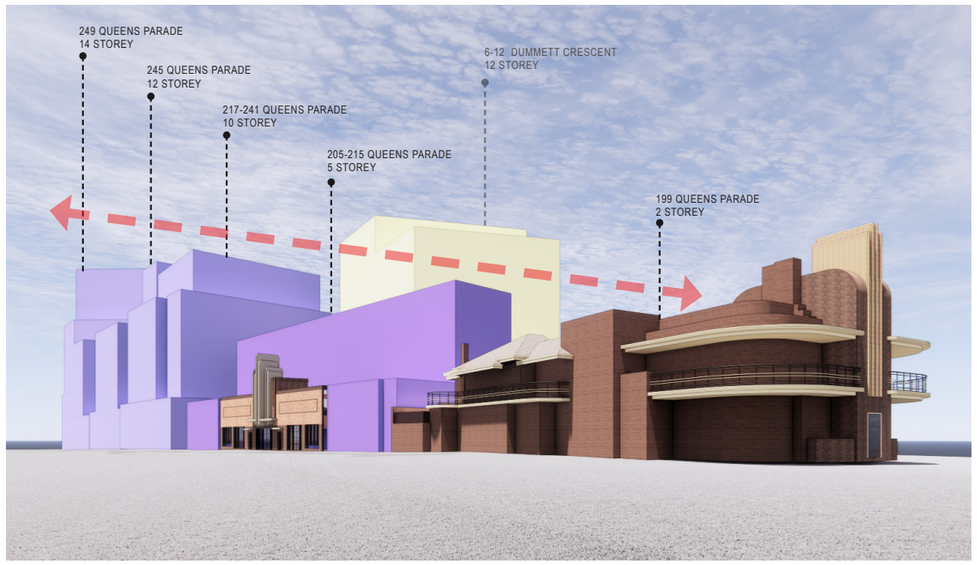


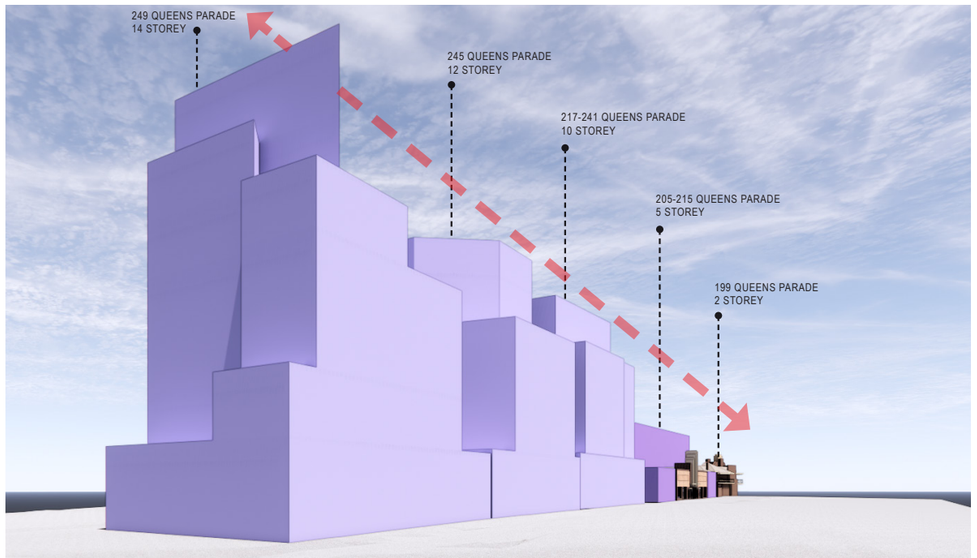


02.02 | Queens Parade Scale + Massing

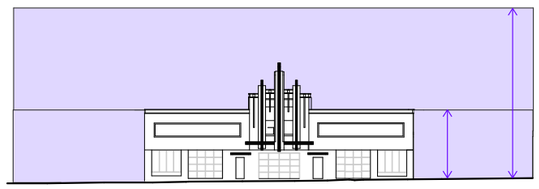




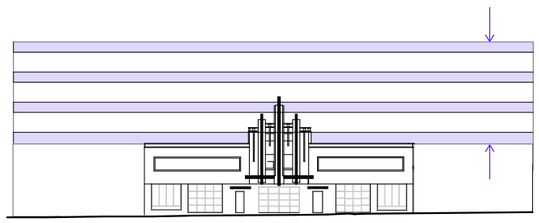




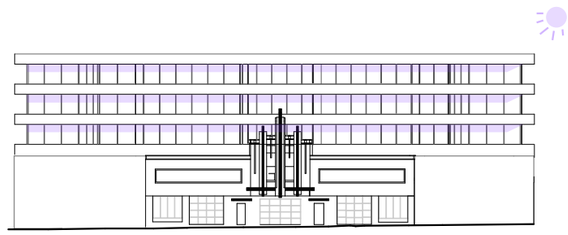
02.03 | Podium Concept Diagram



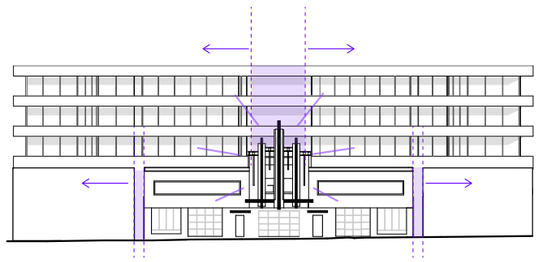
1. ESTABLISHING MAXIMUM HEIGHTS



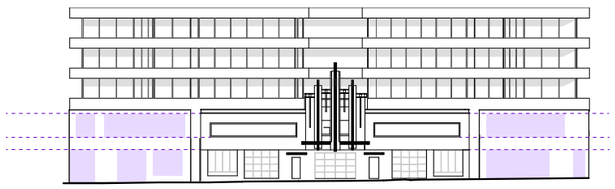
2. VISUALLY COMPRESS UPPER LEVELS



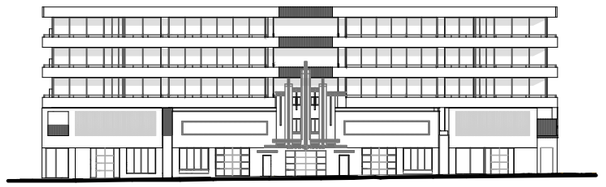
3. PASSIVE SHADING



4. HERO THE HERITAGE



5. BUILD A RELATIONSHIP

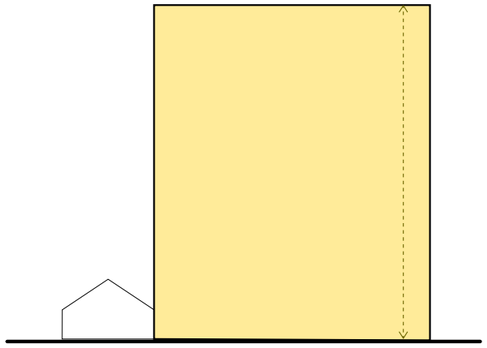


6. FINE GRAIN

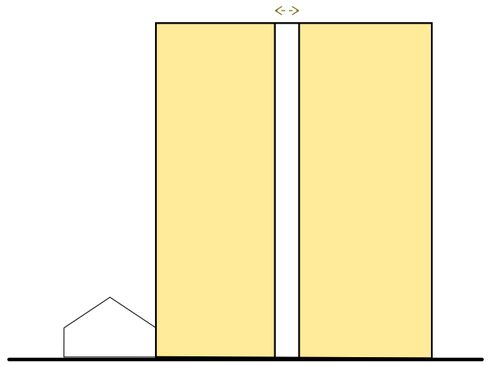
02.03 | Artist Impression



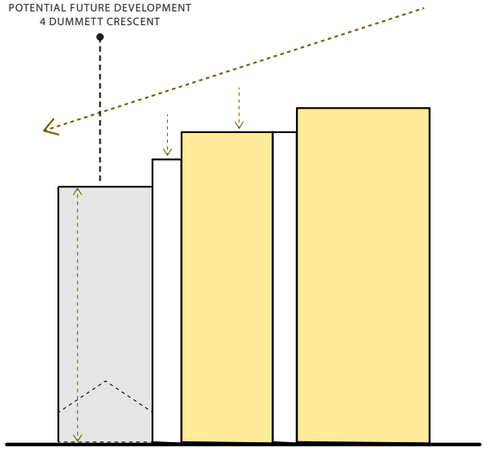
02.04 | Tower Concept Diagram



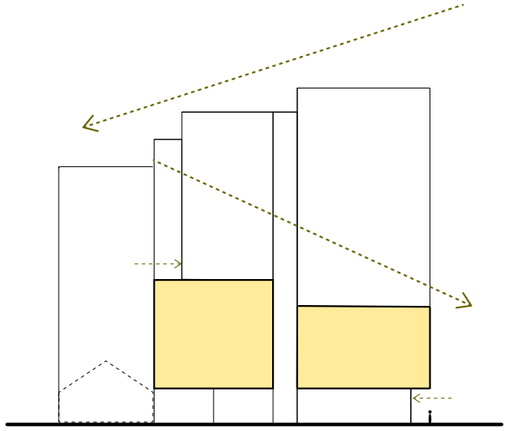
1. ESTABLISHING HEIGHTS



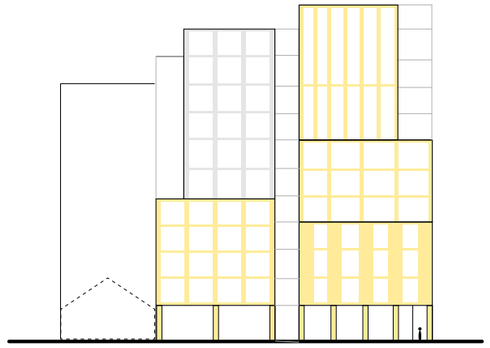
2. VERTICAL SEPARATION



3. VARIED SKYLINE



4. STEPPING STREET WALL AND IMPROVING PUBLIC REALM



5. VISUAL BREAKDOWN

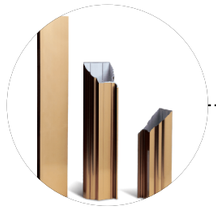
02.04 | Artist Impression



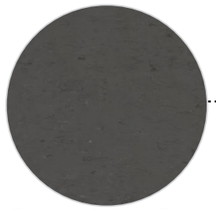
Artist Impression | Street Wall & Access (Dummett Crescent)



Artist Impression | Communal Ground Floor Interface and Pedestrian Entry



Bronze Detailing



Charcoal Masonary Finish



Red Oxide Concrete



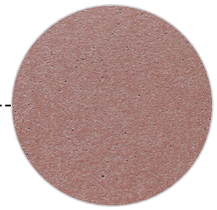
Clear Glazing



Artist Impression | Street Wall Detailing



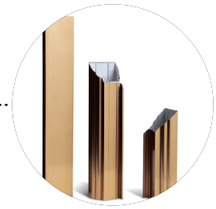
Natural Concrete



Red Oxide Concrete



Clear Glazing

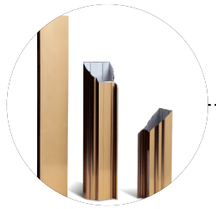


Bronze Detailing

Artist Impression | Facade Composition Detail



Artist Impression | Facade Composition Detail



Bronze Detailing



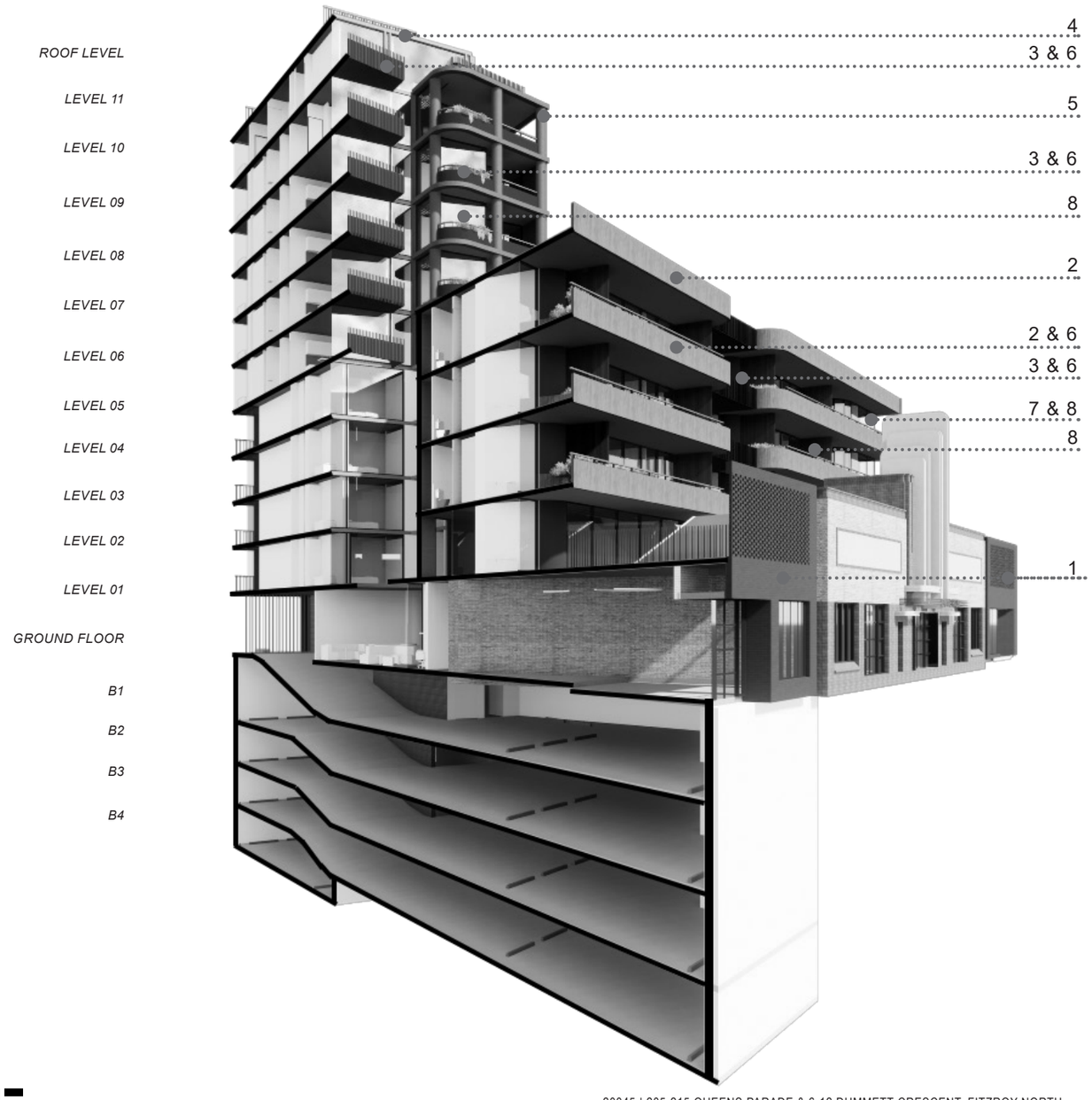
Red Oxide Concrete



Clear Glazing



02.05 | Materiality





1 | Charcoal Brick



2 | Grey Concrete Textured Finish



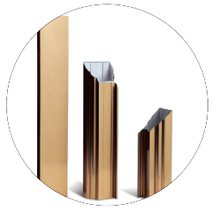
3 | Charcoal Masonry Finish



4 | Natural Concrete Smooth Finish



5 | Red Oxide Concrete Smooth Finish



6 | Bronze Detailing



7 | *Dark Grey Powder Coat Aluminium*



8 | *Clear Glazing*

02.06 | Artistic Impression - Key View of Clifton Hill McDonalds





VIEW WITHOUT POTENTIAL DEVELOPMENT AT 4 DUMMETT CRESCENT

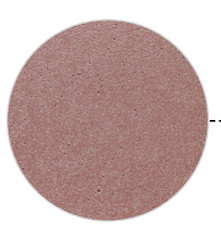


VIEW SHOWING POTENTIAL DEVELOPMENT AT 4 DUMMETT CRESCENT

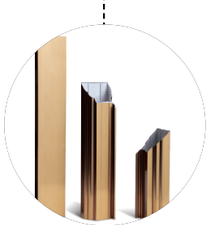
02.06 | Artistic Impression - Key Views of Ground Floor interface with Dummett Crescent Lane







Red Oxide Concrete



Bronze Detailing



Clear Glazing

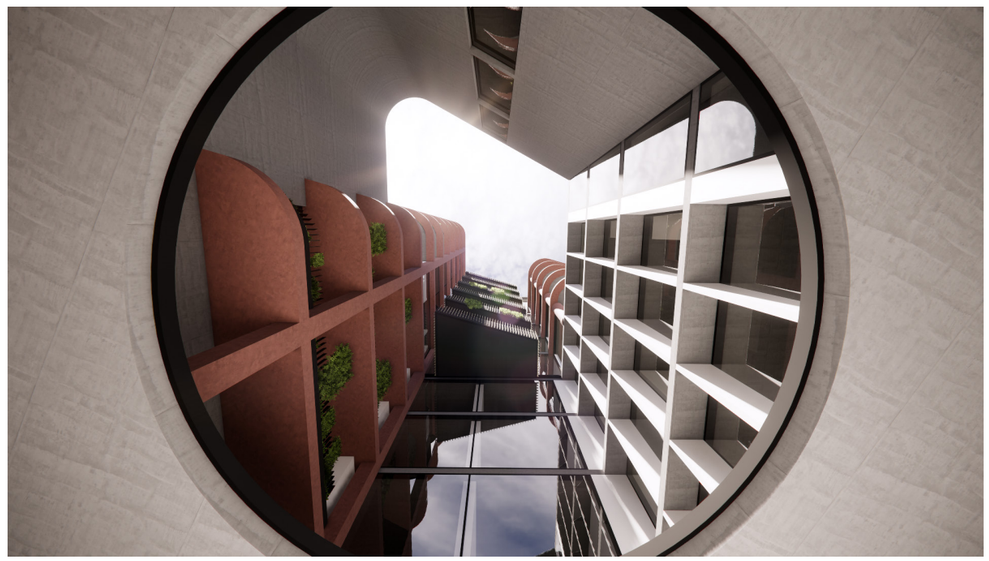


Dark Grey Powdercoat Aluminium

02.06 | Artist Impressions



QUEENS PARADE | VIEW OF DEVELOPMENT ENTRY THROUGH HERITAGE BUILDING



VIEW OF ATRIUM FROM THE GRAND LOBBY



DUMMETT CRESCENT LANE | VIEW OF COMMUNAL GROUND FLOOR INTERFACE



VIEW FROM CORNER OF QUEENS PARADE SERVICE ROAD AND DUMMETT CRESCENT LANE

3.0 ARCHITECTURAL DRAWINGS


JENKINS HOUSE

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

TOWN PLANNING

CHT ARCHITECTS

17/11/2025

NO.	SHEET NAME
TP0.00	COVER SHEET
TP0.01	SHEET LIST
TP0.02	DEVELOPMENT SUMMARY
TP0.03	SITE SURVEY
TP0.10	EXISTING PLAN - GROUND FLOOR
TP0.11	EXISTING PLAN - FIRST FLOOR
TP0.12	EXISTING PLAN - ROOF PLAN
TP0.20	DEMOLITION PLAN - GROUND FLOOR
TP0.21	DEMOLITION PLAN - FIRST FLOOR
TP0.22	DEMOLITION PLAN - ROOF PLAN
TP0.30	EXISTING & DEMOLITION ELEVATION - QUEENS PARADE
TP1.00	BASEMENT 04 PLAN
TP1.01	BASEMENT 03 PLAN
TP1.02	BASEMENT 02 PLAN
TP1.03	BASEMENT 01 PLAN
TP1.04	GROUND FLOOR PLAN
TP1.05	LEVEL 01 PLAN
TP1.06	LEVEL 02 PLAN
TP1.07	LEVEL 03 PLAN
TP1.08	LEVEL 04 PLAN
TP1.09	LEVEL 05 PLAN
TP1.10	LEVEL 06 PLAN
TP1.11	LEVEL 07 PLAN
TP1.12	LEVEL 08 PLAN
TP1.13	LEVEL 09 PLAN
TP1.14	LEVEL 10 PLAN
TP1.15	LEVEL 11 PLAN
TP1.16	ROOF LEVEL PLAN
TP2.00	MATERIALS SCHEDULE
TP2.01	NORTH-WEST ELEVATION (QUEENS PARADE)
TP2.02	NORTH-EAST ELEVATION (DUMMETT CRESCENT)
TP2.03	SOUTH-EAST ELEVATION (DUMMETT CRESCENT)
TP2.04	SOUTH-WEST ELEVATION
TP2.10	NORTH-WEST STREETSCAPE (QUEENS PARADE)
TP2.11	NORTH-WEST ELEVATION (QUEENS PARADE) STREETSCAPE
TP2.12	NORTH-EAST ELEVATION (QUEENS PARADE) STREETSCAPE
TP2.13	SOUTH-EAST ELEVATION (QUEENS PARADE) STREETSCAPE
TP3.00	SECTION AA
TP3.01	SECTION BB
TP3.02	SECTION CC
TP4.01	BADS REVIEW - LEVEL 01
TP4.02	BADS REVIEW - LEVEL 02
TP4.03	BADS REVIEW - LEVEL 03
TP4.04	BADS REVIEW - LEVEL 04
TP4.05	BADS REVIEW - LEVEL 05
TP4.06	BADS REVIEW - LEVEL 06
TP4.07	BADS REVIEW - LEVEL 07
TP4.08	BADS REVIEW - LEVEL 08
TP4.09	BADS REVIEW - LEVEL 09
TP4.10	BADS REVIEW - LEVEL 10
TP4.11	BADS REVIEW - LEVEL 11
TP4.12	BADS - D7 ASSESSMENT
TP4.13	BADS OVERALL ASSESSMENT
TP6.00	SHADOW DIAGRAMS
TP6.01	SHADOW DIAGRAMS II

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PS	01.12.2022	FOR HERITAGE REVIEW
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HV2	29.06.2023	FOR HERITAGE VICTORIA APPLICATION
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TP2	20/11/2024	TOWN PLANNING
TP3	14/03/2025	TOWN PLANNING
TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

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TOWN PLANNING

SHEET LIST

SCALE: @A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 | 17/11/2025 | TP0.01 | TP5

TP - APARTMENT MIX		
UNIT TYPE	**NUMBER**	**MIX %**
1 BED & 1 BATH	18	18%
1 BED & 1 BATH + STUDY	16	16%
2 BED & 1 BATH	10	10%
2 BED & 2 BATH	29	30%
3 BED & 2 BATH	14	14%
3 BED & 3 BATH PENTHOUSE	3	3%
STUDIO	8	8%
TOTAL UNITS	98	100%

TP - APARTMENT BREAKDOWN	
UNIT TYPE	**NUMBER**
LEVEL 01	
1 BED & 1 BATH	1
1 BED & 1 BATH + STUDY	4
2 BED & 1 BATH	1
2 BED & 2 BATH	1
3 BED & 2 BATH	1
STUDIO	2
	10
LEVEL 02	
1 BED & 1 BATH	1
1 BED & 1 BATH + STUDY	4
2 BED & 1 BATH	1
2 BED & 2 BATH	4
3 BED & 2 BATH	2
STUDIO	2
	14
LEVEL 03	
1 BED & 1 BATH	1
1 BED & 1 BATH + STUDY	4
2 BED & 1 BATH	1
2 BED & 2 BATH	4
3 BED & 2 BATH	2
STUDIO	2
	14
LEVEL 04	
1 BED & 1 BATH	1
1 BED & 1 BATH + STUDY	4
2 BED & 1 BATH	1
2 BED & 2 BATH	4
3 BED & 2 BATH	2
STUDIO	2
	14
LEVEL 05	
1 BED & 1 BATH	3
2 BED & 1 BATH	1
2 BED & 2 BATH	3
3 BED & 2 BATH	1
	8
LEVEL 06	
1 BED & 1 BATH	3
2 BED & 1 BATH	1
2 BED & 2 BATH	3
3 BED & 2 BATH	1
	8
LEVEL 07	
1 BED & 1 BATH	3
2 BED & 1 BATH	1
2 BED & 2 BATH	3
3 BED & 2 BATH	1
	8
LEVEL 08	
1 BED & 1 BATH	3
2 BED & 1 BATH	1
2 BED & 2 BATH	3
3 BED & 2 BATH	1
	8
LEVEL 09	
1 BED & 1 BATH	1
2 BED & 1 BATH	1
2 BED & 2 BATH	2
3 BED & 2 BATH	1
3 BED & 3 BATH PENTHOUSE	1
	6
LEVEL 10	
1 BED & 1 BATH	1
2 BED & 1 BATH	1
2 BED & 2 BATH	2
3 BED & 2 BATH	2
	6
LEVEL 11	
3 BED & 3 BATH PENTHOUSE	2
	2
TOTAL UNITS	98

TP - APARTMENT SCHEDULE		
UNIT NO.	**UNIT TYPE**	**AREA**
LEVEL 01		
101	1 BED & 1 BATH + STUDY	66 m²
102	1 BED & 1 BATH + STUDY	56 m²
103	1 BED & 1 BATH	52 m²
104	2 BED & 1 BATH	67 m²
105	2 BED & 2 BATH	69 m²
106	1 BED & 1 BATH + STUDY	63 m²
107	3 BED & 2 BATH	111 m²
108	1 BED & 1 BATH + STUDY	53 m²
109	STUDIO	44 m²
110	STUDIO	40 m²
		621 m²
LEVEL 02		
201	2 BED & 2 BATH	82 m²
202	2 BED & 2 BATH	80 m²
203	2 BED & 2 BATH	80 m²
204	1 BED & 1 BATH + STUDY	66 m²
205	1 BED & 1 BATH + STUDY	56 m²
206	1 BED & 1 BATH	52 m²
207	2 BED & 1 BATH	67 m²
208	2 BED & 2 BATH	69 m²
209	1 BED & 1 BATH + STUDY	63 m²
210	3 BED & 2 BATH	106 m²
211	3 BED & 2 BATH	111 m²
212	1 BED & 1 BATH + STUDY	53 m²
213	STUDIO	44 m²
214	STUDIO	40 m²
		969 m²
LEVEL 03		
301	2 BED & 2 BATH	82 m²
302	2 BED & 2 BATH	80 m²
303	2 BED & 2 BATH	80 m²
304	1 BED & 1 BATH + STUDY	66 m²
305	1 BED & 1 BATH + STUDY	56 m²
306	1 BED & 1 BATH	52 m²
307	2 BED & 1 BATH	67 m²
308	2 BED & 2 BATH	69 m²
309	1 BED & 1 BATH + STUDY	63 m²
310	3 BED & 2 BATH	106 m²
311	3 BED & 2 BATH	111 m²
312	1 BED & 1 BATH + STUDY	53 m²
313	STUDIO	44 m²
314	STUDIO	40 m²
		969 m²
LEVEL 04		
401	2 BED & 2 BATH	82 m²
402	2 BED & 2 BATH	80 m²
403	2 BED & 2 BATH	80 m²
404	1 BED & 1 BATH + STUDY	66 m²
405	1 BED & 1 BATH + STUDY	56 m²
406	1 BED & 1 BATH	52 m²
407	2 BED & 1 BATH	67 m²
408	2 BED & 2 BATH	69 m²
409	1 BED & 1 BATH + STUDY	63 m²
410	3 BED & 2 BATH	106 m²
411	3 BED & 2 BATH	111 m²
412	1 BED & 1 BATH + STUDY	53 m²
413	STUDIO	44 m²
414	STUDIO	40 m²
		969 m²
LEVEL 05		
501	1 BED & 1 BATH	52 m²
502	2 BED & 1 BATH	67 m²
503	2 BED & 2 BATH	69 m²
504	2 BED & 2 BATH	69 m²
505	1 BED & 1 BATH	51 m²
506	2 BED & 2 BATH	76 m²
507	1 BED & 1 BATH	50 m²
508	3 BED & 2 BATH	109 m²
		544 m²
LEVEL 06		
601	1 BED & 1 BATH	52 m²
602	2 BED & 1 BATH	67 m²
603	2 BED & 2 BATH	69 m²
604	2 BED & 2 BATH	69 m²
605	1 BED & 1 BATH	51 m²
606	2 BED & 2 BATH	76 m²
607	1 BED & 1 BATH	50 m²
608	3 BED & 2 BATH	109 m²
		544 m²

TP - APARTMENT SCHEDULE		
UNIT NO.	**UNIT TYPE**	**AREA**
LEVEL 07		
701	1 BED & 1 BATH	52 m²
702	2 BED & 1 BATH	67 m²
703	2 BED & 2 BATH	69 m²
704	2 BED & 2 BATH	69 m²
705	1 BED & 1 BATH	51 m²
706	2 BED & 2 BATH	76 m²
707	1 BED & 1 BATH	50 m²
708	3 BED & 2 BATH	109 m²
		544 m²
LEVEL 08		
801	1 BED & 1 BATH	52 m²
802	2 BED & 1 BATH	67 m²
803	2 BED & 2 BATH	69 m²
804	2 BED & 2 BATH	69 m²
805	1 BED & 1 BATH	51 m²
806	2 BED & 2 BATH	76 m²
807	1 BED & 1 BATH	50 m²
808	3 BED & 2 BATH	109 m²
		544 m²
LEVEL 09		
901	1 BED & 1 BATH	52 m²
902	2 BED & 1 BATH	67 m²
903	2 BED & 2 BATH	69 m²
904	2 BED & 2 BATH	69 m²
905	3 BED & 3 BATH PENTHOUSE	153 m²
906	3 BED & 2 BATH	109 m²
		520 m²
LEVEL 10		
1001	1 BED & 1 BATH	52 m²
1002	2 BED & 1 BATH	67 m²
1003	2 BED & 2 BATH	69 m²
1004	2 BED & 2 BATH	84 m²
1005	3 BED & 2 BATH	122 m²
1006	3 BED & 2 BATH	109 m²
		503 m²
LEVEL 11		
1101	3 BED & 3 BATH PENTHOUSE	141 m²
1102	3 BED & 3 BATH PENTHOUSE	141 m²
		282 m²

TP - GFA (EXCLUDING BALCONIES)	
LEVEL	**AREA**
BASEMENT 04	1429 m²
BASEMENT 03	1429 m²
BASEMENT 02	1429 m²
BASEMENT 01	1429 m²
GROUND FLOOR	1757 m²
LEVEL 01	1281 m²
LEVEL 02	1197 m²
LEVEL 03	1197 m²
LEVEL 04	1197 m²
LEVEL 05	647 m²
LEVEL 06	647 m²
LEVEL 07	648 m²
LEVEL 08	647 m²
LEVEL 09	618 m²
LEVEL 10	603 m²
LEVEL 11	371 m²
TOTAL GFA	16525 m²

TP - NSA (EXCLUDING BALCONIES)	
LEVEL	**AREA**
LEVEL 01	621 m²
LEVEL 02	969 m²
LEVEL 03	969 m²
LEVEL 04	969 m²
LEVEL 05	544 m²
LEVEL 06	544 m²
LEVEL 07	544 m²
LEVEL 08	544 m²
LEVEL 09	520 m²
LEVEL 10	503 m²
LEVEL 11	282 m²
TOTAL NSA	7009 m²

TP - NLA (RETAIL)	
USE	**AREA**
GROUND FLOOR	
TENANCY	780 m²
TOTAL NLA	780 m²

TP - COMMUNAL AREA	
LEVEL	**AREA**
GROUND FLOOR	314 m²
LEVEL 01	451 m²
TOTAL COMMUNAL	764 m²

TP - OUTDOOR COMMUNAL AREA	
LEVEL	**AREA**
GROUND FLOOR	22 m²
LEVEL 01	164 m²
TOTAL COMMUNAL	187 m²

TP - PARKING SCHEDULE	
LEVEL	**NUMBER**
BASEMENT 01	32
BASEMENT 01	32
BASEMENT 02	36
BASEMENT 02	36
BASEMENT 03	36
BASEMENT 03	36
BASEMENT 04	38
BASEMENT 04	38
TOTAL PARKING	142

NOTE:
25% of parking spaces to allow for charge points for future electric vehicles

TP - BIKE SCHEDULE		
LEVEL	**NUMBER**	**TYPE**
GROUND FLOOR		
GROUND FLOOR	60	RESIDENT
GROUND FLOOR	14	STAFF
GROUND FLOOR	22	VISITOR
BASEMENT 01		
BASEMENT 01	38	RESIDENT
	1	RESIDENT
TOTAL PARKING	135	

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TP4	17/11/2025	DTP RFI

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TOWN PLANNING

DEVELOPMENT SUMMARY

SCALE: @A1

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201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

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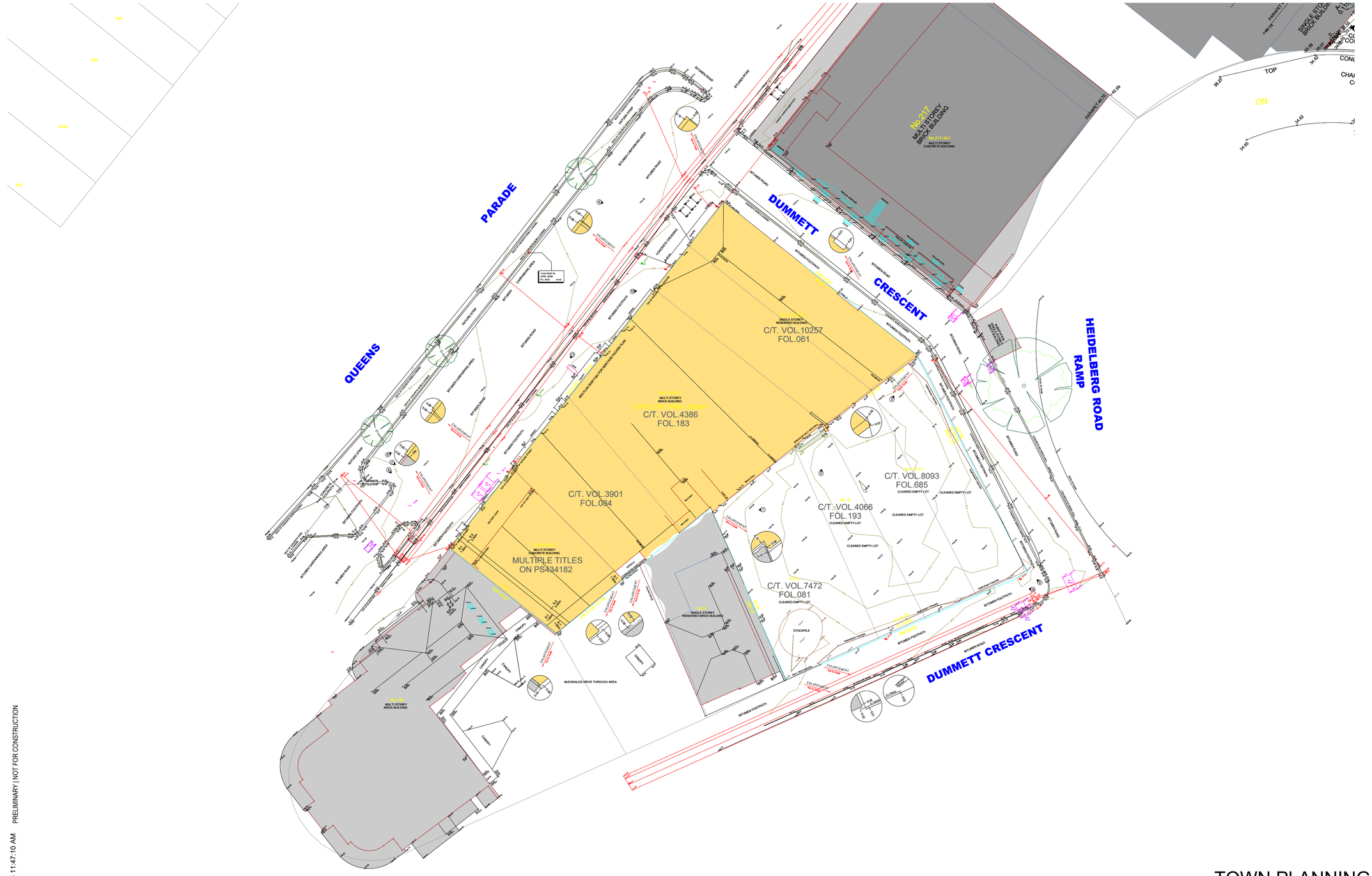
20045 TP0.02
17/11/2025 TP4



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TOWN PLANNING

SITE SURVEY

SCALE: 1 : 200@A1

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201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

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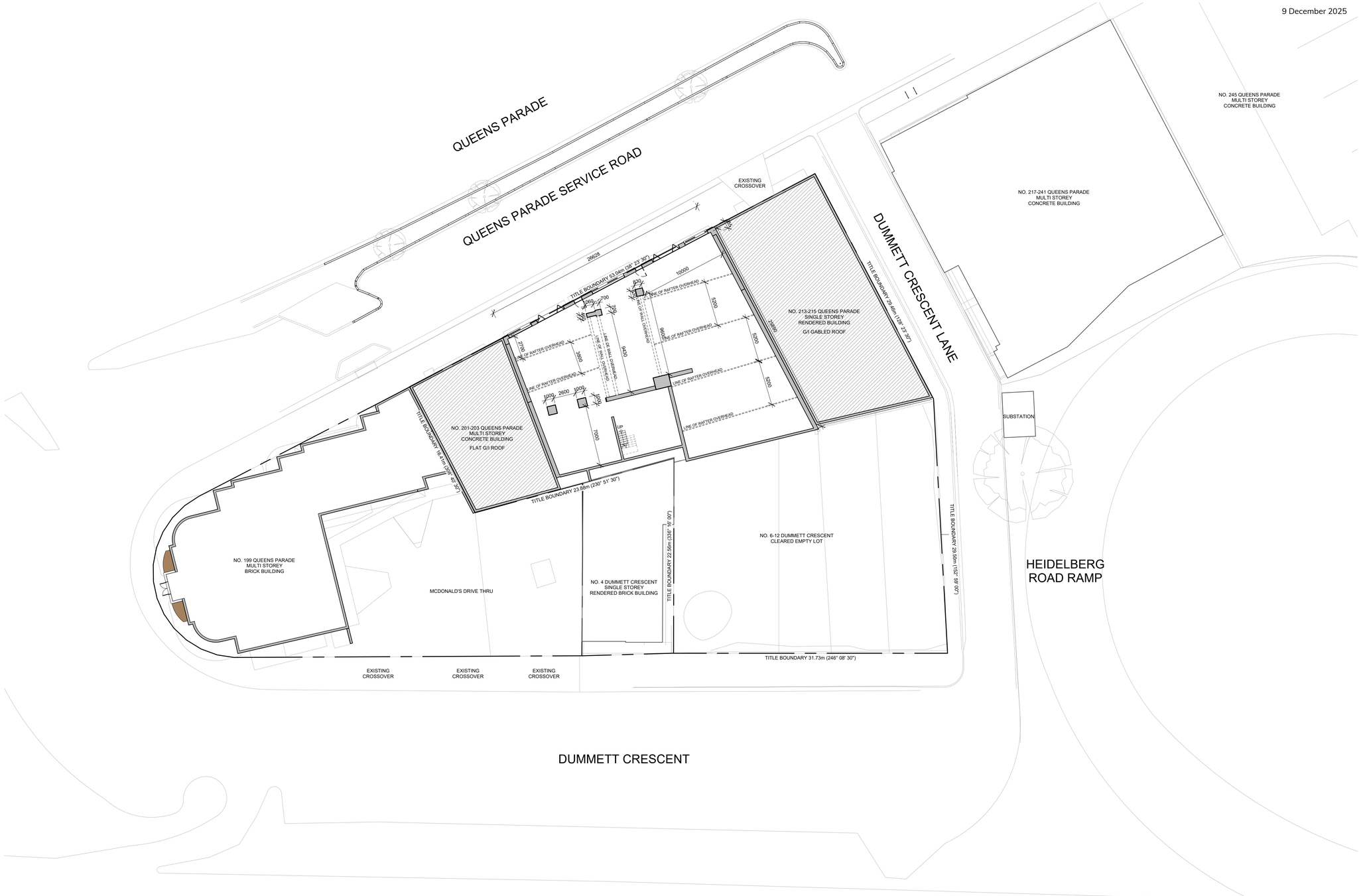

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EXISTING PLAN - GROUND FLOOR

SCALE: 1 : 200@A1

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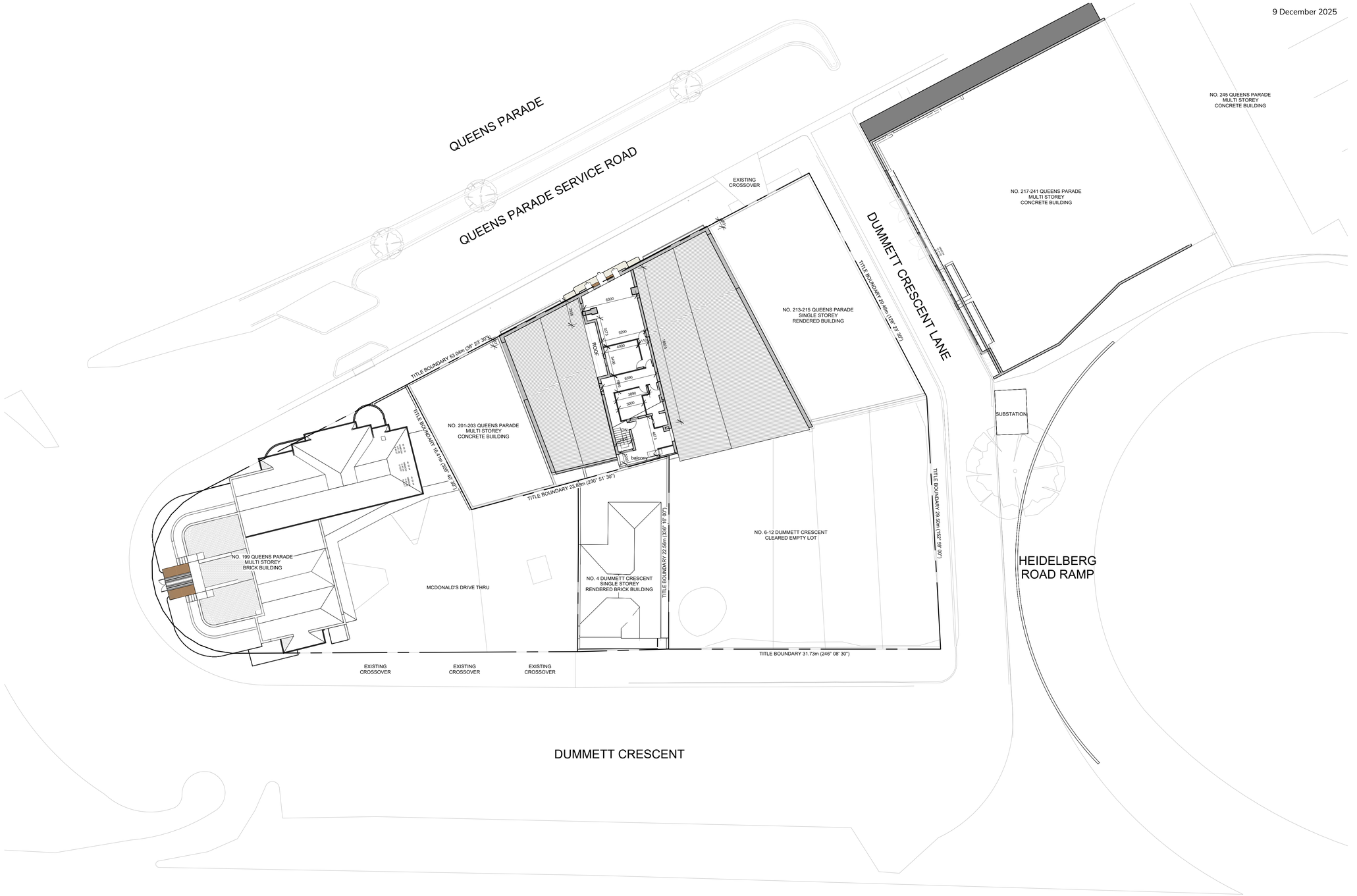
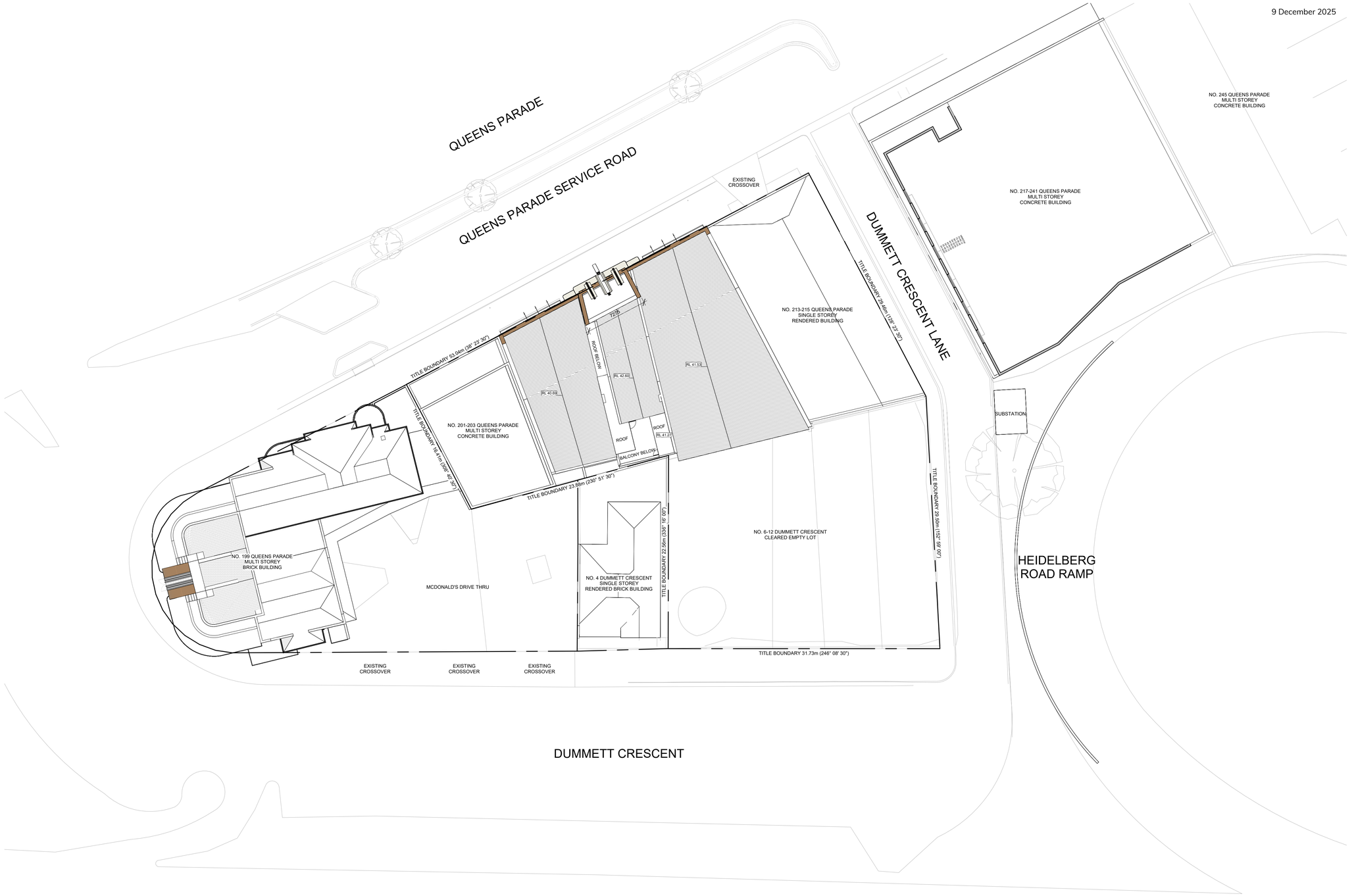

QUEENS PARADE
QUEENS PARADE SERVICE ROAD
EXISTING CROSSOVER
DUMMETT CRESCENT LANE
NO. 245 QUEENS PARADE
MULTI STOREY
CONCRETE BUILDING
NO. 217-241 QUEENS PARADE
MULTI STOREY
CONCRETE BUILDING
NO. 213-215 QUEENS PARADE
SINGLE STOREY
RENDERED BUILDING
TITLE BOUNDARY 29.46m (125° 23' 30")
TITLE BOUNDARY 53.64m (38° 22' 30")
NO. 201-203 QUEENS PARADE
MULTI STOREY
CONCRETE BUILDING
TITLE BOUNDARY 16.41m (308° 40' 30")
TITLE BOUNDARY 23.88m (230° 51' 30")
NO. 199 QUEENS PARADE
MULTI STOREY
BRICK BUILDING
MCDONALD'S DRIVE THRU
NO. 4 DUMMETT CRESCENT
SINGLE STOREY
RENDERED BRICK BUILDING
TITLE BOUNDARY 22.58m (338° 16' 00")
NO. 6-12 DUMMETT CRESCENT
CLEARED EMPTY LOT
TITLE BOUNDARY 29.50m (152° 59' 00")
SUBSTATION
HEIDELBERG
ROAD RAMP
TITLE BOUNDARY 31.73m (246° 08' 30")
EXISTING CROSSOVER
EXISTING CROSSOVER
EXISTING CROSSOVER
DUMMETT CRESCENT
ROOF
balcony
6300
5200
4200
6390
3890
3000
2850
2373
1400
1200
1000
1000
1000



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EXISTING PLAN - ROOF PLAN

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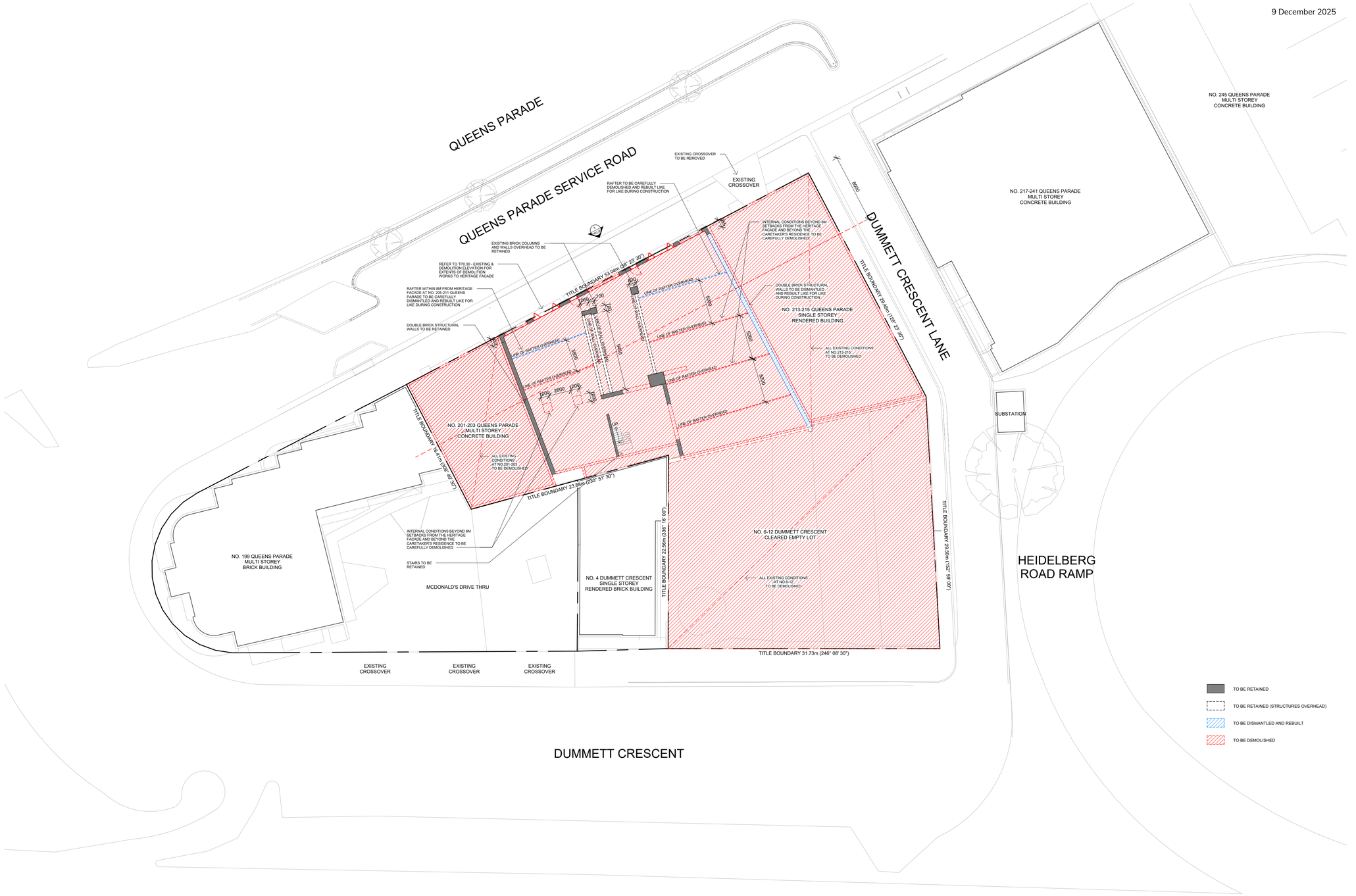

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DEMOLITION PLAN - GROUND FLOOR

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

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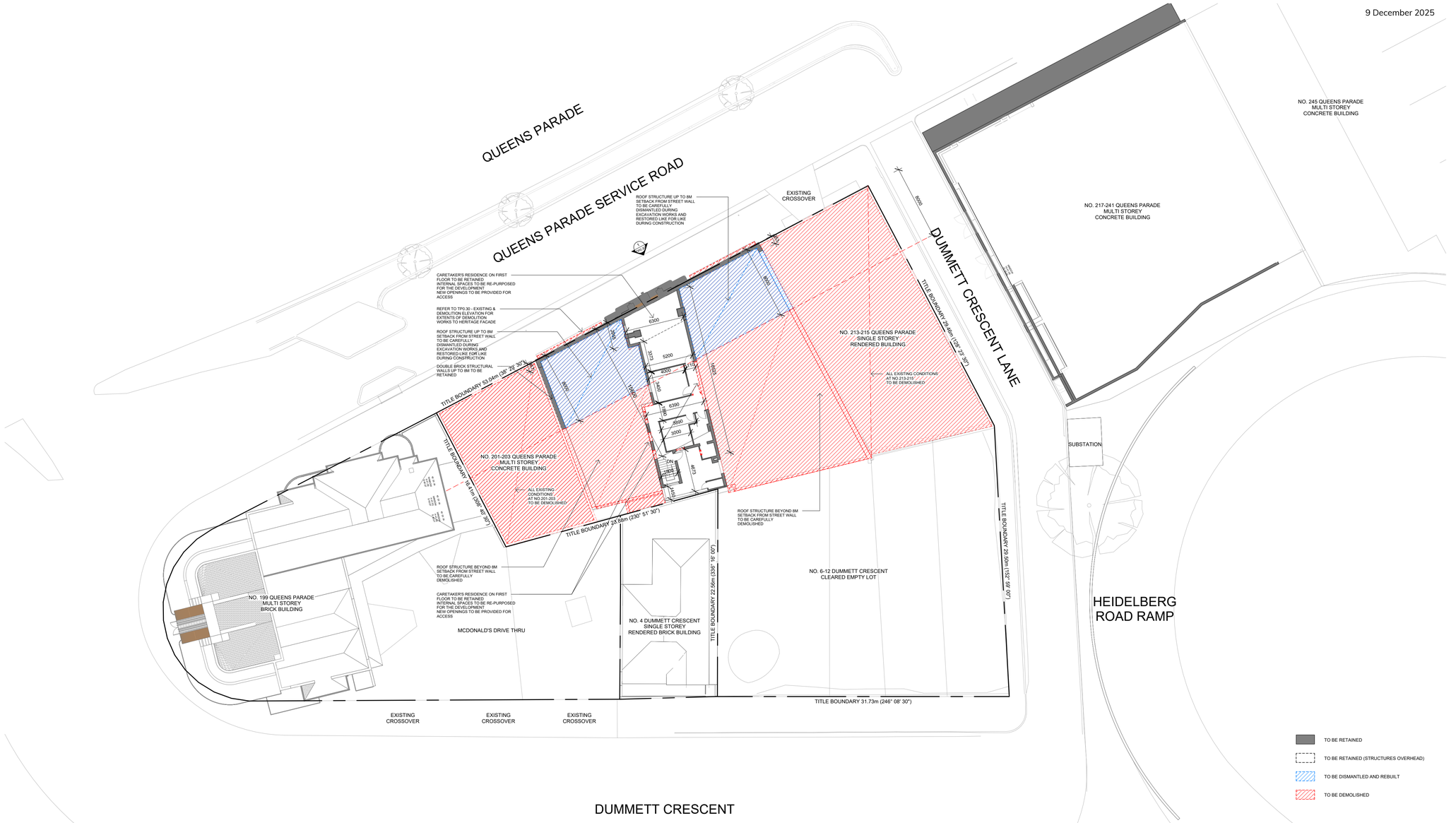

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DEMOLITION PLAN - FIRST FLOOR

SCALE: As indicated@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

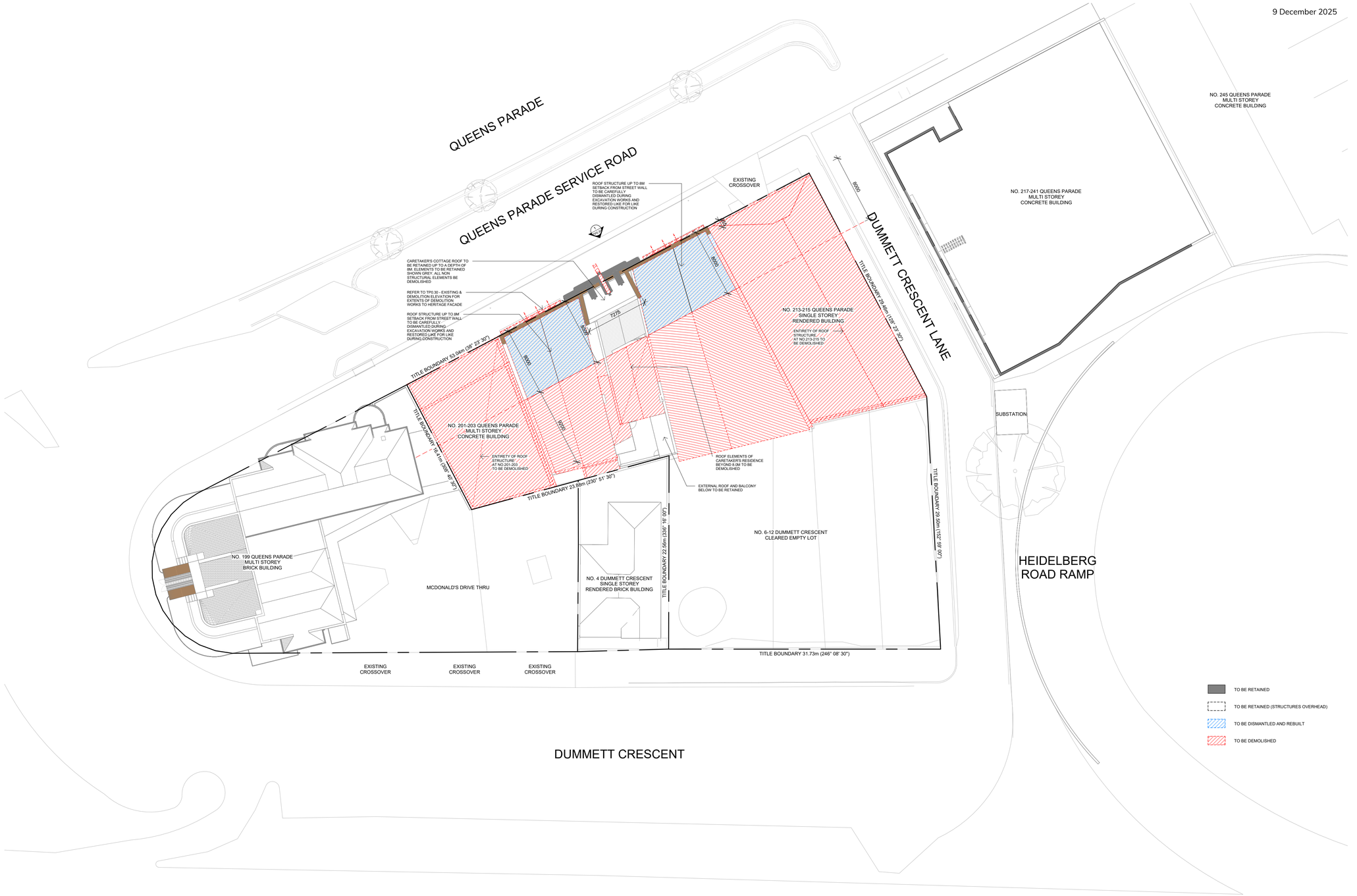
CLIENT: CBE ASIA PACIFIC

20045

17/11/2025

TP0.21

TP4



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20045–18/11/2025 11:48:03 AM

TOWN PLANNING

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P3	25.11.2022	FOR HERITAGE REVIEW
P4	01.12.2022	FOR HERITAGE REVIEW
HV1	06.04.2023	FOR HERITAGE VICTORIA APPLICATION
HV2	29.06.2023	FOR HERITAGE VICTORIA APPLICATION
TP1	22/05/2024	DFP SUBMISSION
TP2	20/11/2024	TOWN PLANNING
TP3	06/08/2025	TOWN PLANNING
TP4	17/11/2025	DTP RFI

DRAWN BY: Author CHECKED BY: Checker

DEMOLITION PLAN - ROOF PLAN

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

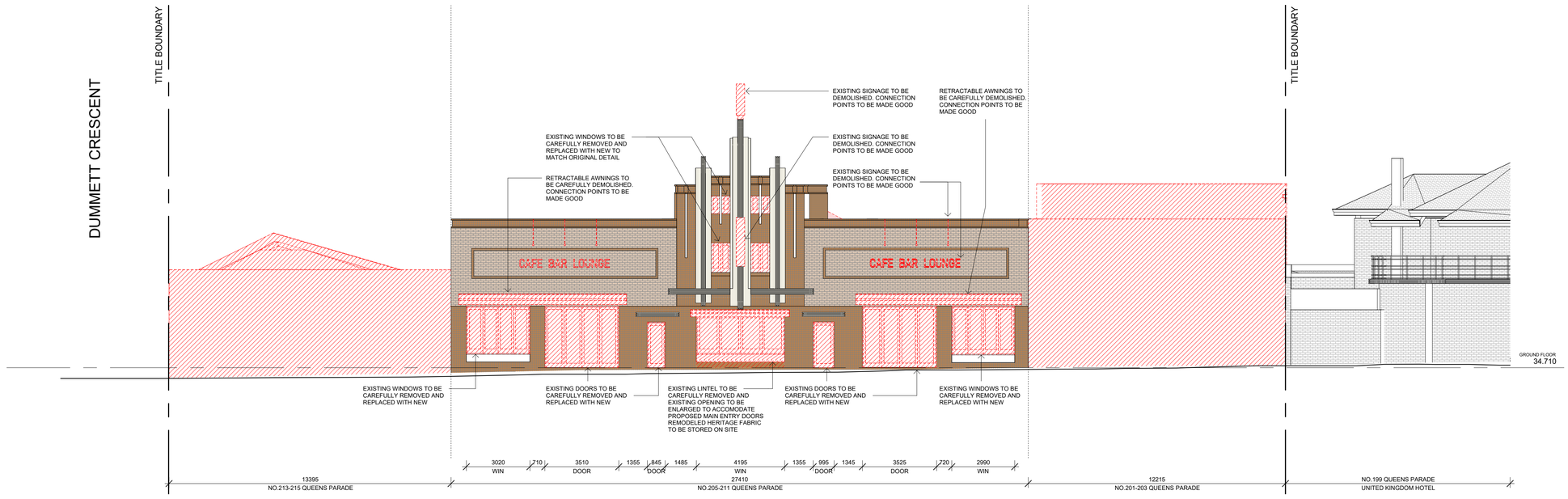
CLIENT: CBE ASIA PACIFIC

20045

17/11/2025

TP0.22

TP4



1 EXISTING & DEMOLITION ELEVATION - QUEENS PARADE
SCALE 1 : 100

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P3	25.11.2022	FOR HERITAGE REVIEW
P4	01.12.2022	FOR HERITAGE REVIEW
HV1	06.04.2023	FOR HERITAGE VICTORIA APPLICATION
HV2	29.06.2023	FOR HERITAGE VICTORIA APPLICATION
TP1	22/05/2024	DFP SUBMISSION
TP2	20/11/2024	TOWN PLANNING
TP3	06/08/2025	TOWN PLANNING
TP4	17/11/2025	DTP RFI

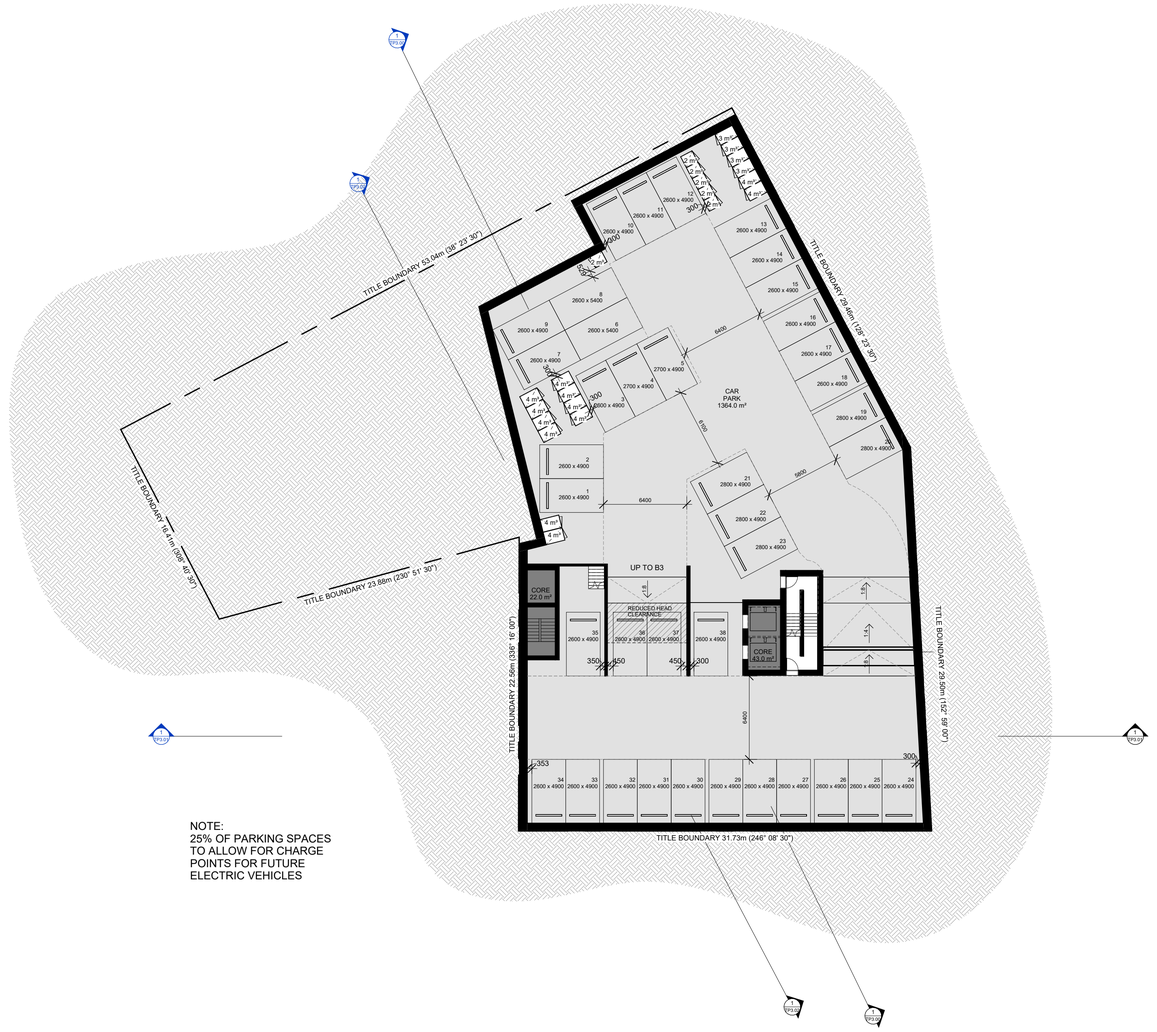
DRAWN BY: Author CHECKED BY: Checker

EXISTING & DEMOLITION ELEVATION - QUEENS PARADE
SCALE: 1 : 100@A1

JENKINS HOUSE
201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP0.30
17/11/2025 TP4



NOTE:
25% OF PARKING SPACES TO ALLOW FOR CHARGE POINTS FOR FUTURE ELECTRIC VEHICLES

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TP1	22/05/2024	DFP SUBMISSION
TP2	20/11/2024	TOWN PLANNING
TP3	14/03/2025	TOWN PLANNING
TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

DRAWN BY: Author CHECKED BY: Checker

TOWN PLANNING

BASEMENT 04 PLAN

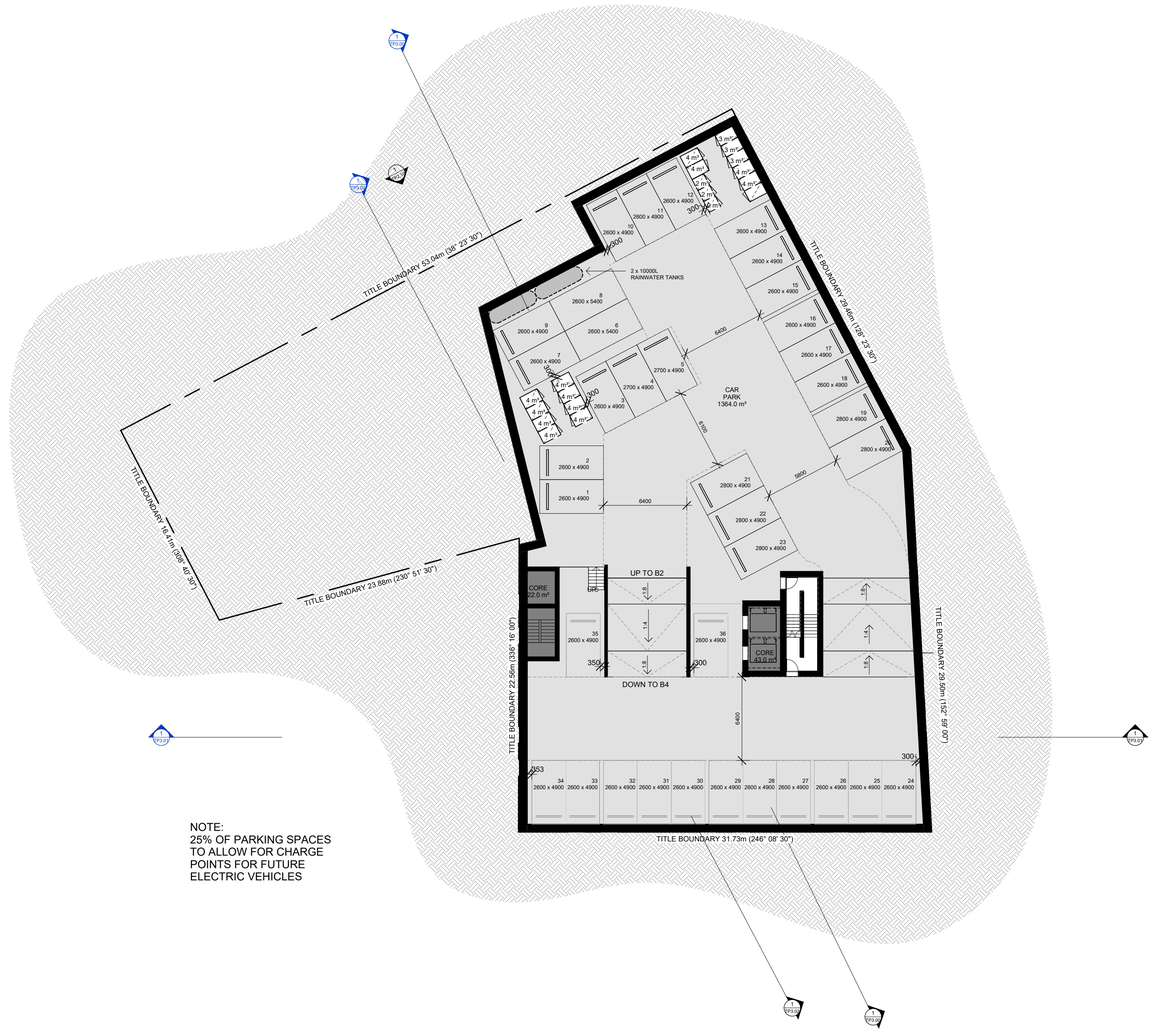
SCALE: 1 : 200@A1

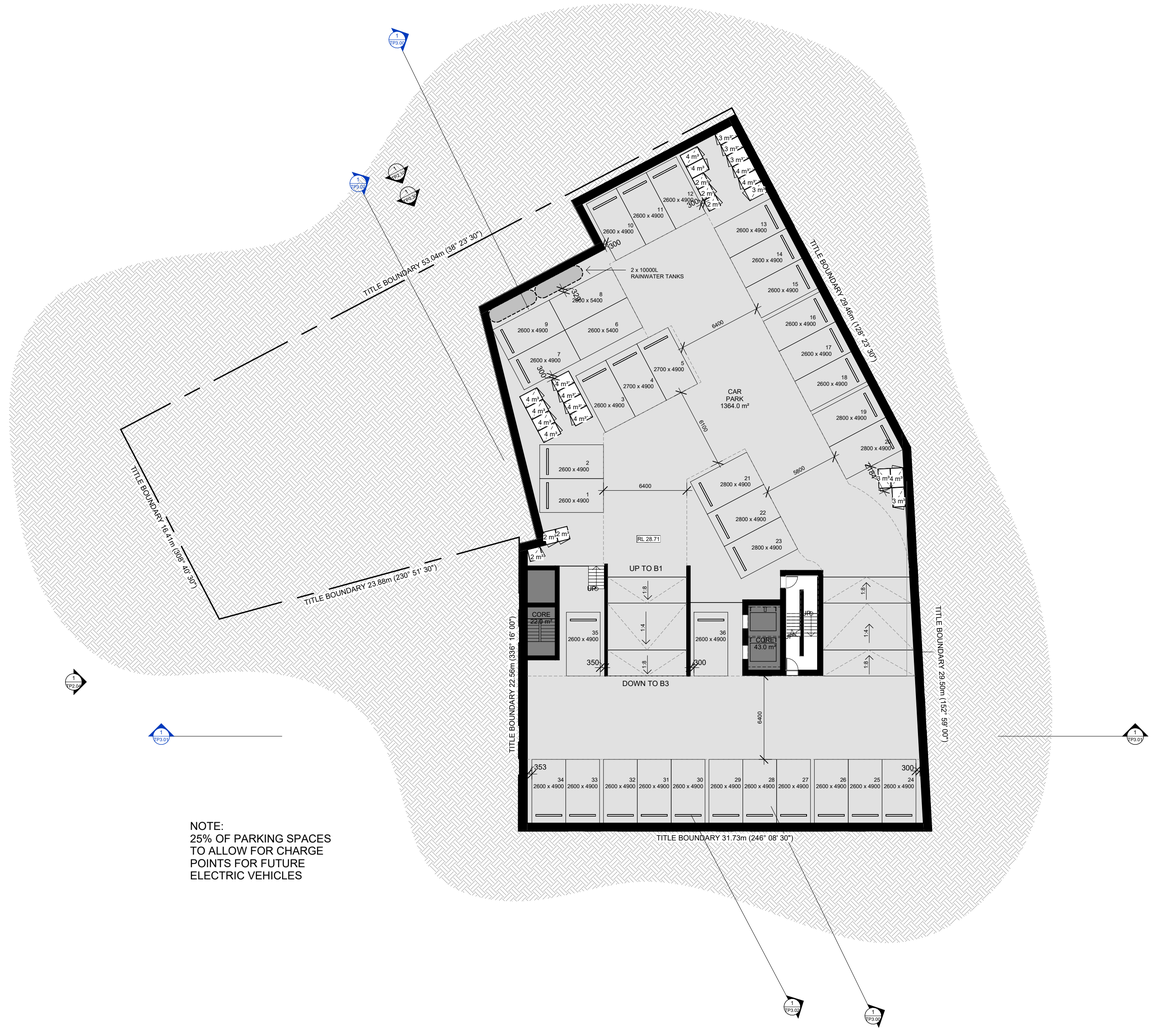
JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 | 17/11/2025 | TP1.00 | TP5


TITLE BOUNDARY 53.04m (38° 23' 30")
TITLE BOUNDARY 29.40m (128° 23' 30")
TITLE BOUNDARY 16.1m (308° 40' 30")
TITLE BOUNDARY 23.88m (230° 51' 30")
TITLE BOUNDARY 22.56m (338° 16' 00")
TITLE BOUNDARY 29.40m (152° 59' 00")
TITLE BOUNDARY 31.73m (246° 08' 30")
2 x 10000L RAINWATER TANKS
CAR PARK 1364.0 m²
UP TO B2
DOWN TO B4
CORE 22.0 m²
CORE 43.0 m²
6400
6400
6400



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P6	01.12.2022	FOR HERITAGE REVIEW
HV1	06.04.2023	FOR HERITAGE VICTORIA APPLICATION
HV2	29.06.2023	FOR HERITAGE VICTORIA APPLICATION
TP1	22/05/2024	DFP SUBMISSION
TP2	20/11/2024	TOWN PLANNING
TP3	14/03/2025	TOWN PLANNING
TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI
DRAWN BY: Author		CHECKED BY: Checker

BASEMENT 02 PLAN

SCALE: 1 : 200@A1

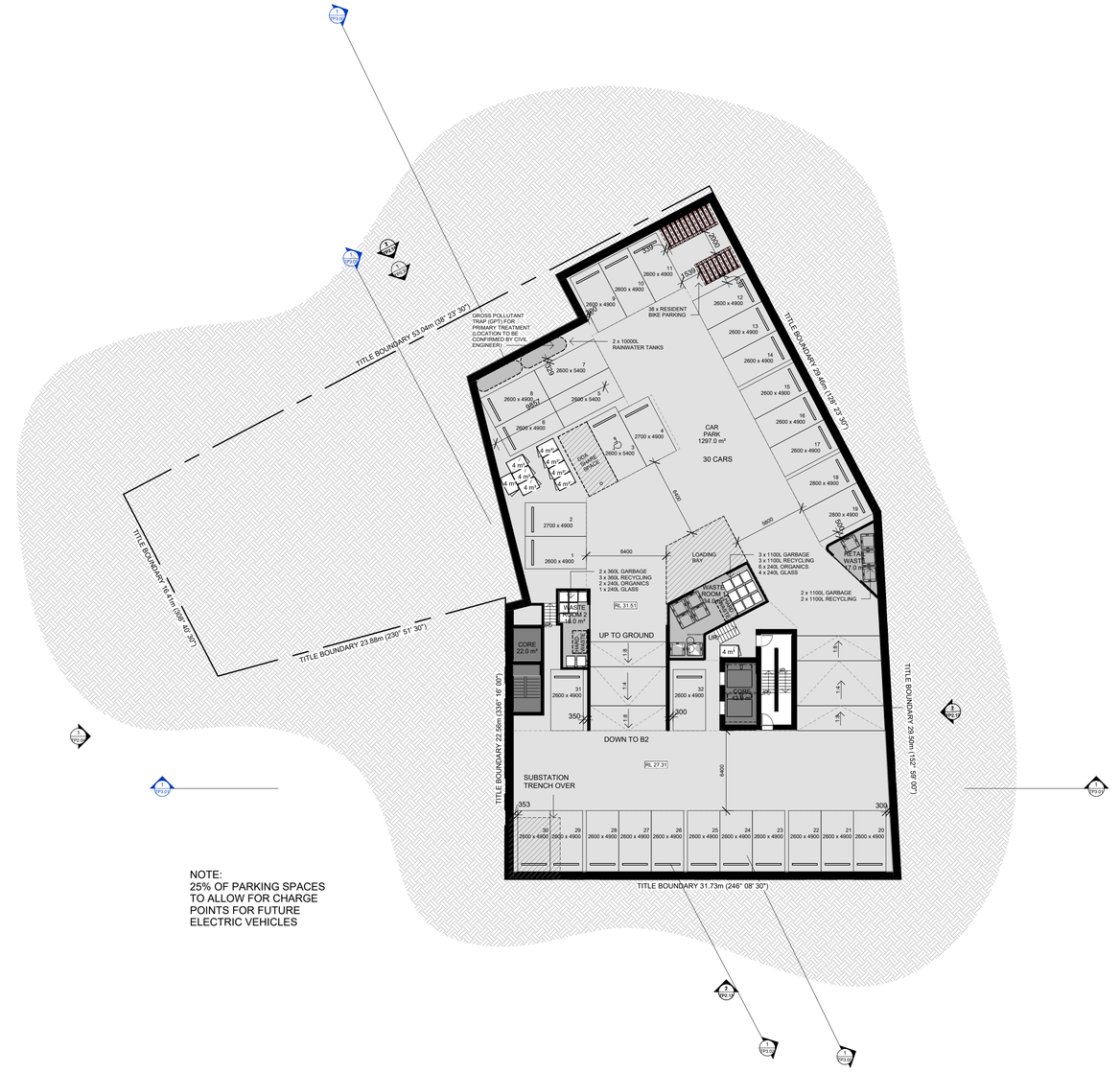
JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP1.02
17/11/2025 TP5

TOWN PLANNING



NOTE:
25% OF PARKING SPACES TO ALLOW FOR CHARGE POINTS FOR FUTURE ELECTRIC VEHICLES

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TP3	14/03/2025	TOWN PLANNING
TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

DRAWN BY: Author CHECKED BY: Checker

TOWN PLANNING

BASEMENT 01 PLAN

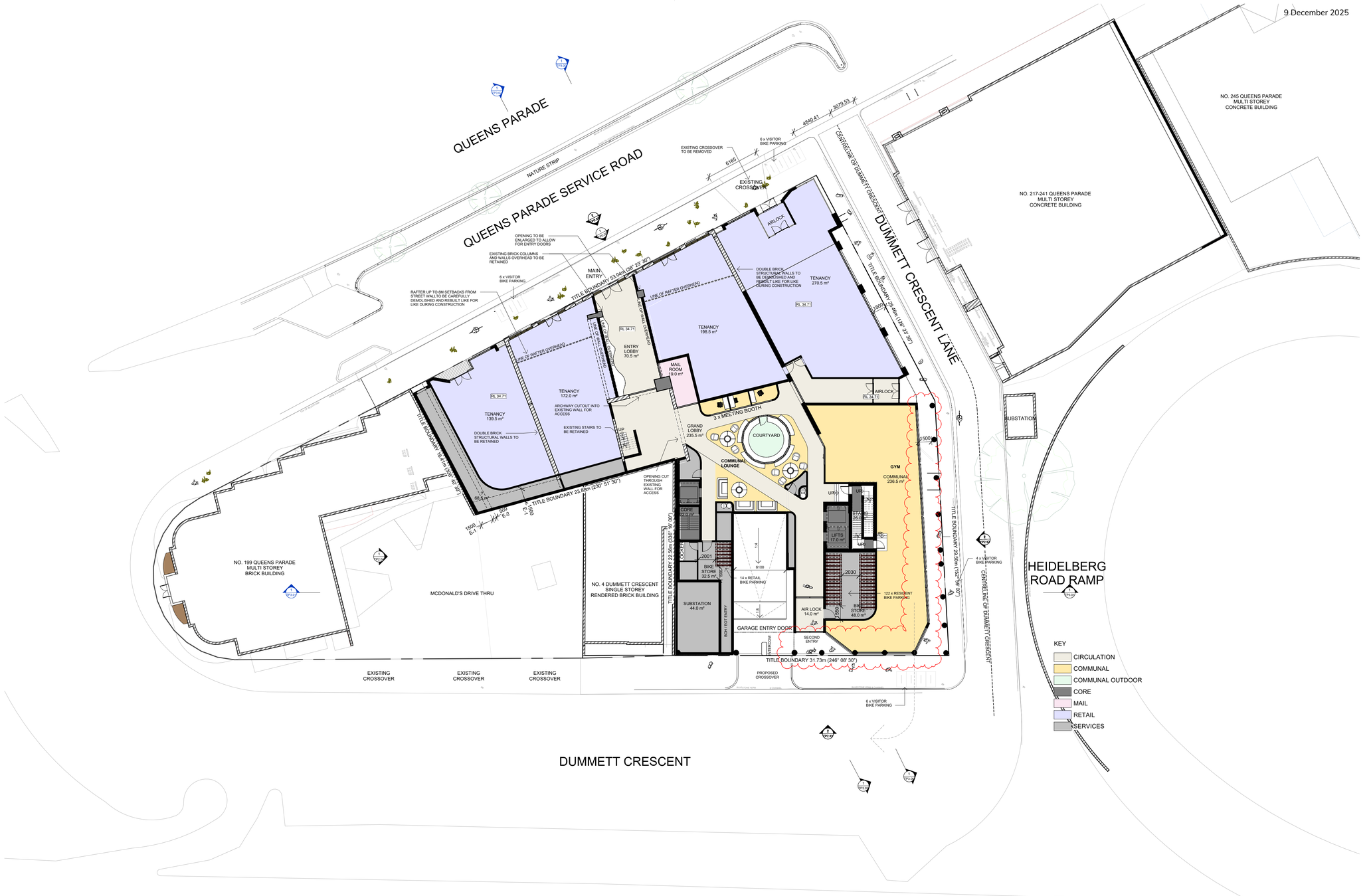
SCALE: 1 : 200@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP1.03
17/11/2025 TP5



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TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

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GROUND FLOOR PLAN

SCALE: 1 : 200@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045

17/11/2025

TP1.04

TP5



KEY

- 1 BED & 1 BATH
- 1 BED & 1 BATH + STUDY
- 2 BED & 1 BATH
- 2 BED & 2 BATH
- 3 BED & 2 BATH
- BALCONY
- CIRCULATION
- COMMUNAL
- COMMUNAL OUTDOOR
- CORE
- SERVICES
- STORAGE
- STUDIO

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TP3	14/03/2025	TOWN PLANNING
TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

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LEVEL 01 PLAN

SCALE: 1 : 200@A1

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201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

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20045 TP1.05
17/11/2025 TP5



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P6	01.12.2022	FOR HERITAGE REVIEW
HV1	06.04.2023	FOR HERITAGE VICTORIA APPLICATION
HV2	29.06.2023	FOR HERITAGE VICTORIA APPLICATION
TP1	22/05/2024	DFP SUBMISSION
TP2	20/11/2024	TOWN PLANNING
TP3	14/03/2025	TOWN PLANNING
TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

DRAWN BY: Author CHECKED BY: Checker

LEVEL 02 PLAN

SCALE: 1 : 200@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP1.06
17/11/2025 TP5



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TP1	22/05/2024	DFP SUBMISSION
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TP3	14/03/2025	TOWN PLANNING
TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

DRAWN BY: Author CHECKED BY: Checker

LEVEL 03 PLAN

SCALE: 1 : 200@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

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17/11/2025 TP5



DUMMETT CRESCENT

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TP3	14/03/2025	TOWN PLANNING
TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

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LEVEL 04 PLAN

SCALE: 1 : 200@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

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17/11/2025 TP5



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TP3	14/03/2025	TOWN PLANNING
TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

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LEVEL 05 PLAN

SCALE: 1 : 200@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

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17/11/2025 TP5



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TP3	14/03/2025	TOWN PLANNING
TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

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LEVEL 06 PLAN

SCALE: 1 : 200@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

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20045 TP1.10

17/11/2025 TP5



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TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

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LEVEL 07 PLAN

SCALE: 1 : 200@A1

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201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP1.11
17/11/2025 TP5


QUEENS PARADE
QUEENS PARADE SERVICE ROAD
DUMMETT CRESCENT LANE
HEIDELBERG ROAD RAMP
DUMMETT CRESCENT
NO. 245 QUEENS PARADE
MULTI STOREY
CONCRETE BUILDING
NO. 217-241 QUEENS PARADE
MULTI STOREY
CONCRETE BUILDING
NO. 217-241 QUEENS PARADE
MULTI STOREY
CONCRETE BUILDING
NO. 199 QUEENS PARADE
MULTI STOREY
BRICK BUILDING
NO. 4 DUMMETT CRESCENT
SINGLE STOREY
RENDERED BRICK BUILDING
MCDONALD'S DRIVE THRU
DASHED LINE DENOTES
POTENTIAL FUTURE
DEVELOPMENT FOR 4,
DUMMETT CRESCENT
EXISTING
CROSSOVER
EXISTING
CROSSOVER
EXISTING
CROSSOVER
EXISTING
CROSSOVER
TITLE BOUNDARY 53.04m (38° 25' 30")
TITLE BOUNDARY 29.46m (128° 25' 30")
TITLE BOUNDARY 18.41m (309° 40' 30")
TITLE BOUNDARY 23.88m (230° 51' 30")
TITLE BOUNDARY 22.56m (338° 16' 00")
TITLE BOUNDARY 29.04m (252° 59' 00")
TITLE BOUNDARY 31.73m (246° 08' 30")
PRECINCT
BOUNDARY
REFER TO SHEET TP2.01
FOR DETAIL OF SLAB
EXPRESSION
ARCHITECTURAL
FEATURE
SUBSTATION
OBSCURE
TO 1700H
1700h PRIVACY
SCREEN
BAL
24.5 m²
BAL
14.0 m²
BAL
10.5 m²
BAL
10.0 m²
BAL
10.0 m²
BAL
10.0



20045–18/11/2025 11:53:49 AM PRELIMINARY | NOT FOR CONSTRUCTION

TOWN PLANNING

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P6	01.12.2022	FOR HERITAGE REVIEW
HV1	06.04.2023	FOR HERITAGE VICTORIA APPLICATION
HV2	29.06.2023	FOR HERITAGE VICTORIA APPLICATION
TP1	22/05/2024	DFP SUBMISSION
TP2	20/11/2024	TOWN PLANNING
TP3	14/03/2025	TOWN PLANNING
TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

DRAWN BY: Author CHECKED BY: Checker

LEVEL 09 PLAN

SCALE: 1 : 200@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP1.13
17/11/2025 TP5



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20045--18/11/2025 11:54:04 AM

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TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

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LEVEL 10 PLAN

SCALE: 1 : 200@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

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20045 TP1.14
17/11/2025 TP5



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TP3	14/03/2025	TOWN PLANNING
TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

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LEVEL 11 PLAN

SCALE: 1 : 200@A1

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20045 TP1.15

17/11/2025 TP5



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TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

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ROOF LEVEL PLAN

SCALE: 1 : 200@A1

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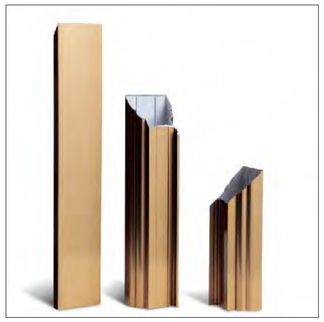
201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP1.16
17/11/2025 TP5



AL01

ANNDOZIED ALUMINIUM CHAMPAGNE COLOUR



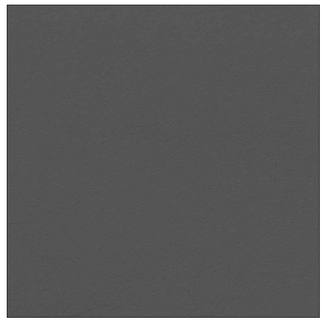
BR01

CHARCOAL BRICK STRETCHER BOND



BR02

CHARCOAL BRICK STACK BOND



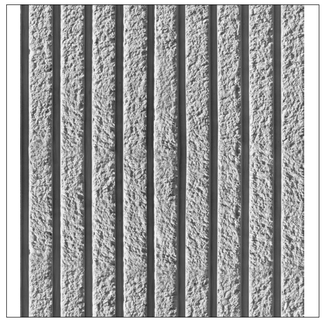
MW01

CHARCOAL MASONARY FINISH



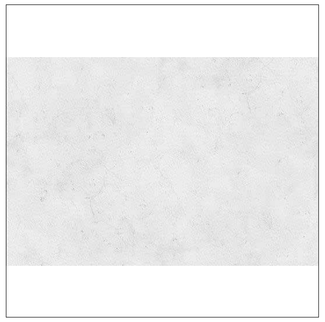
PC01

RED OXIDE CONCRETE SMOOTH FINISH



PC02

GREY CONCRETE TEXTURED FINISH



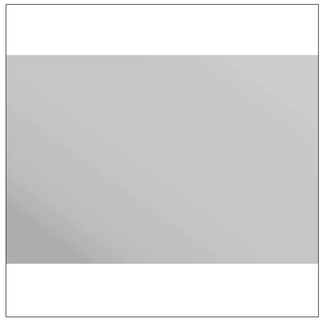
PC03

NATURAL CONCRETE SMOOTH FINISH



MT01

DARK GREY POWDER COAT ALUMINIUM



MT02

LIGHT GREY POWDER COAT ALUMINIUM



GL01

CLEAR GLAZING



GL02

SPANDREL GREY COLOURBACK GLASS



GL03

SPANDREL LIGHT GREY COLOURBACK GLASS

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TP3	06/08/2025	TOWN PLANNING
TP4	17/11/2025	DTP RFI

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MATERIALS SCHEDULE

SCALE: 1 : 1@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP2.00

17/11/2025 TP4



NO. 217-241 QUEENS PARADE
MULTI STOREY
CONCRETE BUILDING

TOWN PLANNING

NO. 199 QUEENS PARADE
MULTI STOREY
BRICK BUILDING

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TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

DRAWN BY: Author CHECKED BY: Checker

NORTH-WEST ELEVATION (QUEENS PARADE)

SCALE: As indicated@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP2.01
17/11/2025 TP5



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TP5	17/11/2025	DTP RFI
DRAWN BY: Author		CHECKED BY: Checker

NORTH-EAST ELEVATION (DUMMETT CRESCENT)
SCALE: 1 : 100@A1

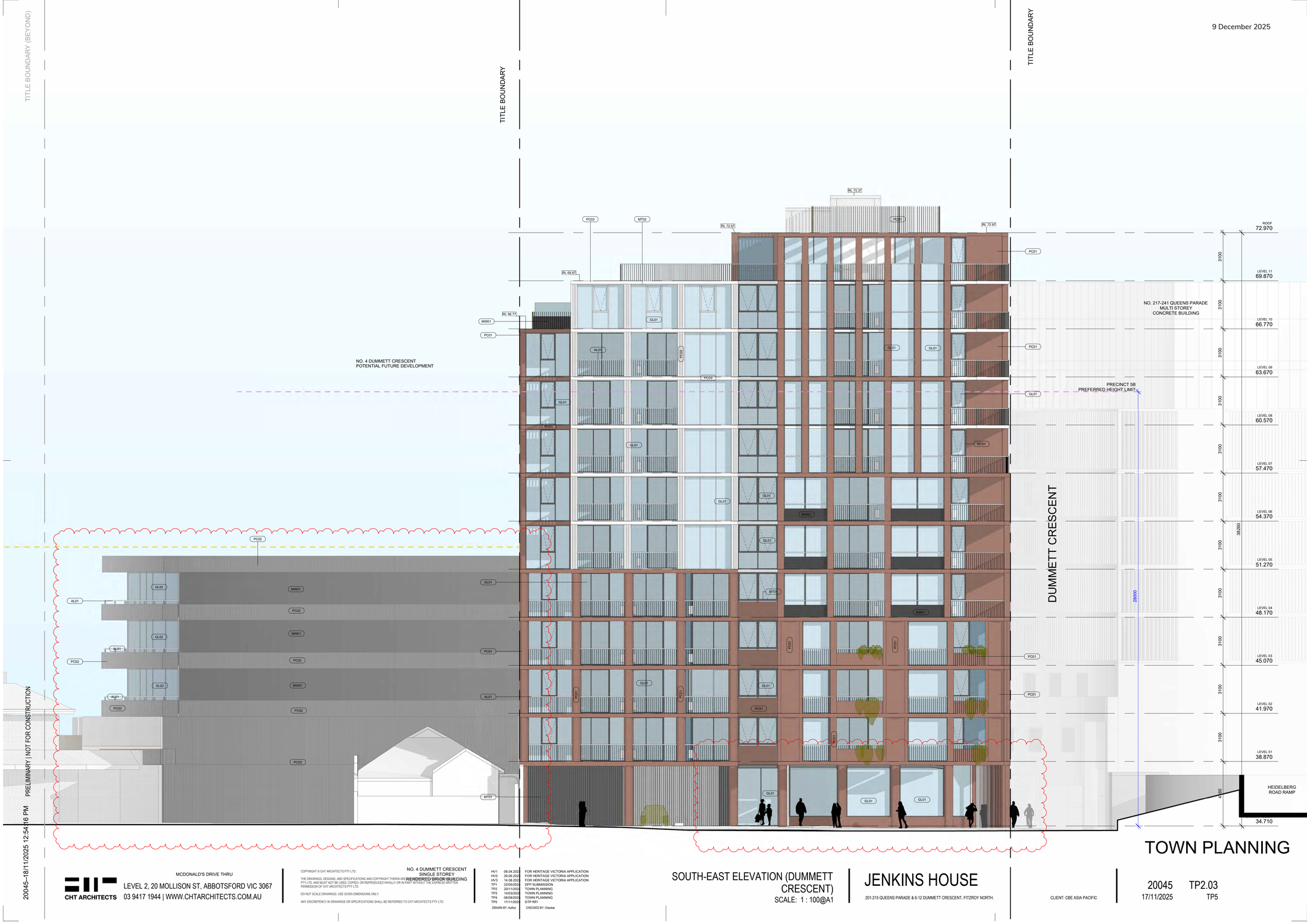
JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP2.02
17/11/2025 TP5

TOWN PLANNING



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MCDONALD'S DRIVE THRU

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NO. 4 DUMMETT CRESCENT
SINGLE STOREY
RENDERED BRICK BUILDING

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TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

DRAWN BY: Author CHECKED BY: Checker

SOUTH-EAST ELEVATION (DUMMETT CRESCENT)
SCALE: 1 : 100@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

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20045 TP2.03
17/11/2025 TP5



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TP1	06/08/2025	TOWN PLANNING
TP2	17/11/2025	DTP RFI

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SOUTH-WEST ELEVATION

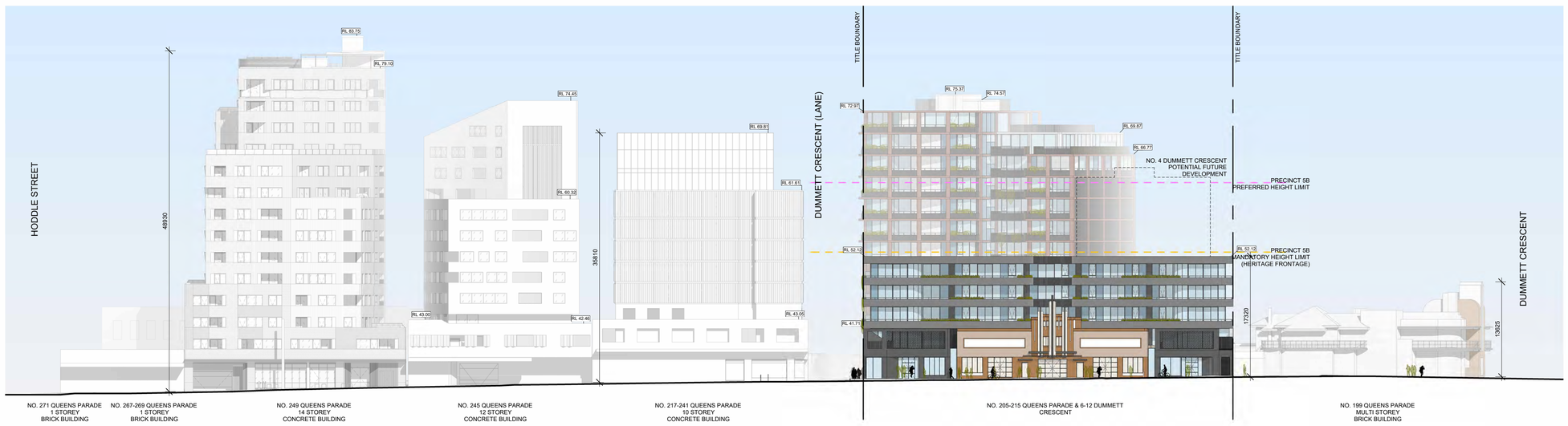
SCALE: 1 : 100@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045	TP2.04
17/11/2025	TP2



1 NORTH-WEST STREETSCAPE (QUEENS PARADE)
SCALE 1 : 300

20045–18/11/2025 5:10:52 PM PRELIMINARY | NOT FOR CONSTRUCTION

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NORTH-WEST STREETSCAPE (QUEENS PARADE)
SCALE: 1 : 300@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP2.10
17/11/2025 TP4



1 NORTH-WEST ELEVATION (QUEENS PARADE) STREETSCAPE
SCALE 1 : 50



2 NORTH-WEST ELEVATION (QUEENS PARADE) STREETSCAPE 2
SCALE 1 : 50

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TP4	17/11/2025	DTP RFI

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NORTH-WEST ELEVATION (QUEENS PARADE) STREETSCAPE
SCALE: 1 : 50@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP2.11
17/11/2025 TP4



1 NORTH-EAST ELEVATION (DUMMETT CRESCENT) STREETSCAPE
SCALE 1 : 50



2 NORTH-EAST ELEVATION (DUMMETT CRESCENT) STREETSCAPE 2
SCALE 1 : 50

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NORTH-EAST ELEVATION (DUMMETT CRESCENT) STREETSCAPE
SCALE: 1 : 50@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

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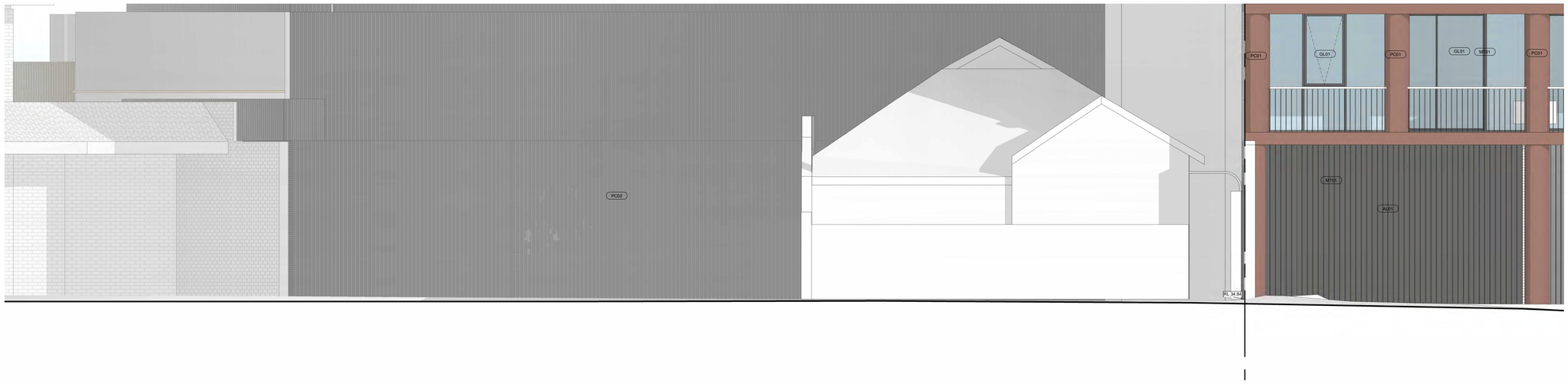
20045 TP2.12
17/11/2025 TP4



1 SOUTH-EAST ELEVATION (DUMMETT CRESCENT) STREETSCAPE
1 : 50



2 SOUTH-EAST ELEVATION (DUMMETT CRESCENT) STREETSCAPE 2
1 : 50

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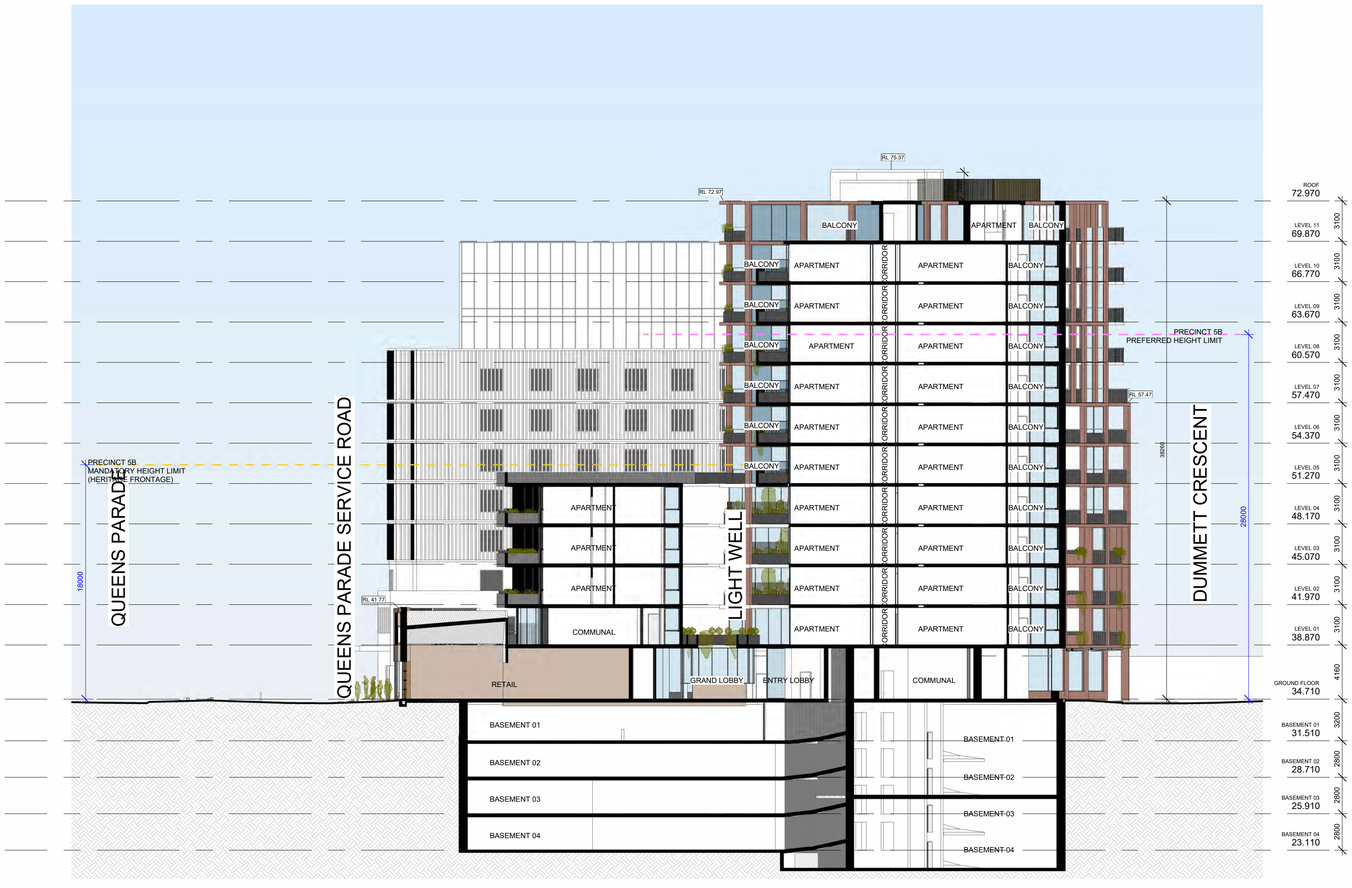
SOUTH-EAST ELEVATION (QUEENS PARADE) STREETSCAPE
SCALE: 1 : 50@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP2.13
17/11/2025 TP4



1 SECTION AA
SCALE 1 : 200

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P5	01.12.2022	FOR HERITAGE REVIEW
HV1	06.04.2023	FOR HERITAGE VICTORIA APPLICATION
HV2	29.06.2023	FOR HERITAGE VICTORIA APPLICATION
TP1	22/05/2024	DFP SUBMISSION
TP2	20/11/2024	TOWN PLANNING
TP3	14/03/2025	TOWN PLANNING
TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

DRAWN BY: Author CHECKED BY: Checker

SECTION AA

SCALE: 1 : 200@A1

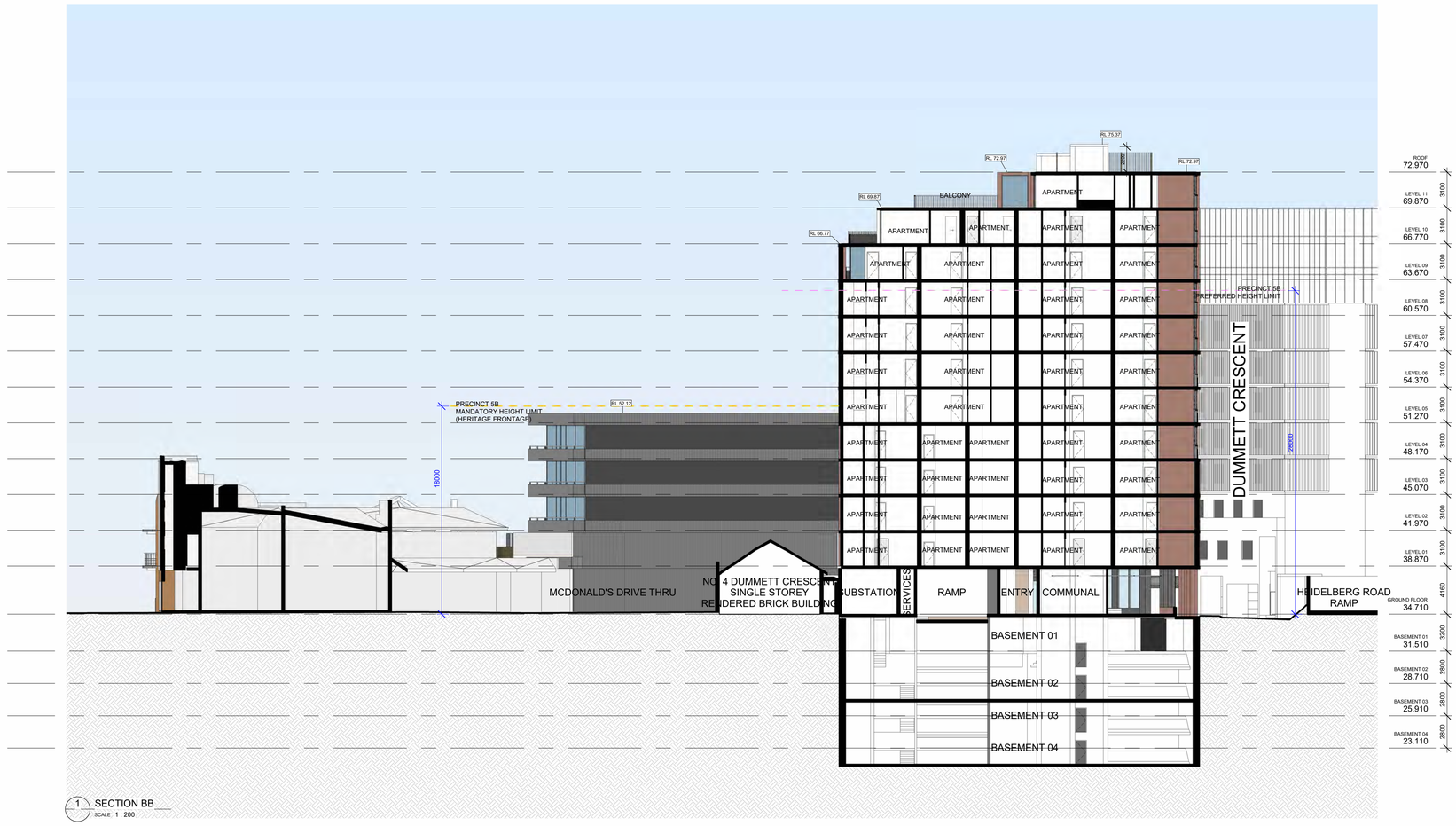
JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP3.00

17/11/2025 TP5



1 SECTION BB
SCALE 1 : 200

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TOWN PLANNING

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P5	01.12.2022	FOR HERITAGE REVIEW
HV1	06.04.2023	FOR HERITAGE VICTORIA APPLICATION
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TP3	14/03/2025	TOWN PLANNING
TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

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SECTION BB

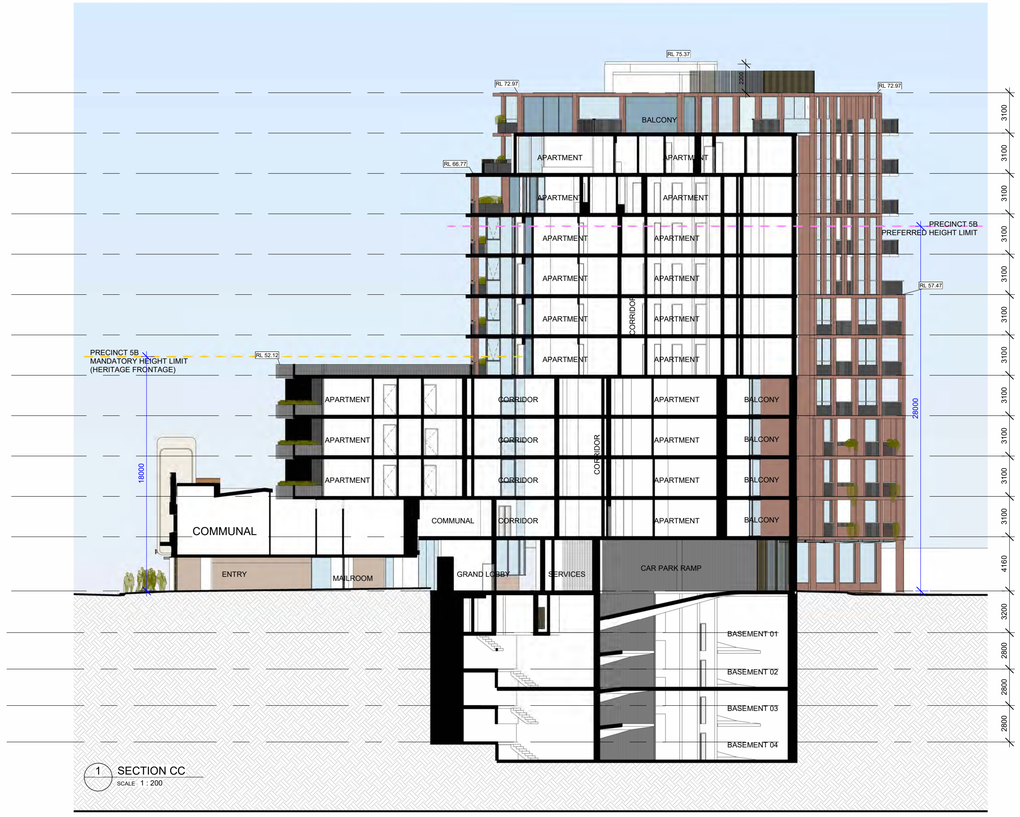
SCALE: 1 : 200@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP3.01
17/11/2025 TP5



1 SECTION CC
SCALE: 1 : 200

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P3	01.12.2022	FOR HERITAGE REVIEW
HV1	06.04.2023	FOR HERITAGE VICTORIA APPLICATION
HV2	29.06.2023	FOR HERITAGE VICTORIA APPLICATION
TP1	22/05/2024	DFP SUBMISSION
TP2	20/11/2024	TOWN PLANNING
TP3	14/03/2025	TOWN PLANNING
TP4	06/08/2025	TOWN PLANNING
TP5	17/11/2025	DTP RFI

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SECTION CC

SCALE: 1 : 200@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

TOWN PLANNING

20045 TP3.02

17/11/2025 TP5


BALCONY
13.5 m²
107
3B/2B
110.5 m²
108
1B/1B/ST
53.0 m²
BALCONY
11.5 m²
109
ST
43.5 m²
BALCONY
10.5 m²
110
ST
40.5 m²
BALCONY
9.5 m²
103
1B/1B
52.0 m²
BALCONY
9.5 m²
102
1B/1B/ST
55.5 m²
101
1B/1B/ST
65.5 m²
106
1B/1B/ST
63.5 m²
105
2B/2B
69.5 m²
104
2B/2B
66.5 m²
BALCONY
10 m²
BALCONY
10 m²
BALCONY
9.5 m²
BALCONY
9.5 m²
BALCONY
9.5 m²
UP
UP
UP



TP - LEVEL 02 - BADS REVIEW									
UNIT NO.	UNIT TYPE	AREA	D18	D20	D21	D26	D27	D28	D29
201	2 BED & 2 BATH	82 m²	NO	YES	YES	YES	YES	YES	NO
202	2 BED & 2 BATH	80 m²	NO	YES	YES	YES	YES	YES	NO
203	2 BED & 2 BATH	80 m²	YES	YES	YES	YES	YES	YES	YES
204	1 BED & 1 BATH + STUDY	66 m²	NO	YES	YES	YES	YES	YES	YES
205	1 BED & 1 BATH + STUDY	56 m²	YES	YES	YES	YES	YES	YES	NO
206	1 BED & 1 BATH	52 m²	NO	YES	YES	YES	YES	YES	NO
207	2 BED & 1 BATH	67 m²	YES	YES	YES	YES	YES	YES	YES
208	2 BED & 2 BATH	69 m²	YES	YES	YES	YES	YES	YES	NO
209	1 BED & 1 BATH + STUDY	63 m²	NO	YES	YES	YES	YES	YES	YES
210	3 BED & 2 BATH	106 m²	YES	YES	YES	YES	YES	YES	YES
211	3 BED & 2 BATH	111 m²	YES	YES	YES	YES	YES	YES	YES
212	1 BED & 1 BATH + STUDY	53 m²	NO	YES	YES	YES	YES	YES	NO
213	STUDIO	44 m²	NO	YES	YES	YES	YES	YES	NO
214	STUDIO	40 m²	NO	YES	YES	YES	YES	YES	NO

INTERNAL STORAGE...	
UNIT NO.	Volume
201	10 m³
202	12 m³
203	12 m³
204	10 m³
205	6 m³
206	6 m³
207	12 m³
208	10 m³
209	10 m³
210	18 m³
211	18 m³
212	9 m³
213	5 m³
214	5 m³

EXT STORAGE L02	
UNIT NO.	VOLUME
201	4 m³
202	2 m³
203	2 m³
205	4 m³
206	4 m³
207	2 m³
208	4 m³
212	4 m³
213	3 m³
214	3 m³

BADS LEGEND

D18 - ACCESSIBLE ROOMS
D20 - BALCONY SIZES
D21 - STORAGE
D26 - ROOM SIZES
D27 - ROOM DEPTH
D28 - HABITABLE ROOMS
D29 - CROSS VENTILATION

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TP1	20/11/2024	TOWN PLANNING
TP2	14/03/2025	TOWN PLANNING
TP3	06/08/2025	TOWN PLANNING
TP4	17/11/2025	DTP RFI

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BADS REVIEW - LEVEL 02

SCALE: 1 : 100@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP4.02
17/11/2025 TP4



TP - LEVEL 03 - BADS REVIEW									
UNIT NO.	UNIT TYPE	AREA	D18	D20	D21	D26	D27	D28	D29
301	2 BED & 2 BATH	82 m²	NO	YES	YES	YES	YES	YES	NO
302	2 BED & 2 BATH	80 m²	NO	YES	YES	YES	YES	YES	NO
303	2 BED & 2 BATH	80 m²	YES	YES	YES	YES	YES	YES	YES
304	1 BED & 1 BATH + STUDY	66 m²	NO	YES	YES	YES	YES	YES	YES
305	1 BED & 1 BATH + STUDY	56 m²	YES	YES	YES	YES	YES	YES	NO
306	1 BED & 1 BATH	52 m²	NO	YES	YES	YES	YES	YES	NO
307	2 BED & 1 BATH	67 m²	YES	YES	YES	YES	YES	YES	YES
308	2 BED & 2 BATH	69 m²	YES	YES	YES	YES	YES	YES	NO
309	1 BED & 1 BATH + STUDY	63 m²	NO	YES	YES	YES	YES	YES	YES
310	3 BED & 2 BATH	106 m²	YES	YES	YES	YES	YES	YES	YES
311	3 BED & 2 BATH	111 m²	YES	YES	YES	YES	YES	YES	YES
312	1 BED & 1 BATH + STUDY	53 m²	NO	YES	YES	YES	YES	YES	NO
313	STUDIO	44 m²	NO	YES	YES	YES	YES	YES	NO
314	STUDIO	40 m²	NO	YES	YES	YES	YES	YES	NO

INTERNAL STORAGE...	
UNIT NO.	Volume
301	10 m³
302	12 m³
303	12 m³
304	10 m³
305	6 m³
306	6 m³
307	10 m³
308	10 m³
309	10 m³
310	18 m³
311	18 m³
312	9 m³
313	5 m³
314	5 m³

EXT STORAGE L03	
UNIT NO.	VOLUME
301	4 m³
302	2 m³
303	2 m³
305	4 m³
306	4 m³
307	4 m³
308	4 m³
312	4 m³
313	3 m³
314	3 m³

BADS LEGEND

D18 - ACCESSIBLE ROOMS
D20 - BALCONY SIZES
D21 - STORAGE
D26 - ROOM SIZES
D27 - ROOM DEPTH
D28 - HABITABLE ROOMS
D29 - CROSS VENTILATION

TOWN PLANNING

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TP2	14/03/2025	TOWN PLANNING
TP3	06/08/2025	TOWN PLANNING
TP4	17/11/2025	DTP RFI

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BADS REVIEW - LEVEL 03

SCALE: 1 : 100@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP4.03
17/11/2025 TP4



TP - LEVEL 04 - BADS REVIEW									
UNIT NO.	UNIT TYPE	AREA	D18	D20	D21	D26	D27	D28	D29
401	2 BED & 2 BATH	82 m²	NO	YES	YES	YES	YES	YES	NO
402	2 BED & 2 BATH	80 m²	NO	YES	YES	YES	YES	YES	NO
403	2 BED & 2 BATH	80 m²	YES	YES	YES	YES	YES	YES	YES
404	1 BED & 1 BATH + STUDY	66 m²	NO	YES	YES	YES	YES	YES	YES
405	1 BED & 1 BATH + STUDY	56 m²	YES	YES	YES	YES	YES	YES	NO
406	1 BED & 1 BATH	52 m²	NO	YES	YES	YES	YES	YES	NO
407	2 BED & 1 BATH	67 m²	YES	YES	YES	YES	YES	YES	YES
408	2 BED & 2 BATH	69 m²	YES	YES	YES	YES	YES	YES	NO
409	1 BED & 1 BATH + STUDY	63 m²	NO	YES	YES	YES	YES	YES	YES
410	3 BED & 2 BATH	106 m²	YES	YES	YES	YES	YES	YES	YES
411	3 BED & 2 BATH	111 m²	YES	YES	YES	YES	YES	YES	YES
412	1 BED & 1 BATH + STUDY	53 m²	NO	YES	YES	YES	YES	YES	NO
413	STUDIO	44 m²	NO	YES	YES	YES	YES	YES	NO
414	STUDIO	40 m²	NO	YES	YES	YES	YES	YES	NO

INTERNAL STORAGE...	
UNIT NO.	Volume
401	12 m³
402	12 m³
403	12 m³
404	10 m³
405	6 m³
406	6 m³
407	10 m³
408	10 m³
409	10 m³
410	18 m³
411	18 m³
412	9 m³
413	5 m³
414	5 m³

EXT STORAGE L04	
UNIT NO.	VOLUME
401	4 m³
402	2 m³
403	2 m³
405	4 m³
406	4 m³
407	4 m³
408	4 m³
412	4 m³
413	3 m³
414	3 m³

BADS LEGEND

D18 - ACCESSIBLE ROOMS
D20 - BALCONY SIZES
D21 - STORAGE
D26 - ROOM SIZES
D27 - ROOM DEPTH
D28 - HABITABLE ROOMS
D29 - CROSS VENTILATION

TOWN PLANNING

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TP2	14/03/2025	TOWN PLANNING
TP3	06/08/2025	TOWN PLANNING
TP4	17/11/2025	DTP RFI

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BADS REVIEW - LEVEL 04

SCALE: 1 : 100@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP4.04
17/11/2025 TP4

TP - LEVEL 05 - BADS REVIEW									
UNIT NO.	UNIT TYPE	AREA	D18	D20	D21	D26	D27	D28	D29
501	1 BED & 1 BATH	52 m²	NO	YES	YES	YES	YES	YES	NO
502	2 BED & 1 BATH	67 m²	YES	YES	YES	YES	YES	YES	YES
503	2 BED & 2 BATH	69 m²	YES	YES	YES	YES	YES	YES	NO
504	2 BED & 2 BATH	69 m²	YES	YES	YES	YES	YES	YES	NO
505	1 BED & 1 BATH	51 m²	NO	YES	YES	YES	YES	YES	NO
506	2 BED & 2 BATH	76 m²	YES	YES	YES	YES	YES	YES	NO
507	1 BED & 1 BATH	50 m²	YES	YES	YES	YES	YES	YES	NO
508	3 BED & 2 BATH	109 m²	NO	YES	YES	YES	YES	YES	YES

INTERNAL STORAGE...	
UNIT NO.	Volume
501	6 m³
502	12 m³
503	10 m³
504	10 m³
505	7 m³
506	10 m³
507	6 m³
508	18 m³

EXT STORAGE L05	
UNIT NO.	VOLUME
501	4 m³
502	2 m³
503	4 m³
504	4 m³
505	3 m³
506	4 m³
507	4 m³
508	4 m³



BADS LEGEND

D18 - ACCESSIBLE ROOMS
D20 - BALCONY SIZES
D21 - STORAGE
D26 - ROOM SIZES
D27 - ROOM DEPTH
D28 - HABITABLE ROOMS
D29 - CROSS VENTILATION

TOWN PLANNING

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TP1	20/11/2024	TOWN PLANNING
TP2	14/03/2025	TOWN PLANNING
TP3	06/08/2025	TOWN PLANNING
TP4	17/11/2025	DTP RFI

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BADS REVIEW - LEVEL 05

SCALE: 1 : 100@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

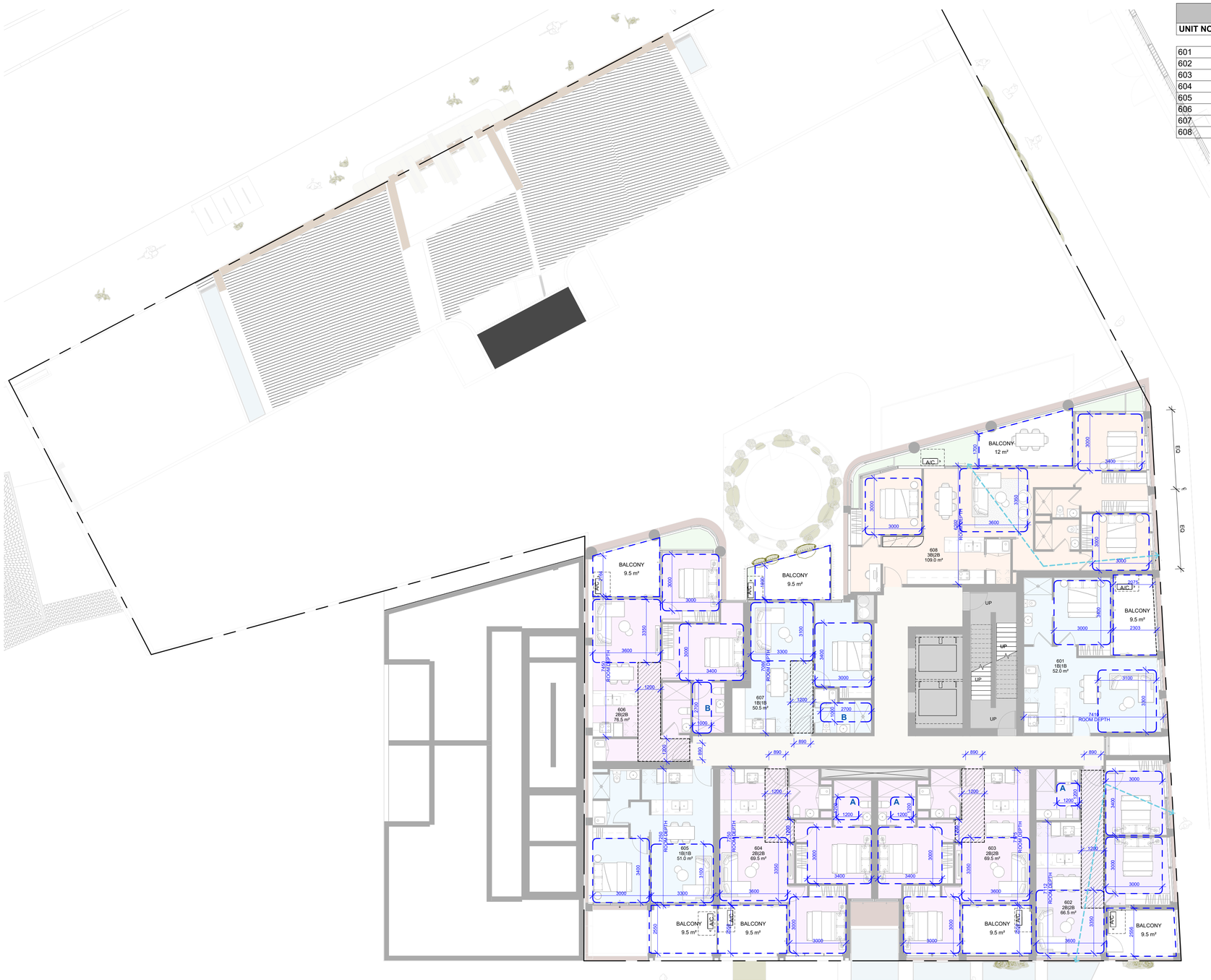
CLIENT: CBE ASIA PACIFIC

20045 | 17/11/2025 | TP4.05 | TP4

TP - LEVEL 06 - BADS REVIEW									
UNIT NO.	UNIT TYPE	AREA	D18	D20	D21	D26	D27	D28	D29
601	1 BED & 1 BATH	52 m²	NO	YES	YES	YES	YES	YES	NO
602	2 BED & 1 BATH	67 m²	YES	YES	YES	YES	YES	YES	YES
603	2 BED & 2 BATH	69 m²	YES	YES	YES	YES	YES	YES	NO
604	2 BED & 2 BATH	69 m²	YES	YES	YES	YES	YES	YES	NO
605	1 BED & 1 BATH	51 m²	NO	YES	YES	YES	YES	YES	NO
606	2 BED & 2 BATH	76 m²	YES	YES	YES	YES	YES	YES	NO
607	1 BED & 1 BATH	50 m²	YES	YES	YES	YES	YES	YES	NO
608	3 BED & 2 BATH	109 m²	NO	YES	YES	YES	YES	YES	YES

INTERNAL STORAGE...	
UNIT NO.	Volume
601	6 m³
602	12 m³
603	10 m³
604	10 m³
605	7 m³
606	10 m³
607	6 m³
608	19 m³

EXT STORAGE L06	
UNIT NO.	VOLUME
601	4 m³
602	2 m³
603	4 m³
604	4 m³
605	3 m³
606	4 m³
607	4 m³



BADS LEGEND

D18 - ACCESSIBLE ROOMS
D20 - BALCONY SIZES
D21 - STORAGE
D26 - ROOM SIZES
D27 - ROOM DEPTH
D28 - HABITABLE ROOMS
D29 - CROSS VENTILATION

TOWN PLANNING

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TP1	20/11/2024	TOWN PLANNING
TP2	14/03/2025	TOWN PLANNING
TP3	06/08/2025	TOWN PLANNING
TP4	17/11/2025	DTP RFI

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BADS REVIEW - LEVEL 06

SCALE: 1 : 100@A1

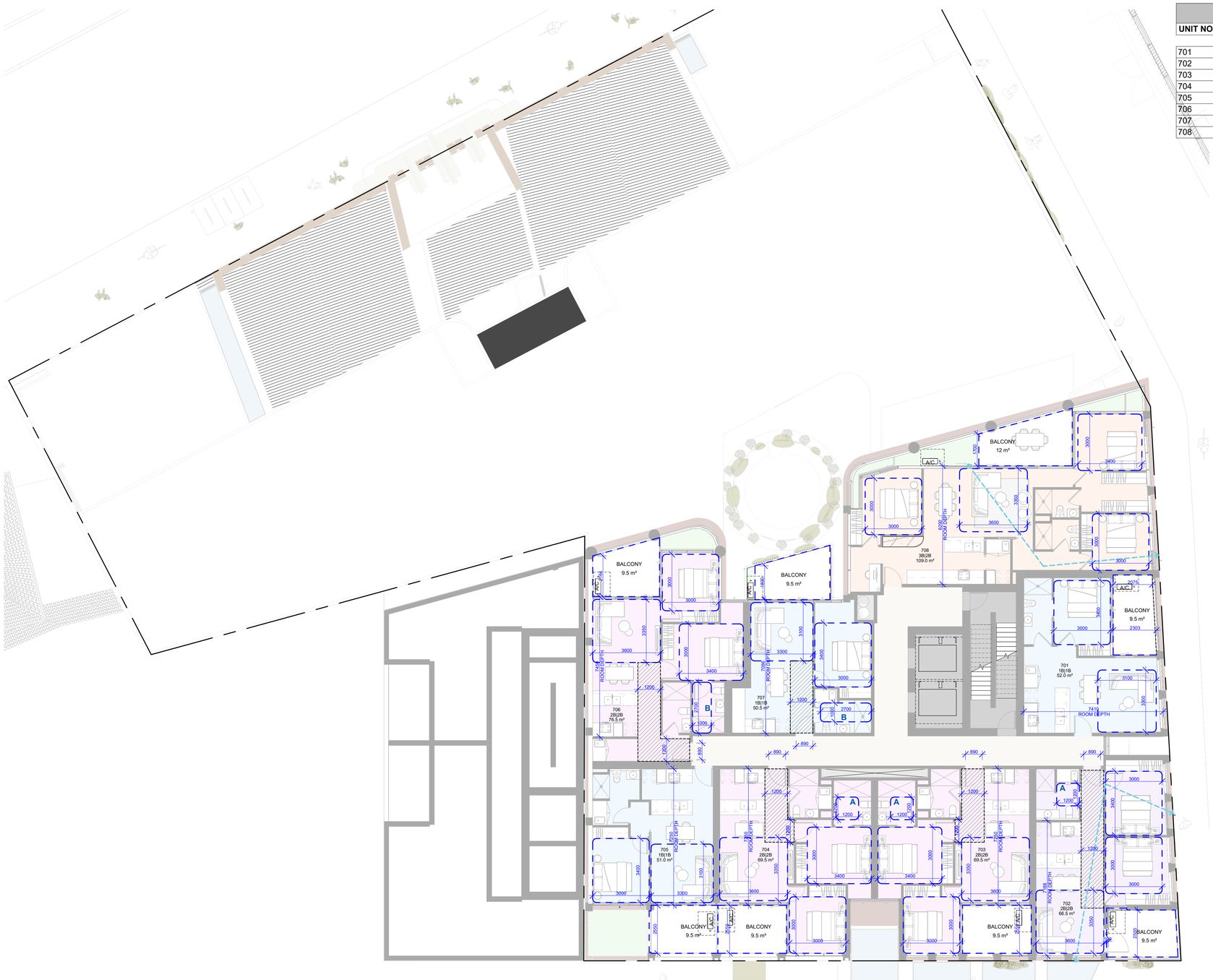
JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 | 17/11/2025 | TP4.06 | TP4

TP - LEVEL 07 - BADS REVIEW									
UNIT NO.	UNIT TYPE	AREA	D18	D20	D21	D26	D27	D28	D29
701	1 BED & 1 BATH	52 m²	NO	YES	YES	YES	YES	YES	NO
702	2 BED & 1 BATH	67 m²	YES	YES	YES	YES	YES	YES	YES
703	2 BED & 2 BATH	69 m²	YES	YES	YES	YES	YES	YES	NO
704	2 BED & 2 BATH	69 m²	YES	YES	YES	YES	YES	YES	NO
705	1 BED & 1 BATH	51 m²	NO	YES	YES	YES	YES	YES	NO
706	2 BED & 2 BATH	76 m²	YES	YES	YES	YES	YES	YES	NO
707	1 BED & 1 BATH	50 m²	YES	YES	YES	YES	YES	YES	NO
708	3 BED & 2 BATH	109 m²	NO	YES	YES	YES	YES	YES	YES



INTERNAL STORAGE...	
UNIT NO.	Volume
701	6 m³
702	12 m³
703	10 m³
704	10 m³
705	7 m³
706	10 m³
707	6 m³
708	19 m³

EXT STORAGE L07	
UNIT NO.	VOLUME
701	4 m³
702	2 m³
703	4 m³
704	4 m³
705	3 m³
706	4 m³
707	4 m³

BADS LEGEND

D18 - ACCESSIBLE ROOMS
D20 - BALCONY SIZES
D21 - STORAGE
D26 - ROOM SIZES
D27 - ROOM DEPTH
D28 - HABITABLE ROOMS
D29 - CROSS VENTILATION

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TOWN PLANNING

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TP3	06/08/2025	TOWN PLANNING
TP4	17/11/2025	DTP RFI

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BADS REVIEW - LEVEL 07

SCALE: 1 : 100@A1

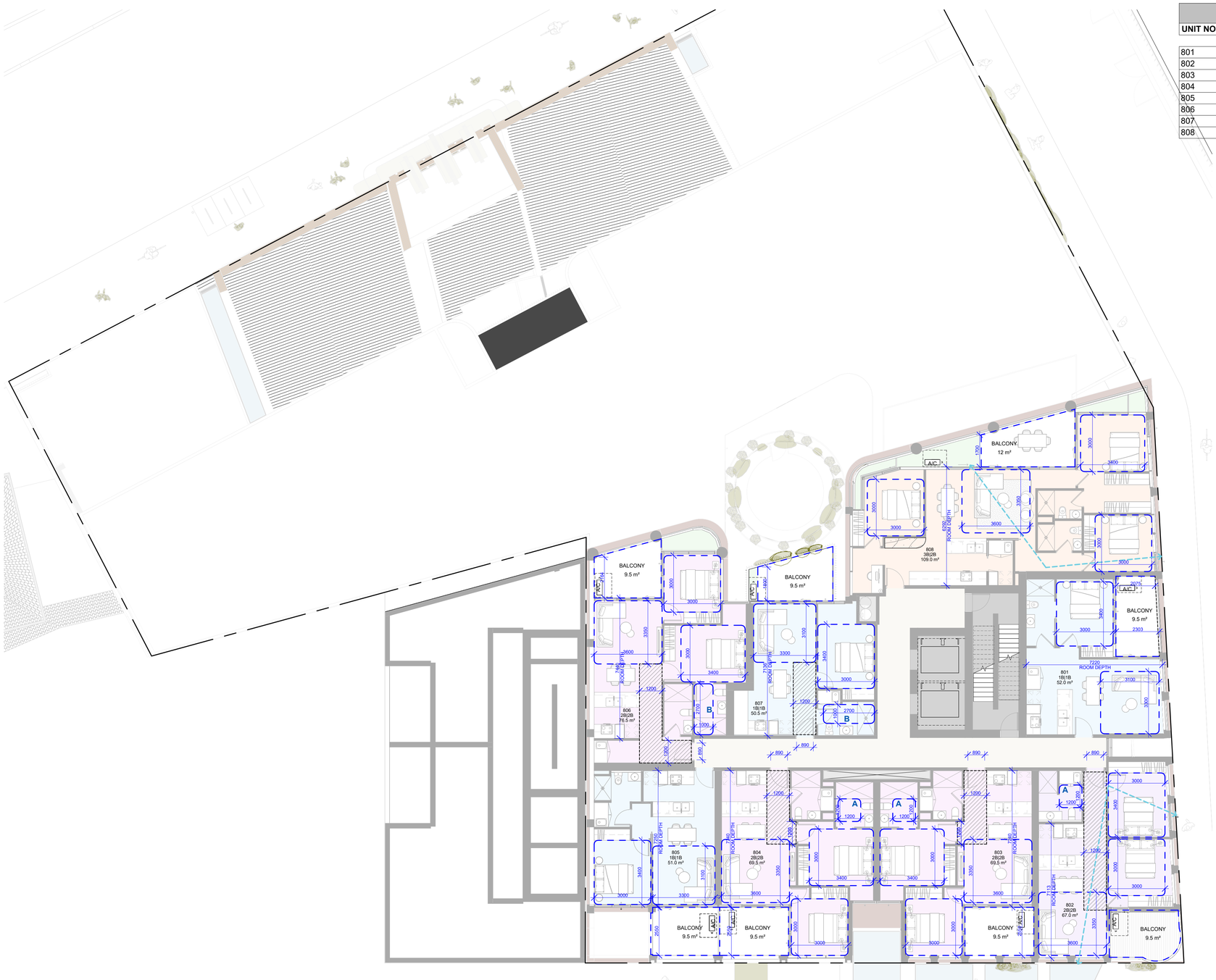
JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 | 17/11/2025 | TP4.07 | TP4

TP - LEVEL 08 - BADS REVIEW									
UNIT NO.	UNIT TYPE	AREA	D18	D20	D21	D26	D27	D28	D29
801	1 BED & 1 BATH	52 m²	NO	YES	YES	YES	YES	YES	NO
802	2 BED & 1 BATH	67 m²	YES	YES	YES	YES	YES	YES	YES
803	2 BED & 2 BATH	69 m²	YES	YES	YES	YES	YES	YES	NO
804	2 BED & 2 BATH	69 m²	YES	YES	YES	YES	YES	YES	NO
805	1 BED & 1 BATH	51 m²	NO	YES	YES	YES	YES	YES	NO
806	2 BED & 2 BATH	76 m²	YES	YES	YES	YES	YES	YES	NO
807	1 BED & 1 BATH	50 m²	YES	YES	YES	YES	YES	YES	NO
808	3 BED & 2 BATH	109 m²	NO	YES	YES	YES	YES	YES	YES



INTERNAL STORAGE...	
UNIT NO.	Volume
801	6 m³
802	12 m³
803	10 m³
804	10 m³
805	7 m³
806	10 m³
807	6 m³
808	19 m³

EXT STORAGE L08	
UNIT NO.	VOLUME
801	4 m³
802	2 m³
803	4 m³
804	4 m³
805	3 m³
806	4 m³
807	4 m³

BADS LEGEND

D18 - ACCESSIBLE ROOMS
D20 - BALCONY SIZES
D21 - STORAGE
D26 - ROOM SIZES
D27 - ROOM DEPTH
D28 - HABITABLE ROOMS
D29 - CROSS VENTILATION

TOWN PLANNING

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TP3	06/08/2025	TOWN PLANNING
TP4	17/11/2025	DTP RFI

DRAWN BY: Author CHECKED BY: Checker

BADS REVIEW - LEVEL 08

SCALE: 1 : 100@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045	TP4.08
17/11/2025	TP4

TP - LEVEL 09 - BADS REVIEW									
UNIT NO.	UNIT TYPE	AREA	D18	D20	D21	D26	D27	D28	D29
901	1 BED & 1 BATH	52 m²	NO	YES	YES	YES	YES	YES	NO
902	2 BED & 1 BATH	67 m²	YES	YES	YES	YES	YES	YES	YES
903	2 BED & 2 BATH	69 m²	YES	YES	YES	YES	YES	YES	NO
904	2 BED & 2 BATH	69 m²	YES	YES	YES	YES	YES	YES	
905	3 BED & 3 BATH PENTHOUSE	153 m²	YES	YES	YES	YES	YES	YES	YES
906	3 BED & 2 BATH	109 m²	NO	YES	YES	YES	YES	YES	YES



INTERNAL STORAGE...	
UNIT NO.	Volume
901	6 m³
902	12 m³
903	10 m³
904	10 m³
905	21 m³
906	19 m³

EXT STORAGE L09	
UNIT NO.	VOLUME
901	4 m³
902	2 m³
903	4 m³
904	4 m³

BADS LEGEND

D18 - ACCESSIBLE ROOMS
D20 - BALCONY SIZES
D21 - STORAGE
D26 - ROOM SIZES
D27 - ROOM DEPTH
D28 - HABITABLE ROOMS
D29 - CROSS VENTILATION

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TP2	14/03/2025	TOWN PLANNING
TP3	06/08/2025	TOWN PLANNING
TP4	17/11/2025	DTP RFI

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BADS REVIEW - LEVEL 09

SCALE: 1 : 100@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP4.09
17/11/2025 TP4

TP - LEVEL 10 - BADS REVIEW									
UNIT NO.	UNIT TYPE	AREA	D18	D20	D21	D26	D27	D28	D29
1001	1 BED & 1 BATH	52 m²	NO	YES	YES	YES	YES	YES	NO
1002	2 BED & 1 BATH	67 m²	YES	YES	YES	YES	YES	YES	YES
1003	2 BED & 2 BATH	69 m²	YES	YES	YES	YES	YES	YES	NO
1004	2 BED & 2 BATH	84 m²	YES	YES	YES	YES	YES	YES	YES
1005	3 BED & 2 BATH	122 m²	YES	YES	YES	YES	YES	YES	YES
1006	3 BED & 2 BATH	109 m²	NO	YES	YES	YES	YES	YES	YES

INTERNAL STORAGE...	
UNIT NO.	Volume
1001	6 m³
1002	12 m³
1003	10 m³
1004	12 m³
1005	25 m³
1006	19 m³

EXT STORAGE L10	
UNIT NO.	VOLUME
1001	4 m³
1002	2 m³
1003	4 m³
1004	2 m³



BADS LEGEND

D18 - ACCESSIBLE ROOMS
D20 - BALCONY SIZES
D21 - STORAGE
D26 - ROOM SIZES
D27 - ROOM DEPTH
D28 - HABITABLE ROOMS
D29 - CROSS VENTILATION

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TP3	06/08/2025	TOWN PLANNING
TP4	17/11/2025	DTP RFI

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BADS REVIEW - LEVEL 10

SCALE: 1 : 100@A1

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201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 | 17/11/2025 | TP4.10 | TP4

TP - LEVEL 11 - BADS REVIEW									
UNIT NO.	UNIT TYPE	AREA	D18	D20	D21	D26	D27	D28	D29
1101	3 BED & 3 BATH PENTHOUSE	141 m²	YES	YES	YES	YES	YES	YES	YES
1102	3 BED & 3 BATH PENTHOUSE	141 m²	NO	YES	YES	YES	YES	YES	YES

INTERNAL STORAGE...	
UNIT NO.	Volume
1101	24 m³
1102	21 m³



BADS LEGEND

D18 - ACCESSIBLE ROOMS
D20 - BALCONY SIZES
D21 - STORAGE
D26 - ROOM SIZES
D27 - ROOM DEPTH
D28 - HABITABLE ROOMS
D29 - CROSS VENTILATION

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BADS REVIEW - LEVEL 11

SCALE: 1 : 100@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 | 17/11/2025 | TP4.11 | TP4



TOTAL OVERALL AREA: 164.5m²
TOTAL AREA IN SUNLIGHT: 80m²
% IN SUNLIGHT: 49%

1 SHADOW DIAGRAM - WINTER 10am - D7
SCALE 1 : 200



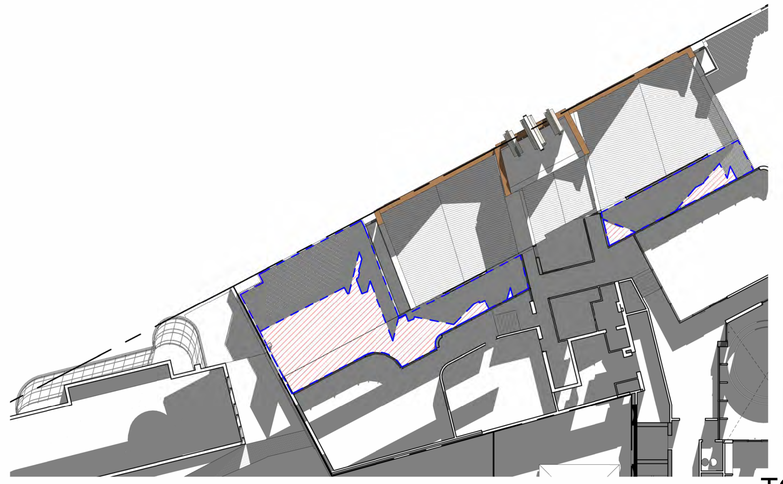
TOTAL OVERALL AREA: 164.5m²
TOTAL AREA IN SUNLIGHT: 100m²
% IN SUNLIGHT: 61%

2 SHADOW DIAGRAM WINTER 11am - D7
SCALE 1 : 200



TOTAL OVERALL AREA: 164.5m²
TOTAL AREA IN SUNLIGHT: 86m²
% IN SUNLIGHT: 52%

3 SHADOW DIAGRAM WINTER 12pm - D7
SCALE 1 : 200



TOTAL OVERALL AREA: 164.5m²
TOTAL AREA IN SUNLIGHT: 68m²
% IN SUNLIGHT: 41%

4 SHADOW DIAGRAM WINTER 1pm - D7
SCALE 1 : 200

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20045--18/11/2025 1:15:51 PM

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TP2	06/08/2025	TOWN PLANNING
TP3	17/11/2025	DTP RFI

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TOWN PLANNING

BADS - D7 ASSESSMENT

SCALE: 1 : 200@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP4.12
17/11/2025 TP3

D18

TOTAL NO. OF APARTMENTS	98
TOTAL NO. OF COMPLIANT APARTMENTS	51
% COMPLIANCE REQUIRED	50%
% COMPLIANCE ACHIEVED	52%

D20

TOTAL NO. OF APARTMENTS	98
TOTAL NO. OF COMPLIANT APARTMENTS	98
% COMPLIANCE REQUIRED	100%
% COMPLIANCE ACHIEVED	100%

D21

TOTAL NO. OF APARTMENTS	98
TOTAL NO. OF COMPLIANT APARTMENTS	98
% COMPLIANCE REQUIRED	100%
% COMPLIANCE ACHIEVED	100%

D26

TOTAL NO. OF APARTMENTS	98
TOTAL NO. OF COMPLIANT APARTMENTS	98
% COMPLIANCE REQUIRED	100%
% COMPLIANCE ACHIEVED	100%

D27

TOTAL NO. OF APARTMENTS	98
TOTAL NO. OF COMPLIANT APARTMENTS	98
% COMPLIANCE REQUIRED	100%
% COMPLIANCE ACHIEVED	100%

D28

TOTAL NO. OF APARTMENTS	98
TOTAL NO. OF COMPLIANT APARTMENTS	98
% COMPLIANCE REQUIRED	100%
% COMPLIANCE ACHIEVED	100%

D29

TOTAL NO. OF APARTMENTS	98
TOTAL NO. OF COMPLIANT APARTMENTS	39
% COMPLIANCE REQUIRED	40%
% COMPLIANCE ACHIEVED	40%

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TP3	17/11/2025	DTP RFI

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TOWN PLANNING

BADS OVERALL ASSESSMENT

SCALE: @A1

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201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

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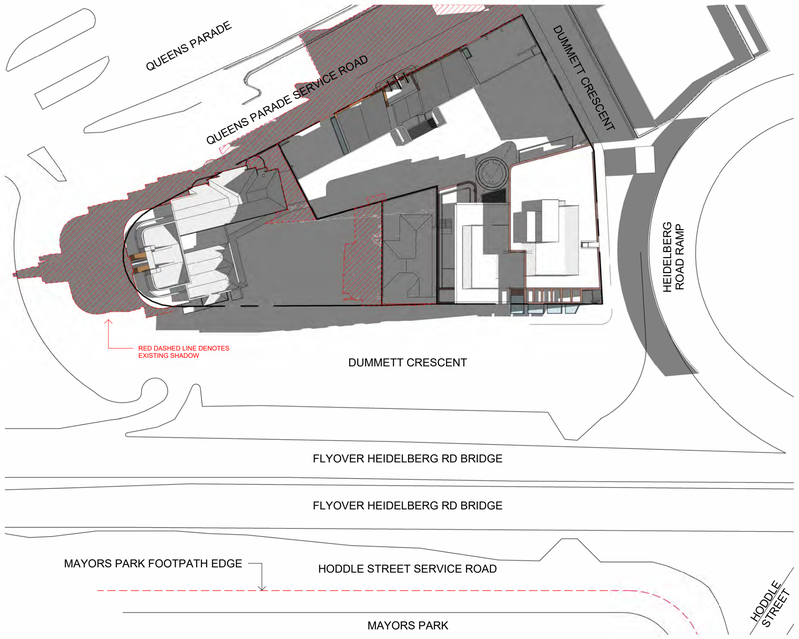
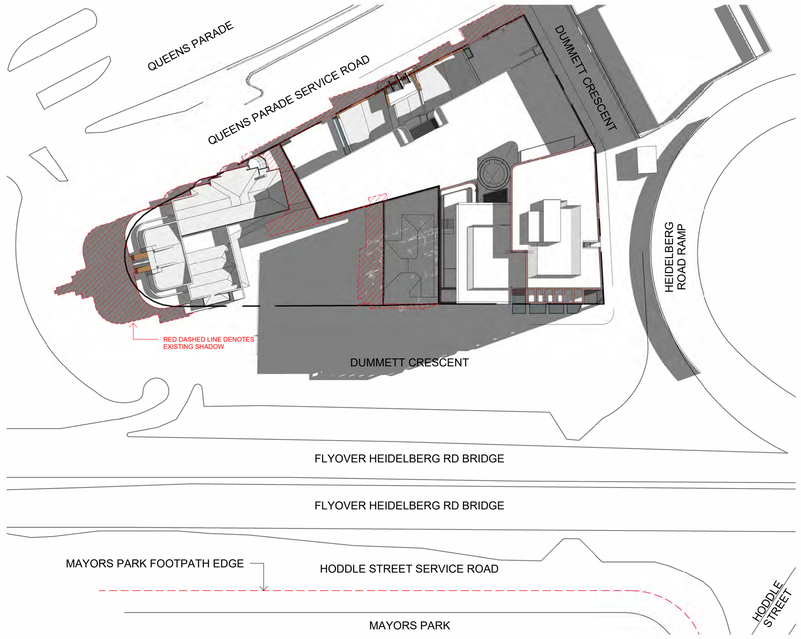
20045 TP4.13

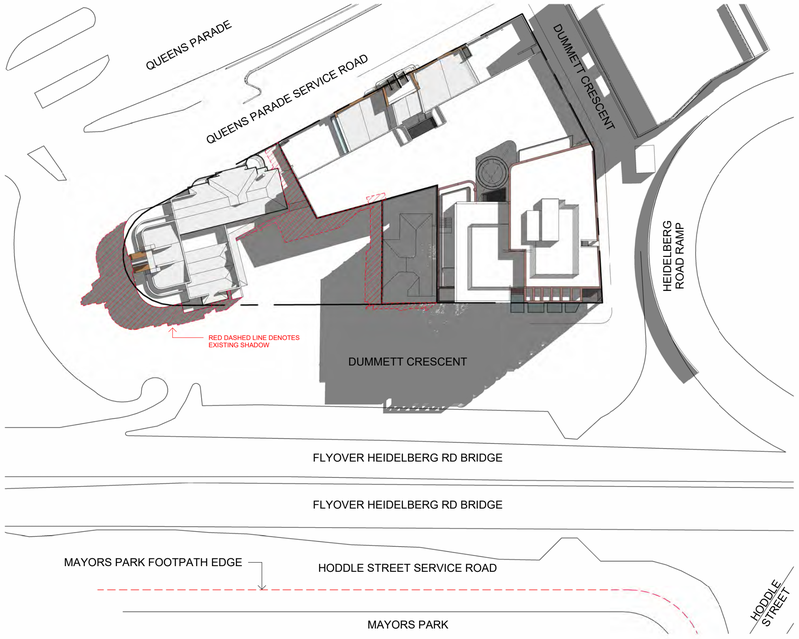
17/11/2025 TP3



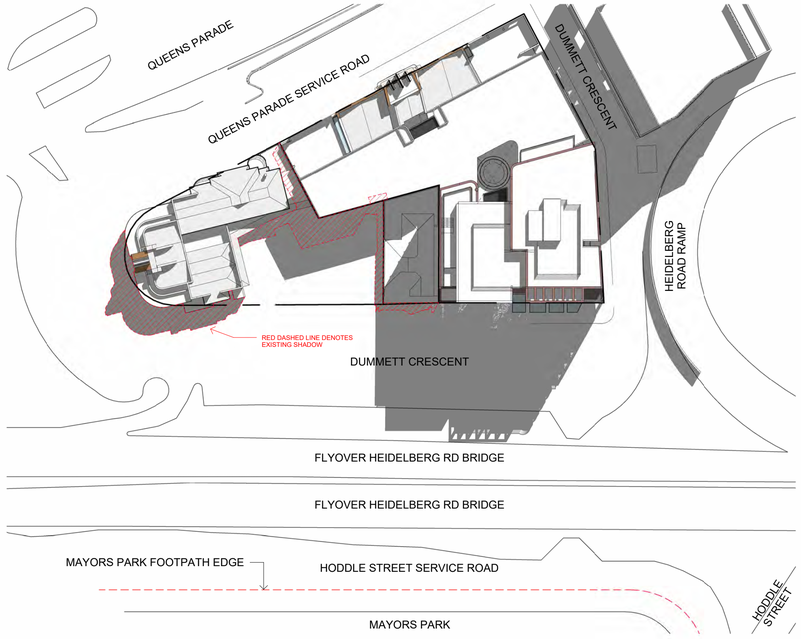
1 SHADOW DIAGRAM - 9AM
SCALE 1 : 500



2 SHADOW DIAGRAM - 10AM
SCALE 1 : 500



3 SHADOW DIAGRAM - 11AM
SCALE 1 : 500



4 SHADOW DIAGRAM - 12PM
SCALE 1 : 500

EXISTING SHADOW DIAGRAM

PROPOSED SHADOW DIAGRAM

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P5	01.12.2022	FOR HERITAGE REVIEW
HV1	06.04.2023	FOR HERITAGE VICTORIA APPLICATION
HV2	29.06.2023	FOR HERITAGE VICTORIA APPLICATION
TP1	22/05/2024	DFP SUBMISSION
TP2	20/11/2024	TOWN PLANNING
TP3	06/08/2025	TOWN PLANNING
TP4	17/11/2025	DTP RFI

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SHADOW DIAGRAMS

SCALE: As indicated@A1

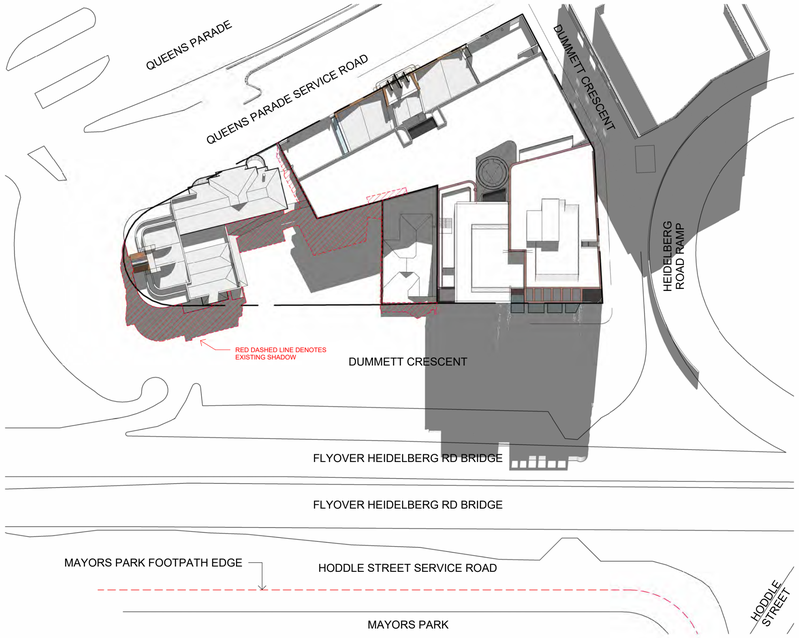
JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

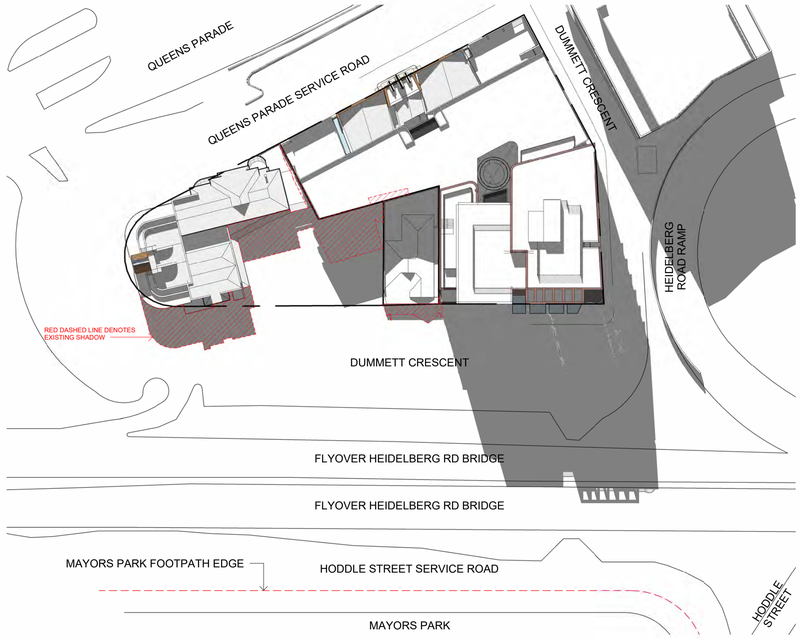
CLIENT: CBE ASIA PACIFIC

TOWN PLANNING

20045 TP6.00
17/11/2025 TP4



1 SHADOW DIAGRAM - 1PM
SCALE 1 : 500



2 SHADOW DIAGRAM - 2PM
SCALE 1 : 500

3 SHADOW DIAGRAM - 3PM
SCALE 1 : 500

EXISTING SHADOW DIAGRAM

PROPOSED SHADOW DIAGRAM

TOWN PLANNING

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P4	25.11.2022	FOR HERITAGE REVIEW
P5	01.12.2022	FOR HERITAGE REVIEW
HV1	06.04.2023	FOR HERITAGE VICTORIA APPLICATION
HV2	29.06.2023	FOR HERITAGE VICTORIA APPLICATION
TP1	22/05/2024	DFP SUBMISSION
TP2	20/11/2024	TOWN PLANNING
TP3	06/08/2025	TOWN PLANNING
TP4	17/11/2025	DTP RFI
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SHADOW DIAGRAMS II

SCALE: As indicated@A1

JENKINS HOUSE

201-215 QUEENS PARADE & 6-12 DUMMETT CRESCENT, FITZROY NORTH.

CLIENT: CBE ASIA PACIFIC

20045 TP6.01
17/11/2025 TP4

Heritage Formal Referral Response

Application Information:

Referral Officer:	Caitlin Mitropoulos
Officer:	Nish Goonetilleke
Council Ref:	PPE25/0652
Address:	201 Queens Parade & 6-12 Dummett Crescent, Fitzroy North VIC 3068
Proposal:	DTP s52 referral for: *Use and development of the site for the purposes of a 12-storey residential building, ground floor retail and basement car parking.*
Relevant Overlays	**201-203 and 213-215 Queens Parade, Fitzroy North and 10-12 Dummett Crescent, Fitzroy North** HO330 Queens Parade Precinct, North Fitzroy/Clifton Hill **Heritage Grade:** Not Contributory 201-203 Queens Parade – Not Contributory (1925-35) 213-215 Queens Parade – Not Contributory (1950-1960) 10-12 Dummett Crescent – Not Contributory (1960-1970) **205-211 Queens Parade, Fitzroy** HO480 Former Clifton Motor Garage, 205-211 Queens Parade, Fitzroy North **Heritage Grade:** Individually Significant Subject to the Victorian Heritage Register Former Clifton Motors Garage (VHR H2380) PLEASE NOTE: Heritage comments will not be provided in relation to this site, noting inclusion in the Victorian Heritage Register. **6-8 Dummett Crescent, Fitzroy North** No heritage designation/overlay
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, external paint controls and solar energy system controls apply to HO330. Internal alteration, tree controls and outbuilding/fence controls do not 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.
Pre-application advice given/ Previous responses:	SPU have previously provided pre-application advice on this proposal. Please see response here: PPE24/0727 - 205-211 Queens Parade Fitzroy North - Council Response - DEWLP Referral. Comments in relation to heritage matters: • The height and massing of the proposed rear "tower" element will adversely impact the heritage streetscape of Queens Parade and will visually dominate heritage buildings within the streetscape which is considered contrary to the planning policy framework and local heritage policy at Clause 15.03-1L. • Council has concerns with the choice of materials, colours and façade presentation in response to the heritage environs and as such, further heritage analysis is required. • Development associated with the heritage listed place that forms part of the subject site - Heritage Place H2380 (Former Clifton Motor Garage, 205-211 Queens Parade Fitzroy North) is exempt from requiring a planning permit under Clause 43.01 of the Scheme and therefore the proposal needs to be approved by Heritage Victoria.

Context Images and Reference Figures

Street Frontage



Figure 1. 201 Queens Parade, Fitzroy North. Red arrow indicating the extent of the proposed new development frontage. Source: Google Maps Street view.

Street Frontage:



Figure 2. Façade to 205 Queens Parade (left) and 201-203 Queens Parade (right). Source: Google Street View, October 2016

Oblique Images:



Figure 3. 6-12 Dummett Crescent, Fitzroy North. Street Frontage. Source: Google Street View, November 2020.



Figure 4. 201 Queens Parade & 6-12 Dummet Crescent, Fitzroy North. Oblique aerial view. Source: Nearmaps (December 2024).

Aerial:



Figure 5. 201 Queens Parade & 6-12 Dummet Crescent, Fitzroy North Aerial view, including heritage designations. Source: VicPlan.

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 on an application (as appropriate).

The Queens Parade Heritage Precinct is aesthetically and historically significant to the City of Yarra. Contributory elements include generally attached Victorian and Edwardian-era mainly two-storey shops and residents or commercial buildings, having:

- Facade parapets, with pitched roofs behind.
- Two storey wall heights.
- Face brick (red, bichrome and polychrome) or stucco walls.
- Corrugated iron roof cladding, with some slate roofing, usually concealed from Queens Parade.
- Chimneys of either stucco finish (with moulded caps) or of matching face brickwork with corbelled capping courses.
- Post-supported street verandahs as shown on the MMBW Detail Plans (92).
- Less than 40% of the street upper wall face comprised with openings such as windows.
- No front or side setbacks.
- Display windows mounted on plinths and entry recesses at ground floor.

Contributory elements also include:

- Detached inter-war houses in their garden settings, particularly to the north-east end of the area.
- Landmark religious building groups.
- Well preserved buildings from the pre-Second War era.
- Individually significant buildings from all eras.
- Public infrastructure, expressive of the Victorian and Edwardian-eras such as bluestone pitched road paving, crossings, stone kerbs, and channels, and asphalt paved footpaths.
- a wide boulevard character, with associated landscape and view lines to major early building complexes, such as the St. John's Catholic Church group.

While multiple sites impacted by this permit application are graded non-contributory, the subject site is located within close proximity to multiple significant heritage places, including two places included in the Victorian Heritage Register (Former United Kingdom Hotel and the Former Clifton Motors Garage. The subject site does not interface any heritage buildings along its Dummett Crescent frontages.

Design and Development Overlay considerations

The Design and Development Overlay 16-5 which affects the site contains specific requirements relating to the design and built form of new development.

The Design Objectives of Schedule 16 are as follows:

- *To ensure development responds to the heritage character and streetscapes and varying development opportunities and supports:*
  - *the existing low-rise character in Precincts 1, 3B, 4 and 5A*
  - *a new mid rise character behind a consistent street wall in Precincts 2, 3A and 5B*
  - *higher rise development in Precinct 5C.*
- *To protect the integrity of historical streetscapes and clusters of heritage buildings of a similar scale and materiality.*
- *To ensure development respects the architectural form and qualities of heritage buildings and streetscapes and maintains the visual prominence of the St John the Baptist church belfry and spire, the former ANZ Bank building, the former United Kingdom Hotel and the former Clifton Motors Garage.*
- *To promote design excellence that ensures new development respects the wide, open boulevard character of Queens Parade including where existing historic trees are key elements in the streetscape, they remain the dominant visual feature.*
- *To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new buildings provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.*

The preferred character statement for DDO16-5 is as follows:

Buildings and works should deliver:

- *An area of contemporary higher rise development in a preferred location for housing growth within the activity centre where the significant heritage fabric (the former UK Hotel and the former Clifton Motors Garage) remains the prominent precinct feature.*
- *Steps up in distinct increments from the significant heritage buildings (the former Clifton Motors and UK Hotel buildings) to the north-east.*
- *Separation between buildings to enable equitable development equity and amenity and to diminish the bulk of the built form while contributing to a safe and legible walking environment that offers visual interest and encourages passive surveillance throughout the Precinct.*

The design requirements of DDO16-5 include:

Development in Precinct 5 should:

- *Retain the visual prominence of the former United Kingdom Hotel when viewed from key viewpoints (as indicated on Map 5) - Raines Reserve and the former Clifton Motors Garage when viewed from the opposite side of Queens Parade.*
- *Retain and incorporate the former Clifton Motors Garage (205-211 Queens Parade) in any redevelopment of the site and ensure that the three dimensional form remains prominent and the decorative vertical fin remains as a freestanding element when viewed from the public realm.*

- *Adopt a street wall height for new development adjacent to the former United Kingdom Hotel that respects the facade height of the former hotel.*
- *Ensure buildings in Precincts 5B and 5C read as a series of separate development parts with building separation above the street wall.*
- *Establish a transitional and gradual stepping down of building heights from taller forms in Precinct 5C to existing heritage form in Precinct 5A.*
- *Ensure that adverse wind affects on the public realm are avoided.*

Development in Precinct 5C should:

- *Reinforce the scale of existing high-rise buildings in the precinct trending higher to the north-east.*
- *Ensure high quality development enhances the prominent corner of Queens Parade and Hoddle Street creating a strong address to each street frontage that encourages active pedestrian movement and accessibility through the Precinct.*
- *Ensure that the height and design of the street wall creates and reinforces a 'human scale' to diminish the perceived bulk of the buildings and provide visual interest at street level along Queens Parade and Hoddle Street.*

Reference Figure



Figure 6. Map 5 to Schedule 16 to Clause 43.02 – Precinct 5

Heritage Comments

Concerns are raised that the development does not meet the preferred character or design requirements for Precinct 5, particularly in relation to heritage considerations.

From a heritage perspective, it is recommended that additional stepping in terms of height is introduced between (and behind) the Former U.K. Hotel and the retained fabric of the Former Clifton Motors site to ensure these sites remain prominent landmarks in the Queens Parade streetscape. This approach would be more consistent with the preferred character statement for the Precinct that new buildings and works 'step up in distinct increments from the significant heritage buildings (the former Clifton Motors and UK Hotel buildings) to the north-east' and design requirements to 'establish a transitional and gradual stepping down of building heights from taller forms in Precinct 5C to existing heritage form in Precinct 5A'. As it stands, the transition between new built form across the site does not appropriately respond to DDO requirements or result in a positive heritage outcome. Primarily, there are concerns that the built form outcome in terms of height will adversely impact the visual prominence of the former U.K. Hotel when viewed from Raines Reserve and Queens Parade, and impact on the visual relationship to the Former Clifton Motors Garage site. The primary interface of concern has been highlighted in red below:

Reference Figure

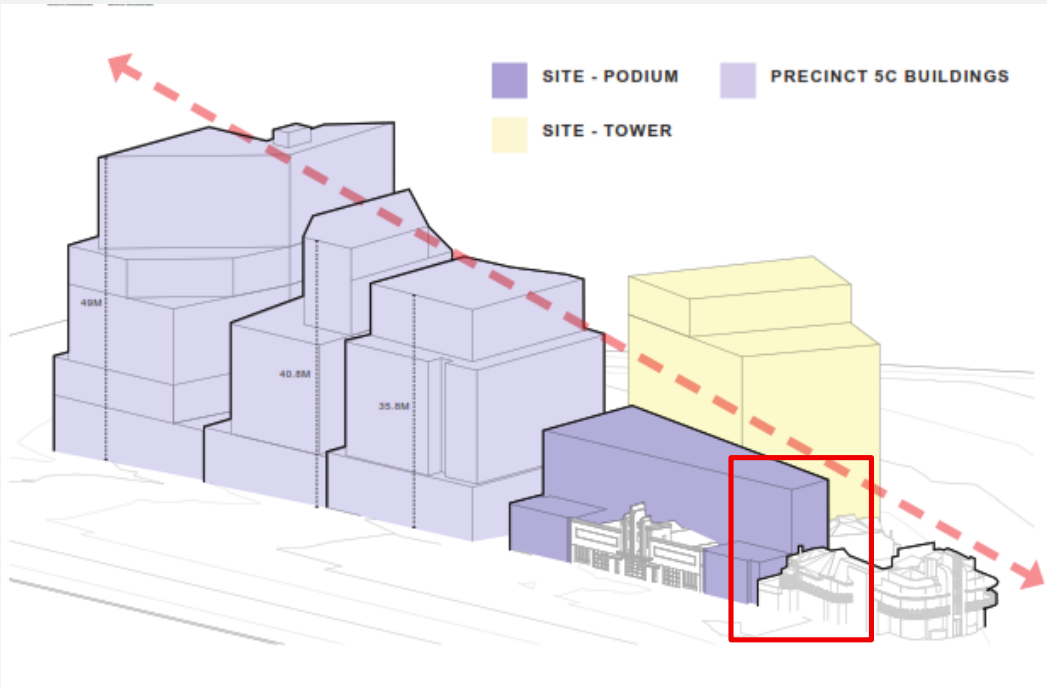


Figure 7. Marked up Massing diagram. Source: Urban Context Report, p14.

General concerns from a heritage perspective are also raised in relation to development proposed for Precinct 5B which will exceed the maximum preferred height under the DDO by over 10 metres. From a heritage perspective, concerns are raised that the proposal will result in a visually overbearing built form outcome as viewed from Queens Parade and in relation to the Queens Parade Heritage Precinct more broadly.

Based on considerations above, a more appropriate stepped height approach for the precinct (from a heritage perspective) would be as follows:

Marked-up elevation

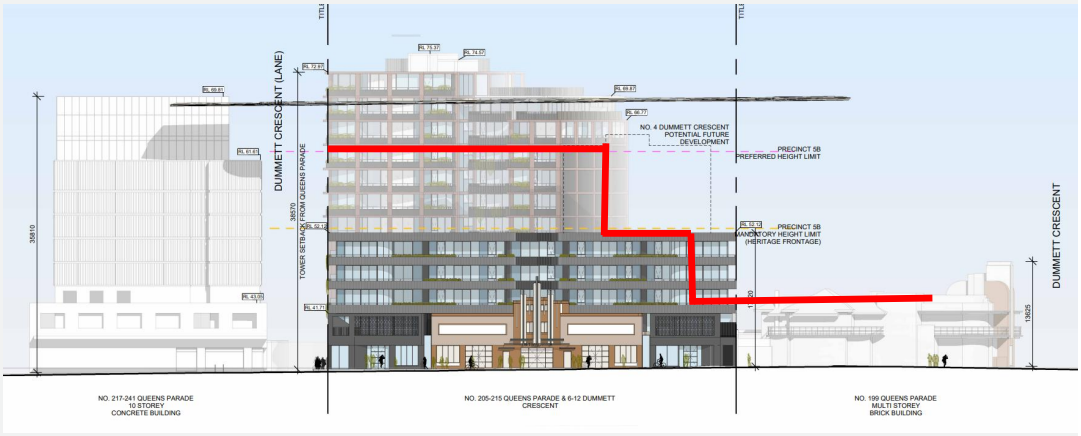


Figure 8. Marked up North-West streetscape (Queens Parade). Source: Architectural plans, TP2.10

Assessment of Proposed Works

Demolition

The extent of demolition proposed by this application includes the demolition of:

- Majority of built form on the combined site, apart from key heritage fabric associated with the former Clifton Motor Garage at 205-211 Queens Parade (subject to separate Heritage Victoria approval P36699).

Comments

No specific concerns are raised in relation to the demolition of non-contributory fabric contained within the broader site. Demolition works associated with the Former Clifton Motors site have been considered by Heritage Victoria under P36699 and so no additional commentary will be provided in relation to this matter.

Retained heritage fabric

Comments

Works associated with the Former Clifton Motors site has been considered by Heritage Victoria under P36699 and so no additional commentary will be provided in relation to this matter.

New work

The extent of new works proposed by this application includes the following:

- Development of a 12-storey mixed use development, including:
  - Retained heritage fabric associated with the Former Clifton Motor Garage at 205-211 Queens Parade. Roof terraces to be located behind the infill facades to Queens Parade, with the balance of floor space dedicated to apartments with inset balconies.
  - Two storey podium façade to Queens Parade and the northern corner with Dummett Lane.
  - Tower rising to five storeys setback 8m from Queens Parade .
  - Tower rising to 12 levels along southern portion of the site at 6-12 Dummett Street (partial 12th level setback on the western side).
  - Four basement levels containing car parking.
  - Ground floor containing commercial tenancies addressing Queens Parade.
  - Service areas, stairwell and lift core on the south side.
  - Central courtyard forming the bottom level of a full height light well.
  - The height, as measured from street level to the roof of Level 11 (the 12th storey) will be 38.26 metres.

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.*

New development, alterations or additions

Clause 15.03-1L (New development, alterations and additions) contains strategies which 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.'

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.*
  - *Chimneys.*
  - *Verandahs and canopies.*
  - *Materials.*
- *Being visually recessive against the heritage fabric through:*
  - *Siting.*
  - *Mass.*
  - *Scale.*
  - *Materials.*
  - *Architectural detailing.*
  - *Texture, colours and finishes.*

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.*

Setback 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.*

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.

Residential infill development

Clause 15.03-1L (Residential infill development) contains strategies which seek to:

Setback residential infill development to match the setback of the principal street frontage of adjoining heritage buildings.

Ensure that buildings and works associated with residential infill development are consistent with:

- *Prevailing side setbacks and building spacing.*
- *Height relative to the surrounding context.*
- *Encourage new residential infill development to reflect the prevailing roof pitch and form.*

Discourage use of atypical buildings to determine the appropriate siting, form and appearance of new development in the context of its surrounds.

Commercial heritage places

Clause 15.03-1L (Commercial heritage places) contains strategies which seek to:

Encourage buildings and works to respect and respond to the existing proportions, patterning and massing of nineteenth and early twentieth century facades and streetscapes.

Maintain the prominence of the street wall through appropriate upper level setbacks. Encourage new development in activity centres to respect the prevailing street wall height in the immediate area.

Conserve and enhance heritage shopfronts and verandahs.

Encourage new shopfronts to complement the general form and proportion of glazing and openings of adjoining original or early shopfronts, if any.

Maintain the existing canopy/verandah height of adjoining heritage buildings and the heritage streetscape.

Encourage a simple contemporary verandah design, consistent with the form and scale of adjoining verandahs.

Encourage inset balconies above the street wall rather than projecting balconies.

Incorporate an angled splay to buildings on street corners where these are present on adjacent or opposite corners.

Comment

Key issues in relation to the proposed have been identified below:

Siting, Setbacks and Scale

Along the Queens Parade frontage, the development is to incorporate new brick infill elevations to either side of the Former Clifton Motor Garage site, presenting double-storey street wall heights in line with the height of the heritage building. This approach is generally supported as it will avoid detracting from or dominating the heritage site and will replicate existing non-contributory built form in this location.

New built form will then step back 8 metres from Queens Parade, to a height of five-levels. This approach is generally supported (and has been considered by Heritage Victoria under P36699), noting that the Former Clifton Motor Garage site will maintain its three-dimensional form as viewed in long-range perspectives along Queens Parade. Concerns are raised in relation to the 5-storey height as it interfaces behind the Former U.K. Hotel site located to the south-west corner. It is recommended that a greater degree of stepping in terms of height is integrated to ensure the heritage place maintains its prominence as viewed from Raines Reserve and Queens Parade. The marked up elevation above (Figure 8) illustrates this point.

A query is raised in relation to the supplied render which from the selected angle, appears to incorporate side setbacks to the five-storey building, which is not the case, the reality of which will be a sheer set up to 5 metres.

Referenced Figures



Figure 9. Queen Parade elevation, artistic render. Source: Urban Context report.



Figure 10. Queen Parade elevation. Source: Architectural Plans TP2.10

From a heritage perspective, it would be beneficial to receive a render from the following perspective (see red arrow below) to more clearly discern the impact of the interface between new built form and the Former U.K. Hotel.

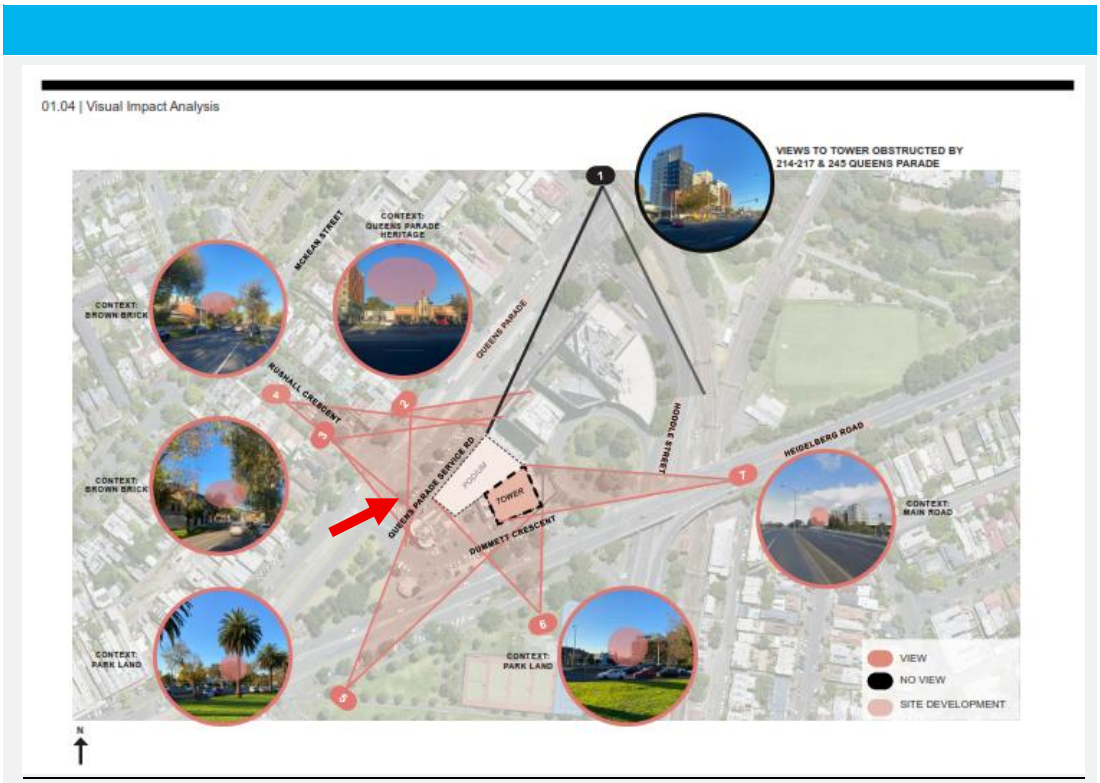


Figure 11, Visual Impact Analysis. Source: Urban Context Report

Appearance

While the use of brick for the infill built form located to either side of the Former Clifton Motors site fronting Queens Parade is supported as a responsive material within the heritage precinct, concerns are raised in relation to the use of a dark charcoal tone/colour. It is recommended that the colour of the brickwork is revised to a warmer earthy tone that provides a more sympathetic transition between the Former U.K. Hotel and the Former Clifton Motors Garage site, for example, red/orange or brown. It is not supported that the infill frontages along Queens Parade provides a respectful response to the adjacent heritage buildings as specified in the HIS for this reason.

Recommendations

On heritage grounds, it is recommended that the following heritage matters are raised with DTP:

	Concern	Explanation
1.	From a heritage perspective, it is recommended that additional stepping in terms of height is introduced between (and behind) the Former U.K. Hotel and the retained fabric of the Former Clifton Motors site to ensure these sites remain prominent landmarks in the Queens Parade streetscape.	This approach would be more consistent with the preferred DDO character statement for the Precinct that new buildings and works 'step up in distinct increments from the significant heritage buildings (the former Clifton Motors and UK Hotel buildings) to the north-east' and design requirements to 'establish a transitional and gradual stepping down of building heights from taller forms in Precinct 5C to existing heritage form in Precinct 5A'
2.	While the use of brick for the infill built form located to either side of the Former Clifton Motors site fronting Queens Parade is supported as a responsive material within the heritage precinct, concerns are raised in relation to the use of a dark charcoal tone/colour. It is recommended that the colour of the brickwork is revised to a warmer earthy tone that provides a more sympathetic transition between the Former U.K. Hotel and the Former Clifton Motors Garage site, for example, red/orange or brown.	The proposed use of dark brick for the infill built form does not respond to the prevailing materiality of the adjacent VHR-listed places or the traditional materials and colours palette of the heritage precinct more broadly.

Heritage Advisor: Caitlin Mitropoulos
Date: 24 October 2025

Urban Design
Formal Referral Response

Application Information:

Referral Officer:	Christian Lundh, Hayley McNicol and Tara Jolfaei
Officer:	Nish Goonetilleke
Council Reference:	PPE25/0652
Address:	201 Queens Pde, Fitzroy North VIC 3068
Proposal:	DTP Referral - S52
Comments Sought:	Click here to view referral memo: D25/397341 - IREF25/01514 - 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 supported in principle, **subject to changes.**

Comment Summary

- The following documentation have been assessed;
  - Architectural plans 'Jenkins House' (201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North) prepared by CHT Architects dated 6 August 2025 and;
  - Landscape plans 'Jenkins House' (201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North) prepared by Ground Landscape Studio realm / streetscape) dated August 2025.
- Main items to address are listed under the following sections of this memo;
  - Part 1 - Built Form and Massing
  - Part 2 - Façade Design and Materials
  - Part 3 - Public Realm Interfaces
  - Part 4 – Landscape Plan
  - Part 5 - Public Realm and Streetscape Improvement Plan Requirements
  - Part 6 – Street Tree Contribution and Requirements
  - Appendix 01 – Indicative Street Tree Layout Queens Parade Service Road
  - Appendix 02 – Indicative Tree Layout Dummett Crescent lane
  - Appendix 03 – Indicative Layout Dummett Crescent Streetscape Improvements

Part 1 - Built Form and Massing

The site is subject to Design and Development Overlay Schedule 16 (DDO16) and sits within Precinct 5B. Map 5 and Table 5 of DDO16 sets out the height requirements – see below with notes on how the proposal responds to these.

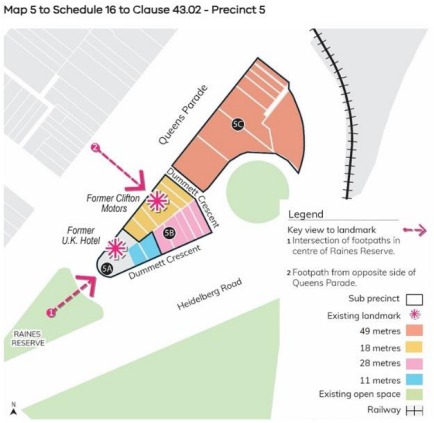


Figure 01: Precinct map

Precinct 5B			**Urban Design Comments 24 October 2024**
Built form	**Mandatory requirement**	**Preferred requirement**	
Maximum building height	201-215 Queens Parade - 18 metres	Elsewhere - 28 metres	The proposed building on 201-215 Queens Parade falls within the 18m height limit, which meets the mandatory height limit. The south-east portion of the site facing Dummett Crescent is significantly above the preferred height limit of 28m and surrounding heritage landmark buildings identified on Map 5. The south-east elevation shows an overall building height of 38.26m). This is not supported from an Urban Design perspective; it is recommended to reduce the height of the building by three storeys.
Maximum street wall height	201-215 Queens Parade (including the frontage to north-east boundary to Dummett Crescent for distance of 8m) - no higher than the parapet height of the former Clifton Motor Garage and the eaves line of the former UK Hotel Beyond a distance of 8m from the corner of Queens Parade, the street wall height along the north-east boundary of 215 Queens Parade - no higher than 11m	4-10 Dummett Crescent (including the frontage to north-east boundary to Dummett Crescent) - 11 metres	The street wall along 201-215 is approximately 7.26m high and appears to sit in line with the parapet of the heritage façade. Unclear how it relates to the eaves line of the former UK Hotel. Refer to any further advice from the Heritage officers. The 11m high street wall has not been met for the Dummett Crescent frontages to the north-east and south-east. The street wall is significantly higher than the 11m and should be reduced to meet this requirement.

Maximum street wall setback	0 metres - built to the boundary	None specified	The proposal provides a 0m setback along the Queens Parade and Dummett Crescent (south-east) frontages, which complies with DDO16 requirements for Queens Parade. While Dummett Crescent is not a laneway, it is also not considered a primary street wall frontage. As such, the adjacent laneway interface should be treated differently, and a corner splay is recommended to support access and services. **This is discussed further below under the public realm section.**
Minimum upper level setback	201-215 Queens Parade - 8 metres from Queens Parade	Elsewhere - 6 metres	An 8m upper floor setback is provided above the Queens Parade street wall. As mentioned above, the 11m street wall hasn't been provided and this does not have a 6m upper floor setback. This is not compliant with the DDO and not supported as it will result in a dominant building in the streetscape.
Minimum side and rear setbacks	None specified	For upper levels, where a habitable room window is proposed: 4.5 metres from the common boundary or from the centre line of the laneway. For upper levels, where a non-habitable room window or commercial window is proposed: 3 metres from the common boundary or from the centre line of the laneway.	The habitable room windows are setback more than 4.5m from the centre point along Dummett Crescent lane.

Ground Floor Setbacks

Dummett Crescent lane is used as a connection for people between the pedestrian underpass to the south and Queens Parade. The development provides a ground level setback along part of the Dummett Crecent lane frontage, however there is an opportunity to provide further improvements to pedestrian accessibility along this frontage, this setback should be extended along the whole frontage and at all levels of the building (not just the ground floor), to provide improved pedestrian accessibility along the lane, less sense of enclosure, improved pedestrian desire-line legibility and opportunities for tree planting.

The proposal includes a 0m setback along Queens Parade and Dummett Crescent (south-east) frontages. This is compliant with DDO16, which mandates a maximum 0m street wall setback for Queens Parade. However, Dummett Crescent is not a laneway, it is also not considered a primary

street wall frontage, so the interface should be treated differently. Section 2.7 of DDO16 encourages a corner splay or setback at laneways to support access and services.

Recommendations:

- **Reduce the overall height by three storeys.**
- **Clarify how the street wall along Queens Parade relates to the UK Hotel and refer to any advice from the Heritage officers.**
- **Provide an 11m high street wall along Dummett Cresent frontages, with a 6m upper floor setback.**
- **Introduce a corner splay in to Dummett Crescent Lane to maintain laneway functionality and enable car park and service access.**
- **Provide an extended setback along the whole Dummett Crescent lane frontage and at all levels of the building (not just the ground floor).**

Part 2 - Façade Design and Materials

- Clause 15.01-2L - Building design seeks to:
  - *Make a positive contribution to the streetscape through high quality architecture and urban design.*
  - *Encourage a simple palette of durable materials that respond to the streetscape character through type, colour, finish and contrast.*
  - *Discourage detriment to nearby properties when using reflective materials.*
- The building (as presented on the Queens Parade frontage) provides a relatively simple design which is defined in thirds: a charcoal brick street wall along Queens Parade around the existing heritage facade, a middle tier which has a grey concrete textured finish along the balconies, and the top tier which includes a red oxide concrete smooth finish providing regular vertical definition as well as definition of the individual storeys. The façade design and materials as viewed from Queens Parade and the laneway frontage is supported from an urban design perspective.
- The Dummett Crescent frontage to the south-east does not provide enough definition of the lower and upper sections. This is in part because there is no defined street wall with upper form as mentioned above. In addition to providing a street wall and setback for the upper levels, the materials should be refined to respond to this provide a stronger delineation of the lower and upper levels (this can still use the current palette of materials to ensure a simple palette of materials is maintained).
- Consider extent of glazing of upper levels and impacts of reflection to surrounding properties.

Recommendations:

- **Improve the definition of the street wall and upper floors along the Dummett Crescent frontage, particular on the south-east side.**
- **Consider reflectiveness of glass and impacts on surrounding properties.**

Part 3 - Public Realm Interfaces

Design and Development Overlay Schedule 16 (Queens Parade) seeks to;

- *To promote design excellence that ensures new development respects the wide, open boulevard character of Queens Parade including where existing historic trees are key elements in the streetscape, they remain the dominant visual feature.*
- *Separation between buildings to enable equitable development equity and amenity and to diminish the bulk of the built form while contributing to a safe and legible walking environment that offers visual interest and encourages passive surveillance throughout the Precinct.*
- *Ensure that adverse wind affects on the public realm are avoided.*

Queens Parade (Service Lane) Interface

The Queens Parade frontage is characterised by the heritage listed Former Clifton Motor Garage (within the subject site) and the United Kingdom Hotel to the south of the site (not part of this application). The main residential entry is located centrally in the restored Former Clifton Motor Garage façade framed by new building extensions on either side with four ground floor commercial tenancies occupying the frontage, two on either side of the main entrance. Tenancies in the new extensions have recessed entrance thresholds. No services are fronting the street. The ground floor plan shows minimal existing streetscape infrastructure and this should be added for context and coordination. The street frontage can be enhanced with new tree planting in roadway cut outs in lieu of the removed redundant vehicle crossover in the eastern section. The north section provides an opportunity to reduce the extent of the new building addition to provide a more generous pedestrian threshold linking into Dummett Crescent. There are existing bike hoops located in the east section of the street, these cannot form part of any statutory visitor bike parking requirements. The three proposed additional bike parking along the street must be relocated to be within the subject site. A bench seat should be integrated by the main entrance.

Recommendations:

- **Confirm paving materials in entrance thresholds.**
- **Modify building corner extent to allow for improved pedestrian footpath space**
- **Provide visitor bike parking in vicinity of entrances within the subject site without obstructing setback spaces intended for improved pedestrian accessibility.**
- **A standard Council bench seat should be integrated by the main entrance.**
- **Street trees to be integrated along the frontage, for indicative street tree layout prepared by Council Street Tree officer, refer Appendix 01.**
- **A detailed Public Realm and Streetscape Improvement Plan to be provided, refer Part 5.**

Dummett Crescent Lane

The ground floor is partially setback 1500mm from the title boundary, which offers some improvement to pedestrian accessibility. However this benefit is diminished by the interruption caused by a row of columns and the termination of the corner interface to Queens Parade footpath diminishes some of these benefits. A continuous ground floor setback open to the sky and inclusion of footpath trees along the lane would improve pedestrian amenities as well as creating a buffer for the residential dwellings fronting on to the Heidelberg Road ramp and the adjacent residential tower. The minimal existing lighting along the lane and the inactive frontage of the existing residential tower to the east may create a perceived unsafe environment for pedestrians, inclusion of external building lighting would be beneficial to improve pedestrian safety

Recommendations:

- **Create a continuous minimum 1500mm building setback from the title boundary along the lane interface, including modifying the street wall at the corner to Queens Parade to accommodate setback.**
- **Ground floor setback should be open to the sky to allow for footpath tree planting, for indicative street tree layout prepared by Council Street Tree officer, refer Appendix 02.**
- **Integrate external lighting integrated into the built form.**

- **A detailed Public Realm and Streetscape Improvement Plan to be provided, refer Part 5.**

Dummett Crescent (South facing)

The ground floor is partially setback proving for a setback secondary entrance threshold and chamfered corner linking into the lane setback, which is cornered by a column, this corner setback space leading into the lane would benefit to be open to the sky.

As per section 2.7 of DDO16 "*Development on a laneway should include a rear/side setback or a corner splay at ground floor, to facilitate the ongoing functionality of the laneway and allow for building services and car park access." And*

"Permanent obstructions within a rear/side setback or splay to a laneway should be avoided."

The columns by the building entrance logically separate the pedestrian space from the garage entry. The garage is accessed via proposed dual crossover, linking into the street between existing street trees and angled parking bays. The location of the crossover requires modifications to the carparking layout. The proposed visitor bike hoops are located in the middle of the existing pedestrian access path into the Heidelberg Road flyover underpass and as previously noted visitor bike parking must be accommodated within the subject site boundary. The existing on road chevron line marking should be formalised with a kerb extensions with tree, garden bed planting and bike parking. This potential kerb extension would create a shorter pedestrian crossing and improve safety. There is also an identified opportunity to improve the streetscape on the northeast section of the road in lieu of the existing on road line marking, by formalising this area as a pedestrian and cycling zone only, with kerbs, trees, garden beds

Recommendation:

- **The 1500mm setback should be open to the sky free of obstructions.**
    - **Footpath trees should be integrated along the lane (only in section(s) where full building setback is provided) footpath tree planting, for indicative tree layout prepared by Council Street Tree officer, refer Appendix 03.**
- **Integrate external into built form lighting.**
- **Provide visitor bike parking in vicinity of entrances without obstructing setback spaces intended for improved pedestrian accessibility.**
- **Provide a kerb extension in the northeast corner where the lane angles with tree(s), garden bed and bike parking* refer Appendix 03 – Area A.**
- **Provide a kerb extension in the northeast corner (across) the vehicle carriageway by the pedestrian underpass with tree(s), garden bed and bike parking refer Appendix 03 – Area B.**
- **A detailed Public Realm and Streetscape Improvement Plan to be provided, refer Part 5.**
- **Any potential tree removal needs Council separate approval.**

General Recommendations

- **Ground floor entrance thresholds and setback spaces must have seamless level interfaces to adjacent footpaths and must be DDA compliant and any ground level modifications required must be accommodated for within the subject site, no modifications to existing footpath levels.**
    - **Any associated tactile, handrails and landings must be accommodated for within the subject site.**
- **Show paving material to all entrance thresholds and setback spaces.**
- **Show all existing street streetscape infrastructure such as power poles and drainage pits to demonstrate full coordination.**

Part 4 - Landscape Plan

The Landscape Concept Plan demonstrates the overall concept for the development, however, contains insufficient detail. The central courtyard space planting palette is not shade tolerant to withstand the minimal light filtering into the central space. The interface to Dummett Crescent / Lane would benefit from integration of vertical greenery.

Recommendation:

- **Review tree and shrub species proposed as main features in the central courtyard.**
- **Integrate vertical greenery within Dummett Crescent Lane, not obstructing the 1500mm setback space.**
- **Provide an updated Landscape Plan that meets Council's general requirements and includes details of:**
    - **planting plan(s) showing the location of proposed planting and plant numbers and species, as well as a legend containing key features, materials and surfaces. This should be provided for each landscaped area within the site.**
    - **vertical growing structures (if proposed) including detail drawings, servicing methodology, mounting technique etc.**
    - **the areas proposed for deep soil planting.**
    - **the location of each 'tree type' proposed.**

Part 5 - Public Realm and Streetscape Improvement Plan Requirements

Streetscape enhancements in form of kerb outstands, new street trees and landscaping must be detailed on a **Public Realm Pla Public Realm and Streetscape Improvement Plan** *(reference example can be provided upon request to facilitate pending Council review and approval process).*

The plan must be provided to responsible authority satisfaction, review and approval. The Public Realm and Streetscape Improvement Plan must include, but not limited to:

- Property boundary clearly defined;
- Layout plan indicating all existing and proposed features and surface levels;
- Show all existing and proposed streetscape infrastructure including (but not limited to) light poles, drains, kerbs, channels, paving, edges, planted areas, parking bays and street signs;
- Clear dimensions of existing and proposed footpath widths;
- Demonstrate a seamless / DDA compliant levels transition across all proposed footpaths pavements;
- Demonstrate a seamless / DDA accessible transition from the public realm into proposed building ground floor entrances.
    - Any ground level modifications required for DDA compliance must be accommodated for within the subject site.
    - Any required ramps, landings, tactiles or handrails located within private title and not protruding into public realm or ground floor setback intended for unobstructed and DDA compliant access;
- Reconstruction of all footpaths adjacent to the property in accordance with Council standards and Department of Transport's requirements;
- Any existing and proposed service pits within the footpath area must be adjusted to match the reconstructed footpath grades; and.
- Planting palette to on-street garden beds along the streets.

Part 6 – Street Tree Contribution and Requirements

Street Tree Contribution

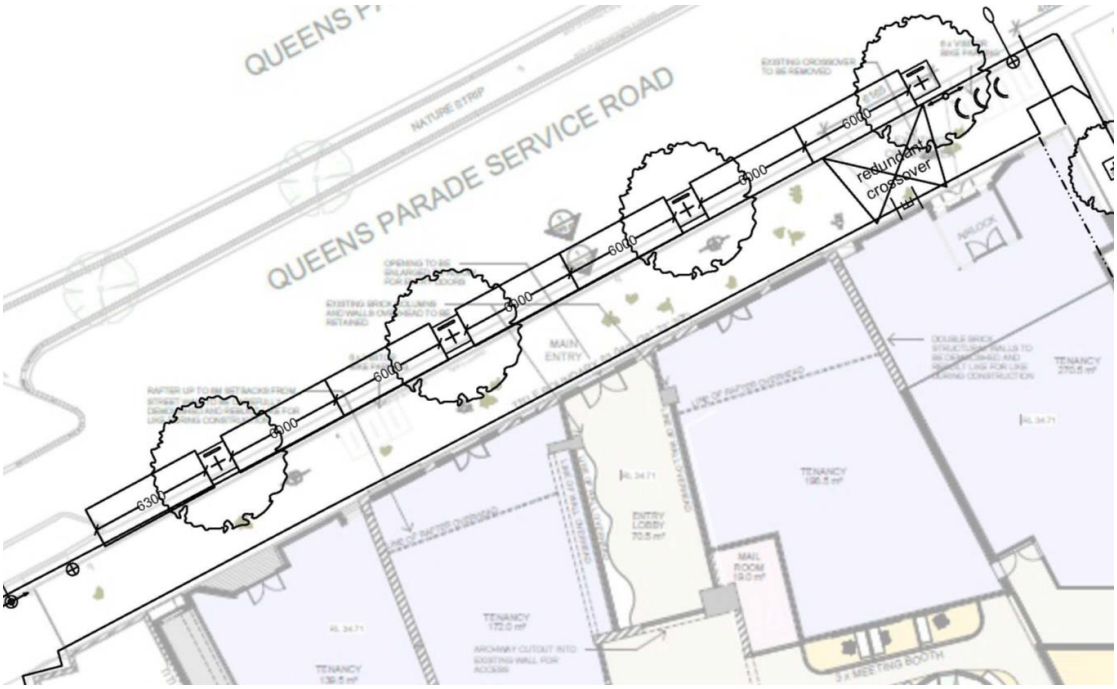
- Plans should indicate the location of new street along Queens Parade Service Road.
- Plans should indicate the location of ten (10) new street along Dummett Crescent Lane (pending 1500mm "to the sky" setback provision).
- Plans should indicate the location of three (3) new street along Dummett Crescent (Appendix 03 Area A) to be planted by Council with developer contribution.
- Plans should indicate the location of four (4) new street along Dummett Crescent.
- , to be planted by Council with developer contribution.

- All trees to be planted by Council with developer contribution.
- All street tree planting is to be undertaken by Council's tree planting contractor.
- The applicant is requested to contribute to the cost of planting new street trees, which would cover the cost of tree sourcing, planting and 24 months of establishment maintenance.
    - Figure of total sum of street tree contribution to be confirmed pending extent of streetscape improvements around the subject site.
    - Developer contribution for 1 no. street tree is (at the date of preparation of this memo) is $2,033.00 (ex GST) per tree, .
    - Council refers the right to increase the rate as per current inflation at its discretion.
- Council's tree planting contractor will source and plant the street trees.
- Final tree species and locations are to be confirmed by Council's arborist prior to construction.
- Council to be kept updated as the project progresses so when the plans are approved Council can ensure trees are placed on order in time for completion.
- All other works associated with the implementation of the public realm plan including but not limited to, drainage works, paving, road -re sheeting, relocation of services, installation of imported topsoil, mulch and low cover planting are to be completed by the developer at the developers cost to the satisfaction of the responsible authority.
- Any low cover planting to have minimum 24 months (two summers) maintenance at the cost of the developer (if developer installed the trees then these are subject to the same maintenance requirements).
- The developer to advise on completion of any works in accordance with Council general requirements for completion of public realm works.

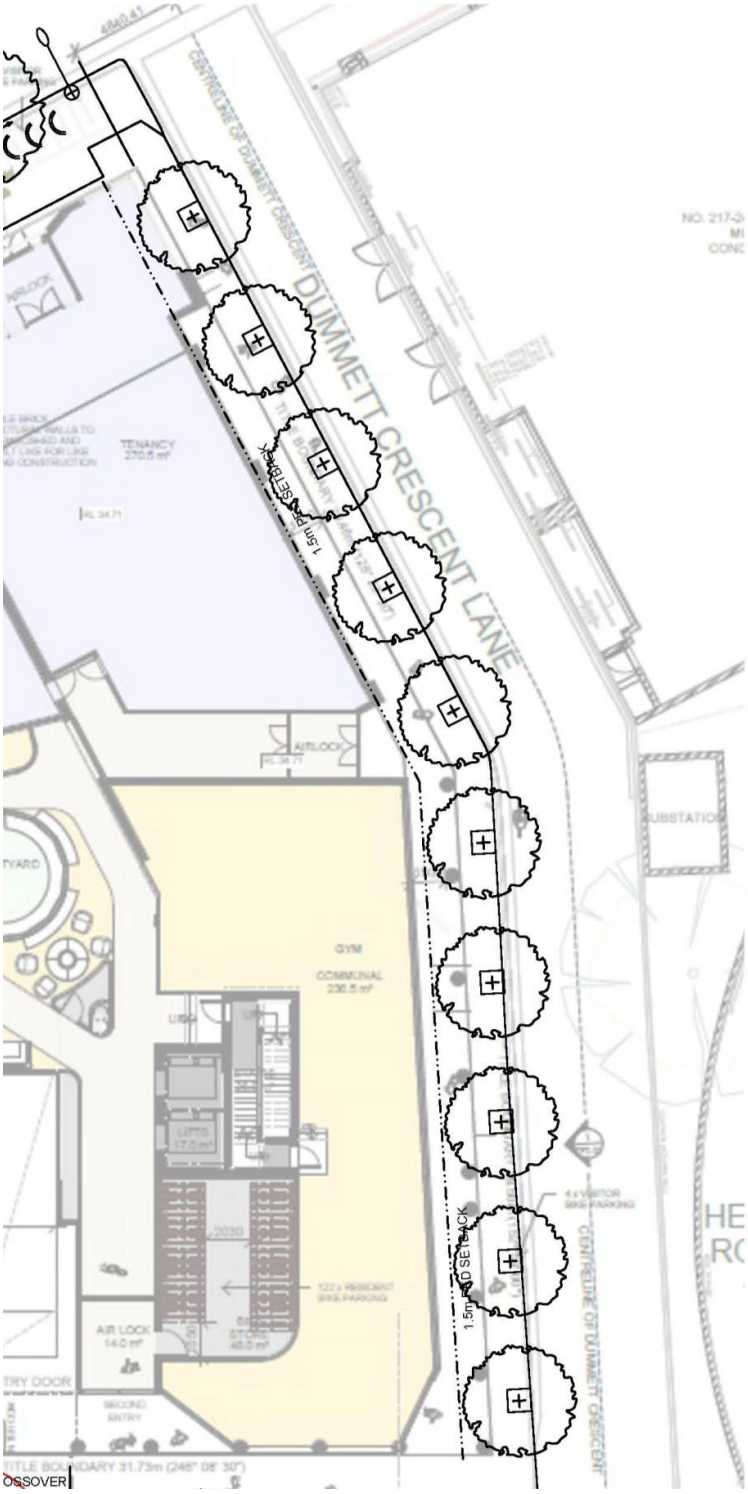
Appendix 01 – Indicative Street Tree Layout Queens Parade Service Road
Appendix 02 – Indicative Tree Layout Dummett Crescent lane
Appendix 03 – Indicative Layout Dummett Crescent Streetscape Improvements

Urban Designer: Christian Lundh, Hayley McNicol and Tara Jolfaei
Date: 24 October 2025

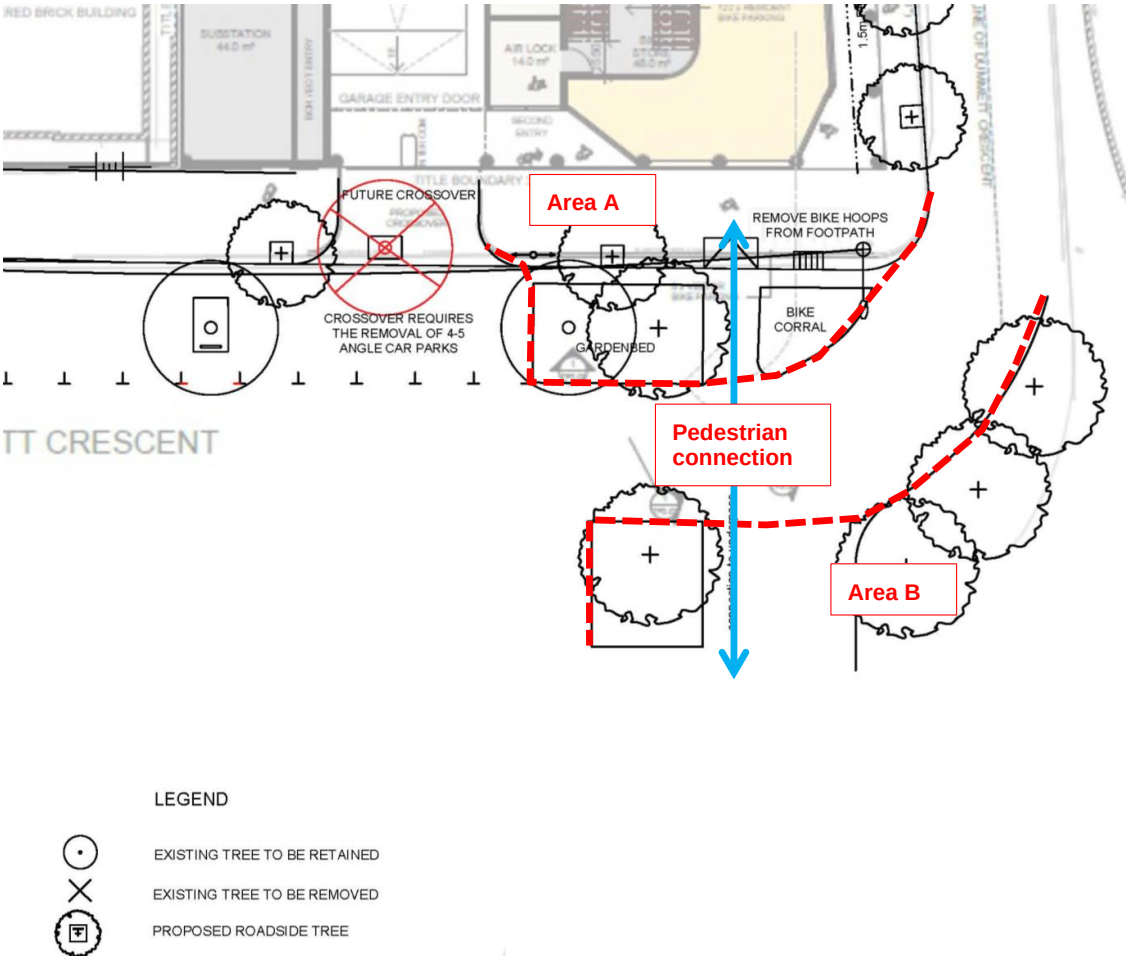
Appendix 01 – Indicative Street Tree Layout Queens Parade Service Road



Appendix 02 – Indicative Tree Layout Dummett Crescent lane



Appendix 03 – Indicative Layout Dummett Crescent Streetscape Improvements



ESD Formal Referral Response

Application Information:

Referral Officer:	Euan Williamson
Officer:	Nish Goonetilleke
Council Reference:	PPE25/0652
Address:	201 Queens Pde, Fitzroy North VIC 3068
Proposal:	DTP Referral - S52
Comments Sought:	Click here to view referral memo: Record D25/397319: IREF25/01510 - 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 referral.

In assessing this application, the following documents were reviewed:

- SMP prepared by GIW dated 15th November 2024.
- Architectural drawings prepared by CHT Architects dated 6th August 2025.

Comments

The standard of the submitted documentation 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
   - 7.7 Star NatHERS average thermal energy rating.
   - All electric development.
   - Energy efficiency hot water, heating and cooling.
   - Energy efficient lighting.
   - Water efficient taps, fixtures and appliances.
   - 15kW solar PV array to the rooftop.

- A MUSIC model demonstrating best practice in stormwater management relies on a 50,000 litre rainwater tank for flushing toilets and a 10,000 litre tank for irrigation.

2. Application ESD Deficiencies
   - Daylight modelling results are claiming best practice in daylight access, but the modelling does not include surrounding development. The site on Queens Pde to the north-east of the subject has a multistorey building that will impact the amenity and daylight performance of the proposed building. There is a real risk that the building will not be able to demonstrate satisfactory daylight performance when the surrounding built form context is included. Apartment layout and even floor plate reconfiguration may be necessary.
     - **Recommend resubmitted daylight modelling including surrounding built form, ensuring that BESS methodology and best practice standards are demonstrated.**
   - Although 61% of dwellings are cross ventilated, the remaining 39% are largely single aspect (single sided) dwellings with room depths well over 5m preventing effective natural ventilation.
     - **Recommend providing mechanical fresh air supply and return to all dwellings with room depths greater than 5m.**

3. Outstanding Information
   - The SMP was compiled 12 months ago. The version of the architectural drawings is much more recent (August 2025).
     - **Recommend request for updated SMP to include thermal modelling and daylight modelling to reflect the current set of plans.**

4. ESD Improvement Opportunities
   - Consider an 8 Star NatHERS average thermal energy rating.
   - Consider purchasing 100% Green Power for all residual electricity use onsite.
   - Consider a larger solar PV array to use all suitable roof space and generate a large contribution to electricity demand onsite.
   - Consider energy storage batteries to optimise renewable energy generated onsite.

Recommendations

The applicant is encouraged to consider all items above and resubmit for assessment.

If you or the applicant would like to discuss this further, please contact me.

Euan.

ESD Advisor: Euan Williamson
Date: 16 October 2025

Development Engineering Formal Referral Response

Application Information:

Referral Officer:	Nish Goonetilleke
Officer:	Mark Pisani
Council Reference:	PPE25/0652
Referral Number:	IREF25/01508
Address:	201-215 Queens Parade & 6-12 Dummett Crescent, Fitzroy North
Proposal:	DTP Referral - S52
Comments Sought:	Reduction in car parking; traffic impact; access arrangements; internal layout design; 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
proUrban	Cover letter - planning permit application		19 September 2025
	Planning Report	4	18 September 2025
CHT Architects	TP0.02 *Development Summary*	TP3	6 August 2025
	TP0.03 *Site Survey*	TP3	6 August 2025
	TP1.00 *Basement 04 Plan*	TP4	6 August 2025
	TP1.01 *Basement 03 Plan*	TP4	6 August 2025
	TP1.02 *Basement 02 Plan*	TP4	6 August 2025
	TP1.03 *Basement 01 Plan*	TP4	6 August 2025
	TP1.04 *Ground Floor Plan*	TP4	6 August 2025
	TP2.01 *North-West Elevation (Queens Parade)*	TP4	6 August 2025
	TP2.02 *North-East Elevation (Dummett Crescent)*	TP4	6 August 2025
	TP2.03 *South-East Elevation (Dummett Crescent)*	TP4	6 August 2025
	TP3.00 *Section AA*	TP4	6 August 2025
	TP3.01 *Section BB*	TP4	6 August 2025

Author / Consultant	Drawing No. or Document	Revision	Dated
	TP3.02 *Section CC*	TP4	6 August 2025
One Mile Grid	Transport Impact Assessment		24 November 2024

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	Dimension the width of the development entrance.	Update the drawings.
2	Superimpose the pedestrian sight triangle (2.0 metres by 2.5 metres) for the exit lane of the development entrance, such that it satisfies *Design standard 1 - Accessways* of Clause 52.06-9.	Update the drawings.
3	Dimension the headroom clearance.	Update the drawings.
4	Dimension the lengths of the ramp grades and transition grades. The 1 in 8 transition grades at the bases of the 1 in 4 ramp sections must be a minimum of 2.5 metres in length.	Update the drawings.
5	The applicant is to prepare a cross sectional drawing for the proposed vehicle crossing on Dummett Crescent. Information in relation to preparing the vehicle crossing section drawings is appended to this memo (Appendix A). A ground clearance check is to be undertaken for the vehicle crossing using the B99 design vehicle to confirm that vehicles can enter and exit the development without scraping or bottoming out.	Provide a cross sectional drawing for the new vehicle crossing, together with a ground clearance check using the B99 design vehicle.

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: *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.
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.

Condition related to…	Engineering condition
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 Dummett Crescent and Queens Parade service road frontages must be re-sheeted in asphalt: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).

Condition related to…	Engineering condition
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.
Public lighting: *Design*	Before the use and/or development commences, or by such later date as approved in writing by the Responsible Authority, a Public Lighting Plan must be submitted to and approved by Council's Civil Engineering Department. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must be designed: (a) address lighting along the Dummett Crescent frontage and at the entrance to the approved building. (b) to comply with uniformity, access and maintenance requirements as per standard AS1158.3.1; (c) to control light spillage in accordance with the requirements of AS 4282 – 2019," *Control of the obtrusive effects of outdoor lighting*"; *and* (d) to the satisfaction of the Responsible Authority.
Public lighting: *Construction*	The provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.
Public lighting: *Temporary lighting*	Before any existing public lighting is removed a temporary lighting plan to the satisfaction of the Responsible Authority must be submitted and approved by Council's Civil Engineering Department. The temporary lighting plan is to be installed at the permit holder's cost and must remain operational until a new permanent lighting scheme is installed and operational to the satisfaction of the Responsible Authority.

Table 4 - Notes to be included in the Planning Permit

Note related to…	Engineering note
Stormwater: Site discharge	The site stormwater must be directed to the nominated legal point of discharge (LPD) and shall be limited to equivalent pre-development levels *or* 70% impervious coverage, whichever is lowest, for a 20% AEP rainfall event.

Note related to…	Engineering note
Stormwater: Onsite detention	The development must detain onsite, at a minimum, the 10% AEP storm event. For cases where a safe overland flow path cannot be provided or where flows exceeding pipe capacity may impact the development or adjacent, upstream, or downstream properties, the requirement will be to detain the 1% AEP storm event.
Redundant stormwater outlets	All redundant property drain outlets are to be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost.
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.
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.
Existing parking infrastructure	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.

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
One-Bedroom Dwelling	42	1.0 space per dwelling	42	142
Two-Bedroom Dwelling	39	1.0 space per dwelling	39	
Three-Bedroom Dwelling	17	2.0 spaces per dwelling	34	
Retail	782 m^2	3.5 spaces per 100 m^2 of leasable floor area	27	
		Total	**142 spaces**	**142 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 on-site car parking provision for the residential and retail uses matches the statutory car parking requirement for the development.

The provision of on-site car parking is therefore considered acceptable.

TRAFFIC IMPACT

Trip Generation

The trip generation for the site adopted by One Mile Grid is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	AM Peak Hour	PM Peak Hour
Residential (98 dwellings)	0.5 trips per dwelling in each peak hour 5.0 trips per dwelling per day	490	49	49
Retail (782 m^2)	5.0 trips per 100 m^2 of floor area in each peak hour	Not provided	39	39
	Total		**88 trips**	**88 trips**

The trip generation rates used by One Mile Grid are considered acceptable for the proposed uses.

Traffic Impact on Nearby Intersections

One Mile Grid had conducted intersection traffic counts on Thursday 10 October 2024 at the following locations:

- Dummett Crescent-Queens Parade service road (unsignalised);
- Heidelberg Road-Dummett Crescent service road (unsignalised);
- Queens Parade-Queens Parade service road entry (unsignalised);
- Queens Parade-Hoddle Street (signalised); and
- Queens Parade-Rushall Crescent-Dummett Crescent (signalised)

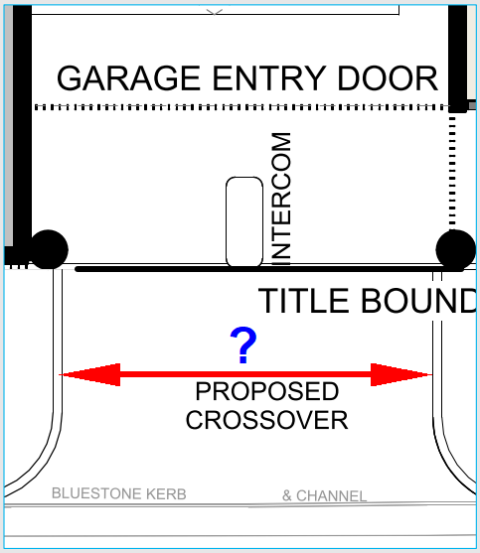
Figures 10 and 11 of the Transport Impact Assessment report graphically represents the individual AM and PM peak hour turning and through movement volumes.

To assess the traffic performance of the above intersections/junctions, One Mile Gid had assessed the intersections using the SIDRA program, which measures intersection performance. The intersection analysis was done for the base or existing traffic conditions and for post development traffic conditions.

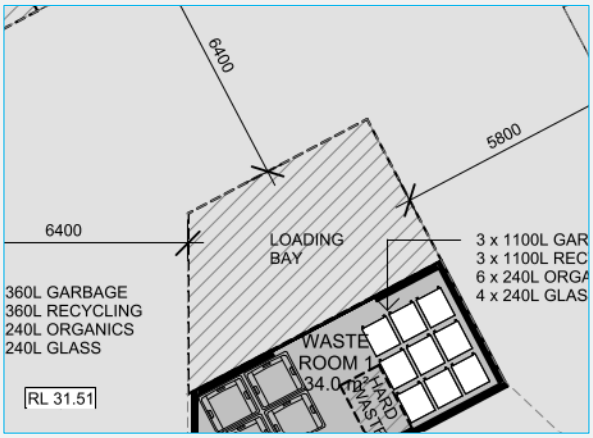
The results of this intersection modelling suggest that the intersections will continue to operate within their capacities under post development conditions.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	Not dimensioned on the drawings. 
Visibility	The pedestrian sight triangle at the exit lane of the development entrance has not been superimposed on the drawings.
Headroom Clearance	Not dimensioned on the drawings.
Internal Ramped Accessways	The 6.1 metre wall-to-wall widths of the internal ramped accessways satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 to 2.8 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9.
Tandem Parking Sets	The 10.3 metre lengths of the tandem parking sets satisfy Design standard 2.
Accessible Parking Space	The dimensions of the accessible parking space and shared area (each 2.6 metres by 5.4 metres) satisfy the Australian/New Zealand Standard AS 2890.6:2022.
Aisles	The 6.4 metre wide aisles satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Clearances to Walls	Spaces adjacent to walls have been provided with 300 mm clearances, which satisfy *Design standard 2.*

Item	Assessment
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	Form the Dummett Crescent property line, the ramp profile comprises a flat section for a length of 4.1 metres, followed by 2.0 metre long 1 in 8 transition grade. The overall grade for the fist 5.0 metres inside the development 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.
Ramp Grades and Transition Grades	The lengths of the ramp grades and transition grades have not been dimensioned on the drawings.
Transition Grades at Bases of the 1 in 4 Ramp Sections	The length of the 1 in 8 transition grades at the bases of the 1 in 4 ramp sections must be a minimum of 2.5 metres in length.
Swept Path Assessment	
Vehicle Entry and Exit Movements Development Entrance via Dummett Crescent SPA100***** Rev B	The swept path diagrams of a two B99 design vehicles entering and exiting the development entrance via Dummett Crescent are considered satisfactory.
Waste Collection Vehicle Entry and Exit Movements Development Entrance via Dummett Crescent SPA101 Rev B	The swept path diagrams of a two 6.41 metre long waste collection vehicles entering and exiting the development entrance via Dummett Crescent are considered satisfactory.
Vehicle Circulation - Basement 1 SPA102 Rev C	The vehicle passing movements of a B99 design vehicle and an oncoming B85 design vehicle are considered satisfactory. Where the accessway or aisle may be constricted, we would expect that one vehicle would exercise courtesy by allowing an oncoming vehicle to pass first.
Waste Collection Vehicle Manoeuvrability Basement 1 SPA103 Rev C	The swept path diagrams of a waste collection vehicle propping in the area adjacent to the waste room/storage area and undertaking a turnaround movement into to exit, are considered satisfactory.
Vehicle Circulation - Basement 2 SPA104 Rev B	The vehicle passing movements of a B99 design vehicle and an oncoming B85 design vehicle are considered satisfactory. Where the accessway or aisle may be constricted, we would expect that one vehicle would exercise courtesy by allowing an oncoming vehicle to pass first.
Vehicle Ingress and Egress Movements End Space - Basement 2 SPA105 Rev B	The swept path diagrams for a B85 design vehicle entering and exiting the end space adjacent to the tandem parking area, are considered satisfactory.
Vehicle Circulation Basement 3 and Basement 4 SPA106 Rev B SPA107 Rev B	The vehicle passing movements of a B99 design vehicle and an oncoming B85 design vehicle are considered satisfactory. Where the accessway or aisle may be constricted, we would expect that one vehicle would exercise courtesy by allowing an oncoming vehicle to pass first.
Vehicle Ingress and Egress Movements End Spaces - Basement 4 SPA108 Rev B	The swept path diagrams for a B85 design vehicle entering and exiting the end spaces in Basement 4, are considered satisfactory**.**

Item	Assessment
Other Items	
Loading Arrangements	Small commercial vehicles, such as vans, could utilise the loading bay in Basement 1, as shown below:  The use of this loading bay for the deliveries to the site is considered appropriate.
Vehicle Crossing Ground Clearance - Dummett Crescent	The new vehicle crossing fronting the site must be checked with a vehicle ground clearance check. The applicant is to prepare a cross sectional drawing for the proposed vehicle crossing. Information in relation to preparing the vehicle crossing section drawings is appended to this memo. A ground clearance check is to be undertaken for the vehicle crossing using the B99 design vehicle to confirm that vehicles can enter and exit the property via Dummett Crescent without scraping or bottoming out.

***** One Mile Grid swept path diagram drawing number.

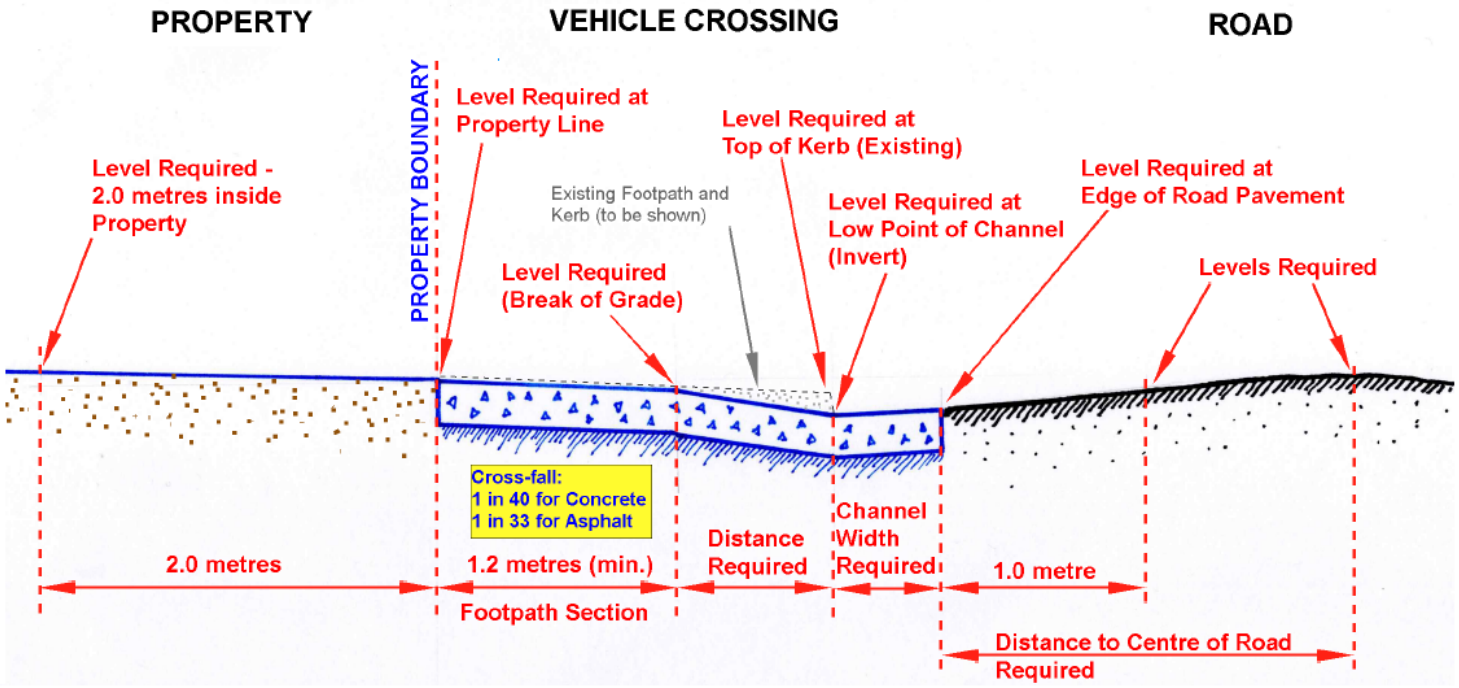
SECTION 4: Acknowledgement

Engineer: Mark Pisani

Signature: 

Date: 17 October 2025

Appendix A - Vehicular Access - Cross Sectional Drawing Information to be Provided



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.

City Works
Formal Referral Response

Application Information:

Referral Officer:	Atha Athanasi
Officer:	Nish Goonetilleke
Council Reference:	PPE25/0652
Address:	201 Queens Pde, Fitzroy North VIC 3068
Proposal:	DTP Referral - S52
Comments Sought:	Click here to view referral memo: Record D25/397312: IREF25/01509 - 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 201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North authored by One mile grid and dated 12/11/2024 is satisfactory from a City Works Branch's perspective.

Waste Management Officer: Atha Athanasi

Signature: Atha Athanasi

Date:14/10/2025

Strategic Transport Formal Referral Response

Application Information:

Referral Officer:	Philip Mallis
Officer:	Nish Goonetilleke
Council Reference:	PPE25/0652
Address:	201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North VIC 3068
Proposal:	**DTP Referral - S52**
Comments Sought:	Comments on the application from a Strategic Transport perspective are requested on the following: • Adequacy of the bicycle parking spaces and facilities • Adequacy of the 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

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	98 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	20 resident spaces	98 resident spaces
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	10 visitor spaces.	20 visitor spaces
Retail premises (other than specified in this table)	780 sqm	1 employee space to each 300 sqm of leasable floor area	3 employee spaces	14 employee spaces
		1 visitor space to each 500 sqm of leasable floor area	2 visitor spaces.	2 visitor spaces

Bicycle Parking Spaces Total		**23 resident / employee spaces**	**112 resident / employee spaces**
		12 visitor spaces	**22 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 89 additional resident/employee spaces and 10 additional visitor spaces above the requirements of the Scheme.

Adequacy of visitor spaces

Number of spaces

The provision of 22 visitor spaces is inadequate for the following reasons:

- The proposal provides 10 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 25 visitor bicycle spaces.
    - *For retail developments:* 1 visitor space per 500sqm of area. Given a total retail floor area of 780sqm, this equates to a total requirement of 2 visitor spaces.

  The above results in a total requirement of 27 visitor spaces. The provision of 22 visitor spaces does not meet this requirement. **(inadequate)**

Design and location of visitor spaces

The design of the 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. All visitor bicycle parking is positioned on the footpaths at the development's frontage, satisfying this requirement. **(adequate)**
- Pursuant to Clause 52.34-5, all visitor spaces are to be provided at a bicycle rail. The visitor bicycle parking on Queens Parade Service Road and Dummett Crescent are provided by bicycle rails however, the type of visitor parking on Dummett Crescent Lane is not identified on the architectural plans. **(inadequate)**
- Visitor parking space dimensions are not identified on the architectural plans. The relevant dimensions for all bicycle parking spaces must be identified on the architectural plans in accordance with AS2890.3 and Yarra City Council's Standard Drawings. **(inadequate)**

Adequacy of resident/employee spaces

Number of spaces

The provision of 112 resident/employee spaces is adequate for the following reasons:

- The proposal provides 89 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 98 resident bicycle spaces.
    - *For non-residential developments:* 1 employee space per 100 sqm of net leasable area. Given a net leasable floor area of 780 sqm, this equates to a total requirement of 8 employee spaces.

  The above results in a total requirement of 106 resident/employee spaces. The provision of 112 resident/employee spaces exceeds these requirements. **(adequate)**

Design and location of resident/employee spaces

Employee and resident spaces are inadequately located and designed for the following reasons:

- In accordance with AS2890.3, more than 20% of resident/employee spaces should be provided as floor level, horizontal spaces. Based on the provided plans, all 112 resident/employee spaces are provided as two-tier racks (56 racks) with the lower tier qualifying as horizontal floor-level spaces. This represents 50% of the total provision of bicycle spaces, which satisfies the standard. **(adequate)**
- The Basement 1 bike store is not in an easily accessible location from the lift core. To access the bike store, residents have to travel down a 1:4 gradient ramp and across the car park with no pedestrian or cyclist provisions. **(inadequate)**
- The architectural plans do not identify the spacing between bicycle racks in any of the bike stores. All relevant dimensions for bicycle parking spaces must be identified on the architectural plans in accordance with AS2890.3. **(inadequate)**
- 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 Basement 1 bike store is not a secure compound, and the Ground level bike stores do not indicate a locking mechanism to be used, therefore not meeting requirements. **(inadequate)**

Recommendations

The following should be shown on the plans before endorsement:

1. Provide a minimum of 27 visitor spaces in line with CASBE requirements.
2. Identify the type of visitor bicycle parking for all locations on the architectural plans.
3. Identify all relevant dimensions for bicycle parking spaces on the architectural plans, in accordance with AS2890.3 and Yarra City Council's Standard Drawings.
4. Provide all resident/employee bicycle parking in an easily accessible area, within a reasonable distance from the lift core.

5. Provide all resident/employee bicycle parking within a secure compound or bicycle locker and identify the locking mechanism to be used at each bike store on the architectural plans.

Sustainable Transport Planner (Strategic Transport Unit): Philip Mallis

Date: 23 October 2025

DTP Application assessment table

Overview	
Property	PPE25/0652 - 201-215 Queens Parade & 6-12 Dummett Crescent Fitzroy North VIC 3086
Ward	Nicholls
DTP Ref & Status/ reason for referral	PA2503944 Application made to the Minister for Planning under Clause 53.23 (Significant Residential Development with Affordable Housing) Council was notified under section 52 of the Act on 7 October 2025
Council Ref	PPE25/0652
Proposal	Partial demolition, and the construction of a part 5 and part 12-storey residential building (including affordable housing) and use of the ground floor as retail premises. The proposal is described in the application material. The plans under assessment are those prepared by CHT Architects, dated 17 November 2025
Site & Context	Described in application material The following sites are note-worthy: • Nos. 217 - 241 Queens Parade (immediately to the north-east, across Dummett Crescent Lane): Constructed under Planning Permit PLN15/1101 approved by Council on 14 July 2016 which allowed for a 10-storey, residential aged car facility. There are several habitable room windows (HRW) facing the subject site. • Nos. 243 – 257 Queens Parade (approximately 40m north-east): Constructed under Planning Permit PLN14/0311 issued by Council on 13 December 2014 which allowed for a part 8, part 12-storey, mixed-use building. • Nos. 249 – 265 Queens Parade (approximately 60m north-east): Constructed under Planning Permit PLN16/0494 issued by Council at the direction of the Victorian Civil and Administrative Tribunal (VCAT) on 15 October 2017, which allowed for a 14-storey residential building. • No. 199 Queens Parade (abutting site to the south-west): The former United Kingdom Hotel (U.K. Hotel), a double-storey Jazz Moderne style interwar hotel, which is listed in the Victorian Heritage Register (VHR) under HO684.
Notable application history	The following history is relevant to the subject site:

	• Planning application PLN16/0923 for the construction of a part 8 and part 11-storey, mixed-use building was refused by Council on 31 October 2019 on ground relating to excessive height, scale and massing, heritage impacts, poor internal amenity of apartments, poor equitable development opportunities and poor public realm design. • A separate permit [P36699] has been granted by Heritage Victoria on 08 December 2023 for the portion of the proposed development at Nos. 205 - 211 Queens Parade for partial demolition, reconstruction and new works, involving the construction of a four-storey multi-use development and three basement levels within the extent of registration. This permit is still valid.
Planning Framework	
Zoning & Overlays	201 – 203, 213 - 215 Queens Parade & 10 – 12 Dummett Crescent Fitzroy North: • Mixed-Use Zone (MUZ) • Heritage Overlay – Schedule 330 (HO330) • Heritage Grading – Not Contributory • Design and Development Overlay – Schedule 16-Precinct 5 (DDO16-5) • Environmental Audit Overlay (EAO) • Development Contribution Plan Overlay – Schedule 1 (DCPO1) 205 - 211 Queens Parade Fitzroy North (same as above, except): • Heritage Overlay – Schedule 480 (HO480) • Heritage Grading – Individually Significant 6 & 8 Dummett Crescent Fitzroy North (same as above except): Not affected by the Heritage Overlay
Statutory controls	A planning permit is required for the following: • Demolish an existing building under Clause 43.01-1 (Heritage Overlay) of the Yarra Planning Scheme (the Scheme) • To use the site for the purpose of a retail premises (other than food and drink premises and shop) under Clause 32.04-2. • 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) and Clause 43.02-2 (Design and Development Overlay) 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. *Clause 52.06 Car Parking* Pursuant to *Clause 52.06-2*, before a new use commences or the floor area of an existing use is increased or the measure specified in Column B of Table 1 to *Clause 52.06-5* for that use is increased, the required car parking spaces must be provided on the land. The site falls within the Principal Public Transport Network. The development has a total statutory car parking rate of 142 car spaces for all land uses on the site; 34 spaces (3-bedroom apartments), 81 spaces (1-to-2-bedroom apartments) and 27 spaces (retail/shop uses). The proposal provides a total of 142 car spaces, and therefore, a reduction in the car parking requirements is not triggered. *Clause 53.23 Significant Residential Development with Affordable Housing* The application has been formally lodged through DTP under *Clause 52.23* (*Category 1*). The applicant has stated that the cost meets the listed requirements as the estimated development cost exceeds $50 million ($61,885,000), has an affordable housing cash contribution of 10% of the total number of dwellings in the development and has provided written advice from the CEO of Invest Victoria (dated 08 May 2025), confirming the project's financial feasibility.

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 17 – Economic development
	• Clause 18 – Transport
	• Clause 19 – Development infrastructure

Other relevant documents	The following documents are relevant to this application: • City of Yarra: Database of Heritage Significant Areas, March 2024 • 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	AT the time of writing this report, DTP was in the process of organising notice to surrounding owners/occupiers. An update will be provided at the PDC meeting.
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 • ESD • Development Engineering • Waste • Strategic Transport

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:
	  ○ Surrounding road networks (within 300m from Hoddle Street) and commercial activities off and on-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.
Land use	**Unclear** The retail uses within the development require planning permission pursuant to the requirements of the MUZ. The use of the site predominantly as dwellings does not require a planning permit in the MUZ. The purpose of the MUZ is to provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality. Therefore, the use of the ground floor tenancies for retail is supported by the PPF and the objectives of the zone and promotes urban consolidation within an AC that is well serviced by existing infrastructure and services. However, in respect of amenity impacts, *Clause 13.07-1L-01* (*Interfaces and amenity*) seeks to ensure that new non-residential use and development within MUZs to be designed to minimise noise and visual amenity impacts upon nearby, existing residential properties. There is insufficient information provided within the plans regarding 'retail" land uses in terms of type of use and operational parameters. The Traffic Report identifies these retail uses as 'shops'. If DTP were to support this application, it is recommended to include a condition requiring the retail uses to be clearly identified. There is limited guidance in the Scheme as to what appropriate opening hours are in the MUZ. The potential 24 hour/weekend operation is particularly a concern given that the site is located within a MUZ, where it is anticipated future residential growth can be accommodated at higher densities. More importantly, the existing context is one with a large proportion of residences, across Dummett Crescent Lane. With existing residential properties in such proximity, it is considered they would be unreasonably disturbed by large numbers of staff and patrons attending these commercial uses at night and weekends. *Clause 13.07-1L-01* stipulates that permit required uses in a residential zone should have hours of operation limited to 8.00am to 8.00pm. Considering these hours being supported by the Scheme and the retail uses are located in a MUZ where commercial uses are explicitly encouraged, if DTP was to support this application, a condition would have permitted these retail uses to operate from 7.00am to 6.00pm, between Monday to Saturday. Theses hours are in line with the Noise Protocol Part 1 'day' period (7.00am to 6.00pm, Monday to Saturday). This is due to the residential interface across Dummett Crescent Lane. It is also noted that the applicant has not submitted an Acoustic Report. Subject to condition, the proposed uses on-site are supported.

Built Form – Heritage	**Not supported** The design and built form of the proposed development, is guided principally by the Heritage Overlay, the DDO16 at *Clause 43.02* of the Scheme, as well as the decision guidelines of the MUZ at *Clause 32.04-15*. This assessment is also based upon State and local planning policy at Clause 15 (*Built Environment and Heritage*) and Clause 16 (*Housing*). <u>Site context</u> The subject site is appropriately located in an area where there are already high-density developments (to the north-east). *Clause 16.01-1L* (Location of residential development) and the Yarra Housing Strategy identifies the subject site as being in a 'high change area' with a strategy to e*ncourage high density residential and mixed-use development that establish a new character for the site or precinct* and e*ncourage lot consolidation to facilitate increased densities and efficient use of land, where appropriate*. 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 high-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 and design and development overlays. <u>Demolition</u> Considerations for demolition are outlined at *Clause 15.03-1L* (Heritage) and *Clause 43.01* (Heritage overlay) of the Scheme. The subject site (excluding Nos. 205 – 211 Queens Parade) is graded 'not-contributory' to the North Fitzroy heritage precinct and therefore, the removal of all built form on-site, including the vehicle crossover would not detrimentally impact the significance of the wider area. Council's Heritage Advisor raised no concerns with the extent of demolition and therefore is supported. As discussed earlier in the report, the extent of demolition associated with the former Clifton Motor Garage has already been approved by HV under Permit P36699. <u>Height</u> The proposal seeks to construct a part 5, part 12-storey building, to a maximum overall height of 17.32m and 38.57m (excluding lift overrun) above natural ground level (NGL), respectively. 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 to high-rise should be directed.

The subject site is in the Queens Parade NAC. In addition to the above considerations, the subject site is affected by the DDO16 and is located within Precinct 5 (see Figure 1 below). The design objectives of the DDO16-5 seek to, relevantly:

- *Ensure development responds to the heritage character and streetscapes and varying development opportunities and supports the existing low-rise character in Precincts 5A.*
- *Ensure development respects the architectural form and qualities of heritage buildings and streetscapes and maintains the visual prominence of the former United Kingdom Hotel and the former Clifton Motors Garage.*

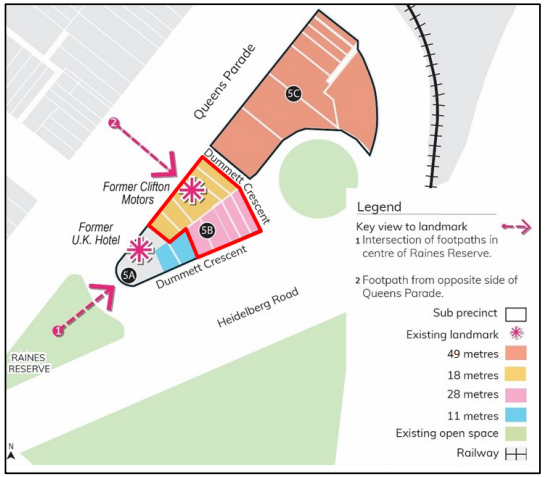


Figure 1: Map of Precinct 5 to Schedule 16 of Clause 43.02, subject site outlined in red (Source: Vicplan, November 2025)

Given the immediate site context, the overall height of the development at (part 5 and part 12-storeys) is within the existing prevailing, high-rise, built-form to the north-east of the site, which ranges between 10 to 14-storeys (located within Precinct 5C). However, the proposed development (located within Precinct 5B) at 5-storeys and 12-storeys transitions poorly to the low-scale, heritage built-form to the north-west and south-west; namely the former U.K. Hotel (Precinct 5A), as well as the former Clifton Motor Garage which forms part of the subject site (see Figure 2 below). As outlined earlier in the report, one of the design objectives is to maintain the visual prominence of these two heritage buildings. Similarly, both the preferred character statement and design requirements for Precinct 5 in Clause 2.9.5 require retaining the visual prominence to both these buildings and further recommends that buildings should:

- *deliver step up in distinct increments from the significant heritage buildings (the former Clifton Motors and UK Hotel buildings) to the north-east.*
- *Establish a transitional and gradual stepping down of building heights from taller forms in Precinct 5C to existing heritage form in Precinct 5A.*

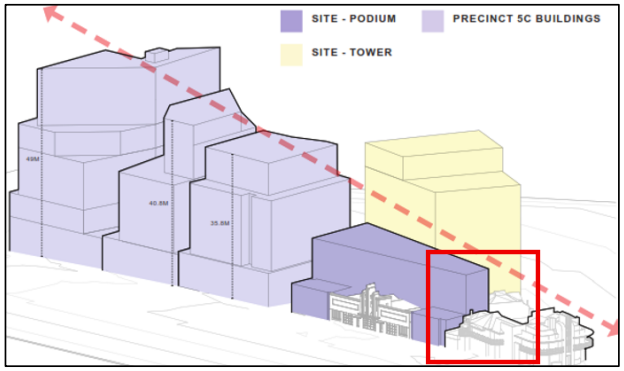


Figure 2: Map of Precinct 5 to Schedule 16 of Clause 43.02, with poor transition area outlined in red (Source: Urban Context Report, November 2025)

Furthermore, the development capacity of the former U.K. Hotel is constrained due to its 'individually significant' heritage designation. As shown in Figure 2 above, the proposed 5 and 12-storey heights with the current design and massing, transitioning from the former U.K. Hotel and the former Clifton Motor Garage, results in the development appearing as overtly large and dominant in the streetscape (see Figure 3 below). The proposed overall height would detract from the contributory elements of these heritage places to the south and does not comply with the strategies of *Clause 15.03-1L* or *Clause 15.01-2L*. Council's Heritage Advisor found that the *transition between new built form across the site does not appropriately respond to DDO requirements or result in a positive heritage outcome*; with the primary concern being the proposed heights adversely impacting the visual prominence of these buildings.

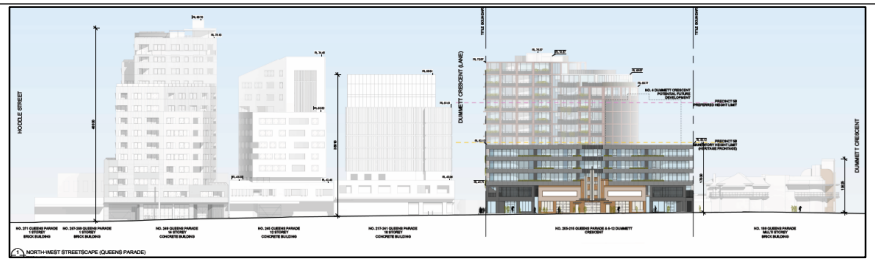


Figure 3: View of the development along Queens Parade (Source: CHT Architects November 2025)

In addition to the above the DDO16-5 provides guidance in relation to mandatory and preferred building heights anticipated within Precinct 5. The table below shows a comparison between these height requirements in the DDO16-5, compared with the current proposal.

	Maximum Building Height	
DDO16-5	201 – 215 Queens Parade: Mandatory 18m	Elsewhere: Preferred 28m
Proposed Development	17.32m	38.57m

Whilst the proposed development limits the 5-storey height at 17.32m to the section of subject site associated with Nos. 201 – 215 Queens Parade, i.e. meeting the mandatory height requirement, a closer inspection of the plans show the northern portion of the rear tower encroaching on to this 'Precinct Boundary' at a height of 38.26m (see Figure 4 below) between Levels 06 to 11.



Figure 4: Encroachment of tower element into the 18m mandatory height precinct boundary (Source: Officer Mark-up)

Therefore, the proposed development would be prohibited given that the recommended 18m is a mandatory height control within the DDO16-5. Clause 2.2 of the DDO16-5 states (relevantly) *a permit must not be granted to construct a building or construct or carry out works which exceed the mandatory maximum building height specified in the relevant Precinct Tables. A permit cannot be granted to vary these requirements*. Therefore, Council does not support this application in its current form. In addition to the above, as outlined in the executive summary, there is ambiguity regarding the approval granted by HV. The permit issued by HV references a 4-storey building, but the plans and all consultant reports reference a 5-storey approval.

Nonetheless, excluding the abovementioned concern, Council's Heritage Advisor and Urban Design Unit have raised concerns with the overall height of the tower being in-excess of 10m from the preferred height set by the DDO16-5. Council's Heritage Advisor stated that *the proposal will result in a visually overbearing built form outcome as viewed from Queens Parade and in relation to the Queens Parade Heritage Precinct more broadly* and recommended a more appropriate stepped height approach for the precinct (see Figure 4 below). As shown in Figure 5 below, the deletion of the corner associated with the 5-storey building would result in the deletion of Apartments 201 (Level 2), 301 (Level 3) and 401 (Level 4), along with the deletion of the three topmost levels. The introduction of a stepped form would also result in apartments from the tower to be deleted, i.e. Apartments 605, 606 (Level 06), 705, 706 (Level 07), 805 and 806 (Level 08).



Figure 5: Recommended stepped design (outlined in red) (Source: Heritage Advisor Mark-up)

Council's Urban Design Unit recommended the deletion of three levels from the tower element, reducing the overall building height from 12-storey to 9-storeys.

For all the reasons set out above, Planning Officers do not support the overall height of the 5 and 12-storey buildings. Excluding the prohibited nature of the development, whilst the deletion of three levels and removal of the abovementioned apartments could have potentially been facilitated via condition, there are other aspects of the proposal which may remain unresolved and should be carefully thought out with any redesign.

Street wall & Upper-level setbacks

The street wall heights and upper-level setbacks will be discussed in relation to the presentation to Queens Parade, Dummett Crescent Lane, Dummett Crescent and the south-western interface, respectively.

Queens Parade, Dummett Crescent Lane and Dummett Crescent Street Walls

The following table shows the requirements of the DDO16-5:

	Maximum Street wall Height and Setback	
DDO16-5	201– 215 Queens Parade Street Wall Height: • Mandatory • Includes the frontage to north-east boundary to Dummett Crescent for distance of 8m): No higher than the parapet height of the former	Elsewhere Street Wall Height: • Preferred • 4 – 10 Dummett Crescent (including the frontage to north-east boundary to Dummett Crescent): 11m.

	Clifton Motor Garage and the eaves line of the former UK Hotel. • Beyond 8m from the corner of Queens Parade, the street wall height along the north-east boundary of 215 Queens Parade: No higher than 11m 201 – 215 Queens Parade Street Wall Setback • Mandatory • 0m – built to the boundary	Elsewhere Street Wall Setback: • Preferred • None specified
Proposed Development	• Double-storey Street wall (approximately 7m) and no higher than the lower parapet of the former Clifton Motor Garage and the eaves line of the form UK Hotel. • Double-storey Street wall (approximately 7m) wraps around to the corner of Queens Parade and Dummett Crescent Lane for a length of 8m. • Street wall built to the Queens Parade boundary	• 17.32m, increasing to 38.26m along Dummett Crescent Lane and 38.26m along Dummett Crescent.

The requirements for corner sites under Clause 2.5 of the DDO16-5 further states *new development on a corner site with a frontage to Queens Parade should continue the Queens Parade Street wall height along the side street, with a transition in height to match the rear interface where required. This requirement applies to the laneway abutting 215 Queens Parade in Precinct 5B to a height of 11m*.

Along the Queens Parade frontage, the development incorporates new brick infill to either side of the former Clifton Motor Garage site, presenting double-storey street wall heights (approximately 7m) which align with the height of the lower parapet (excluding the balconies at Level 3) and eaves line of the former Clifton Motor Garage and the form U.K. Hotel, respectively. The design response ensures the street wall along Queens Parade provides an appropriate height transition to these two heritage buildings. This approach meets the mandatory requirements of the DDO16-5 and is also generally supported by Council's Heritage Advisor and Urban Design Unit.

As shown in the table above, the double-storey street wall wraps around at the intersection of Queens Parade and Dummett Crescent Lane for a length of 8m, meeting the mandatory requirements of the DDO16-5. However, the street wall heights along the north-eastern and south-eastern portions of the subject site, along the remainder of the Dummett Crescent Lane

and Dummett Crescent do not meet the preferred 11m height outlined in the DDO16-5. Council's Urban Design Unit have stated that *the street wall is significantly higher than the 11m and should be reduced to meet this requirement*. However, given that for a length of 8m, the proposal provides a double-storey wall, followed by a 17.32m high wall and then the 38.26m high wall, it is considered that visually the building is adequately articulated along the Dummett Crescent Lane frontage. However, the lack of a defined street wall along Dummett Crescent Lane and Dummett Crescent could potentially be addressed by using varied materials, which will be discussed later in the report. Furthermore, the site to the north-east, across Dummett Crescent Lane is built along the full length of its western boundary, with minimal upper-level setbacks from this boundary (1m). However, the street wall and upper level can be differentiated as two different materials and finishes have been used.

Queens Parade, Dummett Crescent Lane & Dummett Crescent Upper-Level Setbacks

	Minimum Upper-Level Setbacks	
DDO16-5	201– 215 Queens Parade Street: • Mandatory • 8m	Elsewhere Street: • Preferred • 6m
Proposed Development	• 8m, increasing to 24.9m	• 0m along all title boundaries, except for a minimum 14m at Level 11 from the south-western boundary

As shown above, Levels 2 to 4 and 5 to 11 are setback 8m and 24.98m from the Queens Parade frontage, respectively, meeting the mandatory requirements of the DDO16-5. The remainder of the development is built to all title boundaries at all levels (except for the levels outlined in the Executive Summary). Council's Urban Design Unit is not supportive of this approach and recommends a 6m upper-level setback to reduce the dominance of this building along the streetscape. However, Planning Officers disagree. *Clause 15.01-2L* recommends developments to incorporate setbacks that *limit excessive tiered building profiles on street and laneway frontages*. Given the tower element is located further south, south-west and south-east of the overall site and away from sensitive interfaces. The direct interface with a car park and railway-line and being a corner site allows for a more robust construction along the south and south-eastern boundaries. If this development is to be supported by DTP, the deletion of three levels would further reduce the bulk of the building. Furthermore, acting as a backdrop along Dummett Crescent Lane is a 10-storey development.

South-Western interface

	The subject site presents a double-storey wall built abutting the north-western portion of the site (next to the former U.K. Hotel), followed by three storeys above this, setback a minimum 1.5m from this boundary. Concerns with transition from the heritage building to this 5-storey portion is already discussed earlier in the report. The remainder of the development associated with the tower, is built abutting the common boundary with No. 4 Dummett Crescent. As shown in Figure 6 below, much of this façade is punctuated by windows and balconies. The boundary walls are located further south-west, towards the rear of the site. The uppermost level also incorporates a further setback of 14m from this boundary. The zero-meter setbacks for sections of this side boundary are supported as the windows and balconies provides a break in the building mass along this interface, ensuring the proposal does not create excessively long 'blocks' of built form. If this application to be supported, the deletion of three levels and the apartments outlined above will further reduce any visual bulk along this interface.  *Figure 6: South-western façade of the proposed development (Source: CHT Architects November 2025)* Where a habitable room window (HRW), for upper levels, the DDO16-5 recommends a 4.5m setback from the common boundary or from the centre line of the laneway. The HRWs are setback 4.8m from the centre point along Dummett Crescent lane, meeting this discretionary built form criteria. In summary, the proposed height and massing of the development are not supported.
Built Form – Public realm	**Not supported** *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. The DDO16-5 seeks to: *(a) To promote design excellence that ensures new development respects the wide, open boulevard character of Queens Parade including where existing historic trees are key elements in the streetscape, they remain the dominant visual feature.* *(b) Separation between buildings to enable equitable development equity and amenity and to diminish the bulk of the built form while contributing to a safe and legible walking environment that offers visual interest and encourages passive surveillance throughout the Precinct.* *(c) Ensure that adverse wind affects on the public realm are avoided.* Ground floor design requirements under Clause 2.6 of the DDO16-5 further states, *(d) Facades at ground level should be designed with floor-to-floor ceiling heights suitable to accommodate commercial activity in the Mixed-Use Zone.* *(e) Building services and service cabinets should be located away from the street frontage of heritage facades. They should be designed and located so they complement the street frontage and character and appearance of the heritage building.* *(f) Windows of commercial premises, habitable rooms, and principal pedestrian entrances should be orientated towards the public realm and contribute to the safety of the adjoining public realm.* The primary residential entry is located centrally in the restored former Clifton Motor Garage façade, framed by new building extensions on either side with four ground floor commercial tenancies occupying the frontage. The commercial tenancies in the new extensions have recessed entrance thresholds, with floor-to-ceiling heights of 4.16m, providing adequate space to accommodate commercial activities within these tenancies. The development provides a ground floor setback along part of the Dummett Crecent Lane frontage. Council's Urban Design Unit have stated that there is opportunity to improve the pedestrian accessibility and experience along this frontage by extending this setback along the whole frontage and at all levels of the building (not limited to the ground floor). Planning Officers disagree that this should be offered to all frontages, instead recommend only to the Dummett Crescent Lane frontage, given that this is a narrow street. However, whilst a 1.5m setback is provided at ground floor along Dummett Crescent Lane, this is interrupted by a row of columns and the termination of the corner interface to Queens Parade footpath (see Figures 7 and 8 below).



Figure 7: View from Dummett Crescent Lane, looking towards Queens Parade (Source: CHT Architects November 2025)



Figure 8: Intersection of Queens Parade and Dummett Crescent Lane (Source: CHT Architects November 2025)

Council's Urban Design Unit have advised that *a continuous ground floor setback open to the sky and inclusion of footpath trees along the lane would improve pedestrian amenities as well as creating a buffer for the residential dwellings fronting on to the Heidelberg Road ramp and the adjacent residential tower*. Therefore, if a planning permit were to be issued, it is recommended that a continuous minimum 1.5m building setback from the title boundary along the Dummett Crescent Lane interface, including modifying the street wall at the corner to Queens Parade to accommodate this setback, including any reconfigurations to the commercial tenancies and apartments.

	All building services are located either to the rear of the site or within the basement levels which comply with *Clause 15.01* and the requirements of the DDO16-5. Clause 2.7 of the DDO16-5 encourages a corner splay or setback at laneways to support access and services. The proposal provides this splay at the corner of Dummett Crescent and Dummett Crescent Lane. This clause further states, *new vehicle crossovers onto Queens Parade should be avoided*. The proposal deletes the existing crossover along Queens Parade, which complies with this requirement and improves pedestrian amenity. The vehicle entrance is recessed from the southern boundary and accessed via Dummett Crescent. The location of the vehicle entry is supported as this is to the rear of the site and is consistent with policy at *Clause 15.01-2L* which recommend vehicle access to be *located at the rear of a building, in an area of lower pedestrian activity*. Windows along all three façades at ground floor, including windows and balconies at the upper levels allow direct interaction and passive surveillance between the development and the public realm. Councils Urban Design Unit have provided a suite of conditions relating to improvements to the public realm along all three street frontages (with references made to images within the Appendix of their comments), as follows: (a) Ground floor entrance thresholds and setback spaces: (i) must have seamless level interfaces to adjacent footpaths. (ii) must be DDA compliant. (iii) any required ground level modifications must be accommodated for within the subject site and no modifications to existing footpath levels. (iv) any associated tactile, handrails and landings must be accommodated for within the subject site. (v) show paving material to all entrance thresholds and setback spaces. (vi) show all existing street streetscape infrastructure such as power poles and drainage pits to demonstrate full coordination. (b) Provide visitor bicycle parking spaces in vicinity of entrances within the subject site without obstructing setback spaces intended for improved pedestrian accessibility. (c) A standard Council bench seat integrated by the main entrance. (d) Street trees to be integrated along the frontage (refer Appendix 01). (e) Provision of a detailed Public Realm and Streetscape Improvement Plan (refer Part 5). (f) Integrate external lighting into the built form. (g) Footpath trees should be integrated along the lane (only in section(s) where full building setback is provided) footpath tree planting (Appendix 02). (h) Provision of a kerb extension in the northeast corner where the lane angles with tree(s), garden bed and bike parking (Appendix 03 – Area A).

	(i) Provision of a kerb extension in the northeast corner (across) the vehicle carriageway by the pedestrian underpass with tree(s), garden bed and bike parking (refer Appendix 03 – Area B); and (j) Any potential tree removal needs Council separate approval. If a permit were to be issued, then all 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. *Shadows* *Clause 15.01-2L* provides guidance in-relation to shadowing of the public realm from proposed developments and specifically states, *unless specified elsewhere in this scheme, ensure development allows direct sunlight between 10am and 2pm on 22 September to any part of the:* • *Footpath on the southern side of streets orientated east-west in activity centres as defined in clause 11.03-1L.* • *Opposite footpath on streets orientated north-south in activity centres as defined in clause 11.03-1L.* Shadow plans were submitted with the application and given the orientation of the subject site, combined with the setback of the tower, any additional shadowing will fall within the existing shadows along Queens Parade. This is an acceptable outcome. However, contrary to *Clause 15.01-2L*, given the overall height and massing of the proposed development, the southern side of Dummett Crescent is overshadowed from 11am to 3pm. Therefore, the extent of shadows cast on the public realm is not supported. The deletion of three levels and apartments within the tower may ameliorate the extent of proposed shadows. In summary, the proposal has several concerns relating to the public realm and therefore the design is not supported in its current form.
Built Form- Architectural quality/ detail	**Not supported** *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.* A design objective of the DDO16-5 is *to protect the integrity of historical streetscapes and clusters of heritage buildings of a similar scale and materiality*. As outlined earlier in the report, given the overall height of the proposed form and the poor transition from low-scale heritage buildings, this development is not appropriate and does not respond well.

The building when viewed from the Queens Parade frontage has three simple design elements as follows (see Figure 9 below):

- A double-storey, charcoal brick street wall around the existing heritage façade.
- A mid-tier consisting of a grey concrete textured finish along the balconies; and
- The upper tier consisting of a red oxide concrete smooth finish, providing regular vertical definition as well as definition of the individual storeys.

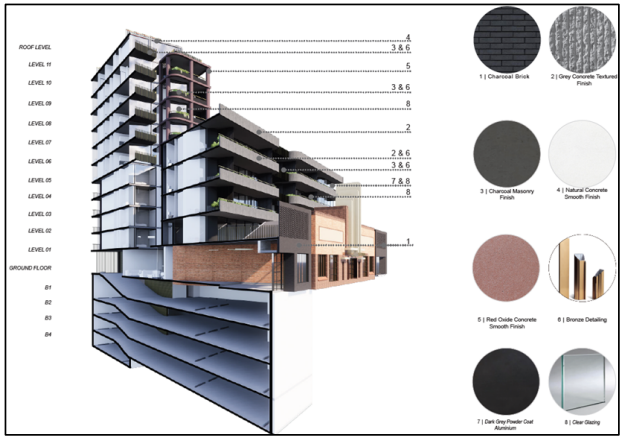


Figure 9: Proposed material and finishes (Source: CHT Architects November 2025)

This design approach 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 Urban Design Unit were supportive of the façade design and materials along the Queens Parade and Dummett Crescent Lane elevations. On the contrary, whilst the use of brick for the infill-built form on either side of the former Clifton Motor Garage was supported, Council's Heritage Advisor raised concerns in relation to the use of a dark charcoal tone/colour. Instead, it has been recommended that the colour of the brickwork be revised to *a warmer earthy tone that provides a more sympathetic transition between the Former U.K. Hotel and the Former Clifton Motors Garage site, for example, red/orange or brown*. Planning Officers disagree with Council's Heritage Advisor's recommendation to provide more earthy tones. Whilst the dark charcoal is a contemporary finish, it is distinct from the historic masonry construction which defines the heritage

	streetscape along Queens Parade. Therefore, the proposed dark colour would help to articulate the retained and neighbouring heritage buildings and would not obscure or compete with the valued heritage fabric. However, the south-eastern portion of the building when viewed along Dummett Crescent does not provide enough definition between the street wall and upper levels, especially since there is no defined street wall, with recessed upper levels above. If the proposal were to be supported, it is recommended to include a condition requiring a stronger delineation of the lower and upper levels is provided, using the current material palette. If supported, 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 risk of reflected glare is generally greater for developments above four storeys in height. The use of brickwork and exposed concrete reduces the risk of glare to surrounding sites. However, the development also comprises of glazing and metal cladding. Glazing and polished metal cladding are considered a key source of reflected glare and can be particularly intense and visible from varying locations and directions throughout the day and year. Council's Urban Design Unit have also recommended to consider extent of glazing of upper levels and impacts of reflection to surrounding properties. The deletion of three levels would further mitigate any glare impacts. If this proposal is to be supported, it is recommended to include a condition requiring a reflected glare assessment of external building materials and finishes, utilising an appropriate methodology, to be submitted. This will help minimise detrimental impacts of development on neighbouring properties, the public realm and the natural environment. Overall, the proposed materials are generally supported, except for the abovementioned concerns. *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	**Not supported** *On-site Landscaping*

	Council's Strategic Projects, Parks and Open Space Unit, along with the Urban Design Unit advised that the Landscape Concept Plan contains insufficient detail and provided several conditions to replace certain species, particularly in relation to the communal open space at ground floor. It was also found that the *interface to Dummett Crescent Lane and Dummett Crescent would benefit from integration of vertical greenery*. See recommendations below: (a) *Review tree and shrub species proposed as main features in the central courtyard.* (b) *Integrate vertical greenery within Dummett Crescent Lane, not obstructing the 1.5m setback space.* (c) *Provide an updated Landscape Plan that meets Council's general requirements and includes details of:* (i) *planting plan(s) showing the location of proposed planting and plant numbers and species, as well as a legend containing key features, materials and surfaces. This should be provided for each landscaped area within the site.* (ii) *vertical growing structures (if proposed) including detail drawings, servicing methodology, mounting technique etc.* (iii) *the areas proposed for deep soil planting; and* (iv) *the location of each 'tree type' proposed.* These changes are recommended by way of condition. *Street Trees* The following are recommended by Council's Strategic Projects, Parks and Open Space Unit and the Urban Design Unit and are recommended to be addressed by way of condition: (a) *Plans should indicate the location of new street trees along Queens Parade Service Road.* (b) *Plans should indicate the location of ten (10) new street trees along Dummett Crescent Lane (pending 1.50m "to the sky" setback provision).* (c) *Plans should indicate the location of three (3) new street trees along Dummett Crescent (Appendix 03 Area A) to be planted by Council with developer contribution.* (d) *Plans should indicate the location of four (4) new street trees along Dummett Crescent, to be planted by Council with developer contribution.* (e) *All trees to be planted by Council with developer contribution.* (f) *All street tree planting is to be undertaken by Council's tree planting contractor.* (g) *The applicant is requested to contribute to the cost of planting new street trees, which would cover the cost of tree sourcing, planting and 24 months of establishment maintenance.* (i) *Figure of total sum of street tree contribution to be confirmed pending extent of streetscape improvements around the subject site.*

	(ii) *Developer contribution for 1 no. street tree is (at the date of preparation of this memo) is $2,033.00 (ex GST) per tree.* (iii) *Council refers the right to increase the rate as per current inflation at its discretion.* (h) *Council's tree planting contractor will source and plant the street trees.* (i) *Final tree species and locations are to be confirmed by Council's arborist prior to construction.* (j) *Council to be kept updated as the project progresses so when the plans are approved Council can ensure trees are placed on order in time for completion.* (k) *All other works associated with the implementation of the public realm plan including but not limited to, drainage works, paving, road -re sheeting, relocation of services, installation of imported topsoil, mulch and low cover planting are to be completed by the developer at the developers cost to the satisfaction of the responsible authority.* (l) *Any low cover planting to have minimum 24 months (two summers) maintenance at the cost of the developer (if developer installed the trees, then these are subject to the same maintenance requirements);* and (m) *The developer to advise on completion of any works in accordance with Council general requirements for completion of public realm works.*
Off-site amenity impacts	**Conditions required** A design objective of the DDO16-5 is *to ensure development responds to sensitive interfaces by ensuring the overall scale and form of new buildings provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing. Clause 15.01-1L* states *provide windows and balconies to facing laneways to enhance surveillance but do not unreasonably overlook neighbouring private open spaces or habitable rooms on the opposite side of the laneway.* In terms of sensitive interfaces, the only sensitive interfaces are the aged care habitable room windows to the north-east (10-storey building). These windows are partially obscured by louvres. There are no terraces associated with this neighbouring development facing the subject site. The proposed building is setback 8.73m from the neighbouring development as a result of Dummett Crescent Lane. Furthermore, the majority of the proposed 5-storey development on-site will be adjacent to this 10-storey neighbouring building. Nonetheless, the proposal offers the use of contrasting materials and balcony insertions along the north-eastern façade, which adds modulation and visual interest when viewed from this sensitive interface. The architectural plans do not include typical overlooking section diagrams. The material schedule does not provide detailing on any screening treatments. If DTP is of a mind to support this proposal, it is recommended to include a condition requiring overlooking sections confirming that there is no direct and unreasonable overlooking from the proposed building to the HRWs of Nos. 217 – 241 Queens Parade.

On-site amenity & ESD	**Unclear** The development proposes 98 dwellings (one, 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), Clause 58.07-3 – Windows (Standard D28), Clause 58.07-4 – Natural Ventilation (Standard D29)* 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) Daylight modelling results do not include surrounding development and therefore risk the building not being able to demonstrate satisfactory daylight performance and requiring reconfiguring apartment layouts and floor plates. Resubmit Daylight Modelling ensuring BESS methodology and best practice standards are demonstrated. (b) 39% of apartments are single aspect dwellings with room depths in-excess of 5m, preventing effective natural ventilation. Provide mechanical fresh air supply and return to these dwellings. Furthermore, the SMP was completed 12 months ago, whereas the latest plans are dated November 2025. It has been recommended by Council's ESD Advisor that the SMP be updated to be consistent with the latest architectural plans and include thermal and daylight modelling. The following improvements were also identified and recommended: (a) Average thermal energy rating of 8 Star NatHERS. (b) Purchase 100% Green Power for all residual electricity use on-site. (c) Installation of larger solar PV array; and (d) Provision of energy storage batteries. Given the lack of information provided around daylight modelling, Council is not supportive of this proposal. If a permit is to be issued, it is recommended that the above be addressed by way of condition. *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. There are further concerns regarding vegetation viability with poor

	access to sunlight. In addition, Council's Open Space and Urban Design Units stated that *the central courtyard space planting palette is not shade tolerant to withstand the minimal light filtering into the central space*. *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. If this application is to be supported, standard conditions are recommended to be imposed to ensure the lights are appropriately baffled and shielded to prevent light spill. *Clause 58.04-3 – Noise Impacts (Standard 16)* An Acoustic Report has not been provided. If this application is to be supported, please condition the provision of one. *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. Whilst the location of cooling or heating units are shown, an additional area of 1.5sqm is not shown for some apartments. It is recommended to include a condition requiring the plans to show this additional area, to meet this standard. *Clause 58.07-1 – Functional layout (Standard D26)* The living rooms of Apartments 103, 104, 105, 206, 207, 208, 210, 306, 307, 308, 310, 406, 407, 408, 410, 501, 502, 503, 504, 601, 602, 603, 604, 701, 702, 703, 704, 801, 802, 803, 804, 901, 902, 903, 904, 1002, 1003 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** The development provides a total of 142 car parking spaces, which meets the statutory car parking requirements under *Clause 52.06-5* of the Scheme. Council's Development Engineering Unit found the provision of on-site car parking to be acceptable. *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

<table>
<tr><td></td><td>with the layout of the car parking area. Whilst they were generally supportive of the car access from Dummett Crescent, limited information has been provided, and it has been recommended that the following matters be addressed by way of conditions:

(a) Dimension the width of the development entrance.
(b) Superimpose the pedestrian sight triangle (2m x 2.5m) for the exit lane of the development entrance, such that it satisfies Design standard 1 - Accessways of Clause 52.06-9.
(c) Dimension the headroom clearance.
(d) Dimension the lengths of the ramp grades and transition grades. The 1 in 8 transition grades at the bases of the 1 in 4 ramp sections must be a minimum of 2.5m in length; and
(e) Provide a cross-sectional drawing for the new vehicle crossing, together with a ground clearance check using the B99 design vehicle.

The above is 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.</td></tr>
<tr><td>Bicycle provision</td><td>Conditions required

Pursuant to Clause 52.34 of the Scheme, the proposed development is required to provide the following (see extract of the table from Council’s Strategic Transport referral below):

<table>
<tr><th>Proposed Use</th><th>Quantity/ Size</th><th>Statutory Parking Rate</th><th>No. of Spaces Required</th><th>No. of Spaces Allocated</th></tr>
<tr><td rowspan="2">Dwellings</td><td rowspan="2">98 dwellings</td><td>In developments of four or more storeys, 1 resident space to each 5 dwellings</td><td>20 resident spaces</td><td>98 resident spaces</td></tr>
<tr><td>In developments of four or more storeys, 1 visitor space to each 10 dwellings</td><td>10 visitor spaces.</td><td>20 visitor spaces</td></tr>
<tr><td rowspan="2">Retail premises (other than specified in this table)</td><td rowspan="2">780 sqm</td><td>1 employee space to each 300 sqm of leasable floor area</td><td>3 employee spaces</td><td>14 employee spaces</td></tr>
<tr><td>1 visitor space to each 500 sqm of leasable floor area</td><td>2 visitor spaces.</td><td>2 visitor spaces</td></tr>
</table>
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<tr><td></td><td>
<table>
<tr><td colspan="2" rowspan="2">Bicycle Parking Spaces Total</td><td>23 resident / employee spaces</td><td>112 resident / employee spaces</td></tr>
<tr><td>12 visitor spaces</td><td>22 visitor spaces</td></tr>
<tr><td>Showers / Change rooms</td><td>1 to the first 5 employee spaces and 1 to each additional 10 employee spaces</td><td>0 showers / change rooms</td><td>0 showers / change rooms</td></tr>
</table>
The development provides a total of 89 additional resident/employee spaces and 10 additional visitor spaces above the requirements of the Scheme. However, Council's Strategic Transport Unit recommended the following. If a permit is to be issued, it is recommended that the following be included by way of condition (in addition to the recommendations provided by Council's Urban Design Unit relating to visitor bicycle parking):
(f) Provide a minimum of 27 visitor spaces in line with CASBE requirements.
(g) Identify the type of visitor bicycle parking for all locations on the architectural plans.
(h) Identify all relevant dimensions for bicycle parking spaces on the architectural plans, in accordance with AS2890.3 and Yarra City Council's Standard Drawings.
(i) Provide all resident/employee bicycle parking in an easily accessible area, within a reasonable distance from the lift core; and
(j) Provide all resident/employee bicycle parking within a secure compound or bicycle locker and identify the locking mechanism to be used at each bike store on the architectural plans.
</td></tr>
<tr><td>Any other matters</td><td>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.</td></tr>
<tr><td>Net community benefit</td><td>Not supported
Pursuant to Clause 71.02-3 Integrated Decision Making, outcomes should be balanced in favour of net community benefit. However, whilst the proposal incorporates affordable housing with the development, in this instance, based on the above assessment, the proposal does not comply with the relevant planning policies and therefore, had Council been in a position to determine the application, it would have been refused on the grounds detailed within the 'Executive Summary'.</td></tr>
</table>

Declaration

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

7. Confidential Planning Decisions Committee Reports

Nil.